

RESTRICTED(FOR OFFICIAL USE ONLY)*Not to be communicated to anyone outside H.M. Service***ADMIRALTY FLEET ORDERS**ADMIRALTY, S.W.1,  
9th August, 1945.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

*J. V. Markham*

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

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

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## ADMIRALTY FLEET ORDERS

- | No.   | Subject.  |
|---|---|
| 9th August, 1945.   |   |
| SECTION 1.—ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGN PORT REGULATIONS, ETC.  |   |
| <i>(Station Limits : Fighting Efficiency of Ships : Naval Aircraft Administration : Internal Organization of Ships : Navigation and Seamanship : Fleet Exercises and Practices, etc.)</i> |   |
| 4402.   | Combined Operations—Naval Beach Commando Headquarters—Additional Functions of H.M.S. "Dundonald".   |
| 4403.   | Commands—Home—Portland Sub-Command—Administration and Status.   |
| 4404.   | Greece—Establishment of British Naval Mission.  |
| SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.   |   |
| 4405.   | Accounting—Cash Account Discrepancies—Supply Officers' Responsibilities.  |
| 4406.   | Admiralty—Committees—Leggitt Committee—Dissolution.   |
| 4407.   | Air Stations—Woodvale—Nearest Railway Station.  |
| 4408.   | B.B.C. General Forces Programme—"Facts and Figures"—REPORTS.  |
| 4409.   | Boom Defence Vessels—Employed on Port Clearance or Salvage Work—Extra Payment Claims.   |
| 4410.   | Broadcast by Rear Admiral R. K. Dickson, D.S.O., Chief of Naval Information—"The Battle of the Atlantic". <i>(Included in Notice Boards only)</i> . |
| 4411.   | Canteens—N.A.A.F.I. Price Lists.  |
| 4412.   | Cash—Advances of Funds to Canadian Ships.   |
| 4413.   | Chaplains—Senior Chaplain, Methodists, etc.—Appointment of Rev. A. Campsie.   |
| 4414.   | Compensation—Loss of and Damage to Effects—Insurance.   |
| 4415.   | Correspondence—Addresses—H.M.S. "Vernon"—Supply Officer.  |
| 4416.   | D.E.M.S.—Ratings—An Appreciation of, from Minister of War Transport.  |
| 4417.   | Discipline—Imprisonment or Detention—Men sentenced to and Discharged from—Procedure.  |
| 4418.   | Education—Adult Education and Vocational Training—E.V.T. Reference Libraries and Text Books.  |
| 4419.   | Educational—Adult Education—Educational and Vocational Training—Forces Educational Broadcasts.  |
| 4420.   | Educational—Adult Education—REPORTS.  |
| 4421.   | Films—Instructional—Titles—"Australia, The Land Down Under" (Film Strip),   |
| 4422.   | Food Rationing—Allowance for Casual Meals.  |
| 4423.   | Funds—Ships—H.M. Ships "Allenby", "Blinjo", "Leith" and "Polar Bear" and H.M.T. "J.4.". <i>(Included in Notice Boards only)</i> .                   |
| 4424.   | Legal—Scheme of Free Legal Aid—Appointment of Legal Aid Officers to British Pacific Fleet and East Indies Fleet.                                    |
| 4425.   | Lott Naval Trust Fund—Awards for Inventions.  |
| 4383.   | Manpower—Re-Allocation—Block Releases in Class B—Carpenters and Joiners.  |
| 4384.   | Manpower—Re-Allocation—Block Releases in Class B—Carpenters and Joiners.  |
| 4385.   | Manpower—Re-Allocation—Block Releases in Class B—Carpenters and Joiners.  |
| 4386.   | Manpower—Re-Allocation—Block Releases in Class B—Clay, Sand, Gravel and Chalk Pit Digging.  |
| 4387.   | Manpower—Re-Allocation—Block Releases in Class B—Concretor, House Breaker, Steel Bender, etc.   |
| 4388.   | Manpower—Re-Allocation—Block Releases in Class B—Concretor, House Breaker, Steel Bender, etc.   |
| 4389.   | Manpower—Re-Allocation—Block Releases in Class B—Customs and Excise Officers.   |
| 4390.   | Manpower—Re-Allocation—Block Releases in Class B—Floor and Patent Roofing Layer, Tiler (Wall and Floor).  |
| 4391.   | Manpower—Re-Allocation—Block Releases in Class B—Floor and Patent Roofing Layer, Tiler (Wall and Floor).  |
| 4392.   | Manpower—Re-Allocation—Block Releases in Class B—Glaziers.  |
| 4393.   | Manpower—Re-Allocation—Block Releases in Class B—Grain Milling.   |
| 4394.   | Manpower—Re-Allocation—Block Releases in Class B—Plaster, Lime, etc.—Manufacture.   |
| 4395.   | Manpower—Re-Allocation—Block Releases in Class B—Police.  |
| 4396.   | Manpower—Re-Allocation—Block Releases in Class B—Plumbers.  |
| 4397.   | Manpower—Re-Allocation—Block Releases in Class B—Preventive Officers.   |
| 4398.   | Manpower—Re-Allocation—Block Releases in Class B of Combined Operations Personnel.  |
| 4399.   | Manpower—Re-Allocation—Block Releases in Class B—Amendments to A.F.Os. 3996/45 and 3997/45.   |
| 4400.   | Manpower—Re-Allocation—Block Releases in Class B—Amendments to A.F.Os. 3999/45 to 4051/45.  |

*Issued separately on 9th August, 1945.*
SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.—*contd.*

4401. Manpower—Re-Allocation—Release in Class A. *(Issued separately on 9th Aug. 1945)*.
4426. Marriage—Allowance—Officers—Payment in Case of Divorce.
4427. Medals, Decorations, Honours—Awards to Officers and Men of the Royal Hellenic Navy.
4428. Medals, Decorations, Honours—Awards to an Officer and Men of the Royal Norwegian Navy and Naval Reserve.
4429. Medals, Decorations, Honours—Awards to Officers of the Soviet Forces.
4430. Medals, Decorations, Honours—"London Gazette" Supplement of 31st July, 1945.
4431. New Zealand—Importation of Firearms.
4432. Nurse—Restriction in Use of Title—Admission to Roll of Assistant Nurses.
4433. Ratings—Wiremen (L.C.)—Professional Examination for Ratings Qualifying as Leading or Petty Officer Wireman (L.C.).
4434. Royal Naval College, Greenwich—Drawing of the Painted Hall—Reproductions Available for Officers.
4435. South Africa—Naval Forces—Transfer to.
4436. Surgeons and Agents—Beer.
4437. Uniform—Working Dress for Air Crews and Action Working Dress—Purchase from Outfitters by Ratings.
4438. W.R.N.S.—Air Arm Categories—Drafting.
4439. W.R.N.S.—Aircraft Safety Equipment Ratings—Conditions of Service.
4440. W.R.N.S.—Messenger and General Duties Categories—Abolition—Stewards (G)—Employment—Transfers Between Steward (G) and Steward (O) Categories.
4441. W.R.N.S.—Ratings—Badges.
4442. W.R.N.S.—Redundancy of Ratings—Procedure.
4443. Warrant Telegraphist—Qualifying Course for.

SECTION 3.—G., T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS. *Gunnery—(Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.)*

4444. Aircraft—Guns. Browning, M.G. 0-303-in.—Positioning Belts—Gauges, Tappet Setting, R.A.F. Ref. 8D/2104—REPORTS.
4445. Ammunition—General—SA., 20-mm. and Below—Sentenced for Early Expenditure—Disposal.
4446. Ammunition—Miscellaneous A.A.D. Weapons—Tails, Propelling Rocket U, 2-in., Mark II, Cordite S/U/D, B.S. 2992, Br. Lot 89-9/42—Disposal.
4447. Ammunition—Miscellaneous A.A.D. Weapons—Tail, Propelling, Rocket U, 5-in., Mark VI/N—Modification to Closing Disc—Identification.
4448. Ammunition—Miscellaneous A.A.D. Weapons—Type J—Rocket Carrying Apparatus U 2-in., Mark IVA, Lot 96.
4449. Ammunition—20-mm., 40-mm. and 2-pdr.—20-mm. Hispano, Linking—Withdrawal of Links of Certain Makes.
4450. Ammunition—20-mm., 40-mm. and 2-pdr.—40-mm. Bofors—"Innocuous" Practice Ammunition—Issue.
4451. Ammunition Supply—Handing Trays, Hand-Ups, Hand-Through Scuttles and Shell and Ammunition Carriers—Carriers Ammunition Quadruple for 4-in., Mark XVI\* Gun Ammunition—Modification.
4452. Ammunition Supply—Naval Armament Depots—Supply, Tests and Returns of Ammunition—Destruction of Propellant of Indexes S.P.D.X. 1629 and S.P.D. 1889.
4453. Ammunition Supply—Naval Armament Depots—Supply Tests and Returns of Ammunition—Restriction of N.C. Propellant of S.P.D. 2225.
4454. Armament Stores—Miscellaneous—Pistols, Signal, Electrically Operated, 1½-in.—Fitting of Spare Extractors.
4455. Guns—General—Alterations to Drill at Q.F. Guns.
4456. Gun Mountings—4.7-in. C.P., Mark XXII, 4.5-in. C.P., Mark V and 4.5-in., R.P.50, Mark V—Breech Workers Push—As. and As.
- Torpedo—(Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)*
4457. A/S Weapons—Depth Charge and Equipment—Depth Charge Release Gear—American Depth Charge Arbors, Mark 7, Mod. O and Mark 7, Mod. I.
4458. Whitehead—Torpedo Tubes and Discharges—Discharges, Submerged Fire—Internal and External Tubes—Fitting of Tally Plates to A.I.V. Compensating Unit Shut Off Cocks.
4459. Whitehead—Torpedo Tubes and Discharges—Discharges, Submerged Fire—Torpedo Tubes, Submarine—Extractor Firing Gear—Fitting of Safety Catches—As. and As.
4460. Whitehead—Torpedoes—21-in.—Mark VIII\*\*, Mod. 2 and IX—IX\*\* Mod. 1, Modification to Vertical Rudders to Facilitate Passing Tail Gauge.

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

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

4461. Boilers—Tubes—Particulars of Numbers Fitted in H.M. Ships.  
 4462. Combined Operations—L.C.I.(L), L.C.H. and L.C.Q.—Main Engine Exhaust Manifold Lagging.  
 4463. Machinery—Auxiliary Feed Pump Discharge—Fitting of 3-way Cock, etc.—As. and As.

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

4464. D/F—Operational and General—H/F, D/F—Requirements for Fitting Aerials in Ships fitted with D/F Outfits FH3/4, FV4/5/7 and RH2—Indication of Earthing of Ship's Communication Aerials.  
 4465. Radar—Radio Counter Measures and "Y"—U.S. Model, Type 50, Magnetic Wire Recorder—Fitting-out Information.  
 4466. Radar—Types 291/2—Fitting-out Information.  
 4467. Stores—Administrative and General—Tool Kits for W/T and Radar Purposes.  
 4468. W/T—Operational and General—Wireless V.H/F Aerials—Emergency Arrangements.  
 4469. W/T—Stores—H/F D/F Outfit FH4—Modifications to Pattern 54535 Receiver and Pattern 55663 Power Unit.  
 4470. W/T—Stores—Receiver RBJ—Replacement by Receiver B.28 in H.M. Ships.

*Anti-Submarine.—(Asdics, Hydrophanes and Echo Sounding and Stores.)*

4471. Asdics—Publications—Establishment List—Errata.

*Aircraft.—(Technical.)*

4472. Aircraft—W/T—Radio—ARI—5206—Failure of L.T. Fuses.  
 4473. Stores—Items—Aircraft—Drop Fuel Tanks for American Type Aircraft—Mark and Stock Numbers.

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

4474. Aircraft—Carriers—Arrester Gear Wires and Fittings.  
 4475. Aircraft—Maintenance Facilities—Tool Boxes and Vice Benches in Carriers.  
 4476. Aircraft—Oxygen-Mask—Test Rig for.  
 4477. Batteries—Pattern 14116, for Use with S.T.A.A.G. Mountings.  
 4478. Batteries—Pattern 14131—Young Type GWY.5.—Standardization.  
 4479. Cable—Electric—Patterns 12738, 12739, 12740 and 12741—Introduction.  
 4480. Coastal Force Craft—Ramps for Oerlikon, Mark IX, Mountings.  
 4481. Coastal Forces—Craft under Repair or Refit—Landing of Explosive Stores—Responsibility for Maintenance of Guns and Mountings.  
 4482. Combined Operations—L.C.M.—Separate Kedge and Ramp Winches and Breakwater—Fitting—As. and As.  
 4483. Combined Operations—L.C.N.—Ready Use Lockers and Fairleads.  
 4484. Combined Operations—L.C.T.—Shower—Fitting of—As. and As.  
 4485. Combined Operations—L.S.T.—Anchor Windlass Brake Band.—Safety Stop.—As. and As.  
 4486. Combined Operations—L.C.Q. L.C.I. (L) 351 *et seq.*—Feed Water System—Fitting of Locked Cocks—As. and As.  
 4487. Combined Operations—L.C.G. (L) 3 and 4, L.C.T's. (R), (E) and (4)—Sea Inlets to Forward Generators and/or Forward Pumps—Modification—As. and As.  
 4488. Combined Operations—Major Landing Craft—L.C.T.(E) and N.S.C.(L)—Screw Slips for L.C.P.(S) Davits.  
 4489. Destroyers—Side Scuttle—Fitting of in Issue Room—As. and As.  
 4490. Electrical—Switch for Fighting Lights—Introduction of New Design.  
 4491. Fire Fighting—Equipment—Increased Allowances for Flight Decks of Aircraft Carriers—As. and As.  
 4492. Fishing Vessels—Ocean Passage Stores for M.F.Vs.  
 4493. Petrol—Aviation—Precautions when Discharging and Prior to Re-Issue.  
 4494. Stores—Administrative and General—Store Depot, Main, India—Functions.  
 4495. Stores—Items—Aircraft—Dinghies—Electric Air Filler—Apparatus.  
 4496. Stores—Items—Aircraft—Self-Sealing Viscose Seals, "VISKAPS."  
 4497. Stores—Items—Cell Pattern 14120 for Use with Avometers—Introduction.  
 4498. Stores—Items—Counterdrum Instruments, Spares for.  
 4499. Stores—Items—Laundering Irons—Allowances to Escort Carriers.  
 4500. Stores—Items—Sparking Plugs, Types M60 and E41—Screwed Terminals for.  
 4501. Stores—Items—Tools, Screwcutting for American Thread.  
 4502. Stores—Items—Vice, Wrought Iron Bench, 4-in.—Allowance to L.S.T.(3).  
 4503. Telephones—Spare Cords for Ships' Exchanges.

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

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

4504. Badges and Mottoes—Air Mechanics, 1st Class—Badge.  
 4505. Canteens—N.A.A.F.I. Price Lists. (See A.F.O. 4411/45.)  
 4506. Clothing—Loan Protective Clothing—Waterproof Aprons—Ratings in Ships' Laundries.  
 4507. Clothing—Officers—Supplies from Service Stocks to Officers on Detached Duty in the United Kingdom.  
 4508. Contracts—Meat—List of Home Ports Contracts—Amendment.  
 4509. Stores—Items—Commercial Acid Sodium Sulphate for Cleaning W.C. Pans

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

4510. Aircraft—Carriers—Flight Deck Log—Introduction.  
 4511. Aircraft—Equipment—Accounting and Checking Procedure—Temporary Forms, A.44/L.A. for Hellcat F., Mark II, N.F., Mark II, F.R., Mark II and P.R.—Mark II.  
 4512. Books of Reference—Amendments.  
 4513. Books of Reference—B.R. 5—Issue to Cook Ratings.  
 4514. Books of Reference—B.R. 980(B) (Restricted)—Revised Page 1 to Range Table 351A and Revised Page 1 to Range Table 351B for Q.F. 4.7-in. Guns, Mark VIII—June, 1945—Issue.  
 4515. Books of Reference—B.R. 980 (G) (Restricted)—Addl. Page 1A to Range Table 426 for Q.F. 5.25-in. Guns, Mark I.  
 4516. Books of Reference—B.R. 980(K) (Restricted)—Shark Range Table No. 615 for B.L. 4-in. Guns, Mark IX to IX\*\* and Q.F. 4-in. Guns, Marks V to V\*\*\*, XVI\*, XIX and XXI—Shark Range Table No. 616 for Q.F. 4-in. Guns, Mark IV—March, 1945—Issue.  
 4517. Books of Reference—B.R. 980 (N) (Restricted)—Range Table No. 617 for Q.F. 6-pdr., 7-cwt. Guns, Mark II—May, 1945—Issue.  
 4518. Books of Reference—B.R. 980 (U)—Revised Page 1 to Range Table 199 for B.L. 16-in. Guns, Mark I—June, 1945—Issue.  
 4519. Civilian Non-Industrial Staff—Home, India and Burma Services—Post-War Recruitment—Amendments to Regulations.  
 4520. Combined Operations—Index to A.F.Os. and C.A.F.Os. Relating to the Administration of C.O. and R.M. Landing Craft Personnel.  
 4521. Correspondence—Similarity of Names—Confusion—H.M.S. "Minstrel" and H.M.S. "Mistral".  
 4522. Forms—S.161 and S.161R—Insertion of Service Trades.  
 4523. Mercantile Marine—Admiralty Merchant-Ship Defence Instructions.  
 4524. Publications—Air—Distribution—Week Ending 21st July, 1945.  
 4525. Publications—Air—Distribution—Week Ending 21st July, 1945.  
 4526. Publications—Air—Distribution—Week Ending 28th July, 1945.  
 4527. Publications—Air—Distribution—Week Ending 28th July, 1945.  
 4528. Publications—Air Publication 1480X—Recognition Handbook of British Experimental Aircraft.  
 4529. Publications—Establishment of Naval Stores for Motor Fishing Vessels—Errata No. 3.  
 4530. Records—Disposal of on The Amalgamation of Stations, Closing Down of Bases, etc.  
 4531. Resettlement in Civil Life—"Careers for Men and Women"—Pamphlets—Distribution.  
 4532. Telegrams—Concession—Form C.S.N.—Telegraph Address for.  
 4533. W.R.N.S.—Medical—Examination—Ratings Dispersed under Release Instructions—Memorandum for Medical Officers.

## SECTION 6.—SHORE ESTABLISHMENTS

4534. Accounting—Cashiers—Responsibilities as Local Representatives of the Secretary of the Admiralty in His Capacity as Accounting Officer for Navy Votes.  
 4535. Civilian Non-Industrial Staff—Civil Servants Serving in H.M. Forces, The Civil Defence Forces, etc.—Entitlement to Balance of Civil Pay and General Provisions Regarding Period of Absence.  
 4536. Civilian Non-Industrial Staff—Post War Recruitment to Civil Service—First Examination for Clerical Assistants, Typists and Shorthand-Typists.  
 4537. India—Madras—Appointment of Admiralty Cashier.  
 4538. Production—Regional Boards—Application to Admiralty Establishments.  
 4539. W/T—Civilian Shore Wireless Service—Overtime Arrangements.  
 4540. Workpeople—Returns and Statistics—Numbers, etc. of Mechanics borne—REPORT.

*(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.

### 4402.—H.M.S. "Dundonald"—Additional Function as Naval Beach Commando Headquarters

(M./C.O.D. 0534/45.—9 Aug. 1945.)

H.M.S. "Dundonald" has now become the Headquarters and principal Training Base in the U.K. for Naval Beach Commandos instead of H.M.S. "Armadillo," with effect from 17th July, 1945. H.M.S. "Armadillo" is to be paid off.

(A.F.O. 2266/44.)

(C.A.F.O. 235/44 is cancelled.)

### 4403.—Portland Sub-Command—Administration and Status

(M. 06836/45.—9 Aug. 1945.)

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

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

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

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

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

(A.F.O. 4060/45 is cancelled.)

### 4404.—British Naval Mission to Greece

(M.058952/45.—9 Aug. 1945.)

By agreement with the Royal Hellenic Government a British Naval Mission in Greece has been established.

2. Vice-Admiral R. R. Turner, C.B., D.S.O., has been appointed as Head of the Mission, retaining at the same time his present appointment as Senior British Naval Officer, Greece.

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

### 4405.—Cash Account Discrepancies—Supply Officer's Responsibilities

(D.N.A.31740/44.—9 Aug. 1945.)

In view of their liabilities under K.R. and A.I., Article 1528, Supply Officers in charge of public money should report to their Commanding Officers discrepancies in their accounts, other than those of a very minor character, which involve a shortage or a surplus of public cash, not later than the date on which the money in their charge is next due to be counted in accordance with K.R. and A.I., Article 1105.

2. When a Supply Officer makes good a cash deficiency from his own resources and wishes the fact to be noted officially, the Commanding Officer should make a record of the refund in the relevant cash account (S.29) and in the cash balance book (S.39), specifying the amount paid in and the date of payment, and forward an explanatory letter, through his administrative authority, to the Director of Navy Accounts with any suitable recommendations.

3. When a Supply Officer refuses or is unable to make good a deficiency, the cash account should be forwarded with an entry at Code 29 showing the deficiency, and the Commanding Officer should forward a report on the matter, through his administrative authority, to the Director of Navy Accounts with suitable recommendations.

4. If a Supply Officer should subsequently discover an accounting error which satisfactorily explains a deficiency made good by him under the conditions described in paragraph 2, he should apply to the Director of Navy Accounts, through his Commanding Officer, for permission to re-imburse himself from public funds.

5. Any errors found on audit of cash accounts, which might account for differences reported under paragraphs 2 and 3 above, will be notified by the Director of Navy Accounts with instructions for appropriate adjustment.

6. Reports under paragraphs 2 and 3 should be forwarded to the Director of Navy Accounts as early as practicable independently of the relative cash accounts.

(K.R. and A.I., Articles 1105 and 1528.)

### 4406.—Leggett Committee—Dissolution of

(N.L. 11983/45.—9 Aug. 1945.)

The Committee under the chairmanship of Vice-Admiral O. E. Leggett, C.B., R.N., set up in 1941 to investigate collisions occurring in convoy, etc., is to be dissolved as from August 31st, 1945.

### 4407.—R.N. Air Station, Woodvale—Nearest Railway Station

(A./R.T. 30942/P.—9 Aug. 1945.)

Personnel travelling to R.N. Air Station, Woodvale, are being incorrectly routed via Liverpool.

2. The correct railway station for Woodvale is Ainsdale, to which personnel should be routed via Preston and Southport.

### 4408.—B.B.C. General Forces Programme—"Facts and Figures"—REPORTS

(N/D.P.S. 420/45/S.C.—9 Aug. 1945.)

In consequence of the favourable reports which have now been received from Commanders-in-Chief in accordance with paragraph 2 of A.F.O. 1816/45, the series of broadcast talks entitled "Facts and Figures" will be continued until further notice.

2. The following revised timings have now been made by the B.B.C. :—

Thursdays	...	...	0845-0900 G.M.T. (starting 2nd August).
Repeat Mondays	...	...	1315-1330 G.M.T. (starting 6th August).

These times have been worked out in response to the suggestions received from Commanders-in-Chief.

3. The subject of the talks will be promulgated by Admiralty General Message on the Tuesday preceding each new broadcast.

4. Further comments and suggestions regarding the subject matter or the presentation of the programme may be forwarded by individual ships or establishments direct to the Admiralty (for D.E.D.) at any time.

5. The aim of this programme will be to give straight information on subjects of everyday discussion among service men and women. The target audience will be the average man or woman who left school at 14. It is assumed that most of the audience is not in a position to ascertain for themselves facts or figures on a given subject. The information will be given by experts in the various fields that are covered. Special effort will be made to link up every subject with the general questions uppermost in the minds of most service men—"Will there be a job, security, a decent home and the chance to bring up children properly?" Basic information on controversial issues will be given in order that discussion can be carried on with some knowledge of the problems involved.

(A.F.O. 1652/45.)

(A.F.O. 1816/45 is cancelled.)

#### 4409.—Boom Defence Vessels employed on Port Clearance or Salvage Work—Extra Payment Claims

(B.D./S.V. 503/44.—9 Aug. 1945.)

Certain Boom Defence vessels have been employed on special port clearance and salvage work, and isolated claims have been received from personnel on return to the United Kingdom for extra pay under K.R. & A.I., Art. 1621.

2. Such claims are only admissible when authorized by the Commander-in-Chief or Senior Officer and must necessarily be preferred without delay if the facts are to be substantiated and having regard to the frequent changes in personnel.

3. Records of such service do not reach the Admiralty and Boom Defence officers are in future to ensure that nominal lists of the personnel involved, with dates and particulars of such services, are forwarded to Flag Officers or that this Order is brought to the notice of the appropriate administrative authority when the ships are diverted.

#### \*4410.—"The Battle of the Atlantic—A Retrospect of Six Heroic Years", Broadcast by Rear-Admiral R. K. Dickson, D.S.O., Chief of Naval Information

(D.P.S./S.C./45.—9 Aug. 1945.)

(Included in Notice Boards Issue only.)

#### 4411.—N.A.A.F.I. Price Lists

(V.2/4684/45.—9 Aug. 1945.)

The following explanation of the application of Naval Canteen Service prices and price lists in H.M. ships and establishments abroad is promulgated for information.

2. The quarterly "White List" of the Naval Canteen Service is the standard price list for provisions, groceries and sundries of the normal kinds provided by N.A.A.F.I. for sale in H.M. ships and naval establishments at home and abroad, except as indicated in paragraph 7 for shore establishments abroad. The prices in this list are based on retail prices in the U.K., but duty-free prices are quoted for use where applicable.

3. Under war conditions it is not practicable to replenish stocks in all canteens in H.M. ships and overseas establishments from the U.K., and it has been necessary to obtain supplies direct from other sources, e.g. North America, Australia and South Africa. Practically all these supplies differ in brand, quality and pack from those normally obtained in the U.K., and the prices quoted in the "White List" cannot therefore be applied. Local price lists have accordingly been introduced showing the prices of articles obtained from overseas markets which

are not identical with those quoted in the "White List". Different price lists for these articles are at present in use on different stations, owing to local variations in the cost of supplies, and this has been found to cause inconvenience and misunderstanding. In order to overcome these drawbacks, a universal supplementary "White List" is being introduced which will show prices for the main items obtained from sources other than the U.K. which are stocked by N.A.A.F.I. in naval canteens afloat and ashore abroad and which are not identical with the articles shown in the ordinary "White List".

4. The range and origin of stocks held by N.A.A.F.I. on stations abroad of articles obtained from sources other than the U.K. generally varies according to the producing country handiest for the particular station. Thus, in certain areas stocks will be largely of North American origin, whilst in other areas they will be mainly of Australian origin. The full range of articles shown in the new supplementary "White List" is therefore unlikely to be available in any one area, but wherever the articles are stocked the prices shown in the list will apply.

5. Except as indicated in paragraph 7 commodities obtained from overseas sources which are identical with items in the ordinary "White List" are sold at the prices shown in that list. A large number of items will, therefore, continue to be available at ordinary "White List" prices.

6. The prices in the supplementary list will in some instances be higher and in others lower than the prices of corresponding items in the main "White List", but, taken overall, and having regard to differences in packs and quality, this will not result in any appreciable variation in either messing costs or individual expenditure.

7. The prices charged for supplies to individuals in canteens conducted by N.A.A.F.I. in shore establishments abroad which are outside the physical limits of the dockyard or Customs area of the port are normally those applying locally for supplies made by N.A.A.F.I. to the Army and Air Force. In certain of these canteens it has been the practice for a considerable period to make sales at "White List" prices. Nothing in this A.F.O. is to be regarded as affecting the practice of charging "White List" (including supplementary "White List") prices at the particular canteens concerned. All general mess supplies, however, are charged for at "White List" prices or "Supplementary White List" prices as appropriate.

8. The prices for local fresh produce, such as fruit and vegetables, are fixed locally by the responsible Area or District Manager of the Naval Canteen Service.

(A.F.O. 5080/43, Section I.)

#### 4412.—Advances of Funds to H.M. Canadian Ships

(D.N.A. 28958/45.—9 Aug. 1945.)

R.N. Supply Officers, Cashiers of H.M. Dockyards, etc., are authorized to make advances of funds to H.M. Canadian ships for Cash or Contingency Account purposes.

2. Whenever such advances are made, the Officer making the supply is to provide the ship receiving the cash with a Supply Note to support the entry in their Cash or Contingency Account, and is at the same time to forward a signed copy of the Receipt Note to

(a) H.M.C.S. "Niobe", in the case of advances to ships rendering their accounts through that establishment, or

(b) the Director of Naval Pay Accounting, Ottawa, in the case of all other ships,

endorsing the Receipt Note remaining in his possession as a voucher to his own Cash Account with a note stating to which of the two Canadian authorities the issue has been reported and the date of such report.

3. Upon receipt of this report, the Canadian authority concerned will refund the advance direct to the Director of Navy Accounts.

4. This order does not alter existing instructions respecting advances to Canadian Naval personnel as promulgated in United States Refit Orders, Section 10, Number 619, dated 23rd May, 1944.

(A.F.O. 1114/42 is cancelled.)

**4413.—Senior Chaplain for Non-Anglican (Other than R.C.) Denominations**

(C.W. 43686/45.—9 Aug. 1945.)

The Rev. A. Campsie, M.C., M.A., Chaplain R.N., has been appointed Senior Chaplain for the Church of Scotland, and Free Churches, to date 13th August, 1945, in succession to the Rev. Irving Davies.

2. His address is Room 641, Queen Anne's Mansions, St. James's Park, London, S.W.1.

3. He will carry out liaison duties between the Churches and the Admiralty, and will have the right to visit H.M. Ships and Naval Establishments after due notification, so that he may ascertain the facilities available for members of the denominations he represents and be able to advise the Churches and/or the Admiralty on requirements.

4. The usual facilities are to be accorded to him.

**\*4414.—Compensation for loss of and damage to effects—Naval, W.R.N.S. and Royal Marine personnel**

(N.L. 12002/44.—9 Aug. 1945.)

It is notified that on or after 15th August, 1945, facilities will no longer be available through the War Risks Insurance Office for insurance against war risks during transit in the United Kingdom.

2. The rate of premium for insurance against war risks, on a voyage basis, of personal effects has been reduced to 10s. per cent. irrespective of voyage or the amount insured. The reduced rate will operate in respect of risks attaching on and after 23rd July, 1945.

3. The following should be substituted for paragraph 4, sub-paragraphs (e), (f), (g), (h), (i), (j), (k) and (l) in Section II of A.F.O. 6813/44 as amended by A.F.O. 2675/45.

*Insurance on a time basis*

(f) The present rate of 15s. per cent. for a period of 91 days irrespective of the amount to be insured, is for effects carried by personnel whilst serving in H.M. ships only.

*Insurance on a voyage basis*

(g) When effects are conveyed, whether accompanied by the owner or not, in a merchant vessel, the rate of 10s. per cent. will be charged irrespective of the voyage or the amount to be insured. In cases where the current schedule rate is less than 10s. per cent., the schedule rate will apply.

(h) The above rates cover war risks only and normally there should be no difficulty in obtaining separate insurance elsewhere to cover ordinary marine risks, but where officers returning to this country find difficulty in effecting marine cover the War Risks Insurance Office will be prepared to cover marine risks on a voyage basis only at an additional premium of 10s. per cent. This premium does not cover loss by theft, pilferage or non-delivery, but these risks may be covered with the ordinary marine risks at a flat rate of 20s. per cent.

(i) Officers serving abroad may forward applications for insurance through Supply Officers to whom the premium should be paid at the same time.

The following procedure should be adopted by Supply Officers :—

(1) Receive appropriate premium with list of effects to be covered.

(2) Transmit premium to War Risks Insurance Office by a remittance through the Director of Navy Accounts and forward the following information separately to the Director of Navy Accounts :—

- (a) Full name and rank of applicant.
- (b) Name of Ship.
- (c) Full description of effects to be covered with approximate values.
- (d) Full particulars of the insurance cover required, i.e. whether on a time or voyage basis and whether additional cover is required for marine risks.

(j) The above-mentioned facilities are also available to ratings and all who take advantage of the scheme should hold themselves personally responsible for ensuring that the correct premium is paid and that all the required particulars are furnished with the application.

(k) The War Risks Insurance Office is also prepared to insure, on a time basis, personal effects of Naval personnel appointed for duty in Merchant Ships, e.g. Commodores of Convoy and their staffs in the same way as if such personnel were serving in H.M. ships. The insurance rate has been fixed at 15s. per cent. for a 91-day cover.

(A.F.O. 6813/44.)

(A.F.O. 2675/45 is cancelled.)

**4415.—Supply Officer, H.M.S. "Vernon"—Correspondence**

(T. 06198/45.—9 Aug. 1945.)

Consequent upon the closing down of "Vernon" establishments in the Brighton area, all correspondence for the Supply Officer, H.M.S. "Vernon" should, after 1st August, 1945, be addressed to him at H.M.S. "Vernon", Portsmouth. The postal, telephonic and signal addresses ascribed to this officer in C.A.F.O. 1215/45 are to be deleted.

(C.A.F.O. 1215/45.)

**\*4416.—Minister of War Transport—An Appreciation of D.E.M.S. Ratings**

(M/T.D./D.E.M.S. 1333/45.—9 Aug. 1945.)

The following message has been received from the Ministry of War Transport :—

"I am directed by the Minister of War Transport to ask that you will be so good as to convey to all D.E.M.S. ratings a special message of his appreciation of their services in the sea struggle which has ended in overwhelming victory over the enemy in Europe.

The Merchant Navy has played an indispensable part in that conflict. The Minister realises how vital the services of D.E.M.S. ratings have been in safeguarding merchant ships and their crews, and he wishes to place on record his warmest appreciation of the tenacity and courage which they have shown throughout the war.

The Minister is confident that D.E.M.S. ratings will continue to show the same fine spirit so as to enable the Merchant Navy to make its own particular contribution to the overthrow of Japan."

**4417.—Imprisonment or Detention—men sentenced to and discharged from—Procedure**

(N.L. 12070/45.—9 Aug. 1945.)

The following amendments are to be made to A.F.O. 2987/45 :—

Paragraph 2, Civil Prisons—

Delete "Forward" and "Flora" and insert "Victory" and "Fieldfare" respectively.

Paragraph 2, Naval Detention Quarters :—

Delete reference to Fort Darland and insert new sub-paragraph—

Military Detention Barracks with accommodation for naval offender

Detention Barrack	Base Ship	Administrative Authority for Naval personnel
Fort Darland	Pembroke	Commodore, Royal Naval Barracks, Chatham.

Fort Darland is a Military Detention Barracks and the provisions of the Naval Discipline Act which affect offenders in Military Detention Barracks apply. All correspondence, including warrants, committal warrants, service documents, and draft notes for offenders whom it is intended to commit to Fort Darland are to be sent to the Royal Naval Barracks, Chatham, and ships and establishments are not to communicate direct with the Commandant. See also paragraphs 9 and 10."

(A.F.Os. 2987/45 and 3726/45.)

### 4418.—Adult Education and Vocational Training—E.V.T. Reference Libraries and Text Books

(N. 19533/45.—9 Aug. 1945.)

This Order gives particulars of the E.V.T. Reference Libraries and text-books being provided and the method of distribution.

2. Although the bulk of the books was ordered in the autumn of last year, the rate of delivery from the publishers is slow and some months will elapse before all of them are received. It is proposed, however, to make an initial distribution, to be followed by further distributions at intervals as books become available.

3. There will be four types of libraries:—

- A—Library Approximately 50 different books on current affairs.  
 B—Library ... Approximately 200 different books on current affairs and on general E.V.T. subjects. The library includes all the books in the A—Library.  
 C—Library ... Similar to the B—Library but consisting of approximately 300 different books. The library includes all the books in the B—Library.  
 D—Command Loan Reference Library. A comprehensive library of about 5,000 books on current affairs and general E.V.T. subjects.

4. The particulars of books in the A, B, and C Libraries are listed in Appendix I. These lists are subject to amendment. A catalogue of the Command Loan Reference Libraries will be promulgated in due course.

5. The administration of E.V.T. Reference Libraries and text-books will normally be the responsibility of the Education Officer. It may be convenient to keep A, B or C Libraries in the same place as the ship's library.

6. *Distribution of A—Library (50 titles).*—A—Libraries are intended for destroyers not working in flotillas and for smaller ships and for small establishments.

*Distribution to ships and establishments at home.*—Distribution will be made direct to ships and establishments by S.N.S.O., Park Royal. Demands should be made to the Admiralty (for D.E.D.) by Commanders-in-Chief. Allocation to the Commands will be restricted in the first instance to the following numbers:—

Portsmouth Command	...	...	...	...	25
Nore Command	...	...	...	...	35
Plymouth Command	...	...	...	...	30
Rosyth Command	...	...	...	...	30
B.N.C. in C.G.	...	...	...	...	20
Royal Marines	...	...	...	...	15

*Distribution to ships and establishments abroad.*—Libraries will be sent to (S.)N.S.Os. abroad in the following numbers:—

Malta	...	...	...	...	20
Gibraltar	...	...	...	...	5
Alexandria	...	...	...	...	10
East Indies (Colombo)	...	...	...	...	40
Sydney (S.N.S.O. (R.N.))	...	...	...	...	40
South Atlantic (Simonstown)	...	...	...	...	6
Western Atlantic (Bermuda)	...	...	...	...	5
Kilindini	...	...	...	...	5

Allocation should be arranged by Commanders-in-Chief.

7. *Distribution of B—Library (200 titles) and C—Library (300 titles).*—B—Libraries are intended for certain Cruisers, Escort Carriers, Depot Ships, Fleet Destroyer Flotillas and large establishments. Two will be assigned to certain Fleet Destroyer Flotillas and arrangements should be made for the books to be circulated among the Destroyers in the Flotilla.

C—Libraries are intended for certain Battleships and Aircraft Carriers and very large establishments.

*Distribution to ships.*—B and C—Libraries will be distributed to ships without demand.

*Distribution to establishments at home.*—Distribution will be made direct to establishments by S.N.S.O., Park Royal. Demands should be made to the Admiralty (for D.E.D.) by Commanders-in-Chief. Allocation to the Commands will be restricted in the first instance to the following numbers:—

	B—Libraries	C—Libraries
Portsmouth Command	...	9
Nore	...	15
Plymouth	...	8
Rosyth	...	10
B.N.C. in C.G.	...	3
Royal Marines	...	5
		6
		8
		5
		5
		0
		2

*Distribution to establishments abroad.*—Libraries will be sent to (S) N.S.O. in the following numbers:—

	B—Libraries	C—Libraries
Malta	...	3
Gibraltar	...	1
Alexandria	...	2
East Indies (Colombo)	...	11
Sydney (S.N.S.O. (R.N.))	...	10
South Atlantic (Simonstown)	...	1
Kilindini	...	1
Freetown	...	0
		3
		1
		1
		5
		5
		0
		0
		1

Allocation should be arranged by Commanders-in-Chief.

8. *D—Library: Command Loan Reference Library (about 5,000 books).*—It is intended that books from these libraries should be loaned, on demand, to ships and establishments. Command Loan Reference Libraries will be administered by Command, Fleet and Senior Education Officers and will be distributed without demand to:—

Portsmouth Command  
 Nore Command  
 Plymouth Command  
 Rosyth Command.  
 Mediterranean (Malta)  
 East Indies (Colombo)  
 East Indies (Amenities Ship).  
 B.P.F. (Sydney).  
 B.P.F. (Amenities Ship).  
 B.P.F. Sydney for Intermediate Base.  
 B.N.C. in C.G.  
 E.V.T. Staff Course, H.M.S. "Cabbala."

The rate of supply of books for Command Libraries is likely to be slower than for A, B, C and Text Book Libraries.

9. *E.V.T. Text Books.*—The titles of the text books ordered for use in connection with the E.V.T. scheme are given in Appendix II. Text books marked with an asterisk are suitable for preparation for the Forces Preliminary Examination but their use need not be restricted to classes working for this examination.

*Distribution of E.V.T. text books.*—A supply of the text books marked † in Appendix II will be sent without demand direct to certain battleships, fleet and escort carriers and cruisers. Supplies of all the text books named in Appendix II will be distributed to form Command Loan Text Book Pools, as shown below. These pools will be administered by Command, Fleet or Senior Education Officers.

Portsmouth Command.  
 Nore Command.  
 Plymouth Command.  
 Rosyth Command.  
 Patrol Service Central Depot, Lowestoft.  
 Mediterranean (Malta).  
 East Indies (Colombo).  
 East Indies (Amenities Ship).  
 B.P.F. (Sydney).  
 B.P.F. (Amenities Ship).  
 B.P.F. Sydney for Intermediate Base.  
 B.N.C. in C.G.

10. Ships and establishments should demand text books included in Appendix II on loan from Command, Fleet or Senior Education Officers as required. The existing arrangements for the supply of books by K.S.P. (A.F.O. 1652/45 Appendix VII) are not affected by this order.

11. When E.V.T. Reference and Text Book Libraries are no longer required they are to be returned to the nearest Command Loan Library, into which they are to be incorporated.

12. *Shipping Marks.*—To facilitate identification and distribution of libraries, etc., shipped overseas, all packages will be plainly marked EVT. In addition, A, B and C libraries will be given an identification letter and number. The same letter and number used on the initial supply will be used for "follow up" packages for any particular library. Letters and numbers have been allocated as follows:—

	"A"	"B"	"C"
	Libraries	Libraries	Libraries
Malta...	A.1-20	B.1-3	C.1-3
Gibraltar ...	A.21-25	B.4	C.4
Alexandria ...	A.26-35	B.5-6	C.5
Colombo ...	A.36-75	B.7-17	C.6-10
Sydney ...	A.76-115	B.18-27	C.11-15
Simonstown ...	A.116-121	B.28	—
Bermuda ...	A.122-126	—	—
Kilindini ...	A.127-131	B.29	—
Freetown ...	—	—	C.16

Packages for Command Loan Reference Libraries and Command Loan Text Book Pools will normally bear the identification letters EVT only, except in the case of supplies to the East Indies and Pacific, where to avoid confusion additional identification marks will be used as follows:—

	Command Loan Reference Library	Command Loan Text Book Pools
East Indies (Colombo) ...	D.1	T.1
East Indies (Amenities Ship) ...	D.2	T.2
B.P.F. (Sydney) ...	D.3	T.3
B.P.F. (Amenities Ship)...	D.4	T.4
B.P.F. (Intermediate Base) ...	D.5	T.5

APPENDIX I

Adult Education and Vocational Training Libraries.

- A—Library (50 titles) comprises books L.1 to L.56.
- B—Library (200 titles) comprises books L.1 to L.221.
- C—Library (300 titles) comprises books L.1 to L.330

	Author.	Title.
L.1	Agar, H.	A Time for Greatness.
L.2	Barker, Sir E.	The Ideas and Ideals of the British Empire.
L.3	Beveridge, Sir W.	Full Employment in a Free Society.
L.4	Beveridge, Sir W.	The Price of Peace.
L.5	British Council	British Life and Thought.
L.6	Brodie, B.	A Layman's Guide to Naval History.
L.7	Brogan, D. W.	United States of America.
L.8	Bryant, A.	English Saga.
L.9	Bryant, A.	The Years of Endurance.
L.10	Byas, H.	Government by Assassination.
L.11	Chiang-Kai-Shek, Mme.	China in Peace and War.
L.12	Colbourne, M.	America and Britain.
L.13	Cole, G. D. H.	Building and Planning.
L.14	Cole, G. D.H., and others	British Trade Unionism To-day.
L.15	Collis, M.	The Burmese Scene, 1944.
L.16	Crowther, G.	Ways and Means.
L.17	Coupland, R.	The Future of India.
L.18	Dobb, M.	U.S.S.R.—The Life and the People.
L.19	Fisher, H. A. L.	History of Europe.
L.20	Flenley and Welsh	World History.
L.21	Florence, P. S. (Ed.)	America and Britain.

	Author.	Title.
L.22	Gathorne-Hardy, G. M.	Short History of International Affairs.
L.23	Hailey, Lord	The Future of Colonial Peoples.
L.24	H.M.S.O.	Command Papers— 6519—International Monetary Fund. 6520—Sources of War Finance. 6527—Employment Policy 6564—Statistics Relating to the War Effort.
L.25	H.M.S.O.	The Education Act, 1944.
L.26	Huxley, J., and Deane P.	The Future of the Colonies.
L.27	Jennings, W. I.	The British Constitution.
L.28	Johnson, Hewlett	The Socialist Sixth of the World.
L.29	Keeton, G. W.	China, The Far East and the Future.
L.30	Lindsay, A. D.	Essentials of Democracy.
L.31	Livingstone, Sir R.	The Future in Education.
L.32	Macartney, C. A.	Problems of the Danube Basin.
L.33	Macmurray, J. (Ed.)	The Soviets and Ourselves.
L.34	Menzies and Kitchen	Future of British Farming.
L.35	Moon, P.	The Future of India.
L.36	Morris, J.	Traveller from Tokyo.
L.37	Nuffield College	Britain's Town and Country Pattern.
L.38	Newman, G.	English Social Services.
L.39	Odhams Press	Inside Information.
L.40	Odhams Press	Secrets of Other People's Jobs.
L.41	P.E.P.	Report on the British Press.
L.42	Pratt, Sir J.	Before Pearl Harbour.
L.43	Read, M.	Land and Life in India
	Wrong, M.	Land and Life in Africa
	Sewell, W. S.	Land and Life in China
L.44	Scottish Housing Advisory Committee.	Planning Our New Homes.
L.45	Shaw, G. B.	Selected Plays.
L.46	Shirer, W.	Berlin Diary.
L.47	Simon, Sir E. D.	A. City Council from Within.
L.48	Smuts, J. C.	Plans for a Better World.
L.49	Somervell, D. C.	The British Empire.
L.50	Trevelyan, G. M.	English Social History.
L.51	Walker, E. A.	Colonies.
L.52	Wells, H. G.	A Short History of the World.
L.53	Whitaker, J.	Almanack.
L.54	Willkie, W.	One World.
L.55	Watson, McNair	British Medicine.
L.56	Wright, C. K.	The A.B.C. of Local Government.
L.70	Abbott, W.	Commercial Theory and Practice.
L.71	Admiralty	Handbook of W/T, Vol. I.
L.72	Admiralty	Handbook of W/T, Vol. II.
L.73	Amery, L. S.	Framework of the Future.
L.74	Andrade, E. N. da C.	Engines.
L.75	Andrade and Huxley, J.	An Introduction to Science. (Parts I-IV in one vol.)

In one vol.

In one volume.

	<i>Author.</i>	<i>Title.</i>
L.76	... Armytage, G. J. ...	... Metalwork for Schools and Colleges.
L.77	... Austen, Jane ...	... Pride and Prejudice.
L.78	... Bacharach, A. L. ...	... The Musical Companion.
L.79	... Baker, J. R. and Haldane, J. B. S.	... Biology in Everyday Life.
L.80	... Bayley, T. ...	... Craft of Model Making.
L.81	... Beet, E. A. ...	... A Guide to the Sky.
L.82	... Benians, E. A. ...	... The United States—an Historical Sketch.
L.83	...	... Bible designed to be read as Literature.
L.84	... Bebbington, W. G. ...	... Introducing Modern Poetry.
L.85	... Boswell, J. ...	... Everybody's Boswell.
L.86	... Braddell, D. ...	... How to Look at Buildings.
L.87	... Bragg, Sir W. H. ...	... Old Trades and New Knowledge.
L.88	... Bragg, Sir W. H. ...	... Concerning the Nature of Things.
L.89	... Breul, K. (Ed.) ...	... Cassell's German Dictionary.
L.90	... Brogan, D. W. ...	... The English People.
L.91	... Bunyan, J. ...	... The Pilgrim's Progress.
L.92	... Callendar, G. ...	... The Naval Side of British History.
L.93	... Campbell, W. ...	... Office Practice.
L.94	... Cannan, E. ...	... Money.
L.95	... Carter, S. ...	... Commerce, an Introductory Study.
L.96	... Castle, F. ...	... Manual of Machine Design.
L.97	... Catford, Nancy ...	... Making Nursery Toys.
L.98	... Cather, W. ...	... My Antonia.
L.99	... Childe, V. G. ...	... What Happened in History.
L.100	... Clayton and Shelley ...	... Elementary Electrical Engineering.
L.101	... Cole, G. D. H. and Postgate R. W.	... The Common People, 1764-1938.
L.102	... Coles, K. A. ...	... Ross Careers Book.
L.103	... Collins ...	... Advanced Study Atlas.
L.104	... Cosway, A. H. ...	... Law for the House Owner.
L.105	... Cotton, H. ...	... Electrical Technology.
L.106	... Cropper, L. C. ...	... Book-keeping and Accounts.
L.107	... Crossman, R. H. S. ...	... Government and the Governed.
L.108	... Coutts, Edwards and Osborn	... Complete Book of Gardening.
L.109	... Davies, A. C. ...	... Science and Practice of Welding.
L.110	... Davis, W. J. A. ...	... How to Play Rugby Football.
L.111	... Dawson, L. H. (Ed.) ...	... Routledge's Universal Encyclopedia.
L.112	... Dickens, Charles ...	... Pickwick Papers.
L.113	... Dryad Handicrafts ...	... Useful Handicraft.
L.114	... East, G. ...	... The Geography Behind History.
L.115	... Eaton, H. J. ...	... Elements of Transport.
L.116	... Ellis, H. L. ...	... Principles and Interpretation of Accounts.
L.117	... Elton, Lord ...	... The Enduring Commonwealth.
L.118	... Favell, A. J. ...	... Practical Book-keeping and Accounts.
L.119	... Fawdry, R. C. ...	... Polish up your Mathematics.
L.120	... Findlay, A. ...	... Chemistry in the Service of Man.
L.121	... Football Association ...	... Coaching Manual.
L.122	...	...
L.123	... } Galsworthy, J. ...	... Forsyte Saga (in 3 vols.).
L.124	...	...
L.125	... } Gasc, F. E. A. ...	... Dictionary of the French and English Languages. (English-French and French-English in one vol.)
L.126	... Glog, J. (Ed.) ...	... Design in Modern Life.
L.127	... Glover, R., and Williams, R. G.	... Elements of Costing.
L.128	... Haldane, J. B. S. ...	... Possible Worlds.
L.129	... Haller, P. J. and Stuart, A. H.	... First Course Mathematics for Technical Students.
L.130	... Hogben, L. ...	... Mathematics for the Million.

	<i>Author.</i>	<i>Title.</i>
L.131	... Hogben, L. ...	... Science for the Citizen.
L.132	... Hooper, R. ...	... Woodcraft in Design and Practice.
L.133	... Horth, A. C. ...	... I Made it Myself.
L.134	... Houghton, H. W. ...	... Salesmanship and Advertising.
L.135	... Houston, R. A. ...	... Intermediate Physics.
L.136	... Howell, C. ...	... Toolmaking for the Craft Room.
L.137	... Hsiao Chien ...	... China but not Cathay.
L.138	... Huntingdon, E. ...	... Civilisation and Climate.
L.139	... Huxley, J. ...	... Essays in Popular Science.
L.140	... Jeans, Sir J. H. ...	... The Stars in their Courses.
L.141	... Jeans, Sir J. H. ...	... The Mysterious Universe.
L.142	... Jenks, E. ...	... The Ship of State.
L.143	... Jepson, R. W. ...	... Clear Thinking.
L.144	... Jespersen, O. ...	... Growth and Structure of the English Language.
L.145	... Joad, C. E. M. ...	... Guide to the Philosophy of Morals and Politics.
L.146	... Johnston, E. ...	... Manuscript and Inscription of Letters.
L.147	... Jones, P. M. (Ed) ...	... Modern English Short Stories.
L.148	... Judge, A. W. ...	... Car Maintenance and Repair (Motor Manual, Vol. IV).
L.149	... Keller, H. ...	... The Story of My Life.
L.150	... Kimble, G. H. T. and Bush, R.	... The Weather.
L.151	... Knights, C. C. ...	... Technique of Salesmanship.
L.152	... Lawrence, T. E. ...	... Seven Pillars of Wisdom.
L.153	... Livingstone, R. W. (Ed.) ...	... The Pageant of Greece.
L.154	... Lockrey, A. J. ...	... Plastics in School and Home Workshops.
L.155	... McKay, H. ...	... Practical Mathematics for All.
L.156	... Macmillan ...	... The Statesman's Year Book.
L.157	... Manly, J. M. and Rickert, E.	... Contemporary British Literature.
L.158	... Marriott, J. W. (Ed.) ...	... Great Modern British Plays.
L.159	... Mass Observation ...	... People's Homes.
L.160	... Ministry of Education ...	... Handbook of Suggestions for Teachers.
L.161	... Mottram, V. H. ...	... Food and the Family.
L.162	... Newton, R., and Steeds, W.	... The Motor Vehicle.
L.163	... Nicoll, A. ...	... British Drama.
L.164	... Nicolson, H. ...	... Peacemaking, 1919.
L.165	... Odhams Press ...	... Handyman's Complete Self Instructor.
L.166	... Orr, Sir J. B. ...	... Food and the People.
L.167	... Partington, J. R. ...	... Everyday Chemistry.
L.168	... Paterson, J. W. ...	... Science in Agriculture.
L.169	... Pepys, Samuel ...	... Everybody's Pepys.
L.170	... Pevsner, N. ...	... Outline of European Architecture.
L.171	... Philip and Darby ...	... The Library Atlas.
L.172	... Pinsent, A. ...	... The Principles of Teaching Method.
L.173	... Poe, E. A. ...	... Tales of Mystery and Imagination.
L.174	... Pollard, A. F. ...	... Factors in Modern History.
L.175	... Priestley, J. B. ...	... The English Novel.
L.176	... Priestley, J. B. ...	... The Good Companions.
L.177	... Pull, E. ...	... Engineering Workshop Manual.
L.178	... Quennell, M. and C. H. D. ...	... History of Everyday Things in England, Vols. I and II together.
L.179	... Quennell, M., and C. H. D.	... History of Everyday Things in England, Vols. III and IV together.
L.180	... Quiller-Couch, Sir A. ...	... The Art of Reading.
L.181	... Ransome, S. ...	... Modern Woodworking Machinery.
L.182	... Redmayne, P. ...	... The Changing Shape of Things.
L.183	... Riley, J. W. ...	... Carpentry and Joinery.
L.184	... Robertson, D. H. ...	... The Control of Industry.
L.185	... Roseaman, I. P. ...	... Leatherwork.
L.186	... Rudd, B. G. D. (Ed.) ...	... Athletics.

	<i>Author.</i>	<i>Title.</i>
L.187	Russell, B.	Problems of Philosophy.
L.188	Sampson, G.	Concise Cambridge History of English Literature.
L.189	Samuel, H.	Practical Ethics.
L.190	Scholes, P. A.	Listener's Guide to Music.
L.191	Shackleton, M. R.	Europe.
L.192	Shakespeare, W.	Complete Works.
L.193	Shaw, G. B.	Everybody's Political What's What.
L.194	Sheldon, H. P.	Elementary Banking.
L.195	Somervell, D. C.	Modern Britain, 1871-1939.
L.196	Stamp, L. D.	A Commercial Geography.
L.197	Starling, S. G.	Electricity in the Service of Man.
L.198	Stewart, M.	The British Approach to Politics.
L.199	Strachey, Lytton	Eminent Victorians.
L.200	Sutherland, G. O.	Commercial Arithmetic.
L.201	Technical Press	Everyone's Own Lawyer.
L.202	Thompson, S. P.	Calculus Made Easy.
L.203	Tolstoy, L.	War and Peace.
L.204	Topham, A. F.	Principles of Company Law.
L.205	Trevelyan, G. M.	British History in the 19th Century.
L.206	Trevelyan, G. M.	History of England to 1919.
L.207	Trollope, A.	Barchester Towers.
L.208	Trocd, S. M. E.	The Religions of Mankind.
L.209	Tweney, C. F., and Hughes, L. E. L. (Ed.).	Chambers' Technical Dictionary.
L.210	Van Loon, W.	The Arts of Mankind.
L.211	Warner, Sir P. F.	The Book of Cricket.
L.212	Warren, H. G.	Plumbing.
L.213	Watson, J. A. S., and More, J. A.	Science and Practice of British Farming.
L.214	Wells, H. G.	Short Stories.
L.215	Wells, H. G., and Others	The Science of Life.
L.216	Wells, P. A.	Furniture for Small Houses.
L.217	Wilmore, A.	Groundwork of Modern Geography.
L.218	Wilson, J. B., and Sheriff, F. H.	Insurance Organisation and Management.
L.219	Woolf, V.	The Common Reader.
L.220	Yates, P. L., and Warrener, D.	Food and Farming in Post-war Europe.
L.221	Young, M.	Civil Aviation.
L.240	Abercrombie, L.	Town and Country Planning.
L.241	Adams, Sir J.	Teach Yourself French.
L.242	Adams, Sir J.	Teach Yourself German.
L.243	Allen, G. C.	British Industries and Their Organisation.
L.244	Alnwick, H.	Commercial Geography.
L.245	Atkins, E. A.	Practical Sheet and Plate Metal work.
L.246	Baron (Ed.)	Teach Yourself Good English.
L.247	Barton, J. E.	Purpose and Admiration.
L.248	Bertram, A.	The House—A Machine for Living in.
L.249	Bolling, C. L.	Retail Salesmanship.
L.250	Bolton, D. J.	Electrical Measuring Instruments.
L.251	Boulton, E. H. B., and Joy, B. A.	Building Timbers.
L.252	Bragg, Sir W. L.	Electricity.
L.253	Bryant, A.	Years of Victory.
L.254	Burt, C. (Ed.)	How the Mind Works.
L.255	Cannant and Robins.	What is Mathematics?
L.256	Carr, C. F., and Stevens, F. E.	Modern Journalism.
L.257	Carter, R. N.	Advanced Accounts.
L.258	Clarke, J. J.	Outlines of Central Government.
L.259	Cole, G. D. H., and Priestley, E. C.	Outline of British Military History.
L.260	Corse, A.	The School Orchestra.

	<i>Author.</i>	<i>Title.</i>
L.261	Cumming, D.	Handbook of Lithography.
L.262	Davis, J. E.	Mission to Moscow.
L.263	Dent, E. J.	Opera.
L.264	Durst, A.	Woodcarving—"How to do it" Series.
L.265	Faber, O.	Reinforced Concrete.
L.266	Faber, O.	Constructional Steelwork Simply Explained.
L.267	Fernald, J.	The Play Produced.
L.268	Fleming, P. P.	News from Tartary.
L.269	Forster, E. M.	A Passage to India.
L.270	Fourman	Teach yourself Russian.
L.271	Fry, R.	Manual of Commercial Correspondence.
L.272	Greenhalgh, R. (Ed.)	Practical Builder.
L.273	Greenhalgh, R. (Ed.)	Practical Building Repairs Illustrated.
L.274	Greenhalgh, R. (Ed.)	The Marvels and Mysteries of Science.
L.275	Grew, J.	Report from Tokyo.
L.276	Gunn, Edwin	Modern Building Technique.
L.277	Hancock, W. J.	Argument of Empire.
L.278	Haskell, A.	Ballet.
L.279	Hemingway, E.	For Whom the Bell Tolls
L.280	Hill, D. R.	Design in Woodwork and other Crafts.
L.281	Hoare, C.	The Slide Rule.
L.282	Horth, A. C.	Beaten Metal Work.
L.283	Isaacs, S.	The Children we Teach.
L.284	Jones, H. L.	Commercial Mathematics.
L.285	Jones, T. and Jones, T. G.	Machine Drawing, Bk. I.
L.286	Kermode, A. C.	Flight without Formulae.
L.287	McDougall, W.	Outlines of Psychology.
L.288	Mackintosh, J.	The Nation's Health.
L.289	Macpherson, S.	The Appreciation or Listening Class.
L.290	Maillaud, R.	France.
L.291	Manvell, R.	Film.
L.292	Miller, Emanuel (Ed.)	The Growing Child and Its Problems.
L.293	Ministries of Health and Works	Housing Manual 1944, with Technical Appendices.
L.294	Ministry of Works	Postwar Building Studies, Nos. 1, 2, 3, 4, 6, 7, 8, 11, 14, 15 (in one volume).
L.295	Mitchell, J. (Ed.)	Ilford Manual of Photography.
L.296	Mitton, R. G.	Electricity and Magnetism.
L.297	Mitton, R. G.	Mechanics and Hydrostatics.
L.298	Mitton, R. G.	Heat, Light and Sound.
L.299	Moreland and Chatter, J. E.	Short History of India.
L.300	Newton, E.	European Painting and Sculpture.
L.301	Norwood, C.	The English Educational System.
L.302	Pitt, A.	How to See Nature.
L.303	Plant, I. T.	Business Arithmetic.
L.304	Priestley, J. E. (Ed.)	Our National Heritage.
L.305	Quiller-Couch, Sir A.	The Art of Writing.
L.306	Reyner, J. H.	Short Wave Radio.
L.307	Roberts, S. H.	House that Hitler Built.
L.308	Robinson, E. A. G.	Structure of Competitive Industry.
L.309	Roget, P. M.	A Thesaurus of English Words and Phrases.
L.310	Ross, J. S.	Groundwork of Educational Theory.
L.311	Salisbury, E. J.	The Living Garden.
L.312	Sanders, E.	A Bird Book for the Pocket.
L.313	Secular, T. D., and Kelso, F. K.	Practical Business Procedure.
L.314	Scroggie, M. G.	Foundations of Wireless.

	<i>Author.</i>	<i>Title.</i>
L.315	... Smith, S. P. ...	The Electrical Equipment of the Automobile.
L.316	... Stamp, L. D. ...	Face of Britain.
L.317	... Stamp, L. D., and Beaver, G. H.	The British Isles.
L.318	... Stephenson, J. ...	Principles and Practice of Commerce.
L.319	... Stevens, T. M. ...	Elements of Mercantile Law.
L.320	... Stokoe, W. J., and Scott, T. H.	Wild Flowers of Wayside and Woodland.
L.321	... Strong, L. A. G. ...	English for Pleasure.
L.322	... Thomas, S. E. ...	Commerce: Its Theory and Practice.
L.323	... Turner, W. J. (Ed.) ...	British Commonwealth and Empire.
L.324	... Vallins, G. H. ...	Words in the Making.
L.325	... Van Loon, W. ...	The Liberation of Mankind.
L.326	... Van Loon, W. ...	The Story of Mankind.
L.327	... Wilson, J. Dover ...	The Essential Shakespeare.
L.328	... Wilson, N. S. ...	Teach Yourself Spanish.
L.329	... Wells, H. G. ...	The World of Four Freedoms.
L.330	... Woolcott, A. ...	While Rome Burns.

## APPENDIX II—Text Books

Books marked with an asterisk are suitable for preparation for the Forces Preliminary Examination.

Books marked with a dagger will be supplied without demand direct to certain battleships, carriers and cruisers.

	<i>Title</i>	<i>Author</i>
	<i>English</i>	
T.1	... *The King's English†	Fowler
T.2	... *Everyone's English†	Moon and McKay.
T.3	... *Modern English Prose†	Boas.
T.4	... *School Certificate English†	Bayliss.
T.5	... *Anthology of Poems, Old and New.†	Cairncross.
	<i>Mathematics and Calculations</i>	
T.6	... Everyone's Arithmetic†	Trevelyan and Morley.
T.7	... *General Arithmetic for Schools†	Durell.
T.8	... Workshop Arithmetic†	Castle.
T.9	... Elementary Commercial Arithmetic†	Jones.
T.10	... Handbook of Workshop Calculations†	Ministries of Labour and Education.
T.11	... National Certificate Mathematics†	Abbot and Kerridge.
T.12	... *School Certificate Algebra†	Durell.
T.13	... *New Geometry for Schools†	Durell.
T.14	... *Elementary Analysis†	Dakin and Porter.
T.15	... *Revision Mathematics	Crossland.
	<i>Science</i>	
T.16	... *Mathematical and Physical Tables†	Clark.
T.17	... General Science†	Sutcliffe, Canham and Chapman.
T.18	... *General Physics†	Oldham and Langton.
T.19	... *Elementary Mechanics with Hydrostatics†	Humphrey and Baggot.
T.20	... *Elementary Chemistry†	Holmyard.
T.21	... *Fundamentals of Biology†	Stork and Renouf.
	<i>Technology</i>	
T.22	... *Junior Technical Drawing†	Winstanley.
T.23	... *Foundations of Technical Drawing†	Parkinson.
T.24	... Engineering Drawing Office Practice†	British Standards Institution.
T.25	... Workshop Technology, Vol. I†	Chapman.
T.26	... Metalwork for Craftsmen†	Hare and Keeley.
T.27	... First Year Engineering Science†	Bird.

	<i>Title</i>	<i>Author</i>
T.28	... Second Year Engineering Science†	Bird.
T.29	... Elementary Electrical Engineering†	Clayton and Shelley.
T.30	... Electrical Wiring†	Ibbetson.
T.31	... Regulations for the Electrical Equipment of Buildings.†	Institute of Electrical Engineering.
T.32	... Building Construction, Vol. I†	Mackay.
T.33	... Building Construction, Vol. II	Mackay.
T.34	... Building Construction, Vol. III	Mackay.
T.35	... Experimental Building Science, Vol. I.	Manson.
T.36	... Building To-day	Briggs.
T.37	... Brickwork, Concrete, Masonry, Vol. I.†	Cornhill.
T.38	... Brickwork for Apprentices†	Hodge.
T.39	... Practical Plumber and Sanitary Engineer.†	Woolger.
T.40	... Painting and Decorating†	Parry.
T.41	... Motor Manual, Vol. I, Automobile Engines.†	Judge.
T.42	... Motor Manual, Vol. II, Mechanics of the Car.†	Judge.
T.43	... Motor Manual, Vol. IV, Car Maintenance and Repair.†	Judge.
T.44	... Welding and Cutting, Pamphlet 499.	British Standards Institution.
T.45	... Constructive Woodwork for Schools.†	Gregory.
T.46	... Woodwork from Waste	Matt.
T.47	... Land and Engineering Surveying†	Baker.
	<i>Commerce, Law and Economics</i>	
T.48	... Elements of Commerce, Part I†	Carrad and Oliphant.
T.49	... Groundwork of Commerce, Book II	Jones.
T.50	... Shorthand (New Rapid Course)	Gregg.
T.51	... Readings in Gregg Shorthand	Hunter.
T.52	... Gregg Speed Studies	Gregg.
T.53	... New Course in Shorthand†	Pitman.
T.54	... New Course Graded Dictation Studies.	Pitman.
T.55	... Rational Typewriting (Short Course)†.	Gregg.
T.56	... Elementary Typewriting†	Pitman.
T.57	... Rational Bookkeeping†	McKechnie, John and Bertram.
T.58	... Higher Bookkeeping and Accounts†	Cropper.
T.59	... In the Eyes of the Law	Miles and Dix.
T.60	... Elements of English Law†	Holdsworth.
T.61	... English Courts of Law†	Hanbury.
T.62	... Descriptive Economics†	Lehfeldt.
T.63	... From Wants to Satisfaction	Jones.
T.64	... *Synopsis of Economics†	Williams.
T.65	... The Economics of Modern Industry†	Ford.
	<i>Household Science</i>	
T.66	... *Cookery Craft	Nash.
T.67	... *A.T.D.S. Cookery Book	A.T.D.S.
T.68	... What Every Cook Should Know	Lindsay and Tress.
T.69	... Food Calculations	Wright.
T.70	... *Housecraft	Binnie and Boxall.
T.71	... *Laundry Work in School	Henney and Byatt.
T.72	... 250 Household Hints	Good Housekeeping.
T.73	... Housewifery	Fletcher.
T.74	... Laundrywork	Fletcher.
T.75	... The Foundation of Motherhood	Pink.
T.76	... Mothercraft Manual	Liddiard.

	<i>Title</i>	<i>Author</i>
T.77	... The Care of Children from 1 to 5 Years Old.	Gibbons.
T.78	... Mothercraft ... ..	Fletcher.
T.79	... The Nursery Years ... ..	Isaacs.
T.80	... Can I Help You With Baby ...	Hale.
T.81	... *Process of Garment Making ...	Vollen.
T.82	... Principles of Dressmaking ...	Pitman.
T.83	... Furniture Repairing ... ..	Brough.
T.84	... Make Your Own Soft Toys ...	Evans.
T.85	... Be Clever with Leather ... ..	Read.

*History.*

T.86	... *Groundwork of British History, Period I (1066-1422).†	Warner and Martin.
T.87	... *Groundwork of British History, Period II (1422-1603).†	Warner and Martin.
T.88	... *Groundwork of British History, Period III (1603-1783).†	Warner and Martin.
T.89	... *British History, Part IVb (1763-1919).†	Muir.
T.90	... *Short History of Modern Europe (1763-1919).†	Ketelby.
T.91	... Modern Britain (1902-1935)† ...	Somervil.

*Geography.*

T.92	... *Interpreter of Ordnance Survey Maps and Geographical Pictures.†	Lockley.
T.93	... *Modern School Atlas of Comparative Geography.†	Phillips.
T.94	... *New Regional Geographies, Book I, Part I, North America.†	Brooks.
T.95	... *Book II, Part I, Asia.†	
T.96	... *Book II, Part II, Australia.†	
T.97	... *Book III, Part I, Africa.†	
T.98	... *Book III, Part II, British Isles.†	
T.99	... *Book III, Part IV, Europe.†	

*Languages.*

T.100	... *Essentials of French Grammar† ...	Bell.
T.101	... *Tales of Action† ... ..	Roe.
T.102	... *Pot au Feu† ... ..	Ewing.
T.103	... *Douze Contes de Maupassant† ...	Maupassant.
T.104	... *Practical French Course for Evening Technical and Commercial Schools, Part I.†	Emerson.
T.105	... *Practical French Course for Evening Technical and Commercial Schools, Part II.†	Emerson.
T.106	... *Modern French Course† ... ..	Dondo.
T.107	... *German Grammar for Revision†...	Clark.
T.108	... *German Short Stories by Modern Authors.	Vrighdaghs.
T.109	... *Deutsch† ... ..	Ellis-Williams.
T.110	... *Zwölf Erzählungen Für Anfänger	Wilson.
T.111	... *Heute Abend† ... ..	Kelber.
T.112	... *Abenteuergeschichten ... ..	Walker.
T.113	... *Limen ... ..	Walters and Conway.
T.114	... *Virgil Book II ... ..	Wainwright.
T.115	... *Caesar's Invasion of Britain ...	Carrington.

*Social Studies*

T.116	... *Government and the Governed† ...	Crossman.
T.117	... *Manual of Ethics ... ..	Mackenzie.
T.118	... Psychology† ... ..	Woodworth.

	<i>Title</i>	<i>Author</i>
T.119	... Paper Pattern Catalogue ...	Paper Pattern Publishers' Association.
T.120	... Plastering, Plain and Decorative	Millar.
T.121	... Copper Pipe Work ... ..	Molloy.
T.122	... Lead Pipe Work ... ..	Molloy.
T.123	... Sheet Lead Work ... ..	Molloy.
T.124	... Windows and Window Glazing ...	Molloy.

(A.F.Os. 1652/45 and 2680/45.)

**\*4419.—Adult Education—Educational and Vocational Training—Forces Educational Broadcasts—REPORTS**

(N. 20431/45.—9 Aug. 1945.)

A preliminary announcement was made in A.F.O. 2680/45 concerning the educational broadcasts which have been specially designed to supplement the E.V.T. scheme. The B.B.C. have undertaken to broadcast eighteen programmes, averaging twenty minutes each, per week. The broadcasts will commence on 3rd September, 1945. The purpose of this Order is to promulgate such information as is necessary to enable Education Officers to make plans for using the broadcasts and to arrange their timetables accordingly. Fuller details, including particulars of individual broadcasts, will be published in "Educational and Resettlement Information" No. 4, and in the ABCA pamphlet, "Current Affairs".

2. *Wavelengths.*—The broadcasts will be transmitted in the B.B.C. Light programme, radiated on Long Wave 1,500 metres, and on medium wave 261.1 metres in urban areas, where, for technical reasons, the long wave length is not well received. They will also be broadcast on Short Wave in the 19-metre band for the Eastern Mediterranean. It is hoped that the B.B.C. will also make available another Short Wave transmitter to cover the Western and Central Mediterranean.

3. It is, at present, impossible, owing to the high standard of reception essential for educational broadcasts, to make this service available to the East Indies and British Pacific Fleets. Every attempt is, however, being made to provide a modified service to these areas.

4. *Sets.*—Wireless sets specially suitable for educational broadcasts, giving good quality reception, are being made available. Details of distribution of these sets will be promulgated shortly.

5. *Timetable*

	0900—0920 G.M.T.	0940—1000 G.M.T.	1400—1420 G.M.T.
Monday ... ..	English I	Current Affairs I (Commences 0945)	Music II (Continues until 1430)
Tuesday ... ..	Home Interests	Job in Hand	Clear Thinking
Wednesday ... ..	French	Science II	History
Thursday ... ..	Music III	Current Affairs II (Commences 0945)	English III
Friday ... ..	English II	Music I	Science I
Saturday ... ..	German	0920—0940 G.M.T.	0940—1000 G.M.T.
		Citizenship	Geography

6. *Programmes.*—The subjects may be modified from time to time in the light of experience and the response of service audiences.

In many of the subjects, the programmes will form six weekly cycles: a synopsis for the first six weeks is given in paragraph 8.

7. *Returns*.—At the conclusion of each six weekly series of programmes, all ships and establishments making use of the broadcasts are to report the number of groups listening to each of the eighteen programmes. These reports should be forwarded through Commanders-in-Chief and Administrative Authorities to the Secretary of the Admiralty (for D.E.D.).

*Synopsis of Programmes for period 3rd September to 13th October*

*English I (P)*

8. A series directed to listeners who have had little chance to acquire a taste for books. Its main purpose is to arouse an appetite for reading by means of book talks, dramatic readings and poetry programmes.

*English II (P)*

A series of readings from English classics directed to more than one level of listener with a threefold objective—(a) to introduce listeners to the pleasures that await them in reading; (b) to encourage those who already enjoy books to re-read their favourites or make new friends; (c) to give those who are unlikely ever to read the originals some acquaintance with the characters and stories that are part of our national heritage.

*English III (P)*

Similar to English I, but on a more advanced level.

*History (T)*

This series, by Asa Briggs, will illustrate some of the most important social and economic changes in the period between the rise of modern industry and the end of the nineteenth century. It will be illustrated by quotations from contemporary sources.

*Geography (T)*

A series entitled "Geography of the Air", including talks on Commercial Flying and Air Survey.

*Science I (T and P)*

A series describing some of the scientists' struggles to direct the forces of nature for the benefit and convenience of mankind. It will deal with the scientific approach to a wide variety of problems.

*Science II (T)*

"Man's place in nature", by D. M. S. Watson, F.R.S.

*Clear Thinking (D)*

Dr. Cyril Burt, Professor of Psychology in the University of London, will deal with the different problems involved in clear thinking about everyday affairs. These talks will leave an open question at the end to be continued in class discussion after the broadcast.

*Current Affairs I. (D) "Facts and Figures".*

Continuing the present series of broadcasts.

*Current Affairs II. (D)*

A series of talks and discussion of some topic in the news.

*Home Interests. (T)*

This series is addressed chiefly but not entirely to W.R.N.S. Ruth Drew, the principal broadcaster, will bring experts to the microphone to talk about the problems involved in "Setting up House" and "Getting on with the Job".

*Job in Hand. (D)*

A series of talks about industry and commerce. Experts from the motor, steel, shipbuilding, electrical, cotton and plastics industries will discuss such questions as the industry's organization, its employment policy and any new developments.

*French. (L). By Monsieur E. M. Stephan.*

These talks will consist of simple exercises in pronunciation, spoken exercises from "French from Scratch" and readings.

*German. (L)*

A series based on "German from Scratch".

*Citizenship. (T) and (D)*

Douglas Houghton, assisted by guest speakers, will give six talks on the rates and how they are spent.

*Music I. (L). Modern Music.*

A series by Herbert Murrill for those who have some knowledge of music and the standard works but feel a little out of their depth with modern music.

*Music II. (L). Listening to the Orchestra.*

For those who listen to the B.B.C. orchestras or go to concerts, and who would like to know more about what they hear. By Dr. Reginald Jacques.

*Music III. (L). Music Review.*

For those who know little or nothing about music but are anxious to learn.

9. *Notes for Instructors using the Programmes*.—It is emphasized that broadcasting does not do the instructor's job for him, but tries to help him to do it. The attention of all instructors is therefore drawn to the notes, specially prepared for their guidance in using the broadcasts, which appeared in "Educational and Resettlement Information" No. 2. These notes also contain an explanation of the code letters (T), (L), (P) and (D) used in paragraph 8 of this Admiralty Fleet Order.

(A.F.O. 2680/45.)

**4420.—Adult Education—Reports—Service or Alternative Transport—  
REPORTS**

(N. 18338/45.—9 Aug. 1945.)

The following amendments are to be made to A.F.O. 1652/45, as amended by A.F.O. 3728/45:—

Delete paragraph 35 and paragraph 12, Appendix II, and substitute the following as paragraph 4 (d) of the Order:—

"Service transport may be provided for Naval and W.R.N.S. personnel to visit places of educational interest or to make regular attendance at adult education classes organized by local education authorities or other responsible bodies, subject to the following conditions:—

- (i) Transport will not be provided for parties of less than five people.
- (ii) Transport to classes will be allowed up to four return journeys per week, and over a distance of not less than two miles and not more than twenty.
- (iii) The attendance at classes will be checked.
- (iv) Transport will be provided up to two return journeys per month for visits to places of educational interest within a radius of forty miles.

If Service transport is not available, the most economical alternative arrangements are to be made. Bus or train fares may be paid, or railway warrants issued to individuals subject to the conditions in (ii), (iii) and (iv). Expenditure under this heading is to be reported to the Admiralty (for D.E.D.) in accordance with paragraph 5, under heading (iii). Additions cannot be made to existing R.N.M.T. Pools in order to cater for this transport facility."

(A.F.Os. 1652/45 and 3728/45.)

**4421.—Film Strip—"Australia, The Land Down Under"**

(N./D.P.S. 724/45/S.C.—9 Aug. 1945.)

The film strip, "Australia, The Land Down Under", and typed commentary, have been distributed on the scale shown in paragraph 2. The strip presents a picture of Australia—the country and the people—and is suitable for showing in ships and establishments containing a proportion of personnel likely to be drafted eventually to Australia or the British Pacific Fleet.

2.		No. of copies
Rosyth Library	...	10
Devonport Library	...	10
Portsmouth Library	...	10
Chatham Library	...	10
Greenock Library	...	10
Liverpool Library	...	10
London Library	...	5
Malta Library	...	5
Alexandria Library	...	5
Colombo Library	...	10
Trineomalee Library	...	10
Sydney Library	...	10
Bombay Library	...	7
C-in-C., South Atlantic	...	3
Commodore, East Africa	...	1
Commodore, Durban	...	3
D. of S. C., Admiralty	...	10
F.O.C., R.I.N.	...	10

3. Additional copies are being supplied to the Flag Officers-in-Charge, Liverpool and Southampton, for issue to Officers-in-Charge of large naval drafts to Australia, for showing during the voyage.

#### 4422.—Food Rationing—Allowance for Casual Meals

(V. 11/5885/45.—9 Aug. 1945.)

The following allowance is to be substituted for that shown for Tea in A.F.O. 4984/44, Section D, paragraph 2:—

“ 1 lb. per 250 cups served ”.

(A.F.O. 4984/44.)

#### \*4423.—H.M. Ships “Allenby,” “Blinjoe,” “Leith” and “Polar Bear,” and H.M.T. “J.4.”—Non-Public Funds—Disposal

(N.—9 Aug. 1945.)

(Included in Notice Boards Issue only.)

#### \*4424.—Scheme of Free Legal Aid—Legal Aid Officers—Appointment of Officers to British Pacific Fleet and East Indies Fleet

(N. 30260/44.—9 Aug. 1945.)

Their Lordships have decided to appoint a Legal Aid Officer to the British Pacific Fleet and also to the East Indies Fleet.

2. These two officers, whose duties will not conflict with the duties of the Legal Aid Sections appointed under A.F.O. 3046/43, will act under the terms and conditions of that A.F.O.

3. Their duties will, however, be limited to the giving of advice either

(i) by the submission of a problem or case to them through the applicant's Commanding Officer, or

(ii) through an interview with an applicant, which must have the prior consent of his Commanding Officer or a Welfare Services Officer.

4. Where a problem or case involves litigation, the Legal Aid Officer will collect such information as is practicable from the applicant and will thereafter forward the papers to the applicant's appropriate Legal Aid Section through the Commodore in terms of A.F.O. 3046/43.

(A.F.Os. 3046/43, 1672/45, 1961/45, 2244/45 and 2989/45.)

#### \*4425.—Lott Naval Trust Fund—Awards for Inventions

(N. 20263/45.—9 Aug. 1945.)

The following awards to Naval personnel have been approved by the Lott Naval Trust Fund Committee:—

Temporary Electrical Lieutenant C. R. Young, R.N.V.R.	...	£10
Coil Tester (N.1170/45).		
Cyril Lonsdale Hubbard, Acting Leading Telegraphist, D/JX.179527	...	£2
Modification to Receiver Wiring of K.F.E. system (R.E.03068/44).		
Lieutenant (E) R. T. F. Brown, R.N.	...	£5
Modification to 16-in. Mark I Mounting Shell Grab (M.114/44).		
Cyril Dixon, E.R.A.4, N.Z.6272	...	£3
Three-purpose Fire Fighting Nozzle (M.2588/44).		
Lieutenant J. P. Lomas, R.N.V.R.	...	} £7 each
Mr. G. Green, Warrant Telegraphist, R.N.	...	
Remote Control Unit (M.06934/44).		
Lieutenant (A) T. G. Williams, R.N.V.R.	...	£7
Modification to Mark XIV Gyro Gunsight (N.16527/44).		
J. W. Crocker, Chief Petty Officer, D/J.97670	...	£25
Modification to Oerlikon VIIA Mountings (N.5656/44).		
Commander L. E. Moncaster, R.N.	...	} £15 each
Mr. G. A. F. Pittaway, Warrant Shipwright, R.N.	...	
Drifter Ladder (M.2460/44).		
James Anderton, E.A.3, D/MX.62522	...	£8
Modification to Torque Testing Lever (T.08577/44).		
Mr. W. C. Coombs, Warrant Ordnance Officer, R.N.	...	£15
H. Swayne, Chief Ordnance Artificer, C/M.35679	...	} £5 each
E. A. Roberts, O.A.1, P/M.35364	...	
G. Clarke, O.A.3, P/MX.60595	...	
Triaxial and Biaxial Demonstration Model (N.6565/45).		
F. Marsden, Petty Officer Radio Mechanic (A.R.), FAA/MX.101915	...	£5
Modification to Indicator Type 6B (A.C.R.D.1495/43).		
W. C. T. Crosby, Photographer, NX.513423	...	£6
Method of marking A.A. Throw-off firing (G.D.0840/44).		
D. G. Burnett, Petty Officer, T.G.M., P/JX.133185	...	£7
Modification to Mark 3 star, etc., Torpedo sights (T.02671/44).		
A. C. Leitch, Petty Officer Sailmaker, D/JX.285703	...	£3
Development of Oerlikon covers (N.8003/45).		
H. Spittle, C.E.R.A., P/MX.55731	...	£15
Boiler Cleaning Saws (D.O.457/44).		(Additional)
E. Howarth, Acting Leading Seaman (N.Q.) S.E.A., P/JX.219908	...	£5
Modification to Mae West Equipment (N.7606/45).		
Reginald Cluett, Petty Officer Radio Mechanic, P/MX.634755	...	£3
Method of Repairing Radio Set, Type 271Q (R.E.01484/45).		
Lieutenant Commander A. G. C. Whalley, R.C.N.V.R.	...	£5
Submarine Oscillator Buoy (OD.03248/44).		
C. A. Dean, Electrical Artificer Third Class, D/MX.75971	...	£10
Automatic Aerial Rotating Equipment (R.E.01545/45).		
Sub-Lieutenant (Sp.) Andrew St. Johnston, R.N.V.R.	...	£15
Modification to Model S.K. Radar set (R.E.01305/45).		
Mr. V. W. Helyer, Warrant Aircraft Officer	...	£5
Modification to Corsair Bomb Carrier (A.041/45).		
Electrical Lieutenant-Commander C. H. Rudd, R.N.V.R.	...	£25
Y.G. Beacon Homing Trainer (A.C.R.D.2225/44).		
Lieutenant Commander I. R. Griffiths, D.S.C., R.N.	...	} £5 each
Lieutenant F. G. Barnard, R.N.	...	
Modification to M.T.B. Torpedo Sight (N.11115/45).		
Lieutenant (A) I. C. McWilliam, R.N.V.R.	...	£3
Modification to Type D Chartboard Ruler (A.74/45).		
Lieutenant C. D. Sweet, R.N.V.R.	...	£5
Machine for analysing Strip Camera Negatives (T.O.8731/45).		
Robert Daniel Whitehead, Ordnance Mechanic 4th Class, D/MX.103199	...	£5
Oerlikon assembling Tool (G.025912/44).		
Lieutenant (Sp.) E. F. Shales, R.C.N.V.R.	...	} £5 each
L. G. Jones, Acting Petty Officer Radio Mechanic (R), P/JX.322965	...	
A. D. Horn, Acting Petty Officer Radio Mechanic (R), P/MX.635657	...	
Radar Gunnery Teacher (M.01350/45).		

H. G. Millman, Air Mechanic (A), FAA/FX.86253 ... ..	£3
Modification to Wildcat V. Arrestor Hook (A.E.620/45).	
Electrical Lieutenant G. R. Johnson, R.C.N.V.R. ... ..	£15
Modification to Radar Set 272P (M.1892/44).	
Major G. F. Hazzard, C.B.E., D.S.C., R.M. (Retired) ... ..	} £25 each
Lieutenant T. F. Connew, R.M. (Retired) ... ..	
Naval Folding Limber (N.17156/45)	
The late Lieutenant (Sp.) J. A. M. Worker, R.N.V.R. ... ..	£10
Modification to Radar set 285P.4 (M.03976/45).	

2. Awards forwarded to the Admiralty before 1st January, 1929, are not eligible for consideration by the Lott Fund Committee, and the same applies to applications which are about to be forwarded to or pending with the Admiralty Awards Council. On the other hand, applications which have failed to secure an award from the latter may be re-submitted to the Lott Fund Committee.

3. Payment should be made by the Supply Officer of the ship or establishment in which the officer or rating is borne, and brought to account through the cash account as a charge to "Trust Funds" (Lott Naval Fund), except for officers serving at the Admiralty or retired personnel, to whom payment will be made by the Director of Navy Accounts.

4. In the case of deceased personnel, payment will be made to their estate by the Director of Navy Accounts on application being made.

(A.F.O. 1277/30.)

**\*4426.—Officers' Marriage Allowance—Payment in Case of Divorce**

(C.W. 32045/45.—9 Aug. 1945.)

Under current Marriage Allowance rules, a divorced officer who has *not* re-married is ineligible for Marriage Allowance except in the case where he is maintaining an eligible child or children of his former married household (A.F.O. 4392/43, paragraph 4).

2. It has now been decided that an officer whose marriage has been dissolved and who has not himself re-married, even though he is childless or is not maintaining an eligible child or children of his former married household, may, nevertheless, receive Marriage Allowance for his former wife provided that he is under an obligation, by Court Order or deed, to contribute, and does in fact contribute, to his former wife's maintenance. The amount of Marriage Allowance to be issued in such cases will be *either* that normally payable to childless married officers, at Schedule A rates, *or* the amount specified in the Court Order or deed, whichever is the less.

3. Where a divorced officer *has* re-married, and is living on normal domestic terms with his second wife, he may draw Marriage Allowance for his second wife under normal marriage allowance rules, but cannot under any circumstances draw Marriage Allowance for his first wife under paragraph 2 above.

4. Where a divorced officer has re-married, but is separated from his second wife, he may claim Marriage Allowance *either* for his first wife under the provisions of paragraph 2 above, *or* for his second wife under normal Marriage Allowance rules, but not for both.

5. Where an officer is drawing Marriage Allowance for his divorced wife under paragraphs 2 or 4 above, the allowance will cease to be payable if the divorced wife marries again, irrespective of whether she marries a member of the Forces or a civilian. Re-marriage of his divorced wife will not affect the officer's entitlement under paragraph 1.

6. Where an officer is drawing Marriage and Children's Allowances under paragraph 1 of this Order, and his divorced wife subsequently marries a member of H.M. Forces who is eligible for Service children's allowances, the divorced wife's second husband will not be permitted to draw Service children's allowances in respect of the same children for which the first husband is drawing children's allowances, i.e. children's allowances will not be issued twice from State funds for the same children. If, however, the amount of Marriage and Children's Allowances drawn by the divorced wife's first husband in respect of the children is *less* than the allowances which the divorced wife's second husband would normally be eligible to draw for the same children, the second husband may receive the difference between the two rates.

7. In order to implement paragraph 6, the Marriage Allowance application Form (S.70) will be amended on reprint to include a declaration by an officer applying for Children's Allowance in respect of children of his wife's former marriage to the effect that, to the best of his knowledge no Service Children's Allowance is in issue in respect of any of the children for whom he is claiming Children's Allowance. Pending reprint, the following addition should be made in manuscript to Clause (vii) of Form S.70:—"and that no Service Children's Allowance is already in issue in respect of any of them". Where an officer is unable to complete this declaration, the full facts should be reported to the Director of Navy Accounts, and pending instructions no credit of Children's Allowance should be made.

8. Applications for an allowance under paragraph 2 above are to be submitted on Form S.70, information as to the circumstances of the claim being given by the officer in the space provided for children. Applications must be supported by the originals or certified copies of (a) the decree absolute and (b) the relevant Court Order or deed.

9. On receipt of the claim, the Supply Officer will effect the necessary adjustments of pay on the ledger, and forward the application and supporting documents to the Director of Navy Accounts, Branch 4, Northwick Park Hutments, Harrow, Middlesex. If desired, copies of the documents, certified by the Supply Officer to the effect that the originals have been sighted, will be accepted.

10. Any change of circumstances affecting the issue of Marriage Allowance under paragraph 2 above, e.g. re-marriage of the officer's former wife (paragraph 5) must be immediately reported by the officer in writing to his Supply Officer for subsequent transmission to the Director of Navy Accounts, Branch 4.

11. These regulations are a war-time measure only, and are retrospective to 1st May, 1944.

(A.F.O. 4392/43.)

**4427.—Honours and Awards—Royal Hellenic Navy**

(H. & A. 666/45.—9 Aug. 1945.)

The King has been graciously pleased to approve the following awards for distinguished service in successful patrols in Greek submarines:—

*The Distinguished Service Cross*

Lieutenant Constantinos Loundras, R.H.N.

*The Distinguished Service Medal*

Petty Officer Nikolaou Daoukos, R.H.N. 10727.

*Mention in Despatches*

Lieutenant Eleftherios Kyriakakis, R.H.N.

Engineer Lieutenant Joannis Roussos, R.H.N.

Chief Petty Officer Andreas Kolokouris, R.H.N. 81755.

Chief Petty Officer Polychronis Polychroniou, R.H.N. 91548.

2. These awards will not be gazetted.

**4428.—Honours and Awards—Royal Norwegian Navy and Naval Reserve**

(H. & A. 575/45.—9 Aug. 1945.)

The King has been graciously pleased to approve the following awards for distinguished service in His Norwegian Majesty's Torpedo Boat 715 in a daring and successful attack on a U-boat:—

*The Distinguished Service Cross*

Lieutenant Finn Nord Stenersen, R.Nor.N.R.

*The Distinguished Service Medal*

Petty Officer Karl Johan Wahlgren, R.Nor.N.2702

*Mention in Despatches*

Able Seaman Olav Bengtsen, R.Nor.N.10271

2. These awards will not be gazetted.

## 4429.—Honours and Awards—Soviet Forces

(H. &amp; A. 1335/44.—9 Aug. 1945.)

The King has been graciously pleased to give orders for the following Honorary Appointments for outstanding services to a detachment of the Royal Air Force which, operating from Soviet bases, successfully attacked the German battleship "Tirpitz" in September, 1944 :—

*To be an Honorary Companion of the Most Honourable Order of the Bath*  
Vice-Admiral Pantaleyev, Commander-in-Chief, White Sea Flotilla.

*To be Honorary Commanders of the Most Excellent Order of the British Empire*

General-Major Dzynba, Commander of the Soviet Naval Air Forces, White Sea Flotilla.

Colonel Loginov, Chief of Staff, Soviet Naval Air Force, White Sea Flotilla.

2. These appointments will not be gazetted.

## \*4430.—Honours and Awards—"London Gazette" Supplement of the 31st July, 1945

(H. &amp; A.—9 Aug. 1945.)

ADMIRALTY,  
Whitehall  
31st July, 1945.

The KING has been graciously pleased to give orders for the following appointment to the Distinguished Service Order and to approve the following awards :—

For gallantry, skill and marked devotion to duty in air strikes in the Far East :

*To be a Companion of the Distinguished Service Order*

Temporary Lieutenant (A) Alexander Bulkley MacRae, R.N.Z.N.V.R. (Pehiatua, N.Z.).

*Bar to the Distinguished Service Cross*

Acting Lieutenant-Commander (A) Thomas Wade Harrington, D.S.C., R.N. (Brighton).

Acting Temporary Lieutenant-Commander (A) David Ramsay Foster, D.S.O., D.S.C., R.N.V.R. (London).

*The Distinguished Service Cross*

Acting Lieutenant-Commander Terence Gerard Vaughan Percy, R.N. (Ponteland, Northumberland).

Acting Lieutenant-Commander (A) Michael Stapylton Godson, R.N. (Godalming).

Lieutenant Ian Joicey Davis, R.N. (Buckingham).

Lieutenant Richard James Ward, R.N. (Ware, Herts).

Lieutenant (A) Donald George Richardson, R.N. (Felpham, Sussex).

Temporary Lieutenant Clements Arthur George Aldcroft, R.N.V.R. (Shirley).

Temporary Lieutenant (A) Laurence Frank Auckland, R.N.V.R. (Swansea).

Temporary Lieutenant John Robinson Baker, R.C.N.V.R. (Toronto).

Temporary Lieutenant (A) George Taylor Graham, R.N.V.R. (Belfast).

Temporary Sub-Lieutenant (A) Donald Frank Hadman, R.N.V.R. (Harrow).

Temporary Lieutenant (A) George Ernest Huyton, R.N.V.R. (Ormskirk).

Temporary Lieutenant (A) David George Jenkins, R.N.V.R. (Cardiff).

Temporary Lieutenant (A) Patrick Dennis Collins Street, R.N.V.R. (Ankersden, near Saffron Walden, Essex).

Temporary Lieutenant (A) Donald Taylor, R.N.V.R. (Portsmouth).

Temporary Sub-Lieutenant (A) Peter Bradley Adam, R.N.V.R. (Edinburgh).

Temporary Sub-Lieutenant (A) Joseph Alfred Leonard Allread, R.N.V.R. (Coalville, Leics.).

Temporary Sub-Lieutenant (A) Barrie Brown, R.N.V.R. (Buckhaven, Fife).

Temporary Sub-Lieutenant (A) Jeffery Archibald Chittle, R.N.V.R. (Portsmouth).

Temporary Sub-Lieutenant (A) Alfred Glyn Clayton, R.N.V.R. (Haverfordwest, S. Wales).

Temporary Sub-Lieutenant (A) Richard Donald Blackburn Douglas-Boyd, R.N.V.R. (Houghton-on-the-Hill, near Leicester).

Temporary Sub-Lieutenant (A) William Morley Culverwell Foster, R.N.V.R. (Weston-super-Mare).

Temporary Sub-Lieutenant (A) Roy William Halliday, R.N.V.R. (London).

Temporary Sub-Lieutenant (A) Alister Sutherland MacLeod, R.N.Z.N.V.R. (Maiaia, Taranaki, N.Z.).

Temporary Sub-Lieutenant William Alan Nelson MacKie, R.N.V.R. (Edinburgh).

Temporary Sub-Lieutenant (A) Ian Henry Forster Martin, R.N.V.R. (Banwell, Somerset).

Temporary Sub-Lieutenant (A) Noel Groundwell Mitchell, R.N.V.R. (Hale, Cheshire).

Temporary Sub-Lieutenant (A) Robert Thompson Moore, R.N.V.R. (Belfast).

Temporary Sub-Lieutenant (A) John Ambrose Parli, R.N.Z.N.V.R. (Waitara, Taranaki, N.Z.).

Temporary Sub-Lieutenant (A) Geoffrey Edwin Pugh, R.N.V.R. (Newport).

Temporary Sub-Lieutenant (A) Felix James Rankin, R.N.V.R. (Streatham, S.W.16).

Temporary Sub-Lieutenant (A) Richard Henry Reynolds, R.N.V.R. (Cambridge).

Temporary Sub-Lieutenant Ian Francis Stirling, R.N.Z.N.V.R. (Auckland, N.Z.).

Temporary Sub-Lieutenant (A) Warwick Kenney Taylor, R.N.V.R. (Letchforth, Hants).

Temporary Sub-Lieutenant (A) Walter Thomson, R.N.V.R. (Cleator Moor, Cumberland).

Temporary Sub-Lieutenant (A) Peter Frederick Harold Towle, R.N.V.R. (Sutton Courteney, Berkshire).

Temporary Sub-Lieutenant (A) Howard Alton Rhodes, R.N.Z.N.V.R. (Rangitiki, N.Z.).

Temporary Sub-Lieutenant (A) James Harray Richards, R.N.Z.N.V.R. (Timaru, N.Z.).

Temporary Lieutenant (A) James Whyte, R.N.V.R. (Edinburgh).

Acting Temporary Sub-Lieutenant (A) Donald Turner Chute, R.N.V.R. (Barry, S. Wales).

*The Distinguished Service Medal*

Chief Petty Officer William Taylor Pirie, FAA/FX77836 (Welling, Kent).

Chief Petty Officer Airman Leonard Francis Barrick, C.G.M., FAA/FX.76495 (Wembury, Devonshire).

Temporary Chief Petty Officer Airman Gordon Eric Cowsill, FAA/FX.77492 (Church Stretton).

Acting Petty Officer Airman Wilfred Rumsey Creese, FAA/FX.96772 (Clifton Hampden).

Acting Petty Officer Airman Frank Grainger, FAA/SFX.387 (Stourbridge).

Temporary Petty Officer Airman Norman Edward Richardson, FAA/FX.115147.

*Mention in Despatches (Posthumous)*

Acting Lieutenant-Commander (A) Michael Stapylton Godson, R.N. (Godalming).

Acting Temporary Lieutenant-Commander (A) Anthony McDonald Garland, R.N.V.R. (Chigwell).

Lieutenant (A) Donald William Langdon, R.N.V.R. (Bethersden, Kent).

*Mention in Despatches*

Commander Norman Scott Luard, D.S.C., R.N. (Bishops Waltham, Hants).

Acting Lieutenant-Commander James Brooke Edmundson, D.S.C., R.N. (London, S.W.).

Acting Lieutenant-Commander Robert Edmond Jess, D.S.C., R.C.N.V.R. (Bedford, Quebec).

Lieutenant (A) Leslie Harry Edmund Retallick, R.N.V.R. (London).

Temporary Lieutenant (A) Gerald Joseph Connolly, D.S.O., R.N.V.R. (Chislehurst).

Temporary Lieutenant (A) David Pettit Davies, D.S.C., R.N.V.R. (Neath, Glamorgan).

Temporary Lieutenant (A) Donald Arthur Dick, R.N.V.R. (Barnstaple).

Temporary Lieutenant (A) Alfred Alan Potter, R.N.V.R. (Warrington, Lancs.).

Temporary Lieutenant (A) William Henry Isaac Wilkinson, R.C.N.V.R. (Winnipeg).

Temporary Sub-Lieutenant (A) Richard Arthur Bartholomew, R.N.V.R. (Enfield).

Temporary Sub-Lieutenant (A) Philip George Holt Evans, R.N.V.R. (Rickmansworth, Herts).

Temporary Sub-Lieutenant (A) William Fenwick-Smith, R.N.V.R. (Newcastle-on-Tyne).

Temporary Sub-Lieutenant (A) Robert Fulton, R.N.V.R. (Muswell Hill).

Temporary Sub-Lieutenant (A) Edward James Haviland-Davis, R.N.V.R. (Doncaster).

Temporary Sub-Lieutenant (A) Leonard William Holdaway, R.N.Z.N.V.R. (Wellington).

Temporary Sub-Lieutenant (A) Lawrence Lamond, R.N.V.R. (Gourock).

Temporary Sub-Lieutenant (A) John Charles Rowing Larder, R.N.V.R. (Bromley, Kent).

Temporary Sub-Lieutenant (A) Noel Ernest Malyon, R.N.V.R. (London).

Temporary Sub-Lieutenant (A) Gerald Stewart Penn Salmon, R.N.V.R. (Harrow Weald).

Temporary Sub-Lieutenant (A) Donald Sharratt, R.N.V.R. (Burton-on-Trent).

Temporary Sub-Lieutenant (A) Clifford Houghton Singleton, R.N.V.R. (Blackburn).

Temporary Sub-Lieutenant (A) Robert Hopton Spurway, R.N.V.R. (St. Albans, Herts).

Temporary Sub-Lieutenant (A) Horace Elwyn Stalker, R.N.Z.N.V.R. (Masterton, N.Z.).

Temporary Sub-Lieutenant (A) John Philip Stott, R.N.V.R. (Liverpool).

Temporary Sub-Lieutenant (A) Anthony Dollimore Stratton, R.N.V.R. (Grays, Essex).

Temporary Sub-Lieutenant (A) Norman Allan Street, R.N.V.R. (S. Croydon).

Temporary Sub-Lieutenant (A) Neil Sullivan, R.N.V.R. (Southend).

Temporary Sub-Lieutenant (A) Ronald Edward Swain, R.N.V.R. (Kingston, Ontario).

Temporary Sub-Lieutenant (A) Donald Clayton Twemlow, R.N.V.R. (Macclesfield).

Temporary Sub-Lieutenant (A) Donald Courtenay Withers, R.N.V.R. (Bristol).

Temporary Sub-Lieutenant (A) Robert Henry Glading, R.N.Z.N.V.R. (Hamilton, N.Z.).

Chief Petty Officer Pilot (Temporary) Ian Bayley Bird, FAA/FX.112925 (Southampton).

Petty Officer Airman Samuel Winfindale, FAA/SFX.1575 (Hednesford, Staffs.).

Acting Petty Officer Airman Edward Fielding Aston, FAA/FX.79485 (Farnworth, Bolton).

Acting Petty Officer Airman Arthur Stratton Ellis, FAA/FX.608728 (Liverpool).

Acting Petty Officer Airman Charles Henry Godfrey, FAA/FX.97108 (St. Anne's, Lancs.).

Acting Petty Officer Airman John Kenny, FAA/FX.115120 (Rochdale).

Temporary Petty Officer Airman Harold Spencer Holt, FAA/FX.90979.

Temporary Petty Officer Airman Stanley William Taylor, FAA/FX.95787 (Middlesbrough).

Acting Temporary Petty Officer Airman Roy John William Gibbs, FAA/FX.112185 (London).

Acting Temporary Petty Officer Airman Benjamin Pearce, FAA/FX.82913 (Morley, Yorks.).

Acting Temporary Petty Officer Airman William Albert Woodley, FAA/FX.115065 (Birmingham).

For courage and devotion to duty in remaining at his post as gunner after an explosion had broken his ship in two :

*Mention in Despatches*

Temporary Acting Petty Officer Jack Critchley, P/JX.221773.

For skill and promptness of action in the successful defence of his ship :

*Mention in Despatches*

Temporary Acting Leading Seaman Donald Mackay, C/JX.234739.

For gallantry, skill and leadership in air strikes in the Far East :

*Bar to the Distinguished Service Cross*

Acting Lieutenant-Colonel Ronald Cuthbert Hay, D.S.O., D.S.C., R.M. (Cookham, Berks.).

The following amendments, where underlined, are made to previous Orders of Honours and Awards under the headings shown :—  
A.F.O. 3732/45.

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

The citation for Constructor Lieutenant-Commander Derek Barton Kimber, R.C.N.C., should now read :

"For devotion to duty, initiative and zeal in the operation of opening up the Port of Antwerp."

*Mention in Despatches*

A.F.O. 3732/45. Temporary Acting Lieutenant-Commander John Joseph Robins, R.N.R.

Temporary Petty Officer Telegraphist Sydney Robert Hack, P/JX.151204.

Temporary Leading Writer George Ernest Jackson, D/MX.671647.  
Corporal (Temporary) (Acting Temporary Sergeant) John Varley, R.M., Po.X.964.

should now read :

"For devotion to duty, resource and efficiency in opening up the Port of Ostend."

*The Distinguished Service Cross*

A.F.O. 3864/45. Temporary Lieutenant (Sp.) Alan Turner Peacock, R.N.V.R.

*Legion of Merit, Degree of Officer*

A.F.O. 4093/45. Captain (Acting Major) Patrick Henry Bligh Wall, R.M.

**4431.—Importation of Firearms into New Zealand**

(N.L. 11295/45.—9 Aug. 1945.)

The New Zealand Naval Board desire to bring to the notice of all New Zealand Naval Personnel that it is illegal to import into or possess in New Zealand firearms without a declaration. The following New Zealand Navy Order No. 1004 of the 28th June, 1944, is promulgated for the information of those concerned.

2. "The importation of firearms into New Zealand, whether for the purposes of sale or otherwise, is controlled by the provisions of Section 6 of the Arms Act, 1920, and Section 2 of the Arms Amendment Act, 1934. In every case, the importation of firearms is subject to the issue of a permit by the Police Department and firearms which are brought into New Zealand as the personal property of personnel in the armed services are not excluded.

3. Special forms of baggage declaration have been printed, in which provision is made for a declaration in respect of firearms in the possession of any person. Arrangements have been made for these forms to be placed on all transports returning to New Zealand.

4. Applications to register rifles suitable for sporting purposes will be considered by the Police Authorities on their merits, but the importation of revolvers or automatic weapons is prohibited, and any officer or rating having such weapons in his possession is to surrender same to his Commanding Officer."

**\*4432.—Nurse—Restriction in Use of Title—Conditions for Admission to the Roll of Assistant Nurses**

(N/M.D.G. 42919/45.—9 Aug. 1945.)

The Ministry of Health has made an Order (S.R. and O.1945, No. 637) in which 15th October, 1945, is fixed as the date after which the title "Nurse" may not be used except by persons who are State Registered Nurses or Enrolled Assistant Nurses, or who are entitled under Orders issued in pursuance of the Nurses' Act, 1943, to use that title.

2. A.F.O. 4108/45 sets out the provision which has been made for the use of the title "Service-Trained Male Nurse" after discharge from the Service by duly qualified Sick Berth ratings (i.e. those who have passed for Leading S.B.A.).

3. Persons with nursing experience now serving in the Navy who appear to be eligible for admission to the Roll of Existing Assistant Nurses and who desire to do so, should apply as soon as possible to the Registrar, General Nursing Council for England and Wales, 23, Portland Place, London, W.1, or, for those normally resident in Scotland, to the Registrar, General Nursing Council for Scotland, 5, Darnaway Street, Edinburgh, 3.

4. The minimum period of nursing experience required by applicants varies from two years' whole-time training or experience in the nursing of the sick under the supervision of trained nursing staff in a hospital or institution, to five years' whole-time *bona fide* practice in the nursing of the sick, including such recent nursing experience as the Council consider adequate. Midwifery training or experience may be allowed to count in certain cases. The period of nursing experience should have been fulfilled before 17th March, 1943.

5. In addition to the name and address of the person competent to give the certificate of adequate knowledge and experience in the nursing of the sick, confirming the period of nursing experience mentioned in paragraph 4 above, the Registrar should be furnished with the names and addresses of at least two persons willing and able to give evidence of good character. Birth certificate or other certificate certifying that the applicant is not under the age of 21 is also required. If a female applicant is married, she should also furnish a certificate of marriage.

6. Under certain conditions persons who have completed two years' whole-time training or experience under professional supervision in a hospital or institution since 17th March, 1943, may apply for inclusion in the Roll of Assistant Nurses with Intermediate Qualifications.

7. The fee payable in each instance of admission to the Roll is one guinea.  
(A.F.O. 4108/45.)

#### 4433.—Wiremen (L.C.)—Professional Examination for Ratings Qualifying as Leading or Petty Officer Wireman (L.C.)

(N. 18669/45.—9 Aug. 1945.)

Arrangements have been made for all electrical ratings engaged in landing craft maintenance, including combined operations personnel, in future to receive their specialized technical training at H.M.S. "Hopetoun".

2. *Advancement to Leading Wireman (L.C.)*.—(a) All wiremen (L.C.) borne by H.M.S. "Copra" and H.M.S. "Copra" (Base) who have attained six months seniority and completed six months' V.G. conduct, when recommended by their Commanding Officers, are to be reported by name to H.M.S. "Copra" (Drafting) and the Commanding Officer, H.M.S. "Hopetoun", for advanced training and examination, prior to being sent to R.N. Barracks, Devonport, for two weeks' disciplinary and leadership course. On successful completion of the examination, Form S.442 is to be forwarded by the Commanding Officer, H.M.S. "Hopetoun" to the Commodore, R.N. Barracks, Devonport (copy to D.C.O.M., Admiralty). Advancement will then be made by the Commodore, R.N. Barracks, Devonport, and the ratings returned to H.M.S. "Hopetoun" for disposal.

(b) Wiremen (L.C.) serving in permanent base staffs (General Service ratings) whose seniority and conduct qualify them as in 2 (a) above, should be drafted at the first opportunity by their Commanding Officers, by direct arrangement with the Commanding Officer, H.M.S. "Hopetoun".

3. *Advancement of Leading Wiremen (L.C.) to Petty Officer Wireman (L.C.)*.—Candidates for advancement to Petty Officer Wireman (L.C.) must have served for 18 months as a Wireman or Leading Wireman (any category), six months of which must have been in the leading rate. They should be sent to H.M.S. "Hopetoun" for course and examination, and thence to R.N. Barracks, Devonport, where they may be confirmed by the Commodore on successful completion of the disciplinary course for P.O. Wireman (L.C.), and then returned to H.M.S. "Hopetoun" for disposal.

4. Ratings serving abroad, when eligible, may continue to be rated Leading Wireman (L.C.) or Acting Petty Officer Wireman (L.C.) by their Commanding Officers, if certified as professionally competent by the Base Electrical Officer.

(A.F.O. 5520/44 is cancelled)

#### 4434.—Royal Naval College, Greenwich—Sir Muirhead Bone's Drawing of the Painted Hall

(C.E. 58065/45.—9 Aug. 1945.)

A coloured reproduction of the drawing by Sir Muirhead Bone, Admiralty War Artist, of the Painted Hall in War Conditions, 1943 (size, 14-in. by 9-in.), has been obtained by the Mess Committee of the College.

2. Officers wishing to have copies should apply to the Mess Secretary, R.N. College, Greenwich, S.E.10, enclosing the price—7s. per copy, post free.

#### \*4435.—Transfers to the South African Naval Forces

(N. 17905/45.—9 Aug. 1945.)

In continuation of A.F.O. 3329/45, the undermentioned block numbers have been allocated to further personnel transferred to the South African Naval Forces. In the case of ratings these numbers supersede their present R.N. Port Division numbers; in the case of Officers the block numbers are allocated for accounting and record purposes only.

Name	Rank	S.A.N.F. Block No.
P. Dunn, R.N.V.R....	Ty. Lt. (Ex. Sp.)	330777
J. W. B. Jackson, R.N.R....	Acting Lt.-Cdr....	330778
G. S. Walker, R.N.R.	Lieut. ...	330795
A. Williams, R.N.R.	Ty. Midn. ...	330779
G. H. Barns, R.N.R.	Ty. Midn. ...	330780
P. M. Kibble-Sartorelli, R.N.R.	Ty. Midn. ...	330781
A. M. Henniker-Gotley, R.I.N.R....	Sub Lt. ...	330791
H. K. Hare, R.N.R.	Ty. Midn. ...	330782
A. Ashley, R.N.V.R.	Ty. Sub. Lt. ...	330792
P. D. Cowburn, R.N.V.R.	Ty. Lt. ...	330784
N. E. Bulmer, R.N.R.	Ty. Midn. ...	330785
L. O'Reilly, R.N.V.R.	Ty. Sub-Lt. (E)	330786
E. H. R. Womersley, D.S.C., R.N.V.R.	Ty. Lt. ...	330793
N. L. Booth, R.N.R.	Ty. Midn. ...	330787
D. M. Waterman, R.N.R.	Ty. Sub. Lt. ...	330800
R. Braun, R.N.R.	Ty. Midn. ...	330794
D. Green, R.N.R.	Ty. Actg. Sub-Lt.	330801

2. The transfer of the undermentioned ratings to the South African Naval Forces has been approved. They are being discharged from the Royal Navy as from the dates shown, and will be deemed (a) to have been attested in the South African Naval Forces, Active Citizen Force, (b) to have been lent for service with the Royal Navy, both as from the same date:—

Name	Rank	Official No.	Discharged from R.N. and transferred to S.A.N.F.(V) from	Where serving at date shown
P. G. Nesbitt ...	Seaman	LT/JX.529803	8 Jul. 1943 (S.A.N.F. Block No. 330796)	C/o Commodore, Patrol Service, Central Depot, Lowestoft, 1 Mar. 1945.
D. P. Samuelson ...	A. Ldg. Sea.	P/SSX.32451	18 Jan. 1945 (S.A.N.F. Block No. 330803)	H.M.S. "Nile", 18 Mar. 1945.
R. L. Pritchard ...	O. Sea.	D/JX.649317	1 Sep. 1944 (S.A.N.F. Block No. 330797)	R.N. Barracks, Sydney, 7 Mar. 1945.
W. M. Shuttleworth	O. Tel.	C/JX.234333	15 Sept. 1944 (S.A.N.F. Block No. 330788)	H.M.S. "Assegai", 10 Feb. 1945
C. W. Zeeman ...	Sig. (C), R.A.N.R.	H/2588	2 Oct. 1944 (S.A.N.F. Block No. 330789)	C/o Australian Naval Board, Melbourne.
B. Read ...	A.B.	D/JX.390233	11 Jan. 1945 (S.A.N.F. Block No. 330798)	H.M.S. "Rocket", 29 Mar. 1945.
M. L. L. Meadows	Air Fitter (L).	FX.688622	3 Mar. 1945 (S.A.N.F. Block No. 330790)	H.M.S. "Gosling", 19 Mar. 1945.
L. Kebble ...	E.A.III	D/MX.73710	26 Apr. 1945 (S.A.N.F. Block No. 330799)	H.M.S. "Searcher", 27 Apr. 1945.
M. Watson ...	Ldg. Air Mech. (O).	SFX.1363	21 May 1945 (S.A.N.F. Block No. 330802)	R.N. Air Station, Wingfield, 25 May 1945.

3. Duplicate service certificates should be forwarded by Commanding Officers of ships in which these ratings are borne to the Commander-in-Chief, South Atlantic (see paras. 52-55 of A.F.O. 3022/43). The last known ship or establishment in which these ratings were serving is shown where this information is available though the information may be out-of-date very considerably. The respective ships must, however, be responsible for effecting action or informing the ship to which a rating has been discharged so that the necessary action can be taken.

(A.F.Os. 3022/43, 3913/43, 1922/44, 124/45, and 3329/45.)

†4436.—Admiralty Surgeon and Agent—Beer

(C.E. 11542/45.—9 Aug. 1945.)

Mr. C. E. Harris, M.B., Ch.B., of Clanbaniffe, Beer, Devon (telephone number, Seaton 23), has been appointed Admiralty Surgeon and Agent for Beer, *vice* Mr. G. H. J. Smart.

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

4437.—Working Dress for Naval Air Crews and Action Working Dress—Purchase from Outfitters by Ratings

(V. 11/5437/45.—9 Aug. 1945.)

Dress No. 3A (Working Dress for Naval Air Crews) and Dress No. 8 (Action Working Dress) may, if desired, be purchased from outfitters on the authority of Form S.110.

2. Pending a reprint of the form, officers authorizing the purchase of either of these items should add the item in manuscript on the back of Form S.110 as follows:—

† 23A Working dress for Naval Air Crews, or

† 23B Action Working Dress.

(A.F.Os. 5317/43, 1283/45, 2126/45 and 2647/45.)

4438.—W.R.N.S.—Air Arm Categories—Drafting

(N/D.P.S.805/45./M—9 Aug. 1945.)

The drafting of W.R.N.S. ratings belonging to categories instituted solely or principally for duty with the Air Arm is controlled from the office of the Commodore, R.N. Barracks, Lee-on-Solent, and for this purpose a Chief Officer, W.R.N.S., is appointed additional to his staff as W.R.N.S. Drafting Officer (Air). The drafting of W.R.N.S. ratings of these categories serving on foreign stations is controlled by the senior W.R.N.S. officer on the Commander-in-Chief's staff.

2. The W.R.N.S. Air Arm categories are as shewn in the list of authorized W.R.N.S. categories published in A.F.Os.

3. Advancement procedure is as generally laid down for W.R.N.S. ratings and rosters are maintained by the Commodore, R.N. Barracks, Lee-on-Solent, to whom Form S.507(W) is normally to be forwarded direct by Commanding Officers of Establishments. Where, however, there is divergence of opinion about the recommendation of any particular rating, the Form S.507(W) and a report from the appropriate W.R.N.S. administrative officer, stating her views briefly, are to be forwarded to the Commodore, R.N. Barracks, Lee-on-Solent, through the Superintendent, W.R.N.S. (Air).

4. As an exception to the general rule governing the drafting of W.R.N.S. ratings, the W.R.N.S. Drafting Officer (Air) will act under the orders of the Commodore, R.N. Barracks, Lee-on-Solent. She will, however, maintain liaison with the Superintendent, W.R.N.S. (Air), on matters relating to welfare and accommodation.

(A.F.Os. 4864/42, 352/43, 3610/45 and 4285/45.)

(A.F.O. 5999/44 is cancelled.)

4439.—W.R.N.S.—Aircraft Safety Equipment Ratings—Conditions of Service

(N. 29344/44.—9 Aug. 1945.)

On 20th July, 1944, two W.R.N.S. categories of Safety Equipment Assistant (short title "S.E.A.") and Safety Equipment Worker (short title "S.E.W.") were introduced in place of the Parachute Packer category and all members of the last-named category were transferred to S.E.A. on that date with retention of existing rating and seniority.

2. W.R.N.S. ratings allocated for service as aircraft safety equipment ratings belong in the first instance to the Safety Equipment Assistant category. They remain on the lower unspecialized rate of pay during their technical training, which is undertaken at the R.N. Air Station, Eastleigh, and lasts 5 weeks, and are eligible on recommendation for the lower specialized rate on successful completion of the course. Progression to the higher specialized rate also follows the normal rules.

3. Except for ex-parachute packers transferred (but see para. 5 below), Safety Equipment Assistants cannot hold leading or higher rating but they are eligible to qualify for safety equipment worker and thus obtain advancement as follows:—

(a) *Leading.* Subject to recommendation, Wrens (S.E.A.) will be advanced to Leading Wrens (S.E.W.) without regard to numbers six months after the date of qualifying for S.E.W.

(b) *Petty officer.* Advancement will be made from depot roster maintained by the Commodore, R.N. Barracks, Lee-on-Solent. The roster will be based on seniority as Leading Wren; no professional qualification will be required, advancement to Petty Officer Wren being based on seniority and recommendation.

4. Wrens (S.E.A.), whether ex-parachute packers or directly entered into, or transferred to, the S.E.A. category, are eligible on recommendation to undergo the course for Safety Equipment Worker after six months' service as Assistant. Time served as parachute packer counts towards the six months.

5. Petty Officers and Leading Wrens of the Parachute Packer category have been enabled to transfer to the Safety Equipment Worker category with retention of higher rating and seniority by attaining the requisite standard in the 12 weeks course, special arrangements being made for those who fail.

(A.F.Os. 5838/43 and 3610/45.)

(A.F.O. 3803/44 is cancelled.)

4440.—W.R.N.S.—(1) Messenger and General Duties Categories—Abolition

(2) Stewards (G)—Employment

(3) Transfers between Steward (G) and Steward (O) Categories

(N. 18372/45.—9 Aug. 1945.)

The W.R.N.S. categories of Messenger and General Duties are to be abolished by 31st December, 1945, and the following arrangements regarding the replacement of such ratings have been approved.

2. Except as provided for in paragraph 4 below, all W.R.N.S. ratings of the Steward (G), Messenger and General Duties categories employed in naval bases or establishments and Naval Air Stations, are to be withdrawn and seamen or civilians substituted (where necessary) except that male stewards are to replace Messengers employed as Hall Porters. Similar action is to be taken in Royal Marine establishments, where other ranks R.M. or civilians are to be substituted for the W.R.N.S. ratings.

3. The withdrawal of the W.R.N.S. ratings and the substitution of male personnel is to be carried out progressively, so as to be completed by the end of this year.

4. W.R.N.S. establishments and quarters and R.N. hospitals and sick quarters employing W.R.N.S. Stewards (G), Messengers, and General Duties ratings, which are allowed uniformed personnel for such duties, may continue to employ Stewards (G). In future, these billets will be allowed in complements for W.R.N.S. Stewards (G) only, and Messenger and General Duties ratings now borne are to be replaced by Stewards (G) by the end of this year.

5. In order to assist in the releases of W.R.N.S. ratings of the Steward (O) category, suitable Stewards (G) should be transferred to the Steward (O) category.

6. *Transfers between Steward (G) and Steward (O) Categories.*—These transfers may be allowed without loss of rating or seniority, provided that Leading rates and above (except Leading Wren Stewards (O) wishing to transfer to (G)) are able to demonstrate their qualifications to hold the rating in the category to which they desire transfer, by passing a professional examination for that rate or, in the case of Chief Wrens, by passing a professional examination for the Petty Officer rate in the proposed new category. Application for transfer is not to be forwarded until the rating has so qualified professionally.

7. Command Superintendents, W.R.N.S. may approve transfers of Wrens and Leading Wrens between Steward (G) and (O), or vice versa, but requests for transfer of Chief and Petty Officer Wrens are to be referred to the Admiralty.

8. Local training, as opposed to centralized training, will be permitted for any rating transferred to Steward (O), until further notice.

(A.F.Os. 1519/45, 3160/45, 3610/45 and 4285/45.)

(A.F.O. 4686/43 is cancelled.)

#### 4441.—W.R.N.S. Ratings—Badges

(V. 1/4643/45.—9 Aug. 1945.)

A.F.O. 4225/45 is to be amended as follows:—

References at end of Order. For "4424/45" read "4224/45".

(A.F.O. 4225/45.)

#### 4442.—W.R.N.S.—Redundancy of Ratings—Procedure

(N. 19343/45.—9 Aug. 1945.)

The following procedure has been approved for the disposal of W.R.N.S. ratings who are officially declared redundant in their existing categories, either as individuals or as a category, as from 1st October, 1944.

2. All mobile ratings of specialized categories and mobile Leading Wrens or above of unspecialized categories are to be sent to the W.R.N.S. Central Training Establishment for re-muster by the Superintendent, W.R.N.S. (Training), who is to hold a re-muster board, in the light of current requirements. Unspecialized Wrens may continue to be re-mustered in a suitable category by Command Superintendents, W.R.N.S.

3. Wrens.—(a) Wrens re-mustered in a specialized category are to retain their existing rate of pay for a maximum of six months from the date of the re-muster board, if this is advantageous to them, while they are afforded an opportunity of qualifying in their new category.

(b) Wrens re-mustered in an unspecialized category are to retain their existing rate of pay for a maximum of six months from the date of the re-muster board, and will be allowed to retain existing seniority for pay and advancement purposes (but see paragraph 3 (d) below).

(c) During the six months' period, a rating may be re-mustered more than once by the Superintendent, W.R.N.S. (Training), if necessary. If a rating appears before more than one re-muster board, the six months' period is to count from the first board. Any rating still on course for a specialized category at the end of the six months' period is to revert to the rate of pay appropriate to the stage at which she has arrived in the new category, i.e., either lower unspecialized or lower specialized (A.F.O. 5838/43, paragraph 5 (a)).

(d) Wrens who qualify for a new category within the six months allowed will be given the seniority held in the category in which they became redundant but, whether transferred to a specialized or unspecialized category, they will be required to serve a minimum of six months (including training time) in the category before actually being advanced. They may, however, be recommended for advancement when considered fit at any time after re-muster, provided they are not still under training.

4. Leading Wrens and above.—(a) Generally, leading and higher ratings are to revert to Wren with effect from the date of the re-muster board. As with Wrens, however, they may be permitted to retain their existing rate of pay for a maximum of six months from that date.

(b) On requalification in the new category, higher ratings reverted to Wren under paragraph 4 (a) above will be allowed to retain their old seniority as Wren, but will be required to serve a minimum of six months (including training time) before re-advancement. Any higher ratings who, under special Admiralty authority, may be transferred with retention of a higher rating will reckon seniority in that rating from the date of transfer.

(c) Petty Officer and Chief Wrens who are unwilling to accept the transfer terms offered will be given the option of taking their discharge "in excess of establishment". The Superintendent, W.R.N.S. (Training) is hereby authorized to effect the discharge of those ratings who exercise this option.

5. Immobile Ratings.—Immobile ratings fall into three classes—

(a) Those who entered the Service as immobles and are outside the Registration for Employment Order age groups.

(b) Those who entered the Service as immobles but are single women within the Registration for Employment Order age groups and can therefore be called upon to transfer to mobile conditions if necessary in the interests of the Service.

(c) Women within the Registration for Employment Order age groups who entered the Service as mobile but who have been allowed to become immobile on compassionate grounds.

Ratings falling within (a) and (c) who become redundant will be allowed the foregoing special terms of transfer if they either (i) are able and willing to become mobile, or (ii) can be absorbed locally in a new category as immobles. Otherwise, they are to be discharged "in excess of establishment".

Ratings coming under (b) are generally, if necessary, to be transferred to the mobile section, when they will be accorded the special terms of transfer to their new category. Any who are exceptionally permitted to remain immobile will be transferred to their new category under the normal terms, unless they can produce satisfactory evidence of being genuinely immobile on compassionate grounds. In that case, they will be regarded as falling within (c) and will be dealt with accordingly. The responsible Command Superintendent, W.R.N.S., will decide whether ratings coming under (b) are (i) to become mobile, (ii) to remain immobile and transfer on ordinary terms, or (iii) to be considered genuinely compassionate and receive their discharge "in excess of establishment".

6. Overseas.—Commanders-in-Chief are to report the particulars of any W.R.N.S. ratings who become locally redundant in their own category. Recommendations should be made (i) for their temporary employment overseas on other duties or (ii) their immediate return to the United Kingdom. Temporary employment under (i) should not in any case exceed three months, during which an Admiralty decision will be given regarding the final disposal of any ratings concerned.

(A.F.O. 5838/43.)

(A.F.O. 1049/45 is cancelled.)

#### \*4443.—Qualifying Course for Warrant Telegraphist, R.N.

(C.W. 30366/45.—9 Aug. 1945.)

The following ratings have been selected to undergo the qualifying course for the rank of Warrant Telegraphist at H.M. Signal School, Portsmouth, commencing on 3rd September, 1945:—

R. J. Attridge	...	P.O. Tel.	...	P/JX.139311	...	H.M.S. "Mercury"
T. A. Boulton	...	C.P.O. Tel.	...	P/JX.135101	...	H.M.S. "Forth"
W. S. Bourn	...	C.P.O. Tel.	...	C/JX.137952	...	H.M.S. "Golden Hind"
W. H. Clark	...	P.O. Tel.	...	P/JX.146160	...	H.M.S. "Tuscan"
E. E. Colegate	...	P.O. Tel.	...	D/JX.144822	...	H.M.S. "Valiant"
F. W. Cooper	...	P.O. Tel.	...	D/JX.135657	...	H.M.S. "Drake"
J. Evans	...	C.P.O. Tel.	...	P/JX.152085	...	H.M.S. "Fabius"
R. H. Foxlee	...	P.O. Tel.	...	P/JX.134477	...	H.M.S. "Valiant"
J. E. Griffin	...	P.O. Tel.	...	D/JX.124967	...	H.M.S. "Drake"
L. C. Hill	...	C.P.O. Tel.	...	D/JX.132776	...	H.M.S. "Forth"
E. E. Sims	...	C.P.O. Tel.	...	D/JX.134142	...	H.M.S. "Drake"
T. Teece	...	C.P.O. Tel.	...	D/JX.133500	...	H.M.S. "Caesar"
S. G. Woods	...	P.O. Tel.	...	P/JX.136753	...	H.M.S. "Mercury"
E. W. J. Hillier	...	C.P.O. Tel.	...	D/JX.130321	...	H.M.S. "Dolphin"
E. J. Tibble	...	P.O. Tel.	...	D/JX.135201	...	H.M.S. "Drake"

2. The above-named ratings should join H.M. Signal School, p.m., Sunday, 2nd September, 1945.

(A.F.O. 3336/45 is cancelled.)

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

#### 4444.—Machines, Positioning Belts—Browning M.G., 0.303-in.—Gauges, Tappet Setting, R.A.F. Ref. 8D/2104—REPORTS

(G. 5039/45.—9 Aug. 1945.)

<i>Part affected</i> ...	Gauges, tappet setting, R.A.F. Ref. 8D/2104.
<i>Purpose</i> ...	To ensure that gauges incorrectly manufactured are not used in service.
<i>Action</i> ...	All gauges, 0.303-in. tappet setting, R.A.F. Ref. 8D/2104, are to be examined and their gauging dimensions checked. The correct dimensions are "NOT GO" 2.055—0.001-in.; "GO" 2.045 + 0.001-in."
	<i>Note.</i> —These gauges are an accessory of machines, positioning belts, 0.303-in., Browning, Ref. 8C/1665.
<i>By whom to be done</i> ...	H.M. ships, R.N. air stations, etc.; repair yards and R.D.Us.; base staffs; R.N. armament depots.
<i>Degree of urgency</i> ...	(a) In service. As convenient. (b) At R.N. armament depots. Component and spare gauges—before issue.

2. Gauges found defective should be scrapped and an equivalent number of serviceable gauges demanded by services in—

- (a) U.K. on the appropriate R.N. armament depot;
- (b) East Indies on Naval Armament Supply Officer, Colombo;
- (c) Pacific on Armament Supply Officer, Fleet Train, or Superintending Armament Supply Officer, Royal Australian Naval Armament Depot, Sydney.

3. R.N. armament depots should also scrap any defective gauges held and report on 1st September, 1945, and 1st January, 1946, number of gauges issued in replacement or scrapped from depot stocks under this Order.

#### 4445.—Ammunition—20-mm. and Below—S.A.A.—Sentenced for Early Expenditure—Disposal

(G. 5067/45.—9 Aug. 1945.)

S.A.A. of all types of 20-mm. calibre and below sentenced and/or labelled "For Early Expenditure" or "For Practice Firings only" is hereby declared to be unserviceable.

Any ammunition in these categories is to be returned to the nearest N.A. depot where all stocks are to be disposed of in accordance with current instructions for the disposal of unserviceable S.A.A.

2. In future, S.A.A. will not be sentenced "For Early Expenditure" or "For Practice Firings only". If not in all respects in accordance with specification and likely to have a normal length of life, it will be sentenced unserviceable.

#### 4446.—Ammunition—Miscellaneous A.A.D. Weapons—Tails Propelling Rocket U 2-in., Mark II, Cordite S.U/D.B.S. 2992 Br. Lot 89-9/42—Disposal

(A.S. 2424/44.—9 Aug. 1945.)

Owing to failures having been reported, it has been decided to dispose of Tails Propelling Rocket U 2-in., Mark II, Cordite S.U/D, B.S. 2992, Br. Lot 89-9/42.

2. Any of the above-described ammunition held on board ships should be dumped in deep water or returned to the nearest Naval Armament Depot for dumping.

3. D.E.M.S. Staff Officers should make necessary arrangements for merchant ships.

4. *R.N. Armament Depots only*—Any of the above ammunition held in store or received from ships should be disposed of by dumping.

#### 4447.—Ammunition—Tail, Propelling, Rocket, U, 5-in. Mark VI/N—Modification to Closing Disc—Identification

(G/D.C.O.M. 0223/45.—9 Aug. 1945.)

Trouble has been experienced with missfires of 5-in. rocket ammunition due to the trigger on projector not making proper contact with the contact plate of the closing disc, either owing to the trigger being just clear of the brass plate or to the trigger touching the disc where the plate is cut away for the "earth" pin.

2. A modified design of contact plate is being introduced as soon as possible but meanwhile tails, propelling rocket U 5-in. Mark VI may be issued without this modification.

3. It is possible by careful orientation of the rocket tails during loading to ensure that the contact trigger on the projector is in intimate contact with the brass portion of the contact disc. Care must therefore be taken when loading to achieve this orientation which should be checked by visual examination.

4. When tails fitted with modified contact plate are received, they may be identified by the following marking:—

(a) Letter "M" after Mark VI.

(b) Green paint line parallel to and in the same segment as the red paint line indicating the joggle of the fins.

5. Modified tails may be loaded into projectors without taking special notice of the contact disc position.

#### 4448.—Ammunition—Miscellaneous A.A.D. Weapons—Type J—Rockets Carrying Apparatus U 2-in., Mark IVA, Lot 96

(A.S. 1145/44.—9 Aug. 1945.)

Owing to failure at proof, it has been decided to dispose of Rockets Carrying Apparatus U 2-in., Mark IVA, Lot 96, for A.A.D., Type J.

2. Any of this lot held on board ships should be dumped or returned to the nearest Naval armament depot.

3. D.E.M.S. staff officers should make necessary arrangements for merchant ships.

4. *R.N. Armament Depots only*.—Any of the above lot of ammunition held in store or received from ships should be disposed of by dumping.

#### 4449.—Ammunition—20-mm. Hispano, Linking—Withdrawal of Links of Certain Makes

(A.S./G. 5240/44/B.107.—9 Aug. 1945.)

Arrangements have been made for 20-mm. Hispano ammunition, other than A.P./tracer and tracer, to be linked at the packing stage, and future supplies will be issued in links. 20-mm. Hispano A.P./tracer and tracer ammunition will continue to be supplied in cartons.

2. All belted ammunition is to be put through the No. 2 lengthened type Belt Positioning machine before use.

If this machine is not available the rounds should be put through the Jackson type machine and a careful check made that no rounds are over-belted.

3. All links used for linking supplies of ammunition referred to in paragraph 1 will be of Messrs. F. H. Tompkins' manufacture and links made by this firm will be recognized as the standard links for use in Naval service. Distribution of linked ammunition is being arranged as supplies become available. Loose links of Tompkins' make are also being distributed for issue to ships and services holding unbelted ammunition.

4. H.M. ships and R.N. air stations should demand from the nearest R.N. armament depot sufficient links, 20-mm. Hispano, Mark I, of Tompkins' manufacture to replace all Hispano links of other makes that may be held and on receipt of supplies all links of other makes should be returned.

5. All links, 20-mm. Hispano, Mark I, of other than Tompkins' make in stock or subsequently received at R.N. armament depots should be set aside pending disposal instructions.

6. Tompkins' links can be identified by the marking "H1.FHT" stamped on the single loop of each link.

**4450.—Ammunition—40-mm. Bofors—"Innocuous" Practice Ammunition—Issue**

(A.S. 01870/45.—9 Aug. 1945.)

Supplies of British 40-mm. Bofors "Innocuous" practice ammunition are now available and distribution to naval armament depots in this country and abroad is being made. This type of ammunition will be issued in future to A.A. ranges for practice firings. Details of the components and performance are contained in C.A.F.O. 2243/44.

2. "Innocuous" practice ammunition will also be issued to ships for practice firings, but in the event of this type not being available H.E. will be supplied.

(C.A.F.O. 2243/44.)

**4451.—Ammunition Supply—Carriers, Ammunition, Quadruple for 4-in., Mark XVI\* Gun Ammunition—Modification**

*Ships concerned*

(G. 08056/45.—9 Aug. 1945.)

It has been reported that some carriers, quadruple, straight through type, for 4-in. Mark XVI\* ammunition are less than 50-in. in height and do not accommodate the longest round satisfactorily.

2. Commanding Officers of ships supplied with carriers which are unsatisfactory should, if practicable, arrange for them to be modified in accordance with A.F.O. Diagram 293/45 (D.N.C. 2A/1136); alternatively, new carriers may be demanded from the Director of Contract Work (Supplies), Admiralty, Bath, and the defective carriers landed.

**4452.—Ammunition Supply—Naval Armament Depots—Supply, Tests and Returns of Ammunition—Destruction of Propellant of Indexes S.P.D.X. 1629 and S.P.D. 1889**

(A.S. 7513/44.—9 Aug. 1945.)

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

	<i>Index</i>	<i>Cartridges into which filled</i>
S.P.D.X. 1629	...	... Q.F., 4-in., 50 calibre
S.P.D. 1889	...	... B.L., 5-in., 51 calibre

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

**4453.—Ammunition Supply—Naval Armament Depots—Supply, Tests and Returns of Ammunition—Restriction of N.C. Propellant of Index S.P.D.2225**

(A.S. 9056/45.—9 Aug. 1945.)

In consequence of low heat test results given by N.C. Propellant, Index S.P.D.2225, assembled into Q.F. 3-in. 23 Calibre ammunition, issues of cartridges of this index are to be restricted to home stations and ships serving in home waters.

2. It is not intended that if the cartridges are already on a foreign station they should be withdrawn merely because the test falls below the limit shown, and when sentencing at depots on foreign stations the words "Not for issue to foreign stations" should be omitted.

**4454.—Armament Stores—Pistols, Signal, Electrically Operated, 1½-in.—Fitting of Spare Extractors**

(A.S. 8626/45.—9 Aug. 1945.)

Extractors issued as spare with 1½-in. electrically operated signal pistols, require fitting to individual pistols and R.N. armament depots are to ensure that such extractors are correctly fitted and stamped with the number of the parent pistol before issue.

2. Spare extractors already held by ships are to be fitted and numbered to the pistols on board as opportunity offers. The work should be done by R.N. armament depot staff.

**4455.—Guns—General—Alterations to Drill at Q.F. Guns**

(G. 011125/45.—9 Aug. 1945.)

War experience has shown that the drill at Q.F. guns requires alteration in order to ensure that in surface fire :—

(a) Guns, particularly those using separate ammunition, are not loaded until it is certain that the target will be in fact a surface one.

(b) Guns are not reloaded when fire is checked, in case the next target is an aircraft one, or in case the gun is "hot", when it must not be left loaded.

2. It is also most desirable to be able to stop firing *instantly* at an aircraft target without clearing a loaded gun automatically after the order to stop firing has been given.

3. It has therefore been decided that :—

(a) Q.F. guns shall not be loaded until the order "Broadside" is given.

(b) At the order "Check" Q.F. guns which are empty shall *not* be reloaded.

(c) The order "Check" at Q.F. guns may be given in A.A. fire as well as in surface fire.

(d) The check fire bell shall only be used to signify "Check" and *never* "Stop Loading".

(e) The order "Stop Loading" at Q.F. guns may be used in surface fire as well as in A.A. fire.

4. There is no alteration in the drill at B.L. guns.

5. Drill books will be amended.

**4456.—Gun Mountings—4.7-in., C.P., Mark XXII, 4.5-in., C.P., Mark V and 4.5-in. R.P.50, Mark V—Breech Workers Push—As. and As.**

(G. 09206/45.—9 Aug. 1945.)

(a) *Ships, Establishments and Authorities* "Saumarez" to "Crescent" destroyer flotillas.

(b) *Types and Marks of Mountings* ... 4.7-in., C.P., Mark XXII.  
4.5-in., C.P., Mark V.  
4.5-in., R.P., 50 Mark V.

(c) *Part of Mounting affected* ... ... Firing circuit.

(d) *Purpose of modification* ... ... To standardize missfire drill as far as possible at all single and twin mountings of modern types.

(e) *Nature of modification* ... ... A breech workers push should be fitted on the R.H. side of the carriage in a position convenient to the breech worker, and the wiring so arranged that the Push is connected in the firing circuit between the gunlayer's change-over switch and the safety firing switch or, if there is no safety firing switch between the gunlayer's change-over switch and the interceptor.

The breech workers push, Admiralty Pattern No. 6997, should be demanded from N.S.O., Preston.

- (f) *Drawing or A.F.O. Diagram* ... Drawing No. 29863GB, A.F.O. Diagram 299/45.
- (g) *By whom to be done* ... Dockyards and repair establishments.
- (h) *When to be done (or degree of urgency)* At the earliest opportunity
- (i) *Whether to be treated as an Alteration and Addition or as a defect.* Alteration and Addition. Classification "A"

#### 4457.—American Depth Charge Arbors, Mark 7, Mod. 0 and Mark 7, Mod. 1

(T.1289/45.—9 Aug. 1945.)

It has been reported that the release mechanisms of Depth Charge Arbors, Mark 7, Mods. 0 and 1, occasionally fail to operate.

2. This causes erratic underwater trajectories and sinking rates, and consequent distortion of patterns.

3. To obviate these failures, the following routine is to be carried out on receipt:—

- Remove shear pin from the release mechanism.
- Rotate the release hook, releasing the terminal eye of securing rope, and the end link of the release chain from mechanism.
- Rotate release hook, back and forth, through its maximum permissible arc. Check for binding on the bearing pin or against the sides of the release bracket.
- Examine the release hook and inside surfaces of release bracket for evidence of corrosion.
- Coat the sides of the release hook and pack the inside of the release bracket with grease (D.T.D. 143C).

Exercise the release hook, back and forth, through its maximum permissible rotation to allow the grease to work into the bearing surfaces.

- Re-assemble the release chain and securing cable (Arbor, Mark 7) or chain (Arbor, Mark 7, Mod. 1) on release hook, re-position release hook to secure position, and lock hook with a new shear pin (4 penny shingle nail). Make certain the pointed end of the nail is bent over to prevent the nail from vibrating out of release mechanism.
- Remove the release hook from release bracket by removing the release bearing pin. Care should be exercised in removing the pin not to bend or deform it, or mar or burr the bearing surfaces, so that it can be re-used.
- Thoroughly clean the inside surfaces of the release bracket slot. It is desirable that all paint and evidence of corrosion be removed.
- Clean the surfaces of the release hook and bearing pin. Attention should be given to corrosion of the bearing surfaces.
- Pack the inside of the release bracket, and coat the surfaces of the release hook and bearing pin with a generous application of grease (D.T.D. 143C).
- Re-assemble the release hook in the release bracket. Stake unopened end of bearing pin at assembly to secure in place.
- Re-assemble the release chain and securing cable (Arbor, Mark 7) or chain (Arbor, Mark 7, Mod. 1) on release hook, re-position release hook to secure position, and lock hook with a new shear pin (4 penny shingle nail). Make certain the pointed end of the nail is bent over to prevent the nail from vibrating out of release mechanism.

4. Thereafter, a weekly visual inspection of the release mechanisms is to be carried out, and any corrosion removed. If necessary, the routine on receipt is to be carried out.

#### 4458.—Torpedo Tubes—Submarine Internal and External—Fitting of Tally Plates to A.I.V. Compensating Unit Shut-off Cocks

Submarines

(T. 01071/45.—9 Aug. 1945.)

Item Nos. "A" class 17; "S" class 631; "T" class 635; "U" class 585; classification "A".

2. The shut-off cocks, Pattern 131, fitted in the sea water supply system to the A.I.V. compensating units are often sited in inconspicuous situations.

3. To help ensure that the drill concerning the cocks is fully appreciated by all concerned a tally plate as shown in A.F.O. Diagram 296/45 is to be fitted adjacent to each cock.

4. The tally plates are to be manufactured and fitted by depot ships' staffs, the work being treated as a defect.

5. Requirements per vessel are as follows:—

	No. of tally plates required
"T" Class submarines	3
"S" Class submarine with external tubes	2
"S" Class submarine without external tubes	1
"U" Class submarine	1
"A" Class submarine	2

6. Separate arrangements have been made for submarines building.

#### 4459.—Torpedo Tubes, Submarine—Extractor Firing Gear—Fitting of Safety Catches—As. and As.

(T. 02953/44.—9 Aug. 1945.)

The heading of A.F.O. 4147/45 is to be amended as follows:—

for "Extractor Firing Gear"  
read "Extractor Firing Gear."

(A.F.O. 4147/45.)

#### 4460.—21-in., Mark VIII-VIII\*\*, Mod. 2, and Mark IX-IX\*\*, Mod. 1 Torpedoes—Modification to Vertical Rudders to Facilitate Passing Tail Gauge

(T. 08904/45.—9 Aug. 1945.)

The vertical rudders of later manufacture 21-in., Marks VIII and IX type, torpedoes differ slightly from those of earlier torpedoes in that the radius of curvature between the sides of the rudder blade and the pintle boss has been increased. This results in increased thickness of the rudder blades at the points where the tail gauge, St. No. T.218A, would normally pass the upper and lower vertical rudders, and prevents the passage of the tail gauge in torpedoes fitted with this type of rudders.

2. The vertical rudders of any 21-in., Mark VIII-VIII\*\*, Mod. 2, or Mark IX-IX\*\*, Mod. 1, torpedo in which difficulty in passing the tail gauge is found to arise from this cause are to be modified as necessary by ships' staffs. The modification consists of filing away the radius between pintle boss and rudder blade on each side until the tail gauge, St. No. 218A, will pass freely over the tail. This will be achieved if the radius is filed until it blends with the surface of the blade at a point  $\frac{1}{8}$ -in. from the pintle boss end. The modification is to be entered in the torpedo's history sheet, quoting T.D.I.2215.

3. Torpedoes in depots will be similarly modified if possible before issue.

4. Future manufacture torpedoes will be fitted with vertical rudders manufactured to the original radius as soon as this can conveniently be arranged.

#### 4461.—Boiler Tubes, etc.

H.M. Ships "Charity", "Comet", "Cossack", "Kinbrace", "Laertes",  
"Maenad", "Mameluke" and "Trafalgar"

(N.S/P. 8825/45.—9 Aug. 1945.)

H.M.S. "Charity" (P. 8825/45)

H.M.S. "Comet" (P. 8342/45)

H.M.S. "Cossack" (P. 7777/45)

Particulars of the boilers and tubes fitted in H.M. ships shown under "A" are identical with those published in the A.F.Os. quoted against the ships shown under "B".

"A"	"B"	A.F.O.
"Charity"	"Zeet"	4264/44
"Comet"	"Cassandra"	5187/44
"Cossack"	"Mynga"	5440/44



H.M.S. "Trafalgar" (P. 8103/45)

Type and No. of boilers ... Three drum water tube type with  
Melesco superheaters. ... 2 No.  
Total No. of tubes fitted ... Generator ... 8080 No.

Row	Ext. dia.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1 $\frac{3}{4}$	128	12 0 $\frac{3}{4}$	252	All tubes are bent.
B	1 $\frac{3}{4}$	128	11 9 $\frac{1}{2}$	248	
C	1 $\frac{1}{2}$	116	11 6 $\frac{1}{8}$	384	
D	1 $\frac{1}{2}$	116	11 4 $\frac{3}{8}$	380	
E	1 $\frac{1}{2}$	116	11 2 $\frac{5}{8}$	384	
F	1	104	10 11 $\frac{7}{8}$	432	
G	1	104	10 11 $\frac{11}{16}$	428	
H	1	104	10 11 $\frac{11}{16}$	424	
J	1	104	10 11 $\frac{11}{16}$	420	
K	1	104	10 11 $\frac{1}{2}$	416	
L	1	104	11 0 $\frac{1}{8}$	412	
M	1	104	11 0 $\frac{3}{8}$	408	
N	1	104	11 1 $\frac{3}{8}$	404	
O	1	104	11 2 $\frac{5}{8}$	400	
P	1	104	11 3 $\frac{1}{8}$	396	
Q	1	104	11 4 $\frac{1}{2}$	392	
R	1	104	11 6 $\frac{1}{8}$	388	
S	1	104	11 8	384	
T	1	104	11 9 $\frac{1}{2}$	380	
U	1	104	12 0 $\frac{1}{2}$	376	
V	1	104	12 2 $\frac{1}{8}$	372	
Downcomer	Bore 6-in.	292 W.D.G.	13 ft. 4 $\frac{1}{2}$ in.	4	

Records affected—D.354 and D.682.

(A.F.Os. 4264/44, 5187/44 and 5440/44.)

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

**4462.—Engine, Diesel, G.M. Quad Unit—Exhaust Manifold Lagging**

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

(D.C.O.M. 1822/45.—9 Aug. 1945.)

In order to reduce engine room temperatures in the above craft, the main engine exhaust manifolds are to be lagged. A.F.O. Diagram 297/45 illustrates the method of fitting the lagging.

2. The work should be carried out by ships' staff, the kits being demanded by craft in Home waters from L.C.M.S.O. Staines, and by craft on East Indies station from L.C.M.S.O. (India). One kit contains sufficient parts to insulate all the exhaust manifolds of one craft.

**4463.—Auxiliary Feed Pump Discharge—Fitting of 3-Way Cock, etc.—As. and As.**

Fleet Destroyers—"J", "K", "N", "O", "P", "Q", "R", "S", "T", "V", "W", "Z" and "C" Classes

(D. 09584/45.—9 Aug. 1945.)

A 2-in. 3-way cock in No. 2 boiler room on the auxiliary feed pump discharge to the port reserve feed tank, and a 2-in. pipe thence to the starboard reserve feed tank, are to be fitted in destroyers of the following classes:—

Fleet "J" and "K", if applicable, Fleet "N", "O", "P", "Q", "R", "S", "T", "V", "W", "Z" and "C".

2. Items, classification "B", are to be included in the class lists of As. and As. for the ships concerned, to cover the work involved.

(Comdre. (D), H.F., 28 May, 1945, No. 323/H.D. 371.)

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

**4464.—Requirements for Fitting Aerials in Ships Fitted with D/F Outfits FH3/4, FV4/5/7 and RH2—Indication of Earthing of Ships Communication Aerials—As. and As.**

Ships Fitted with D/F Outfits FH3/4, FV4/5/7 and RH2

(R.E. 11329/45.—9 Aug. 1945.)

H/F, D/F and V.H/F, D/F equipments are particularly susceptible to errors due to the proximity of other W/T aerials. It has been decided, therefore, to promulgate the requirements regarding the siting of the aerials concerned and details are set out in paragraphs 3-7, inclusive, below. It is realized that all ships may not be rigged in accordance with these paragraphs, but C.Os. are to ensure that their ships comply with them as far as practicable. In the case of paragraphs 3 (a) (i), 3 (b) (i) and 3 (c) (i) when it is necessary to fit earthing arrangements and an indicator light the work should be carried out by dockyard or contractor as an A. and A.

2. C.Os. of ships concerned are to insert an item in their next list of As. and As., classification "A", quoting this Admiralty Fleet Order as authority:—

"To fit earthing arrangements for W/T communication aerials in accordance with Addendum "A" to B.345/43 for D/F outfit FH3 or specification B.621 for D/F outfit FH4."

3. (a) H/F, D/F outfits FH3 and FH4 fitted on foremast (destroyers, sloops, frigates, corvettes, etc.):—

(i) *Roof Aerials (lead-in forward end)*.—The minimum distance for the nearest part of this type of aerial from the framecoil is 25 ft. Aerials that are within 70 ft. from the H/F D/F framecoil are to be fitted with earthing arrangements and an indicator light.

(ii) *Whip and Single Wire Aerials*.—When these aerials are fitted within 50 ft. of the framecoil, no part of them must project above a line 20 ft. below the base of the framecoil. When fitted more than 50 ft. from the framecoil no special arrangements need be made regarding position.

(b) H/F D/F outfits FH3 and FH4 fitted aft (destroyers, etc.):—

(i) *Roof Aerials (lead-in forward end)*.—The minimum distance for the nearest part of this type of aerial from the framecoil is 35 ft. Aerials in which the nearest part is less than 70 ft. from the H/F D/F framecoil should be fitted with earthing arrangements and an indicator light.

(ii) *Emergency Aerials*.—This type of aerial is to be at least 30 ft. from the framecoil.

(iii) *Whip Aerials*.—The minimum distance for this type of aerial from the framecoil is 50 ft.

(c) H/F D/F outfits FH3 and FH4 fitted in fleet, light fleet and escort carriers:—

(i) *Roof Aerials*.—This type of aerial should be whenever possible 35 ft. from the framecoil. Aerials that are less than 50 ft. from the framecoil should have earthing arrangements and an indicator light.

4. H/F D/F outfit RH2:—

(i) *Roof and Emergency Aerials*.—The minimum distance for these aerials from RH2 aerial is 100 ft.

(ii) *Whip Aerials*.—The minimum distance for this type of aerial from RH2 is 50 ft.

5. *V.H/F Transmitter Aerials*.—If any V.H/F aerials are fitted on the same mast as the H/F D/F or V.H/F D/F framecoil, they must be fitted not less than 15 ft. below the framecoil. If V.H/F aerials are mounted on the foremast when the framecoil is on the aftmast they must not be less than 50 ft. from the framecoil.

6. V.H/F D/F outfits FV4, 5 and 7:—

(i) *Roof Aerials and Multi-Parallel Wires*.—A minimum distance of 70 ft. from the framecoil is required in the case of roof aerials, also in cases where several vertical single wire aerials are arranged parallel to one another with small separations.

(ii) *Single Wire Aerials, Whip Aerials and Dipoles*.—A minimum distance from the framecoil of 35 ft. is required for single wire, whip and dipoles.

7. General arrangements for rigging, stays, shrouds, halyards, etc., when H/F D/F or V.H/F D/F are fitted :—

(i) The number of stays, shrouds, halyards, siren lanyard rigging on davits, etc., is to be kept to a minimum. They are to be fitted with suitable insulators, as near as possible to each end, and at equal intervals not exceeding 25 ft. In those cases when it is essential to fit stays and shrouds to the mast supporting the framecoil system, they are to be arranged as symmetrically as possible on either the quadrantal points, or fore and aft and athwartship lines. The distance between the mast band for the stays and the shrouds, and the base of the framecoil system should be at least 7 ft. if a perfectly symmetrical arrangement can be obtained. If a symmetrical arrangement must be adopted, this distance should be increased to 15 ft.

(ii) The mast supporting the framecoil system should be free from any unsymmetrical structures, e.g. crow's nest, lanterns, brackets, aerials, etc., for a distance of at least 15 ft. from the base of the framecoil.

(iii) The main W/T aerial halyards are to be of cordage at the upper end. Outhauls are to be of wire broken up by means of insulations as described in paragraph 7 (i) above.

8. *Calibration Arrangements*.—During calibration of H/F D/F outfits, the main W/T roof aerials should be earthed.

All other aerials should be in normal seagoing positions. If time permits, a further calibration should be carried out with main W/T roof aerials in the position used for reception.

9. *Operation of H/F D/F—Warning*.—Commanding officers of ships and vessels fitted with H/F D/F should note that calibration is normally carried out with the main W/T roof aerials earthed. Should these aerials be wired for L/F and M/F reception, care should be taken to see that they are earthed before D/F bearings are taken; if this is not possible, it should be realized that the bearings obtained may be appreciably in error.

#### 4465.—U.S. Model Type 50 Magnetic Wire Recorder—Fitting-out Information (R.E. 11438/45.—9 Aug. 1945.)

A.S.E. Installation, Specification No. B.571, has been prepared to show the method of fitting and wiring U.S. Model Type 50 magnetic wire recorder.

2. Copies of the specification have been forwarded to the Commanders-in-Chief, British Pacific Fleet, East Indies; V.A.(Q), Melbourne; R.A.D., British Pacific Fleet; Rear-Admiral, Fleet Train; Admirals Superintendent, Chatham, Devonport, Portsmouth, Rosyth, Alexandria; Flag Officers-in-Charge, West Africa and Ceylon; Commodore, East Africa; Flag Officer, Bombay; Naval Secretary, Melbourne, for the officers concerned at Melbourne, Sydney and Fremantle; Naval Headquarters, India; Naval Secretary, Wellington; Secretary, Naval Board (N.D.A.), Ottawa; Commodores Superintendent, Gibraltar, Malta, Bermuda, Sheerness, Simonstown, Ceylon; Commodore-in-Charge, Halifax; Naval Officer-in-Charge, Londonderry; Commanding Officers, H.M. ships "Artifex", "Resource", "Assistance" and "Diligence"; Captains Superintendent, Kilindini, Durban; Deputy Superintendent, Pembroke.

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London and East Coast, South Wales, Belfast, Scottish and North Eastern areas; Warship Electrical Superintendents, Scottish, North Western, North Eastern, London and South Eastern, Midland and South Wales, South Western and Northern Ireland areas.

The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with U.S. Model Type 50 magnetic wire recorder are therefore to apply to the Warship Production Superintendent of their areas for a copy of A.S.E. Specification No. B.571.

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

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

#### 4466.—Radar—Type 291U—Fitting-out Information

(R.E. 11437/45.—9 Aug. 1945.)

A.S.E. Installation Specification No. B.596 has been prepared to show the method of fitting and wiring Radar Type 291U.

2. Copies of the specification have been forwarded to the Commanders-in-Chief, British Pacific Fleet and East Indies; V.A. (Q), Melbourne; R.A.D. British Pacific Fleet; Rear-Admiral Fleet Train; Admirals Superintendent, Chatham, Devonport, Portsmouth, Rosyth, Alexandria; Flag Officers, West Africa and Ceylon; Commodore, East Africa; Flag Officer-in-Charge, Tunisia; Flag Officers-in-Charge, Milford Haven, Aden (for Radar officers); Flag Officer, Bombay; Naval Secretary, Melbourne, for the officers concerned at Melbourne, Sydney and Fremantle; Naval Headquarters, India; Naval Secretary, Wellington; Secretary, Naval Board (N.D.A.), Ottawa; Commodores Superintendent, Gibraltar, Malta, Bermuda, Sheerness, Simonstown, Ceylon; Commodore-in-Charge, Halifax; Commanding Officers, H.M. ships "Artifex", "Resource", "Assistance" and "Diligence"; Commanding Officer, H.M.I.S. "Chamak"; Commanding Officers, H.M. ships "Midge", "Mantis", "Beehive", "Aggressive", "Horst", "Attack", "Bee", "Fervent", "Blackbat", "Wildfire III", "Cape Wrath", "Kinnairds Head", "Trevoise Head", "Mull of Kintyre", "Derby Haven", "Woodbridge Haven"; C.C.F. (E.T.), c/o H.M.I.S. "Circars", Vizagapatam; C.O., C.B.F., Malta; C.O., C.B.F., Leghorn; C.O., C.B.F., Ischia; C.O., C.B.F., Maddalena; Captains Superintendent, Kilindini, Durban; Deputy Superintendent, Pembroke.

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London and East Coast, South Wales, Belfast, Scottish, and North Eastern Areas; Warship Electrical Superintendents, Scottish, North Western, North Eastern, London and South Eastern, Midland and South Wales, South Western and Northern Ireland Areas.

The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Radar Type 291U are therefore to apply to the Warship Production Superintendent of their areas for a copy of A.S.E. Specification No. B.596.

4. It is to be noted that Specification No. B.195 and any advance fitting-out drawings, etc., which may already have been distributed are superseded by this specification and should be disposed of as confidential waste.

#### 4467.—Tool Outfits for W/T and Radar Purposes

(N.S. 14303/45.—9 Aug. 1945.)

Instances have occurred of ships in commission demanding complete tool outfits quoting A.F.O. 1744/45 as authority.

2. Ships and shore stations should however already hold certain items and on receipt of list E.742 should demand only to complete to the allowances shown.

3. Demands which have been received by (Superintending) Naval Store Officers for complete sets are being cancelled.

(A.F.O. 1744/45.)

#### 4468.—Wireless V.H/F. Aerials Emergency Arrangements

(R.E. 11488/45.—9 Aug. 1945.)

In the event of failure of the T.B.S. or 86M/87M aerial system the following methods of erecting a temporary system are promulgated for information. The method which should be used will depend on the type of emergency, the extent of the damage, and the time and material available. In general, the simplest and quickest replacement will be the least efficient. The various methods are listed below in ascending order of efficiency and complexity, and the most efficient system capable of erection in the existing circumstances and available time should be used. If any other V.H/F. aerial is available in an undamaged condition and can be readily connected to the set, better and more permanent results than can be obtained by any of the following temporary solutions may be achieved.

*Method 1.*—Single wire from the set in the case of T.B.S. and 86M or from the Type "M" switch for Type 87M to the highest point available.

*Method 2.*—As in method 1 with alteration of the length of the single wire in steps of about 6 in. to give correct transmitter loading.

*Method 3.*—Cut the feeder at a convenient point and join on a single wire from the central conductor to the highest point available. The open end of the feeder should be taped with para rubber tape as soon as possible.

*Method 4.*—As in method 3 with alteration to the length of the single wire as in method 2 to give best transmitting loading.

*Method 5.*—If sufficient undamaged feeder is available to enable the radiator to be fixed in a good position, bare about 36-in. of the central conductor in the case of T.B.S. or 20-in. in the case of 86M/87M by opening out the braiding or screen into two horizontal conductors on either side of the central conductor, which should be fixed vertically. A simple wooden framework will probably be required. Use para rubber tape to seal the end of the cable.

*Method 6.*—Make up a temporary aerial from three brass or copper rods or tubes 36-in. long for T.B.S. and 20-in. for 86M/87M and  $\frac{1}{4}$ -in. to  $\frac{3}{8}$ -in. diameter secured to a suitable wooden framework. The core of the coaxial feeder should be connected to the one rod mounted vertically, and the earthed braiding to the other two rods mounted horizontally on either side of the vertical rod. Use para rubber tape to seal the end of the cable.

*Note.*—The above methods are intended to cover both reception and transmission, and for this reason none of the methods involves altering the transmitter tap, which is presumed to be set to match the surge impedance of the standard cable feed.

#### 4469.—H/F D/F Outfit FH4—Modifications to Pattern 54535 Receiver and Pattern 55663 Power Unit

(R.E. 11455/45.—9 Aug. 1945.)

During the course of production of Outfit FH4 (switched coils), certain modifications to design of Pattern 54535 receiver and Pattern 55663 power unit were found necessary. These modifications have been incorporated in units bearing serial No. 111 and above.

The modifications required in units bearing serial No. 110 and below are as follows:—

Circuit Ref.	Pattern No.	Value and Rating	Action required	Remarks
R7F	W.6158	15,000 ohms, 1 watt	Replace each by 1 Pattern W.2742, 10,000 ohms, 1 watt and 1 Pattern W.4975, 4,700 ohms, $\frac{1}{2}$ watt, wired in series.	Replace only if either or both fail.
R7P	W.6158	15,000 ohms, 1 watt	Replace each by 1 Pattern W.2742, 10,000 ohms, 1 watt and 1 Pattern W.4975, 4,700 ohms, $\frac{1}{2}$ watt, wired in series.	Replace only if either or both fail.
R17	W.4164	470 ohms, 1 watt ...	Replace by 1 Pattern W.4163, 220 ohms, 1 watt.	Replace at earliest opportunity.
R22F	W.1595A	47,000 ohms, $\frac{1}{2}$ watt	Replace each by 2 in number Pattern W.1587, 0.1 megohms $\frac{1}{2}$ watt resistors wired in parallel.	Replace only if in course of repair these components are accessible.
R22P	W.1595A	47,000 ohms, $\frac{1}{2}$ watt	Replace each by 2 in number Pattern W.1587, 0.1 megohms, $\frac{1}{2}$ watt resistors wired in parallel.	Replace only if in course of repair these components are accessible.

Circuit Ref.	Pattern No.	Value and Rating	Action required	Remarks
R29F	W.1595A	47,000 ohms, $\frac{1}{2}$ watt	Replace each by 2 in number Pattern W.1587, 0.1 megohms, $\frac{1}{2}$ watt resistors wired in parallel.	Replace only if either or both fail.
R29P	W.1595A	47,000 ohms, $\frac{1}{2}$ watt	Replace each by 2 in number Pattern W.1587, 0.1 megohms, $\frac{1}{2}$ watt resistors wired in parallel.	Replace only if either or both fail.
R46	W.4973	1 watt ... ..	Replace by Pattern W.4170, 0.22 megohms, 1 watt.	Replace at earliest opportunity. This change is incorporated from serial No. 77 onwards.
R61	W.3056	22,000 ohms, 1 watt	Replace by 1 Pattern W.6158, 15,000 ohms, 1 watt in series with 1 Pattern 4975, 4,700 ohms, $\frac{1}{2}$ watt.	Replace only in case of failure.
C100	W.5937	32 mfd., 350 v. D.C.	Replace by 1 Pattern W.5936, 16 mfd., 450v. D.C.	Replace at earliest opportunity. Change is incorporated in serial No. 77 onwards.
C103	W.5937	32 mfd., 350v. D.C.	Replace by 1 Pattern W.5936, 16 mfd., 450v. D.C.	Replace at earliest opportunity. Change is incorporated in serial No. 77 onwards.
C107	W.5937	32 mfd., 350v. D.C.	Replace by 1 Pattern W.5936, 16 mfd., 450v. D.C.	Replace at earliest opportunity. Change is incorporated in serial No. 77 onwards.
R/V 2/3	W.8330	200 ohms, 3 watts	Replace by W.5959 ...	Replace at earliest opportunity. Change is incorporated in serial No. 77 onwards.
R/V 2/4	W.8330	200 ohms, 3 watts	Potentiometer, 400 watts	Replace at earliest opportunity. Change is incorporated in serial No. 77 onwards.

Commanding Officers of ships concerned are to demand the stores listed in paragraph 2 from the nearest storing yard, quoting this Order as authority, the work being carried out by ship's staff. Yards and bases at home should demand their requirements from S.N.S.O., Haslemere. A distribution will be made to yards and bases abroad by S.N.S.O., Haslemere.

2. *Provision of Components.*—To carry out the above modifications and provide necessary ship's spares, the following components will be required:—

	Quantity
Resistors ... ..	...
Pattern W.1587 ... ..	4
Pattern W.2742 ... ..	3
Pattern W.4163 ... ..	2
Pattern W.4170 ... ..	1
Pattern W.4975 ... ..	3
Pattern W.6158 ... ..	1
Potentiometer ... ..	2
Pattern W.5959, 400 ohms	2
Condensers ... ..	3
Pattern W.5936 ... ..	3

3. *Protection of Electrolytic Condensers.*—On first fitting or when the outfit has been out of use for more than three months or after fitting new electrolytic condensers, the A.C. supply to the outfit should be reduced to the minimum by rotating the voltage regulator control (in Pattern W.5981 V.R.) fully anti-clockwise before switching on the supply and the outfit should be run on low voltage for 10–15 minutes before adjusting to correct working voltage. Where A.C. supply voltage can be reduced at source to 150 volts, this should be done in addition to the above.

## 4470.—Receiver R.B.J.—Replacement by Receiver B.28

(N.S./R.E.11218/45.—9 Aug. 1945.)

Experience with Receiver R.B.J. fitted in ships has shown that defects have occurred, especially after service in the tropics, which render this receiver unreliable, and that considerably more maintenance is required as compared with Receiver B.28.

2. It has been decided, therefore, to withdraw Receivers R.B.J. from ships, and replace them by Receivers B.28 as soon as practicable.

3. Authorities concerned should demand Receivers B.28 in lieu of Receivers R.B.J. now fitted, and insert an A. and A. "To replace Receivers R.B.J. with Receivers B.28—Classification A".

4. The dismantled Receivers R.B.J. should be forwarded to the (Superintending) Naval Store Officer at the nearest base.

5. (Superintending) Naval Store Officers at bases where a pool of Receivers R.B.J. is held under C.A.F.O. 2427/44 should cease to issue them in lieu of Receivers B.28. All stocks should be retained until a decision is reached regarding disposal of American type radio equipment.

(C.A.F.O. 2427/44.)

## 4471.—Asdic Establishment List for Type 149—Errata

(N.S. 014919/45.—9 Aug. 1945.)

Errata No. 1, dated 22nd June, 1945, to the Establishment List No. A/S 131, dated 3rd October, 1944, for Asdic Installation Type 149, has been prepared and copies will be distributed to the services concerned by the Superintending Naval Store Officer, R.N. Store Depot, Copenacre, Hawthorn, Wilts.

## 4472.—Aircraft Radio—ARI—5206—Failure of L.T. Fuses

(N.A.R. 608/45.—9 Aug. 1945.)

It has been found in service that the 5-amp. L.T. fuses F.3 and F.4 (Type 21, Stores Ref. 10H/11718) of ARI.5206 are very liable to failure as the supply voltage frequently rises to values of the order of 27 volts, thus causing a larger current to flow than when operating at the normal voltage of 24.

2. Units holding modulator units, Type 76 of ARI.5206 are to ensure that they are modified in accordance with this order and that the equipment modification labels are properly annotated, with the modification number 254/1.

3. The following items of equipment are required and are to be demanded as necessary from the appropriate store depot :—

Item	Stores Ref.	Nomenclature	Quantity
1	5E/1780 ...	Wire, copper, tinned, 20 s.w.g. ...	As required.
2	5F/2121 ...	Tubing, insulating, Grade E, 1 mm. ...	As required.

4. The procedure is as follows :—

(i) Identify the two 5-amp. fuses, Type 21, F.3 and F.4; these are the two right-hand ones of the lower row on the front panel.

(ii) Connect each of these fuse holders in parallel with the spare one immediately above it, by means of 20 s.w.g. tinned copper wire encased in insulating sleeving, thus giving the combined fuses double capacity.

(iii) Ensure that the additional fuse holders contain fuses, Type 21 (Stores Ref. 10H/11718) and delete words "Spare fuses" and arrow from front panel.

(iv) Take action as indicated in A.F.O. 3373/45.

(A.F.O. 3373/45.)

## 4473.—Drop Fuel Tanks for American Type Aircraft—Mark and Stock Numbers

(N.S. 050372/45.—9 Aug. 1945.)

The following mark numbers and stock numbers have been allotted to the various drop fuel tanks used on American type aircraft :—

Mark No.	Stock No.	Part No.	Capacity U.S. gals.	Description	Aircraft concerned
1	R81-T-730100	SP990 or 1356	58	Wing drop tank...	Wildcat V and VI, Avenger I and II.
2	R81-GR-28350	—	150	Original Hellcat centre-line tank (now out of production).	Hellcat I and II.
3	R81-T-714900	VS-10303	160	Corsair centre-line tank	Corsair II, III and IV.
4	R81-T-739900	44016E	100	"Standard" tank ...	Avenger III and Hellcat II wing stations.
5	R81-T-741175	—	150	"Universal" tank ...	Corsair II and IV pylon stations.
6	R81-T-715100	195398 (U.S. Army 44K 13824) or N.155A.	165	"Lockheed P.38" tank (now out of production).	Corsair II and IV pylon stations.

2. Marks 7, 8, 9 and 10 tanks are also in production and information in regard to these will be promulgated later.

3. Drop fuel tanks are to be stored and demanded under their relevant stock numbers.

## 4474.—Arrester Gear—Wires and Fittings for Aircraft Carriers

(N.S. 24929/45.—9 Aug. 1945.)

With reference to paragraph 7 of A.F.O. 4287/44, provision has now been made for stocks of the following to be held at Malta, Ceylon and Sydney :—

Sockets, Pattern No. 8950.

Sockets, Pattern No. 8951.

Sockets, Pattern No. 8952.

Links, Pattern No. 8953.

Pins, Pattern No. 8954.

Wire (2½-in. circumference E.S.F.S.W.R. right-hand lay) for centre spans and main reevings.

Wire (3¼-in. circumference E.S.F.S.W.R. right-hand lay) for trickle wires.

Demands should be made on the Superintending Naval Store Officer.

(A.F.Os. 4287/44 and 5799/44.)

## 4475.—Tool Boxes and Vice Benches for Aircraft Maintenance

Aircraft Carriers

(A.M.R./N.S. Air 13797/44.—9 Aug. 1945.)

The following arrangements for the stowage and fireproofing of wooden tool boxes and the provision of hinged vice benches for the maintenance of aircraft in Flight Deck parks and in the hangar are promulgated for action and information.

2. Stowage of Tool Boxes.—The numbers which are required to be stowed are :—

	Flight Deck	Hangar (approx.)	A/C Repair space
"Implacable" and "Indefatigable".	9 small	20 medium, 400 small	Not fitted
"Illustrious" Class and "Indomitable".	6 small	15 medium, 310 small	Not fitted
Light Fleet carriers...	6 small	10 medium, 200 small	20 medium, 20 small.
Escort carriers ...	3 small	6 medium, 114 small	Not fitted

Note 1.—These are optimum figures which should be approached as closely as available space permits.

Note 2.—The outside dimensions of tool boxes are Pattern E.4/3022, medium, 24-in. by 12-in. by 9½-in. deep, and Pattern E.4/3023, small, 16½-in. by 12-in. by 8 in. deep.

Note 3.—Where no aircraft repair space (hangar extension) is provided, no allowance has been made for the tool boxes of the aircraft workshop section. These will have to be stowed in the workshops.

Tool boxes in the hangar and aircraft repair space are to be stowed on a series of fixed racks consisting of two rails of angle bar forming a skeleton trough 12½-in. wide, raised at least 6-in. off the hangar deck and 3-in. clear of the hangar bulkhead, so that the lids can be opened, though the maximum projection of the front of the rack is not to exceed 18-in. Stops should be fitted at appropriate intervals in each rack to prevent tool boxes sliding fore and aft. These racks are to be fitted in all available spaces along the length of the hangar interrupted only by hangar lobby doors and essential fixed obstructions such as foam generators. Care must be taken not to interfere with the free use of air points, petrol points, etc., and no rack is to be fitted above a height of 4 ft.

Tool boxes on the flight deck are to be stowed in similarly constructed troughs provided, in addition, with securing battens and weatherproof covers over the lids. Positions should be found either in safety nets, or other places readily accessible from the flight deck.

An item should be inserted in the next list of As. and As. to cover this work.

3. *Fireproofing of Tool Boxes.*—To minimize the fire risk of the large number of wooden tool boxes stowed in hangars of aircraft carriers, it is necessary for all personal tool boxes at present issued to air artificer, air fitter and air mechanic branches of the Service to be fireproofed. The treatment involves the removal of existing paint from boxes, the application by brush of a special substance and repainting with a fireproof paint. This special substance with instructions for use will be supplied to carriers in service without demand as soon as it becomes available.

In future, tool boxes will, as far as possible be treated before issue. Commanding Officers are to ensure that arrangements are made to carry out this order retrospectively for tool boxes of ratings in the Air Department and that the state of each box is reported on at each tool kit inspection.

4. *Provision of Hinged Vice Benches.*—Hinged 6-in. vice benches are required for the maintenance of aircraft in the flight deck park and in the hangars on the following scale:—

	Flight deck	Hangar
"Implacable" and "Indefatigable"	5 in No.	2 in No. on each side
"Illustrious" Class and "Indomitable"	4 in No.	of each hangar section and extension (when provided)
Light Fleet carriers ... ..	4 in No.	
Escort carriers ... ..	2 in No.	

The vice benches on the flight deck are to be fitted in spaces easily accessible to the flight deck either in the walkways, round the island other than the inboard side, or upper gallery deck lobbies.

An item should be inserted in the next list of As. and As. to cover the work involved, which is to be progressed as far as possible by the ship's staff until dockyard assistance is available.

5. The requirements set out in paragraphs 2 and 4 are to be included in all future carriers during building in proportion to the number of aircraft borne; that is, for every 12 aircraft the following number of tool boxes are to be stowed and vice benches provided:—

	Flight deck	Hangar Sections and extensions exclusive of aircraft repair space	Aircraft repair space
Tool boxes, small ... ..	1½	57	6
Tool boxes, medium ... ..	—	3	6
Vice benches ... ..	¾	As in paragraph 4 above.	—

6. The practicability of supplying metal tool boxes in place of wooden boxes is under consideration, and a further Admiralty Fleet Order will be promulgated if necessary.

(Rear Admiral, Aircraft Carriers, Eastern Fleet, No. 270/R.A.A.,

No. 2881/54, 6 Aug. 1944.)

(A.F.O. 175/45 is cancelled.)

#### 4476.—Aircraft/Test Rig for Oxygen Mask

(N.S. Air 15557/44.—9 Aug. 1945.)

It is desirable that all carriers and air stations should be in possession of a suitable test apparatus set to enable air crews to check the fit of their oxygen mask for which the undermentioned stores items are required:—

Stores Ref.	Description	Number required
6D/513	Regulator, oxygen (or any suitable type in service use).	1
6D/479	Economizer, oxygen ... ..	1
6D/483	Cylinder, Oxygen, Mark V ... ..	1
6D/562	Tubing, flexible, L.M., Mark III, 1-ft. 8-in. long ... ..	1
6D/482	Sockets, Mark IVA ... ..	1
6D/487	Nut, union nipple ... ..	1
30B/522	Tubing, H.P., ⅜-in. outside diameter, copper 2-ft. 6-in. length).	1
6D/485	Nipple, Mark IIIA ... ..	1
6D/113	Adaptor, inlet, H.P. ... ..	1
28V/5107	Connection, light alloy, elbow ... ..	3
28V/5108	Connection, light alloy, nuts union ... ..	9
28V/5109	Connection rings, rubber ... ..	9
28V/5104	Connection, light alloy, straight ... ..	1
30B/627	Tubing, L.P., ⅜-in. outside diameter (aluminium, 2-ft. length).	1
E4/	Mirror, 12-in. × 9-in. ... ..	1

The allowance will be one set of the above equipment per carrier, R.N. air station or M.O.N.A.B.

2. A.F.O. Diagram 292/45 gives lay-out of equipment necessary for this apparatus. It is not essential that the apparatus should conform to the exact dimension laid down but it should conform in general lay-out.

3. The following instructions should be inserted in the top right hand of the board as indicated in A.F.O. Diagram by the word "Instructions":

- (1) Adjust your helmet, and mask as for flight.
- (2) Plug your mask tube into socket.
- (3) Turn on oxygen, set regulator to "35".
- (4) Breathe normally and watch economizer plate.
- (5) It should move in as you breathe in and out as you breathe out.

If the plate does not respond freely to your breathing your mask does not fit properly, and must be adjusted, or if necessary changed for another size.

Type "G" oxygen mask—

Large (Stores Ref. 6D/643).

Medium (Stores Ref. 6D/644).

Small (Stores Ref. 6D/645).

4. The apparatus should be used in conjunction with Air Diagram 2532, "Check Your Mask Fit" from which should be deleted the following in the bottom left-hand corner—

"Note.—This rig is not a stores item, etc."

5. Services concerned should forward the demands for the equipment necessary for this apparatus to their normal source of supply of air stores, quoting this order as authority for supply. Issues to new services will be made with their original outfit of stores.

6. Arrangements have been made for the necessary quantities to be despatched to yards abroad to cover the requirements of ships and Services attached to foreign stations. Details of the quantities being supplied are being forwarded direct to (S) Naval Stores Officers concerned.

(A.F.O. 2617/45 is cancelled.)

#### 4477.—Batteries, Pattern 14116, for use with S.T.A.A.G. Mountings—Introduction

(N.S. 015965/45.—9 Aug. 1945.)

The undermentioned battery has been added to the authorized list of Naval Stores under Subhead F.2.A for use in connection with S.T.A.A.G. mountings and will be dealt with as a "permanent" naval store.

Pattern No.	Description.
14116 ...	Battery 6 volt, 102 ampere hour at 10 hour rate, like Chloride type 3XCZ17H, lead acid.

#### 2. Purchase has been arranged as follows:—

Rosyth ... 200	Stroud ... .. 400
Chatham ... 200	Newcastle ... 100
Preston ... 400	Leeds ... .. 132
Portsmouth ... 200	Carfin ... .. 168
Devonport ... 200	

#### The following should be supplied to yards abroad from the depots stated:—

Alexandria ... 20	} From	Durban ... 20	} From
Malta... .. 20		Ceylon ... 20	
Gibraltar ... 20	} Preston	Fremantle ... 20	} Stroud
Brisbane ... 40		Sydney ... 40	

3. Four of these batteries are required for incorporation in each of the S.T.A.A.G. mountings which are at present being manufactured, and Warship Electrical Superintendents concerned should forward demands D.501 to the appropriate (Superintending) Naval Store Officer when they are required for installation in the mountings.

4. Ships in which these mountings are fitted are to be allowed four spare batteries, Pattern 14116 for every four or part of four S.T.A.A.G. mountings. Ships concerned in commission should demand the spare batteries from their storing yards or depots when the mountings are fitted. Supply to ships under construction should be arranged by warrant and supplying yards and depots in the usual manner.

5. The classes of ships to which S.T.A.A.G. mountings have been allocated so far are

- (a) New construction—  
"Vanguard" and certain cruisers, destroyers and sloops.
- (b) In service—  
Certain cruisers, destroyers, sloops and fast minelayers.

6. The Rate Book and Sea Store Establishments concerned will be amended.

(A.F.O. 2498/45 is cancelled.)

#### 4478.—Batteries, Pattern 14131—Young, Type GWY.5—Standardization

(N.S. 25794/45.—9 Aug. 1945.)

Batteries, Young, Type GWY.5 used to supply power to the Type 134 series, 150 and 154T. Asdic equipments in coastal force crafts and L.C.O.C. units have been assigned Admiralty Pattern 14131, and added to the Authorized List of Naval Stores under Subhead F2A.

#### 2. Purchase of 500 batteries has been arranged for delivery as follows:—

Chatham	Portsmouth	Devonport	Stroud	Preston	Leeds	Carfin	Rosyth
100	100	100	50	50	25	25	50

3. Replacements should be demanded from the normal storing yards.

4. Twenty batteries are to be shipped to the Superintending Naval Store Officer, Ceylon, from Devonport and from Stroud.

5. Other (Superintending) Naval Store Officers abroad should signal requirements, quoting this order, after consultation with local coastal force bases.

#### 4479.—Electric Cable, Patterns 12738, 12739, 12740 and 12741—Introduction

(N.S. 20117/45.—9 Aug. 1945.)

Electric cables, Pattern 12738 (single core, polythene insulated, screened), Pattern 12739 (8 core, polythene and P.V.C. insulated, screened and P.V.C. sheathed), Pattern 12740 (12 screened cores, P.V.C. insulated and P.V.C. sheathed) and Pattern 12741 (13 core, polythene and P.V.C. insulated, screened and P.V.C. sheathed), for use with Type 267 PW, have been added to the Rate Book of Naval Stores under subhead FIC, part 1, page 1378 (new edition).

2. Arrangements have been made for the purchase of appropriate quantities of these cables for delivery to Glossop for stock, and it is anticipated that they will be available for issue by the middle of August, 1945.

3. Demands for supply of electric cables, Patterns 12738, 12739, 12740 and 12741, should be forwarded to the Superintending Naval Store Officer, Haslemere.

#### 4480.—Ramps for Oerlikon, Mark IX Mountings

Coastal Force Craft

(C.F.M. 3426/44.—9 Aug. 1945.)

In order to improve the clearance of the stanchions on ramps fitted for Oerlikon, Mark IX mountings, the existing stanchions are to be cranked 6-in. outboard at the top by modifying the stanchions as necessary. Proposed methods of carrying out this modification are indicated in A.F.O. Diagram 298/45 (D.N.C. 28/A/2033).

2. On "B" Class M.Ls. fitted with this ramp and modified as above, the kite otters stowed on the rails of the ramp when the vessel is fitted with Oropesa, Mark V gear are to be lashed back to the ramp at their bottoms to prevent them swinging.

3. In "B" Class M.Ls. and "D" Class M.T.Bs. when fitted with the ramp as modified at (1) above, and when embarking moored mines, the following preparations will be necessary.

#### (a) "B" Class M.Ls.—

- (i) Unlace the protective mattresses if fitted in way of the No. 3 moored mine position, port and starboard.
- (ii) Remove stowage for Oropesa kites.
- (iii) Remove portable stanchions.

#### (b) "D" Class M.T.Bs.—

The hinged portion of the ramp to be hinged up, the protective mattresses, if fitted, being removed as necessary.

#### 4481.—Explosive Stores—Landing of—Responsibility for Maintenance of Guns and Mountings

Coastal Force Craft under Repair or Refit

(A.S. 4554/45/B.89.—9 Aug. 1945.)

Coastal force craft undergoing lengthy repair or refit at a repair yard other than a coastal force base are normally paid off, one gunnery rating and one engine room rating being left on board for the purpose of general maintenance.

2. The retention of ships' officers during refit is rare, except in the case of refit of very short duration.

3. It is apparent that if explosive stores are landed on deposit under the circumstances described in B.R. 862, Article 155, Clause (1), it will normally be impossible to comply with the provisions of Clause (5) of this Article, and of Article 11.

4. In circumstances other than those covered by specific arrangements for the removal of gun armament and explosive stores (e.g. at Sheerness, where these items will be removed from C.F. craft, prior to proceeding up river for refit, and deposited by "Wildfire" at R.N.A.D., Upnor, except in cases where return to depot charge is necessary), the following procedure is to be adopted in the case of coastal force craft under refit:—

- (a) Explosive stores—All outfits of ammunition, pyrotechnics, etc., are to be returned, at the discretion of the local Naval authority concerned,

to the local Officer-in-Charge Armament Supply, or Armament Supply Officer.

- (b) *Guns and mountings, including small arms, pistols signal, etc.*—The maintenance of guns, gun mountings, small arms, etc., of the vessel concerned is the responsibility of the local Naval authority (A.F.O. 3303/44, paragraph 4 (b), who is entitled to call on representatives of the local Fitting-out Gun Mounting Overseer, Officer-in-Charge Armament Supply or Armament Supply Officer, for assistance if such maintenance should the commitment exceed the local facilities available.

(A.F.O. 3303/44.)

(A.F.O. 1204/45 is cancelled.)

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

**4482.—Separate Kedge and Ramp Winches and Breakwater—Fitting of—  
As. and As.**

L.C.M.(7)

(D/D.C.O.M. 1528/45.—9 Aug. 1945.)

In L.C.M.(7) at present fitted with a Hyland type combined ramp and kedge winch, it has been approved to replace this winch with two ratchet type hand winches for handling the ramp and a simple kedge winch. Concurrently with this modification a light breakwater is to be fitted round the stern. The arrangement of the winches and breakwater should be as shown in A.F.O. Diagram 294/45.

2. The supply of the necessary ratchet and kedge winches has been arranged and refitting authorities should demand these winches from the nearest Landing Craft Maintenance Supply Officer. The fitting of the winches and breakwater is to be carried out as an A. and A., classification A\*.

3. For new construction L.C.M.(7) similar arrangements will require to be made and winches for new construction craft should be demanded from the Director of Contract Work (Supplies), Admiralty, Bath.

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

**4483.—Ready Use Lockers and Fairleads**

L.C.N.

(D/N.S. 20274/45.—9 Aug. 1945.)

Two pattern 7093 R.U. lockers for machine gun ammunition are to be fitted in all L.C.N. in lieu of the two pattern 7787 R.U. lockers already provided. It is understood that, in some cases, four pattern 7093 lockers have already been fitted and in these craft two of the lockers should be landed and returned to the nearest Naval Store Depot. The two pattern 7093 lockers now allowed should be stowed on the upper deck, starboard side, abreast the engine casing.

2. Reports have been received to the effect that, in some craft, closed fairleads are fitted on the bow and stern. In such cases the closed fairleads should be removed and open fairleads suitable for 3-in. rope should be fitted in lieu. In the case of forward fairleads, care should be taken to ensure that they are sited clear of the space required for the E/S equipment.

(R.A.C.O.B., W.A., 3 Apr. 1945, No. 346/Q.9/109Q.)

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

**4484.—Shower—Fitting of—As. and As.**

L.C.T.(5)

(D/D.C.O.M. 1430/45.—9 Aug. 1945.)

In L.C.T.(5) earmarked for service in the East, it has been approved to fit a shower at the after end of the tank space, supplied from a gravity tank at poop deck level.

2. The arrangements should be in accordance with A.F.O. Diagram 300/45, and Commanding Officers of craft not so fitted during preparation for the East should include an item in their next lists of As. and As. to cover the work involved.

(R.A.L.S.C.U., 16 May, 1945, No. M. 700/25.)

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

**4485.—Anchor Windlass Brake Band—Safety Stop—As. and As., L.S.T.(2)**

(D/D.C.O.M. 897/45.—9 Aug. 1945.)

It has been found in ships in service that the existing preventers to stop complete disengagement of the clutch brake band of L.S.T. stern anchor winches are subject to fouling by paint and rust, thereby not allowing release of the brake.

2. These stops, where fitted, are to be removed and the arrangements shown in red on A.F.O. Diagram 295/45 fitted in lieu.

3. This item, which is an approved alteration and addition, classification A. will be included in the class list as item 200.

(B.A.D., 20 Sep. 1944, No. S.R. 4435/44.)

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

**4486.—Fresh Water System—Fitting of Locked Cocks—As. and As.**

L.C.Q. and L.C.I.(L) 351 et seq.

(D/D.C.O.M. 1416/45.—9 Aug. 1945.)

To facilitate the conservation of fresh water it has been approved to fit locked cocks in the fresh water system generally as shown in A.F.O. Diagram 302/45.

2. An item should be included in the next lists of As. and As. to cover the work involved, which should be carried out by base or flotilla staffs with dockyard assistance as necessary.

(R.A.L.S.C.U., 22 May, 1945, No. M. 705A/16.)

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

**4487.—Sea Inlets to Forward Generators and/or Forward Pumps—Modification—  
As. and As.**

(L.C.G.(L)3, L.C.G.(L)4, L.C.T.(R), L.C.T.(E) and L.C.T.(4)

(D/D.C.O.M. 175/45.—9 Aug. 1945.)

To overcome the difficulty experienced by loss of suction in the sea inlet leads to the forward diesel or electric driven pumps and diesel generators where fitted in the above-mentioned craft, the following modification should be carried out at the first convenient opportunity:—

2. *L.C.G.(L)3, L.C.T.(R) and L.C.T.(E)*.—(i) The present generator circulating water pipes are to be disconnected from the sea inlet and a pipe is to be led from the sea inlet into the duct keel space between stations 2 and 17 so that this space can be flooded direct from the sea.

(ii) The suction to the pump and the generator are to be taken from this duct keel space; the suction to be led to within a few inches of the bottom of the tank.

(iii) A 2-in. air escape pipe is to be fitted at the highest point of the floodable portion of the duct keel and led above the upper deck.

(iv) The existing non-return valve between stations 16-17 is to be removed and the hole blanked.

(v) The above modifications are shown on A.F.O. Diagram 301/45(1) (D.N.C.26/SA/747) which although drawn for L.C.G.(L)3 is also applicable to L.C.T.(E) and L.C.T.(R).

3. *L.C.G.(L)4 and L.C.T.(4)*.—(i) A sea inlet reservoir is to be formed between stations 8 and 14 by the addition of a watertight division at station 14 in the starboard wing compartment at present extending from station 8 to station 16.

(ii) The present pump or generator suction pipes are to be disconnected from the present sea inlet valve so that the compartment is flooded through the sea inlet valve.

(iii) The suction for the pump and/or generator are to be taken from this compartment, the suction being led to within a few inches of the bottom of the tank.

(iv) The 2-in. air escape pipe fitted at the highest point of the flooded compartment is to be raised to a height of 4 feet above the crown of the compartment.

(vi) The modification should be made in accordance with A.F.O. Diagram 301/45(2) (D.N.C.26/SA/757) which although drawn for L.C.T.4 is also generally applicable to L.C.G.(L)4.

4. An item, classification "A", should be included in the next A. and A. list to cover the work involved.

(R.A.L.S.O.U., 11 Jan. 1945, No. M.660/38.)

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

**4488.—Major Landing Craft—L.C.T. (E) and N.S.C. (L)—Screw Slips for L.C.P.(S) Davits**

(D.C.O.M. 1691/45.—9 Aug. 1945.)

To facilitate the handling of L.C.P.(S) in L.C.T.(E) and N.S.C.(L) it has been decided to fit bottle screw slips to the davit heads. The screw slips will be supplied by Admiralty and demands for vessels at present undergoing conversion should be forwarded to D.C.W. (Supplies).

2. For craft in commission, demands for the fittings should be made to L.C.M.S.O., Bombay, to whom supplies are being despatched when available.

3. Commanding Officers of craft concerned should insert an item in the next list of As. and As. to cover the work involved, which should be carried out by ship's staff.

**4489.—Side Scuttle—Fitting of in Issue Room—A. and A.**

*Destroyers and Leaders—Fleet "R" to "Crescent" Classes*

(D/V.25198/45.—9 Aug. 1945.)

Approval has been given to fit a sidescuttle, with 9½-in. diameter illuminator, in the Issue Room of Fleet Destroyers and Leaders of "R" to "Crescent" classes, not so fitted.

2. The Commanding Officers of completed vessels of these classes in which a sidescuttle has not already been fitted in the Issue Room are to include an item, classification "B" in their next lists of As. and As. to cover the work involved.

3. Separate action has been taken for ships of these classes under construction.

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

**4490.—Switch for Fighting Lights—Introduction of New Design**

(N.S. 17222/45.—9 Aug. 1945.)

A new switch has been introduced for fighting lights. This switch has less projection from the bulkhead than the present pattern 17949, and is side operated, thereby avoiding the necessity for the use of a guard to prevent inadvertent operation.

2. The new switch has been added to the Authorized List of Naval Stores as follows:—

*F.2B. Schedule C.710*  
Pattern No.

Description

17949A ... .. Switch, D.P. W.T., 5 ampere, for fighting lights.

17950A ... .. Interior for switch, Pattern 17949A (G.E.C., Catalogue No. 5911, modified with straight dolly.)

3. Switch Pattern 17949A is for the present to be fitted on *new construction only*. Demands for replacements from ships in commission will be met by the issue of switch, Pattern 17949, until stocks are exhausted.

4. Yards and depots should obtain their requirements under the Centralized Allocation Scheme. First deliveries are not anticipated until November, 1945, and demands for the new items should not be lodged prior to that date.

(A.F.O. 326/45.)

**4491.—Fire-Fighting Equipment in Aircraft Carriers—Increased Allowances for Flight Deck—As. and As.**

*Fleet and Light Fleet Carriers.*

(N.S. 016006/45.—9 Aug. 1945.)

Owing to the institution of permanent deck parks in Fleet and Light Fleet Aircraft Carriers, the allowances of fire-fighting equipment for the flight deck have been further revised as follows:—

Pattern No.	Description	Present allowance		Revised allowance	
		Fleet carriers (except "Furious")	Light Fleet carriers	Fleet carriers (except "Furious")	Light Fleet carriers
—	Foam unit, Type "A", complete with F.B.10 (LP) branchpipe and 2½-in. inst. couplings.	9 (a)	7 (b)	13	9
1563	Diffuser jet/spray nozzle, with 2½-in. I.C. on tail end.	9	7	13	9
—	Hoses, canvas, delivery, No. 3 size × 60-ft., with 2½-in. I.C. male and female.	18	14	26	18
—	Hoses, canvas delivery, No. 3 size × 40-ft., with 2½-in. I.C. male and female.	45	35	65	45

(a) includes 2 units to be sighted with firemain hose connections forward of "Safety Barrier".

(b) includes 1 unit to be sighted with firemain hose connection forward of "Safety Barrier".

2. The additional foam units, together with one firemain hose connection near each unit, should be sited as follows:—

*Fleet Carriers.*—Two forward and two aft in convenient positions port and starboard to cover the deck parks.

*Light Fleet Carriers.*—One forward at approximately 27 station port, a suitable fixed safety net being arranged as necessary, and one aft at approximately 195 station, port or starboard, depending upon which side the existing unit is fitted.

3. For ships in commission, including H.M.S. "Ocean", the additional four or two foam units as applicable will be supplied without demand to each ship. The additional hoses and diffuser jet/spray nozzles required to complete to the revised allowances should be demanded from the appropriate storing yard or depot.

4. An item of As. and As., Classification "A", should be forwarded to cover the work involved in fitting the necessary firemain piping to the units.

5. For ships under construction Principal (Ship) Overseers should arrange accordingly, demands being forwarded to the warrant yard.

6. B.R. 358—Establishment of Naval Stores for Executive Purposes—will be amended.

(A.F.O. 830/45 is cancelled.)

## 4492.—Ocean Passage Stores

Motor Fishing Vessels

(N.S. 24875/45.—9 Aug. 1945.)

The additional stores detailed in the Appendix to this Order are allowed to 90 ft., 75 ft., and 61½ ft. motor fishing vessels when these vessels make an ocean passage and should be demanded in the same manner as other ocean passage stores (A.F.O. 642/45).

2. The Establishment of Naval Stores for motor fishing vessels will be amended.

APPENDIX  
Additional Ocean Passage Stores

Pattern Number	Description	Quantity		
		90-ft. M.F.Vs.	75-ft. M.F.Vs.	61½-ft. M.F.Vs.
<i>Consumable Stores</i>				
<i>B.4</i>				
—	Pins, steel, ¾ in....	—	4	—
—	Pins, steel, ⅝ in....	4	—	—
<i>B.11</i>				
D.H.T. No.	Punch, ¾ in. ...	—	1	—
1983	Punch, ⅝ in. ...	1	—	—
1981				
<i>B.12</i>				
Pattern No.	Pellets, lead ...	12	12	—
4770				
<i>E.10</i>				
—	Bottles, water ...	1	1	1
—	Tumblers, for ...	1	1	1

(A.F.O. 642/45.)

## 4493.—Aviation Petrol—Precautions when Discharging and Prior to Re-issue

All Aircraft Carriers on Service, Tankers, Petrol Carriers and Petrol Lighters

(E.-in-C./A.A. 2463/44.—9 Aug. 1945.)

The petrol arrangements in escort carriers employing the water displacement system are such that, when emptying the tanks it is possible, if due care is not exercised, to pass over a quantity of salt water with the aviation spirit.

2. Spirit so discharged to tankers, petrol carriers or lighters may be required for early re-issue to other aircraft carriers and particular care on the part of the discharging ship is necessary to avoid contamination.

3. Masters of tankers, petrol carriers and lighters are to ensure that tests of petrol from escort carriers are taken after receipt and that all possible steps are taken prior to re-issue to remove any water which may be present.

4. Irrespective of the source of supply of aviation spirit in the tanks of petrol carriers, etc., tests for water are invariably to be carried out in the presence of an officer of the receiving ship prior to issue in accordance with existing instructions.

## 4494.—Main Store Depot, India—Functions

(C.O.D. 061/45.—9 Aug. 1945.)

The R.N. Establishment known as the Main Store Depot, India (short title "M.S.D.(I)") has been established at Bombay primarily for the support of R.N. Amphibious Forces. The depot is under the administration of the Senior Officer, R.N. Establishments, India, and is manned by general service personnel borne on the books of H.M.S. "Braganza."

2. The functions of the M.S.D.(I) are distinct from those of the R.I.N. stores organization, and are summarized as follows:—

- (A) *Naval Stores* *Responsibilities of M.S.D.(I)*
- (i) Initial minimum, operational and group stores outfits for minor landing craft in operational pooled reserve. } Receipt, storage in bulk or packed outfits of initial supplies from U.K., and issue to landing craft bases as directed locally.
- (ii) Repair material (naval store unit schedules only) for major and minor landing craft. }
- (iii) Stores for replenishment of major and minor landing craft and group and flotilla outfits. } Receipt, storage in bulk of supplies from U.K., and issue against demands from landing craft bases in India only.
- (B) *Composite outfits of stores and equipment*
- (iv) Operational and reserve outfits of naval stores and other equipment for C.O. special units (excluding explosives). } Receipt and storage of packed outfits from U.K., and issue to bases or R.N. Amphibious Forces as directed locally.
- (v) *Port Party Outfits*.—Outfits of naval stores and other equipment. } Receipt and storage of packed outfits from U.K., and issue as directed locally.

3. For the present, initial supplies under the headings in paragraph 2 are arranged from the United Kingdom by Admiralty, without demand, unless specifically directed to be obtained by demand on local sources of supply.

4. M.S.D.(I) is not responsible for replenishment supplies to H.M. ships visiting Bombay.

## 4495.—Aircraft Dinghies—Electric Air Filler—Apparatus

(N.S. Air/AE. 4756/44.—9 Aug. 1945.)

The undermentioned item is hereby introduced:—

Stores Ref.	Description
4A/1666	Aircraft dinghies, electric air filler, apparatus

The apparatus provides a mechanical means for the inflation and deflation of aircraft dinghies for inspection and repair purposes in addition to the existing hand deflation pumps, Stores Ref. 4G/1310.

*Description*.—The machine consists of an almost completely enclosed and self-contained motor and blower, and can be used by changing over the delivery-cum-suction pipe from one connection to another for either inflating or completely deflating dinghies.

The total weight of the complete apparatus is 10 lb., and the overall dimensions are as follows: Length, 11-in.; width, 7-in.; height, 9½-in.

The electric motor is a 230-volt Universal A.C./D.C. and series-wound machine having a power consumption of approximately 300 watts and fitted with a commutator, two carbon brushes, and two long-life ball bearings.

The blower unit consists of a cast rotor with radial flow. The rotor is directly attached to the end of the motor spindle. The unit is fitted with an 8-ft. length of 1½-in. diameter cotton-covered rubber hose, and reinforced with an internally wound wire helix. The other end of the hose is fitted with a dinghy valve adapter.

*Spares*.—The only spares normally required for the blower are carbon brushes, Stores Ref. 5A/1904, which are suitable for use with the dinghy blower, and may be demanded as required.

In the event of a breakdown of the blower beyond the capacity of a unit to repair, and for which spares other than carbon brushes are required, the whole blower should be returned to store as unserviceable and a replacement obtained.

Allowances will be made to ships and services in accordance with the scales shown:—

Ref. 4A/1666. Aircraft dinghies, electrical air filler apparatus.	
Ships (except repair ships) as shown in B.R. 378.	...
Repair ships, A.R.V.(C) and A.R.V.(M) ...	1 No.
<i>Shore establishments—</i>	
R.N. air stations, classes A and B ...	1 No.
M.O.N.A.Bs. ...	1 No.
R.N. aircraft maintenance and repair yards ...	1 No.

2. The undermentioned services will be supplied from Llangennech without demand :—

R.N. Air Station, Piarco, R.N. Air Section, Dartmouth, N.S.

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

4. Arrangements will be made for the necessary quantities to be despatched to yards abroad to cover the requirements of ships and services attached to foreign stations. Details of the quantities to be supplied will be forwarded direct to (S) Naval Store Officers concerned.

5. Aircraft stores establishments will be amended in due course, meanwhile establishments held by H.M. dockyards, R.N. air stations, store depots, etc., should be amended in manuscript.

(A.F.O. 2771/45 is cancelled.)

#### 4496.—Aircraft—Self-Sealing Viscose Seals "VISKAPS"

(N.S. Air 9875/45.—9 Aug. 1945.)

For the purpose of sealing the orifices of airframe and engine parts, self-sealing viscose seals (VISKAPS, Stores Ref. 40D/NIV) are hereby introduced, and allowances will be made to Ships and Services in accordance with the scales shown :—

Ref. No.	Description	B.R. 378				B.R. 377		R.N. Aircraft		Repair Ships			
		Maintenance Stock				R.N. Air Stations		Repair Yards	Maintenance Yards	" Unicorn "	" ARV " (C)	" ARV " (M)	" ARV " (E)
		Carriers				Class " A "	Class " B "						
		1 Sqd.	2 Sqd.	3 Sqd.	4 Sqd.								
<i>Section 40D</i>													
NIV	Viskaps, red, transparent, size 000.	50	50	100	100	200	100	500	500	200	400	200	400
NIV	Viskaps, red, transparent, size 00.	50	50	100	100	200	100	500	500	200	400	200	400
NIV	Viskaps, red, transparent, size 00A.	50	50	100	100	200	100	500	500	200	400	200	400
NIV	Viskaps, red, transparent, size 0.	50	50	100	100	200	100	500	500	200	400	200	400
NIV	Viskaps, red, transparent, size 0A.	50	50	100	100	200	100	500	500	200	400	200	400
NIV	Viskaps, red, transparent, size 1.	50	50	100	100	200	100	500	500	200	400	200	400
NIV	Viskaps, red, transparent, size 2.	50	50	100	100	200	100	500	500	200	400	200	400
NIV	Viskaps, red, transparent, size 3.	50	50	100	100	200	100	500	500	200	400	200	400
NIV	Viskaps, red, transparent, size 4.	50	50	100	100	200	100	500	500	200	400	200	400
NIV	Viskaps, red, transparent, size 5.	50	50	100	100	200	100	500	500	200	400	200	400
NIV	Viskaps, red, transparent, size 6.	50	50	100	100	200	100	500	500	200	400	200	400
NIV	Viskaps, red, transparent, size 6A.	50	50	100	100	200	100	500	500	200	400	200	400
NIV	Viskaps, red, transparent, size 7.	50	50	100	100	200	100	500	500	200	400	200	400
NIV	Parachlormetacresol solution (in pint containers).	2	2	4	4	6	4	10	10	6	10	6	10

2. Viskaps are stored in containers in a solution of parachlormetacresol and they will be supplied in sizes to suit diameters from  $\frac{1}{8}$  to 2 in.

3. Viskaps must always remain completely covered with parachlormetacresol to prevent deterioration, the jars containing them being topped up as necessary. If this solution is not available distilled water may be used.

4. When applying Viskap to the end of a pipe or connection, the cap should be slipped over the connection and pulled on until it is in close contact with the end and sides of the connection. Shrinkage of the cap in drying will then cause the Viskap to adhere closely to the connection or pipe.

5. Services should forward demands to their normal sources of supply of air stores quoting this order as authority for supply. Issues to new Services will be made with their original outfit of stores.

6. Arrangements will be made for the necessary quantities to be despatched to yards abroad to cover the requirements of ships and Services attached to foreign stations. Details of the quantities to be supplied will be forwarded to Superintending Naval Store Officers concerned.

7. Deliveries to R.N. store depots at home should commence in September, and to yards abroad as shipping allows, meanwhile demands should not be unduly hastened.

#### 4497.—Cells, Pattern 14120, for Use with Avometers, Pattern 47A and 48A—Introduction

(N.S. 41065/44.—9 Aug. 1945.)

The cell 1.5 volt, supplied by manufacturers in avometers, Patterns 47A and 48A, has been assigned Admiralty Pattern 14120, and added to the Authorized List of Naval Stores, under Subhead F.2A.

2. Purchase of 16,300 cells has been arranged to provide for replacements for delivery as follows :—

Haslemere (Glossop) ...	5,000	Severn Area ...	3,300
Portsmouth ...	1,000	Preston ...	3,000
Chatham ...	1,000	Carfin ...	500
Devonport ...	1,000	West Riding ...	500
Rosyth ...	500	Sheerness ...	500

3. Shipments abroad are to be made as follows :—

From Severn Area		From Preston	
(a) Colombo ...	500	Alexandria ...	200
(a) Sydney ...	500	Malta ...	200
(a) Brisbane ...	500	Gibraltar ...	100
(a) Durban ...	200		
(a) Bermuda ...	100		
(a) Simonstown ...	100		
Freetown ...	100		
(a) Bombay ...	100		

(a) See paragraph 5.

4. Avometers, Pattern 47A and 48A, are supplied initially with a battery, Pattern 14120. Two spare batteries are however to be demanded by ships and bases concerned for each avometer, Pattern 47A or 48A allowed. This is to be treated as a first supply quantity. Subsequent demands should be based on expenditure. For new construction, warrant yards should arrange for batteries, Pattern 14120, to be included in the first outfit of consumable stores on the same basis. Similarly, when avometers are allowed for other than general purposes, arrangements should be made by the yard concerned (e.g. Haslemere for W/T) for the first supply.

5. To avoid the possibility of deterioration often involved in arranging shipment of such items from United Kingdom the yards and depots abroad marked (a) in paragraph 3 are to investigate the possibility of meeting further requirements by local provision and reports are to be forwarded. The cell is known as Siemens "S" type, the overall dimensions being  $1\frac{7}{16}$  in.  $\times$   $1\frac{7}{16}$  in.  $\times$   $4\frac{1}{8}$  in.

6. The sea store establishments, the aircraft stores establishments and the relevant Establishment Lists for radio testing equipment will be amended.

7. These batteries are not suitable for Avometers, Patterns S.47A and S.48A which each use three batteries, viz. :—one Pattern A.2253 (Siemens type T) and two Pattern 14002.

(A.F.O. 3066/45 is cancelled.)

**4498.—Fire Control Apparatus—Spares for Counterdrum Instruments**  
*Capital Ships, Cruisers, Fleet Carriers, Monitors, Repair and Depot Ships*

(N.S. 020501/43.—9 Aug. 1945.)

One spare range counterdrum element, Pattern 10261 (for range transmitter, Pattern 10222, or range receiver, Pattern 10223) and one spare range rate counterdrum element, Pattern 10262 (for range rate receiver, Pattern 10253) are to be allowed to each ship of the above mentioned classes fitted with Radar equipment employing these instruments.

2. Ships concerned in commission not already provided with the spares should forward demands to their storing yards or depots. Supply to ships concerned under construction should be arranged by warrant yards and supplying yards and depots in the normal manner but detailed requirements for these ships will normally be communicated to warrant yards by Admiralty.

3. B.R. 359—Establishment of Naval Stores for Electrical and Torpedo Purposes—will be amended.

**4499.—Electric Laundering Irons—Allowances**  
*"Tracker" and "Smiter" Class Escort Carriers.*

(N.S. 38058/44.—9 Aug. 1945.)

Two additional electric laundering irons, Patterns 19469 or 19469A, complete, are to be allowed for use in the laundries of each ship of the above classes.

2. Ships concerned at home should forward demands to their storing yards or depots, and those abroad to the nearest (Superintending) Naval Store Officer, quoting this Order as the authority.

(F.O.C.T., Message 051547/Jan. 1945.)

(A.L. 18 Jul. 1945, N.S.38058/44/B.24435, addressed to C.C.T.)

**4500.—Sparking Plugs, Types M.60 and E.41—Screwed Terminals For**

(N.S./D.C.O.M: 5608/44.—9 Aug. 1945.)

In future all sparking plugs, Types M.60 and E.41, delivered by Messrs. K.L.G. Plugs, Ltd., under Standing Contract CP.86188/43, will be supplied complete with a 3 B.A. knurled nut (Ross Courtney terminal 3 B.A.) in addition to the spring clip already provided, to enable suppressors to be fitted where approved.

2. Yards and depots at home should obtain by local purchase sufficient quantities of 3 B.A. Ross Courtney terminals to cover existing stocks of these sparking plugs, and the terminals should be fitted to the screwed portion of the plugs prior to issue.

3. Terminals for these plugs fitted in or held as spare for minor landing craft and other small craft should be obtained as necessary from the nearest storing yard by bases and ships concerned.

4. Supply of Ross Courtney terminals 3 B.A. abroad has been arranged as follows, in order to complete stocks of sparking plugs and to satisfy demands from bases :—

*From Mersey Area*  
3,000 to S.N.S.O., Malta.  
15,000 to S.N.S.O., Alexandria.

*From Severn Area*  
12,000 to S.N.S.O., Ceylon.

**4501.—Tools, Screwcutting, for American Threads**

(N.S. 19490/45.—9 Aug. 1945.)

Due to the introduction of screwcutting tools for American threads by A.F.O. 73/45, stocks, taps and dies shown in the Authorized List of Naval Stores as A.S.M.E. thread have been superseded as shown below :—

<i>Old</i> Pattern No.	<i>New</i> Pattern No.	<i>Description</i>
3821	6612	Taps, A.N.C. thread, No. 5
3822	6613	No. 6
3824	6614	No. 8
3827	6662	Dies, A.N.C. thread No. 5
3828	6663	No. 6
3830	6664	No. 8
3832	6565	Stocks for $\frac{1}{8}$ -in. outside diameter dies

2. Stocks of the old pattern screwcutting tools should be transferred to the new pattern numbers.

3. As the term A.S.M.E. is no longer used the descriptions of the remaining patterns in the series have been amended to read as follows :—

<i>Pattern No.</i>	<i>Description</i>
3823	Taps, American National fine thread, No. 6 × 40 threads
3820	Taps, American National special thread, No. 4 × 36 threads
3825	Taps, American National special thread, No. 8 × 40 threads
3829	Dies, American National fine thread, No. 6 × 40 threads
3826	Dies, American National special thread, No. 4 × 36 threads
3831	Dies, American National special thread, No. 8 × 40 threads

4. The Authorized List of Naval Stores and the sea store establishments concerned will be amended.

(A.F.O. 73/45.)

**4502.—Vice, Wrought Iron, Bench, 4-in.—Allowance**

*L.S.T. (3) and P.(S).Os. concerned.*

(N.S. 28711/45.—9 Aug. 1945.)

A 4-in. wrought iron bench vice, D.H.T. No. 2985 (Admiralty Pattern C.512—Subhead B.11) is to be allowed to each L.S.T. (3), for use in the Gunner's workshop.

2. Ships concerned in commission should demand the vice from their storing yards or depots. Supply to ships under construction will be arranged from R.N. Store Depot, Leeds, in accordance with C.A.F.O. 1193/44.

3. The Establishment of Naval Stores will be amended.

(A.S.C.B.Ss. Letter 10590, dated 19 Jun. 1945.)

(C.A.F.O. 1193/44.)

**4503.—Telephone Exchange Cords—Allowance of Spares**

*H.M. Ships*

(N.S. 13583/45.—9 Aug. 1945.)

To provide for replacement of defective cords, H.M. ships concerned are hereby authorized to carry, as a "first outfit", sufficient telephone exchange cords (consumable Naval stores) to provide for one complete replacement of the telephone exchange cords fitted. Ships in Far Eastern waters may carry sufficient spares to provide for two complete replacements.

2. Difficulty has arisen in some cases when demanding cords for replacement purposes, since the "As fitted" drawings of telephone exchanges have, in general, shown the manufacturer's reference but not the Admiralty pattern number. It has now been arranged for the pattern number to be quoted on future "As fitted" drawings. Meanwhile, for the guidance of ships officers, the following table shows the various telephone exchange cords, their pattern numbers and the relative manufacturer's reference as quoted on "As fitted" drawings.

Manufacturer's reference	Pattern No.	Description and use
GD.1029, Type 1 ...	2590	Counterweight cord, main exchange, "Nelson" and "Rodney" only.
GD.1029, Type 2 ...	1080	Counterweight cord, main exchange, general.
GD.1029, Type 3 or 3A ...	2591	Counterweight cord, engine room exchange.
GD.1029, Type 4 ...	2592	Loose cord, fire control exchange.
GD.1029, Type 5 ...	2593	Loose cord, submarine exchange.
GD.1029, Type 6 ...	2594	Loose cord, main exchange.
G.67 ... ..	13156	Fire control exchange (for connecting S.P. group telephones).

3. Ships in commission should forward demands to their storing yards for any additional telephone exchange cords required. Warrant and supplying yards or depots should arrange supply on the basis given in paragraph 1 to ships of new construction.

4. The establishments of Naval stores concerned will be amended.

#### Section 4

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

#### 4504.—Air Mechanics 1st Class—Badge

(V.8/940/45.—9 Aug. 1945.)

It has been decided that the badge worn by Air Mechanics 1st Class, should in future include a star above the basic design of a two bladed propeller. The letters, viz. "A", "E", "L" or "O" below will continue to be worn below the basic design to indicate Airframe, Engine, Electrical or Ordnance Sections respectively.

2. Uniform Regulations for Ratings, Section V, Badges, will be amended accordingly.

(F.O.N.A.S. 8049/945/1, 2 Nov. 1944.)

(Uniform Regulations, Ratings.)

#### 4505.—N.A.A.F.I. Price Lists

(V.2/4684/45.—9 Aug. 1945.)

Attention is drawn to A.F.O. 4411/45 in Section 2 of this issue.

#### 4506.—Ratings Employed in Ships' Laundries—Loan Issue of Waterproof Aprons

(V.8/4541/45.—9 Aug. 1945.)

Oilskin waterproof aprons of the type provided for loan issue to cook ratings (Manual of Victualling, Chapter X, Section 2) may be issued on loan to ratings employed in ships' laundries when handling clothing while wet.

2. The authorized allowances of aprons to be carried for this purpose in ships with laundries is as follows:—

- 1 for each washing machine.
- 1 for each hydro extractor.
- 1 for each double wash trough.
- 1 for each single trough (where single troughs only are fitted).

3. B.R. 93, Manual of Victualling, Chapter X, Section 2, will be amplified accordingly.

(Commander (S) H.M.S. "Belfast", No. A/33, 23 Mar. 1945.)

(B.R. 93, Chapter X, Section 2.)

(A.F.Os. 1098/45 and 3614/45.)

#### 4507.—Clothing Supplies from Service Stocks to Officers on Detached Duty in the United Kingdom

(V.8/4588/44.—9 Aug. 1945.)

As stocks of officers' white tropical shorts are now available "shorts, white drill, tropical" have been deleted from the list of articles of seamen's clothing which may be purchased from the Officers' Clothing Depots at Guildford and Leicester by officers employed at the Admiralty or elsewhere at home on detached duty.

(A.F.Os. 1721/44 and 3792/45.)

(A.F.O. 4652/44 is cancelled.)

#### 4508.—Meat—List of Home Ports Contracts—Amendment

(C.P. 5/7847/45.—9 Aug. 1945.)

The following further amendment should be made to the above List of Meat Contracts:—

Insert:—

HOLYHEAD ...	J. H. Dewhurst, Ltd., 14, West Smithfield, London, E.C.1.	Agent E. Roberts, 10, Market Sq., Holyhead. Telephone Holyhead 138.
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(A.F.O. 3546/45.)

#### 4509.—Commercial Acid Sodium Sulphate for cleaning W.C. Pans

(N.S.28980/45.—9 Aug. 1945.)

The use of commercial acid sodium sulphate, which should be obtained by local purchase, has been approved for cleansing W.C. pans in Shore Establishments generally.

2. Proprietary brands of cleaning materials such as Harpic are not to be purchased in future. (N.B.—The main active agent in Harpic is understood to be acid sodium sulphate.)

3. As commercial acid sodium sulphate has a deteriorating effect upon the steel soil pipes and metal parts of closets in H.M. Ships, soda ash should continue to be used afloat.

(A.F.O. 361/38 is cancelled.)

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

### 4510.—Aircraft—Introduction of Flight Deck Log for H.M. Aircraft Carriers

(A.E. 771/45.—9 Aug. 1945.)

It has been decided to introduce a standard form of flight deck log for use on board H.M. aircraft carriers when operating aircraft.

2. Appendix I to this order contains the instructions for using the flight deck log which will also be printed in the front of the log when issued. Appendix II is a specimen page of the log.

3. The Rough Flight Deck Log, Form A.56, will be issued in book form and will be distributed without demand when available but as some months must be expected to elapse before these are ready Commanding Officers are to arrange for a suitable book, such as S.129, to be ruled up and used in the meantime.

4. The Fair Flight Deck Log, Form A.56A, will consist of foolscap sheets printed similarly to a page of the rough log to facilitate typing copies for forwarding as directed in paragraph 2 of the instructions. Six months allowance will be distributed without demand as soon as available but in the meantime facsimile forms are to be prepared on board.

5. The procedure described in Appendix I is to be introduced as soon as practicable after receipt of this order.

#### APPENDIX I

#### Flight Deck Log

##### Instructions for Use

1. *Responsibility*—The Commander (Flying) is responsible to the Commanding Officer that the Flight Deck Log is correctly written up: he is to sign the log as correct at the end of each day's flying.

The Officer-in-Charge of flying operations, if other than the Commander (Flying), is to sign the log on completion of the flying operations for which he was responsible.

2. *Returns*.—The Rough Flight Deck Log (Form A.56) is in book form and is to be written up under the supervision of the Officer-in-Charge, while the Flight Deck operations are in progress. It is to be retained on board when completed and forwarded to the Admiralty on paying off.

The Fair Flight Deck log sheet (Form A.56 (a)) is to be a typed copy of the Rough Log and is to be forwarded:—

1 copy to Administrative Authority;

1 copy to Admiralty (for D.A.E.);

as convenient on the conclusion of a period of flying and at intervals of *not more than three months*. The Fair Log is normally to be forwarded on the completion of a working up period, exercise period, operational period, etc.

An extra copy of the Fair Flight Deck Log for the relevant period is to be attached as an enclosure to all Reports of Proceedings (original only) rendered by H.M. ships.

3. *Purpose*.—The purpose of the Flight Deck Log is to facilitate, by the introduction of a standard form, the recording of certain information that is required by all ships operating aircraft but is at present left to the discretion of Commanding Officers; the standardization of recording methods also helps to ensure that the Admiralty receives the information necessary to the proper analysis of flight deck operations with the object of investigating defects and devising improvements.

4. *Occasions when records are to be kept*.—Information on Flight Deck operations is to be recorded on the following occasions:—

(a) Whenever flying is taking place from the ship.

(b) When any of the following flight deck operations are being carried out as an *evolution*:—

Ranging or striking down aircraft.

Spotting or re-spotting aircraft.

Fuelling, arming or re-arming aircraft.

5. *Information to be recorded*.—Columns 1 to 6 are to be completed for all flying operations as follows:—

Column 1. Squadron number, aircraft type and mark to be filled in for each group of aircraft.

Column 2. Rank and name of pilot for each aircraft taking-off and for any aircraft landing on from another ship or station.

Column 3. Aircraft serial number or squadron letter. If the aircraft's squadron letter is recorded in this column a list giving serial numbers against squadron letters is to be included in column 7.

Column 4. Type of take-off or landing using the following code:—

U—Unassisted take-off.

R—Rocket assisted take-off.

A—Accelerator launch.

L—Landing on.

Column 5. Number of arrester wire caught or barrier hit in the case of landings, e.g. W1, W2, B1, B2, etc.

Column 6. Zone times of events recorded in columns 4 or 7. For the first and last aircraft of a range or group taking-off or landing the zone time is to be recorded as accurately as possible and *underlined*. Intermediate times may, if more convenient, be recorded as stop watch times from the first aircraft.

Column 7. (i) *Flight Deck Operations*.

A brief record of orders given and time taken to complete.

*Example*: 1502—Range 827 Squadron on deck  
(12 Barracuda)

1521—11 Barracuda ranged—1 aircraft struck down U/S

(ii) *Flying Operations*.

A brief record to include the following information:—

Time ship is turned into wind (time of affirmative).

Wind speed over deck in knots and any subsequent changes if 2 knots or more.

State of sea and swell (direction of swell relative to ship's head if not right ahead). Need only be recorded once a watch or at any marked change as in ship's deck log.

Type of flying operation and quantity of aircraft. State if at night.

*Example*: 1530—Turned into wind—W.27 kts S & S 24—Swell Red. 30. Fly off strike—11 Barracuda.

(iii) *Flying-off Aircraft*.

Against entries in columns 1–6 note crew, load, weapons, etc., carried and remarks, if any, on individual take-offs.

Record any interruptions to flying-off, or any aircraft not taking off, giving reasons.

(iv) *Landing-on Aircraft*.

Record details of any arrester wires not in use giving reasons. Night only—state lighting and other landing aids used.

Record name of D.L.C.O.

Record "wave offs" and any other interruptions to landings, giving reasons.



C. The following items are also to be checked when the aircraft is transferred between accounting units other than by air. In the case of flight delivery they are all covered by functional test.

S.A.E.L. (B.R.380/L) Item No.	Ref. No.	Description	Denomination	Qty. on A/C when		Remarks
				Despatched	Received	
(1)	(2)	(3)	(4)	(5)	(6)	(7)
		Gunsight, Reflector, Mark VIII, AOSL.2-S-3114 or 2-S-3114-10	No.	1		
8B/2483 111A/53		Gunsight, reflector, Mark III Bomb rack, Mark 51, BO. 329759				
or 11A/2029 or 11A/570		Bomb carrier, Mark III ... Bomb carrier, light series, Mark II				
11A/572 11A/551 or 2784 111A/		Mark III, complete with Adaptor (1 off) ...	No.	1		} For suspension of c/l droppable fuel tank.
111A/		Bomb shackle, Mark IV, Right Hand, AOSL.3-S- 1892-5 or 3-S-1892-20.	No.	1		
111A/		Bomb Shackle, Mark IV, Left Hand, AOSL.3-S- 1892 or 3-S-1892-10 or 3-S-1892-15.	No.	1		
105J/49		Accumulator, 24v., 11 amp., FSSC.17-B-6632	No.	1		
105J/		FSSC.17-B-6631-50 ...	No.	2		
105J/		Accumulator, 24v., 11 amp., FSSC.17-B-6631-50 and	No.	1		
105J/326		Accumulator, 24v., 17 amp., FSSC.17-B-6650	No.	1		
5J/2294		Accumulators, 12v., 25 amp., Type D	No.	2		
105J/326		Accumulators, 24v., 17 amp., FSSC.17-B-6650	No.	2		
105J/		Accumulator, 24v., 34 amp., FSSC.17-B-6660-75.	No.	1		
106A/866		Transmitter, remote com- pass, FSSC.88-T-1950.	No.	1		} When electric starter is in- stalled.
105U/		Generator, engine driven, G.E., Model 2, CM-70- B5B or CM-70-B9.	No.	1		

D. The quantities shown in column 5 above (as modified by entries in column 6) have been received at.....and explanation of any discrepancies inserted.

Signature.....  
(Consignee Unit) Signature.....  
(Ferrying Pilot)

(A.F.O. 1249/45.)

Date.....

## 4512.—Amendments to Books

(E.F.O.—9 Aug. 1945.)

The undermentioned amendments (A.F.Os. P.679-682) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. Volume, 1941, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

2. Demands from Shore Establishments in the Nore, Plymouth and Portsmouth Commands should be addressed as under:—

Nore ... Book Office, Quarry House, Aylestone Hill, Hereford.

Plymouth... Book Office, R.N. Port Library, Devonport.

Portsmouth Book Office, 54, Bedford Street, Leamington Spa, Warwickshire

A.F.O. P.679/45.—B.R. 274/43—Handbook and Drill for 20-mm. Oerlikon Machine Gun, Marks II, II U.S.N. and IV U.S.N. on Marks I, IIA, IIIA, IV U.S., V U.S., VIIA and VIIIA Mountings—Amendment No. 18.

P.680/45.—B.R. 274/43—Handbook and Drill for 20-mm. Oerlikon Machine Gun, Marks II, II U.S.N. and IV U.S.N. on Marks I, IIA, IIIA, IV U.S., V U.S., VIIA and VIIIA Mountings—1943—Amendment No. 19.

P.681/45.—B.R. 1201—Drill for Admiralty Fire Control Table, Marks VI and VI\*, 1944—Amendment No. 2.

P.682/45.—B.R. 669(1)—Instructions for the Conduct of Cash Duties—Addendum No. 1—Amendment.

## 4513.—B.R.5—Manual of Naval Cookery—Issue to Cook Ratings

(Sta. 17895/43.—9 Aug. 1945.)

With reference to the notes in the remarks column of B.R. 1 against B.R. 5 and B.R. 6A, and to the note in column 2 on page 155 of the Appendix to the Navy List (June 1945) it has been decided that B.R. 6A—Everyday Cookery Book—shall no longer be issued to new entry Assistant Cooks (O), for the period of hostilities, and that they shall be issued with B.R. 5, Manual of Naval Cookery.

2. All new entry cook ratings, including W.R.N.S. ratings, should therefore be issued with a personal copy of B.R. 5 in future.

3. An abridged version of B.R. 5, suitable for W.R.N.S. cook ratings, will not now be issued.

(A.F.O. 4366/43 is cancelled.)

4514.—B.R. 980 (B) (Restricted)—Revised Page 1 to Range Table 351A and Revised Page 1 to Range Table 351B for Q.F., 4.7-in. Guns, Mark VIII—June, 1945—Issue

(G. 4841/45.—9 Aug. 1945.)

Revised page 1 to Range Tables 351A and 351B 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, 307, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

3. The revised page 1 to Range Table 351A supersedes the existing page, dated July, 1941, and the revised page 1 to Range Table 351B replaces the original page 1, all copies of which should be disposed of in accordance with BRI-BR and 1D Catalogue when the new pages are received.

4515. { **B.R. 980 (G) (Restricted)**—Additional Page 1A to Range Table 426 for Q.F., 5·25-in. Guns, Mark I  
**B.R. 980 (B) (Restricted)**—Additional Page 1A to Range Table 393—Revised Page 1 to Range Table 394—Revised Page 1 to Range Table 395 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 Page 1 to Range Table 161A for B.L., 4·7-in. Guns, Marks I and II—April, 1945—Issue

(G. 3593/45.—9 Aug. 1945.)

The above-mentioned revised and additional pages to Range Tables are now in the press.

2. Copies will be issued to all holders of the main table without demand by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

3. The revised page 1 to Range Table 394 supersedes the existing page 1, dated May, 1943; the revised page 1 to Range Table 395 supersedes the existing page 1, dated May, 1943; and the revised page 1 to Range Tables 161A supersedes the existing page 1, dated April, 1944, all copies of which should be disposed of in accordance with B.R.1—B.R. and ID Catalogue when the new pages are received.

- 4516.—**B.R. 980 (K) (Restricted)**—Shark Range Table No. 615 for B.L. 4-in. guns, Mark IX to IX\*\* and Q.F. 4-in. guns, Marks V to V\*\*\*, XVI\*, XIX and XXI—Shark Range Table No. 616 for Q.F. 4-in. guns, Mark IV—March, 1945 Issue

(G. 2812/45.—9 Aug. 1945.)

The above-mentioned range tables are now in the press.

2. Copies will be issued to all concerned, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

- 4517.—**B.R. 980 (N) (Restricted)**—Range Table 617 for Q.F. 6-pdr., 7-cwt. guns, Marks II—May, 1945—Issue

(G. 4416/45.—9 Aug. 1945.)

The above-mentioned Range Table is now in the press.

2. Copies will be issued to all concerned without demand by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

- 4518.—**B.R. 980 (U)**—Revised Page 1 to Range Table 199 for B.L., 16-in. Guns, Mark I—June, 1945—Issue

(G. 4824/45.—9 Aug. 1945.)

Revised page 1 to Range Table No. 199 is now in the press.

2. A copy will be issued to all holders of the main table, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

3. The revised page 1 to Range Table No. 199 supersedes the original page 1, all copies of which should be disposed of in accordance with B.R.1—B.R. and I.D. Catalogue, when the new pages are received.

- \*4519.—**Post-War Recruitment—Home Civil Service, Indian and Burma Services—Amendments to Regulations**

(C.W. 4973/45.—9 Aug. 1945.)

The following amendments are promulgated to the Regulations for Post-War Recruitment to the Indian and Burma Services, and to the Home Civil Service Executive Class (see A.F.Os. 1922/45, 1933/45 and 1935/45) :—

#### I—CIVIL APPOINTMENTS IN INDIA AND BURMA (I.B.S.1)

##### Section 9—Recruitment Regulations

Page 22—Regulation I (A) (3)

Page 24—Regulation II (A) (3) (b).

Page 27—Regulation III (A) (3) (b).

In each case, for "whole-time, continuous and systematic education up to the age of 18 (or the date of joining H.M. Forces or the Merchant Navy or Mercantile Marine, if earlier)" substitute "a good general education".

#### II—HOME CIVIL SERVICE—REGULATIONS FOR EXECUTIVE CLASS (C.S.C.4)

Delete Regulation 3 and substitute the following :—

"3. (1) In order to be eligible under Section I a candidate must have been born on or after the 2nd day of March, 1921, and have attained the age of 18½ on the 1st day of March, 1946, the half-year being reckoned by calendar months :

Provided that the following allowances shall be made to certain classes of candidates who were born before the 2nd day of March, 1921 :—

- (i) Any candidate who served in the Royal Navy, the Army or the Royal Air Force before the 3rd day of September, 1939, will be eligible under Section I if born on or after a date which precedes the 2nd day of March, 1921, by a period equal to the length of such service ;
- (ii) any candidate who has served in any established civil situation to which he or she was admitted with a Certificate of the Commissioners on or before attaining the age of 19 will be eligible under Section I if born on or after a date which precedes the 2nd day of March, 1921, by a period equal to the length of such service or a period of two years, whichever is the shorter.

(2) In order to be eligible under Section II a candidate must have been born on or after the 2nd day of August, 1915, and on or before the 1st day of March, 1921.

(3) Established Civil Servants are not eligible under Section II."

2. Resettlement Information Officers should inform intending candidates of these amendments, and take whatever action is necessary to amend available copies of I.B.S.1 and C.S.C.4. Distributing Authorities should reproduce amendment slips locally for distribution with any copies of these documents remaining in stock.

(A.F.Os. 1922/45, 1933/45 and 1935/45.)

- 4520.—**Combined Operations—Index to A.F.Os. and C.A.F.Os. relating to the Administration of C.O. and R.M. Landing Craft Personnel**

(A.S./44.—9 Aug. 1945.)

A.F.O. 3832/45 is to be amended as follows :—

Page 10. Section VI.

for "Accounts for Naval Armament Stores Major L.C. ... .. 2689/45"  
 read "Accounts for Naval Armament Stores Major L.C. ... .. 2689/44"

(A.F.O. 3832/45.)

4521.—H.M.S. "Minstrel" and H.M.S. "Mistral"—Misdirection of Correspondence  
(M. 2707/45.—9 Aug. 1945.)

Attention is drawn to the similarity in names of H.M. Ships "MINSTREL" and "MISTRAL"

2. When addressing correspondence to one of these ships, the name should always be written in block letters. When despatching correspondence through service channels care is to be taken to ensure despatch to the correct location.

4522.—Forms S.161 and S.161R—Insertion of Service Trades

(C.W. 45784/45.—9 Aug. 1945.)

When a Form S.161 or S.161R is rendered in respect of an Engine Room Artificer or Engine Room Mechanic, his Service Trade is to be inserted in the space headed "Non-Sub. Rating".

(A.F.O. 3317/45.)

4523.—A.M.D.Is.

(E.F.O.—9 Aug. 1945.)

There are no Admiralty Merchant-Ship Defence Instructions (A.M.D.Is.) for distribution with this issue of A.F.Os.

(A.F.O. 4364/45.)

4524.—Air Publications Distributed during the Week Ending 21st July, 1945

(N.S. Air 8858/45.—9 Aug. 1945.)

The following Air Publications have been distributed from the R.N. Store Depot, 6, Murray Street, Belfast.

A.P. No.	General Publications Description	Distribution
AN. 03-5DC-1 (dated 1st February, 1945).	Handbook of Instructions with Parts Catalogue for Magnetos, Types SF9 LU-3 and SF9LC-3 (Bosch).	Initial General
TO. 05-3AA-1 (dated 10th January, 1944).	Handbook of Instructions with Parts Catalogue for Fuel Mixture Indicators, Types A-7, A-7A, B-5A and B-7 (Cambridge).	Initial General
A.P. 1803F, Vol. I ...	Messier Aircraft Hydraulic and Under-carriage Equipment.	Initial General
A.P. 2502, Vol. I ...	Snogo Snow Plough Model L.T.R. ...	Initial General

4525.—Air Publications Distributed during the Week Ending 21st July, 1945

(N.S. Air 8858/45.—9 Aug. 1945.)

The following Air Publications have been distributed from the R.N. Store Depot, 191A, Askew Road, Shepherds Bush.

A.P. No.	Description	Distribution
(i) Airframe and Aero-Engine Publications		
A.P. 2208C, Vol. II, Part 3.	Firebrand T.F., Mark III Aircraft ...	Initial General
(ii) Air Diagrams		
A.D. 4158 (2 sheets) ...	Griffon II Power Plant, Mark I, Firefly Installation.	Initial General
(iii) Miscellaneous		
A.P. (N) 49 ...	Far Eastern Survival Land and Sea.	

4526.—Air Publications Distributed During the Week Ending 28th July, 1945  
(N.S. Air 8858/45.—9 Aug. 1945.)

The following Air Publications have been distributed from the R.N. Store Depot, 191A, Askew Road, Shepherds Bush, W.12.

A.P. No.	Description	Distribution
(i) Airframe and Aero-Engine Publications		
A.P. 2039A, Vol. I (incorporating A/LS 1 to 4).	Centaurus XI Engine ...	Initial General
A.P. 2234 K and L, Vol. I	Griffon 61 and 65 Aero-Engines ...	Initial General
A.P. 2351, Vol. II, Part 4.	Corsair Aircraft ...	Initial General
A.P. 6010, Ground Handling Notes	Firebrand Aircraft ...	Initial General
A.P. 6085, Ground Handling Notes	Monitor Aircraft ...	Initial General
(ii) Air Diagrams		
A.D. 2423, Sheets 1 to 3	Barracuda II Electric Installation ...	Initial General
A.D. 3141, Sheet 1 (May, 1945).	Anson (all Marks up to V) Fuel System...	Initial General
(iii) Miscellaneous		
	Flight Deck, Vol. 1, No. 12 (July, 1945)	Initial General

4527.—Air Publications Distributed During the Week Ending 28th July, 1945

(N.S. Air 8858/45.—9 Aug. 1945.)

The following Air Publications have been distributed from the R.N. Store Depot, 6, Murray Street, Belfast:—

A.P. No.	General Publications Description	Distribution
A.P. 1275D, Vol. I	Instrument Manual (Bomb Sights) ...	Initial General
A.P. 1374, Vol. III, Part 1H. (dated March, 1945).	B.T.H. Type "CSE" Magnetos ...	Initial General
A.P. 1464B, Vol. II, Part 1.	Engineering Manual—Engineering ...	Initial General
A.P. 3082 (dated January, 1945).	Standard Technical Training Notes for Carpenters I.	Initial General
AN. 03-5AH-2 (dated 1st February, 1944).	Handbook of Instructions with Parts Catalogue for Main Engine-driven Generators (Autolite).	Initial General

4528.—A.P.1480X—Recognition Handbook of British Experimental Aircraft

(A.E./N.S. Air 4743/43, Part 2.—9 Aug. 1945.)

The above-mentioned air publication is being revised and upgraded to a confidential document with a limited distribution.

2. All copies of A.P.1480X are to be returned to N.S.O., R.N. Store Depot 6 Murray Street, Belfast.

3. A.P.1480X will be deleted from A.P.(N)1 and B.R.1.

4529.—Establishment of Naval Stores for Motor Fishing Vessels—List of Errata No. 3

(N.S. 26183/45.—9 Aug. 1945.)

List of Errata, No. 3, to the Establishment of Naval Stores for Motor Fishing vessels has been prepared and copies distributed to services concerned by Admiralty (Director of Stores).

**4530.—Disposal of Records on the Amalgamation of Stations, Closing Down of Bases, etc.**

(M. 06877/45.—9 Aug. 1945.)

The following instructions are issued for the disposal of records on the amalgamation of stations, closing down of bases, etc., at home and overseas :—

**A. Stations being amalgamated**

- (i) All obsolete papers which are clearly of no historical interest are to be weeded out and destroyed.
- (ii) Papers of importance which will be required for future local reference should be forwarded to the new Commander-in-Chief.
- (iii) Remaining records, which it is necessary to preserve, are to be divided into two classes : (a) Operational, (b) General, and are to be packed in cases and despatched to the Head of Record Office, 306, Eleveden Place, Park Royal, London, N.W.10.

Signal logs, wireless logs, telegram logs and the following subjects are to be considered as coming under the heading "Operational" :—

- (1) Sailing orders, route instructions ; orders for minesweepers, plans of minefields and swept channels.
- (2) Letters and reports of proceedings, reports of actions or encounters with enemy ships ; reports of conferences and boards of enquiry ; arrangements for defence against invasion and for "denial" of the port.
- (3) Reports of mines, submarines, suspicious vessels, vessels examined, boarded or assisted.
- (4) Reports of losses of ships, salvage operations, collisions or other navigational accidents.
- (5) In general, reports relating to events of military, air and nautical importance which had or might have had any effect on the conduct of operations and the employment and movement of squadrons, etc.

Under the heading "General" should be included any compilation of general orders for the conduct of the base ; reports on the administration of the base ; "trees" of distribution of work ; any lists of officers and of ships attached to the base ; plans of the harbour and wartime naval establishments.

**B. Bases closing down**

- (i) Obsolete papers which are clearly of no historical interest. (See A. (i).)
- (ii) In the case of bases, which on closing down will come directly under the command of a Flag or Naval Officer-in-Charge at another port, papers of importance, which will be required for future local reference, should be forwarded to the Flag or Naval Officer in Charge at the latter port.
- (iii) Remaining records which it is necessary to preserve. (See A. (iii).)

**C. Squadrons, Flotillas, etc.**

Records of squadrons, flotillas, etc., which are to be dispersed to foreign stations should be disposed of in the normal way as follows :—

- (i) Obsolete papers which are clearly of no historical interest. (See A. (i).)
- (ii) Papers of importance relating to individual ships, which might be required for future reference are to be forwarded to the new administrative authority.
- (iii) Remaining records which it is necessary to preserve. (See A. (iii).)

**D. Vessels paying off for which no further use is intended.**

- (i) Obsolete papers which are clearly of no historical interest. (See A. (i).)
- (ii) Papers of importance which will be required for future reference should be forwarded to the Flag Officer under whose command the ship had been operating.
- (iii) Remaining records which it is necessary to preserve. (See A. (iii).)

2. In Home Commands an Admiralty Inspecting Officer will on request, in the more important cases, visit commands or bases when closing down in order to decide which records should be destroyed, and to arrange for these to be destroyed on the spot.

*N.B.*—These instructions do not apply to accounts (including the various original and duplicate accounts and other relative documents) concerning which separate instructions will be issued.

**4531.—Resettlement in Civil Life—"Careers for Men and Women"—Pamphlets—Distribution**

(E.F.O. 144/45.—9 Aug. 1945.)

The following pamphlets forming part of the "Career" series have been or will be distributed with Admiralty Fleet Orders on the dates shown :—

Pamphlet No.	Description	Dates Distributed
20	Naval Architecture ... ..	2nd August, 1945
3	Agriculture and Horticulture ... ..	9th August, 1945

**4532.—Form C.S.N.—Concession Telegrams—Telegraph Address for**

(M. 709/45.—9 Aug. 1945.)

There is a tendency on the part of United Kingdom users of concession telegrams to insert in the address panel the postal address c/o G.P.O. London or c/o G.P.O. Reading.

2. As all these telegrams should circulate to the Central Telegraph Office, London, delay is sometimes occasioned by the use of the incorrect address.

3. To meet the difficulty, new supplies of C.S.N. forms will contain the word "London" printed in the address panel.

4. In the meantime holders of stocks of C.S.N. forms in the United Kingdom are to arrange to insert the word "London" on forms held by them before issue to next of kin, etc.

5. Admiralty Letter M. 709/45 of the 19th April, to certain Home depots only, refers.

**4533.—W.R.N.S. Ratings Dispersed under Release Instructions (B.R. 1281 (1))—Medical Examination—Memorandum for Medical Officers**

(M.D.G. 44495/45.—9 Aug. 1945.)

A memorandum has been prepared for the attention of medical officers conducting medical examinations of W.R.N.S. ratings under the Release Instructions (B.R. 1281 (1)).

2. Medical Officers of ships and establishments responsible for the rendering of the medical reports should make application as soon as possible for a copy of this memorandum to :—

The Medical Director-General  
(Statistics Branch),  
Admiralty,  
London.

### Section 6.—SHORE ESTABLISHMENTS

#### 4534.—Responsibility of Cashiers as Local Representatives of the Secretary of the Admiralty in his Capacity as Accounting Officer for Navy Votes

(C.E. 5612/45.—9 Aug. 1945.)

An overpayment of public money recently occurred due to a disregard of Admiralty instructions. The responsibility of Cashiers as local representatives of the Secretary of the Admiralty in his capacity as Accounting Officer for Navy Votes has, in consequence, been more closely defined and the relevant Articles in O.U. 5225—Home Dockyard Regulations (Article 1164/3 paragraph 3), B.R. 669—Cash Duties Instructions, Article 1, paragraph 2 and B.R. 671/37—Dockyard Cost Account Instructions, Article 360, will be amended accordingly.

2. The attention of Superintendents of Establishments is called to procedure laid down in cases where the Cashier has advised that an Admiralty ruling should be obtained.

3. It is important that close liaison should be maintained between the Cashiers and Expense Accounts Officers, particularly at clock muster yards.

#### 4535.—Civilian Non-Industrial Staff Serving in H.M. Forces, the Civil Defence Forces, etc.—Entitlement to Balance of Civil Pay and General Provisions regarding Period of Absence

(C.E. 15848/45.—9 Aug. 1945.)

The following amendments should be made to paragraph 36 of A.F.O. 5245/44 (as amended by A.F.O. 993/45) :—

Delete all items under "India and Burma" and "Far East, including India and Burma" and substitute the following :—

##### INDIA AND BURMA

*Those posted missing on or after 1st November, 1942, and before 1st June, 1943.*

A total of 156 weeks from the date the relatives were notified or until 31st January, 1946, whichever is the earlier.

*Those posted missing on or after 1st June, 1943, and before 1st November, 1943.*

A total of 130 weeks from the date the relatives were notified or until 31st January, 1946, whichever is the earlier.

*Those posted missing on or after 1st November, 1943, and before 1st June, 1944.*

A total of 104 weeks from the date the relatives were notified or until 31st January, 1946, whichever is the earlier.

*Those posted missing on or after 1st June, 1944, and before 1st November, 1944.*

A total of 78 weeks from the date the relatives were notified or to 31st January, 1946, whichever is the earlier.

*Those posted missing on or after 1st November, 1944, and before 1st June, 1945.*

A total of 52 weeks from the date the relatives were notified or to 31st January, 1946, whichever is the earlier.

##### FAR EAST, INCLUDING INDIA AND BURMA

*Those posted missing on or after 1st June, 1945.*

A total of 26 weeks from the date the relatives were notified.

(A.F.Os. 5245/44 and 993/45.)

#### 4536.—Recruitment to Established Posts in the Civil Service during the Reconstruction Period—First Examination for Clerical Assistants, Typists and Shorthand-Typists

(C.E. 56767/45.—9 Aug. 1945.)

The Civil Service Commission will hold the first reconstruction examination for Clerical Assistants, Typists and Shorthand-Typists in October of this year. In selecting candidates for this examination the Commissioners will only consider applications received by 16th August. Application forms can be obtained from the Secretary, Civil Service Commission, Burlington Gardens, London, S.W.1,

and completed application forms should be forwarded direct to the Commission, except in the case of certain recommended candidates (see paragraph 2 below). There will be another reconstruction examination for candidates for these grades in March or April, 1946, and there will also then be a normal examination for candidates of usual age.

2. Women born on or after 2nd August, 1915, and on or before 1st September, 1928, will be eligible to enter for this reconstruction examination. They must be unmarried or widows. They must also be able to comply with the educational requirements for this class, that is to say, they must have had full-time education up to the age of 15 or have obtained a School Certificate or equivalent qualification unless, having left school earlier, they came into temporary Civil Service employment before the age of 16 and are recommended by their Government Departments. Completed application forms in the case of such recommended candidates should be forwarded in accordance with the instructions contained in A.F.O. 4218/45 and should reach the Admiralty not later than 11th August.

3. In accordance with general arrangements for the future, shortly to be announced, Typists and Shorthand-Typists will be recruited through the same general competition as Clerical Assistants, and the tests in typing and in shorthand will be for qualifying purposes only.

4. The Commission will not be able at the October examination to hold a test in typing or in shorthand, but any temporary officer who has obtained a proficiency certificate from the R.S.A. in accordance with the arrangements made during the war for typing staff in the Service, will be accepted as qualified in typing or in shorthand and will only be examined in the general educational subjects.

5. The general papers which all candidates will have to take will be English (including handwriting and reading manuscript), Arithmetic, a general paper and a test of General Intelligence.

6. New scales of pay for established Typists and Shorthand Typists are to be announced shortly. For the information of prospective candidates it may be sufficient at this stage to say that the scale for Typists will go to a maximum of 72s. (London) corresponding to the maximum for Clerical Assistants; and that the scale for Shorthand-Typists will go to a maximum of 80s. (London). Successful candidates will be appointed to established posts at the point in the new scale appropriate to their age. The Civil Service Commission will make every effort to allocate successful candidates to jobs near their homes.

7. As explained above, there will be later reconstruction examinations, and 1st December is the closing date for applications. The Commission would, however, like to examine as many as possible in the October examination and temporary officers who wish to be considered for established posts as Clerical Assistants, Typists or Shorthand-Typists should be encouraged to send in their applications in time to be considered for the October examination.

8. Establishments should take immediate steps to bring this Order to the notice of all their women temporary staff who might wish to enter for this reconstruction examination:

(Admiralty General Message (Home) 011917/August.)

(A.F.Os. 3103/45, 4218/45 and 4220/45.)

#### 4537.—Admiralty Cashier, Madras

(D.N.A. 28688/45.—9 Aug. 1945.)

As from 1st July, 1945, a Cash Office has been opened at Madras and payment of employees in the Madras area will henceforth be the responsibility of the Admiralty Cashier, Madras.

2. The Madras area may be defined as Madras Province, Travancore, Cochin and Mysore and the cashier will be responsible for payment of all United Kingdom based civilians, non-industrial and industrial, in this area. He will not pay remittances except to personnel on his books.

3. The address for correspondence is—

Admiralty Cashier, Madras,  
c/o Superintending Civil Engineer India (South),  
Law College Buildings,  
Madras, South India.

## 4538.—Regional Boards—Application to Admiralty Establishments

(L. 13723/45.—9 Aug. 1945.)

With the setting up of the Ministry of Production, the Production Executive's Regional Boards were reconstituted, and now consist of the Regional Controller of the Ministry of Production (Chairman), together with the Regional Representatives of other Government Departments, etc. The Regional Representative of the Admiralty on the Board is the Admiralty Regional Officer. The work of the Regional Boards is in turn directed by an Executive Committee, on which the Admiralty is again represented by the Admiralty Regional Officer. A main function of the Regional Boards is "to ensure the rapid, effectual and continuous co-ordination of the efforts of all Government Officials in the Region in connection with the production of essential stores" and it has been decided that matters which have hitherto been referred to headquarters for settlement should, in the first instance at any rate, be liable for settlement at the regional level on the Regional Boards. Deferment and transfer cases arising at Admiralty industrial establishments and H.M. dockyards with the exception of the four (Vote 8) Professional Departments, for which special arrangements exist (e.g., the functions normally delegated to Admiralty Regional Officers are to be discharged by Admirals Superintendent) are now liable to settlement regionally. In this connection the following extract from Ministry of Labour Consolidated Circular 126 is quoted for information:—

"When the release of a worker for transfer to other employment is proposed, whether after receipt of a deferment application or otherwise, and the Regional Representative of the interested Government Department objects to the transfer, particulars should be forwarded to the R.C., who should arrange for any discussion that may seem desirable with the Regional representative of the interested Government Department. If the R.C. does not reach agreement with the regional Representative of the interested Government Department, the case falls for joint decision by the Regional Controller of the Ministry of Production and the R.C. of this Department, after discussion with the Executive Committee of the Regional Board, or, if necessary, with the Regional Board itself. The question for settlement between the Regional Controllers of the Ministry of Production and this Department will be fundamentally one of production priority on which the R.C. of this Department should normally be guided by the Regional Controller of the Ministry of Production. A Regional Representative may, if he wishes to pursue the matter, refer the case to his headquarters, who will in turn make such representations, if any, as they feel appropriate, to the Offices of the Minister of Production and/or to the headquarters of this department.

The arrangements described in paragraph 581 do not apply where arrangements for determining the relative priorities of individual jobs already exist, e.g. the private shipbuilding industry, where decisions are given by the District Shipyard Controllers, the Royal Dockyards, and the iron and steel industry. Cases of doubt should be referred to headquarters. It should be noted, however, that reference to the Regional Controller of the Ministry of Production in disputed cases of transfer described in the preceding paragraph should not be confined to disputed cases of transfer from establishments engaged on contracts for the Admiralty, Ministry of Aircraft Production or the Ministry of Supply."

2. In regard to deferment and transfer cases, the procedure will be as follows:—

- (a) If proposals made by District Man Power Boards and Labour Supply Officers of the Ministry of Labour and National Service are acceptable to the Head of the Establishment, there will, of course, by no need for recourse to the Regional Boards and release, etc., will be granted, subject to consultation with headquarters in the case of long-service employees (see paragraph 3 below).
- (b) In cases, however, where the proposals of the District Man Power Boards, etc., are unacceptable to the Head of the Establishment, the matter will be referred by the Ministry of Labour and National Service to the Regional Board. The Officer-in-Charge should make contact with appropriate Admiralty Regional Officer who will collaborate closely with

the Officer-in-Charge of the Establishment concerned in handling these cases when they come before the Regional Board and will arrange for the attendance of the Officer-in-Charge at the Board meeting, when the latter so desires, to assist in the representation of the Admiralty case. It should be noted that Admiralty Regional Officers may refer to Headquarters cases where agreement is not reached regionally.

3. While every endeavour should normally be made to reach agreement regionally, Admiralty Regional Officers and Heads of Establishments will in no case agree at the Regional level to the release of any pre-war entrant or other long-service Admiralty employee without reference to the Headquarters Department concerned. (This is necessary, among other reasons, in view (a) of the value to the Department of experienced personnel; (b) the superannuation entitlement of such men; and (c) the entitlement of some of them to "balance of civil pay".) Presumably it will usually be possible to consult the Headquarters' Department concerned before the Regional meeting, so that no undue delay will result.

4. Questions of labour supply should now be dealt with in the first instance on a Regional level, and, for the information of Heads of Establishments affected by this Order, it is notified that the procedure in filling vacancies should now be as follows:—

- (a) Vacancies must be notified in writing to the local Employment Exchange, and should only be notified when they can be definitely stated to have arisen from one of the following causes:—
  - (i) loss of services of workpeople hitherto available;
  - (ii) authorized increase of work to be done;
  - (iii) authorized acceleration of work in hand.
- (b) Full examination must be given to the possibility of filling a vacancy by transfer within the Establishment, before any vacancy is notified to the Exchange.
- (c) Every vacancy notified must be of the lowest possible quality. Thus the loss of a mechanic should not automatically create a notifiable vacancy for a mechanic. It may be possible, for example, to transfer another mechanic from a less hard-pressed section, or to up-grade a skilled labourer to the vacancy, and post a trainee woman on the skilled labourer's former duties, notifying a vacancy for a woman, or if need be, two. The extra work on the part of officers which may be involved in making these arrangements is unavoidable in view of the stringency of the present labour supply situation.
- (d) Heads of Establishments should be prepared to discuss with Employment Exchange Managers the cause and character of notified vacancies.
- (e) Should it prove impossible to reach agreement locally, or should the local Exchange offer little hope of filling the vacancies within a reasonable time, or if the vacancies are specially urgent, reference should be made to the appropriate Admiralty Regional Officer.
- (f) Admiralty Regional Officers will then take whatever regional action may be possible under the circumstances, e.g. by taking steps to obtain the appropriate preference.

5. Admiralty Regional Officers who desire to improve their acquaintance with direct Admiralty Establishments in their Regions by personal inspection should endeavour to make arrangements for this with the administrative Heads of the Departments concerned, and should not, in any case, proceed to inspect an Establishment without such prior arrangement.

6. Admiralty Regional Officers will be guided in general by the principle that the Admiralty relies on its direct (Departmental) Establishments for "sudden priority" and other essential services, which it may not be convenient or possible to arrange with contractors. This will mean in effect that, from the point of view of labour supply, Admiralty Supply and Production Establishments should invariably receive the most favourable treatment which can be secured, particularly when they correspond to organizations which in the other services are manned by uniformed personnel.

(A.F.Os. 1510/45, 1511/45, 2829/45.)

(A.F.Os. 672/43 and 2092/43 are cancelled.)

## 4539.—Admiralty Civilian Shore Wireless Service—Overtime Arrangements

(C.E. 54583/45.—9 Aug. 1945.)

With effect from a convenient current date, overtime payable to members of the Admiralty Civilian Shore Wireless Service is to be computed on a weekly basis and issued with normal pay as a combined weekly payment.

2. Payment for overtime is to be made at time rate and a quarter for hours (exclusive of meal hours) from 48—52 per week and at time rate and a half for such hours in excess of 52 per week. Sunday duty will count as part of the normal weekly attendance.

3. At establishments abroad, the amounts so determined will be increased by any approved "zonal" percentage addition.

4. For overtime purposes, a notional allowance of eight hours may be credited for each day's approved absence on leave or sick leave, whether paid or unpaid. This does not apply, however, to the normal rest day in the weekly programme of duty.

5. Claims for overtime are to be assessed for each week Sunday to Saturday, inclusive, and returns of attendance are to be forwarded accordingly to reach the cashier not later than the Thursday following the end of the overtime week. Payment is then to be made with normal pay in the ensuing week, that is to say, on the second Thursday following the end of the overtime week. Instructions should be sought if any initial difficulty arises in making final payments under existing overtime cycles.

6. Some misunderstanding appears to exist concerning the entitlement or otherwise of members of the A.C.S.W.S. to additional payment for attendance on Christmas Day (New Year's Day in Scotland) and Good Friday, and the following explanation is, therefore, promulgated for guidance.

7. Christmas Day (New Year's Day in Scotland) is invariably observed as a public holiday. Members of the A.C.S.W.S. required to attend for duty should be granted equivalent time off in lieu or should, alternatively, reckon the hours worked as *additional* attendance (over and above a notional eight hours) in computing the hours for which overtime is payable under the terms of paragraph 2 above.

8. During the war period Good Friday has been regarded as an ordinary working day with attendance dealt with under the rules governing Sunday attendance. For members of the A.C.S.W.S. Sunday attendance counts as normal duty and no additional payment, therefore, falls to be made. The hours worked on Good Friday under these special war-time terms should accordingly be reckoned as normal attendance for overtime purposes.

(A.F.Os. 1328/44, 2145/44 and 1376/45.)

## 4540.—Workpeople—Numbers, etc., of Mechanics Borne—REPORT

(L. 6822/43.—9 Aug. 1945.)

Returns should be prepared as shown in the form below and forwarded to reach the Admiralty (L. Branch), Bath, not later than 25th August, regarding the numbers and rates of pay of adult civilian workpeople borne in mechanic grades on the books of H.M. Naval Shore Establishments at Home (Fleet, Civil, Medical and Educational).

2. The report should be rendered in each case by the Officer-in-Charge of the establishment on whose books the men are borne for pay, irrespective of where the men are actually serving at the date to which the return relates. All men styled mechanics, or tradesmen (irrespective of whether they are employed on productive work or on maintenance of plant, buildings, etc.), including men serving as charge-men, estimators, recorders, as mechanics on survey of stores, or in any other capacity in which they are treated as industrials should be shown; men serving temporarily in non-industrial posts are not to be shown, nor should men serving as Engineers of Yard, etc. Craft, tradesmen of the printing trades serving at Hydrographic Department, Taunton, or elsewhere, or examiners of the Naval Ordnance Inspection Department.

3. The information to be given on the return should relate to any convenient date not earlier than the 26th May, 1945.

4. Workmen serving under agreement from the Home Yards, etc., at H.M. Naval Establishments abroad should be *included* in the numbers, etc., reported. The numbers, etc., of men serving with the Forces should be shown separately.

5. "Nil" reports should be rendered where appropriate.

1	2	3	4	5	6
Trade	Standard (or minimum) rate of trade	Number of skilled tradesmen, i.e., not dilutees	Number of male dilutees	Number of women whose rates are assessed as a percentage of skilled tradesmen's rates	Number of skilled tradesmen in column 3 who are on minimum rate of trade

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No.	Name	Address	City	State
1	John Doe	123 Main St	New York	NY
2	Jane Smith	456 Elm St	Chicago	IL
3	Robert Brown	789 Oak St	Los Angeles	CA
4	Mary White	101 Pine St	San Francisco	CA
5	James Black	202 Cedar St	Philadelphia	PA
6	Elizabeth Green	303 Birch St	Boston	MA
7	William Gray	404 Spruce St	Seattle	WA
8	Anna King	505 Willow St	Portland	OR
9	Charles Lee	606 Ash St	San Diego	CA
10	Patricia Hill	707 Hickory St	Denver	CO

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