

HEAD OF "P" BRANCH

A.F.Os. 4441—4564/44

(See Diagram Issue No. 35/44)

clb

-4 DEC 1944

RESTRICTED

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

ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,

24th August, 1944

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

A list of these Orders is enclosed.

By Command of Their Lordships,

J. V. Markham

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

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

~~HEAD OF "P" BRANCH~~

ADMIRALTY FLEET ORDERS

No. Subject.

24th August, 1944.

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- 4530. High Speed Twist Drills—Ordering of.
- 4531. Link Shoe Fittings for F.S. Guard Wires.
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- 4533. Oil, C.D., Pattern 92—Inferior Substitute Supplied by B.A.T.M.
- 4534. Railway Type Electric Table Fans, Pattern 8074, and Spares—Allowances.
- 4535. Shade for 100-watt Lamps—Introduction of A.P. 17116 in lieu of A.P. 4219.
- 4536. Sira (Water Repellant) Compound—Introduction.
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- 4540. Coach Screws, Patterns 480 to 492—Square Heads in lieu of Hexagon Heads.
- 4541. R.N. Beach Signal Sections—Arrangements for Supply of and Accounting for Naval Stores and Other Equipment.
- 4542. Vickers Oleo Pump—Ref. 4G/257.
- 4543. Shoe Makers' Repair Materials—Women's Top Pieces.
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- 4556. Return of Naval Armament Stores from H.M. Ships.
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- 4560. Admiralty M.T. Vehicles—Split or Two-Piece Road Wheels—Precautions as to Release of nuts.
- 4561. Shore W/T Stations—Maintenance of Timber Towers—REPORTS.
- 4562. Materials Supplied from Dockyard Stocks—Accounting Procedure.
- 4563. Shore Machinery—Supply of—Delay in Payment of Claims to Contractors.
- 4564. Rates of Pay and Conditions of Service of Canteen Kitchen Porters and Canteen Boy Workers.

*(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.

4441.—Nominal Ships for Royal Naval Air Stations

(A. 0433/44.—24 Aug. 1944.)

Some confusion in mails and communications has been caused by the commissioning as nominal ships for R.N. Air Stations, of vessels which are liable to move about or leave the area.

2. Name ships for Naval Air Stations should be safety vessels attached to the Station, hulks or stationary craft, and if one of these is transferred to another service or Station the ship's name should be transferred to a local craft.

4442.—H.M.S. "Seaborn" and H.M.S. "Canada"—Amalgamation of

(M. 1772/44.—24 Aug. 1944.)

As from 1st July, 1944, the R.N. Establishment in Halifax, Nova Scotia, known as H.M.S. "Canada," has been amalgamated with the R.N. Air Station, Dartmouth, Nova Scotia, under the name of H.M.S. "Seaborn". The name of H.M.S. "Canada" accordingly has ceased to exist.

The amalgamated establishment, namely, H.M.S. "Seaborn," is under the direct administrative control of the Commander-in-Chief, Canadian Northwest Atlantic.

All mails and correspondence should be addressed to the Commanding Officer, H.M.S. "Seaborn," c/o G.P.O., London.

2. The Accountant Officer, H.M.S. "Canada," has been re-appointed to H.M.S. "Seaborn" and as R.N. Base Accountant Officer, Halifax, N.S.

4443.—Aircraft Nomenclature—Harvard, Mark III

(A.0155/44.—24 Aug. 1944.)

The name Harvard, Mark III, has been allocated to the Naval version of the R.A.F. Harvard IIA trainer designed by North American Aviation Corp., Inc., for training duties.

2. This name is to be used in all reports and correspondence relating to the type, which is fully described in Technical Order 01-60FE-1, 01-60FE-2.

3. The aircraft accommodates a crew of two, is fitted with fixed monoplane wings and with retractable undercarriage.

4. The engine is a P. & W. R.1340-AN-1.

5. The aircraft is also in use by the U.S. Navy under the designation SNJ.5.

6. The Harvard Mark III differs from Mark IIA in the following details: 24-volt electrical system in place of 12-volt and SCR.274N radio in place of SCR.AN.183.

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

*4444.—Honours and Awards—“London Gazette” Supplement of 15th August, 1944

(H. & A.—24 Aug. 1944.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

15th August, 1944.

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

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

Captain Robert Lionel Brooke Cunliffe, R.N. (Windlesham),

for outstanding leadership and skill in command of an aircraft carrier during successful air strikes against the Japanese at Sabang and Soerabaja.

The KING has been graciously pleased to approve the award of the George Medal to:

Temporary Lieutenant James Kerr Woodrow, R.N.V.R.,

for gallantry and undaunted devotion to duty.

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

Leading Signalman Dick Minter, D.S.M., C/JX.155114,

for gallant and distinguished services.

Marine (Acting Temporary Corporal) Harry Connolly, C/X.110992,

for great courage in rescuing the pilot of an aircraft that crashed and burst into flames.

ADMIRALTY,

Whitehall,

15th August, 1944.

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

For gallant and distinguished service in special operations:

Bar to the Distinguished Service Order

Acting Commander Edward Albert George Davis, D.S.O., R.N.R.

To be Companions of the Distinguished Service Order

Lieutenant Charles Stuart Bonshaw Irwin, D.S.C., R.N.R.

Lieutenant Thomas Hewitt Maxted, R.N.R.

The Distinguished Service Cross

Temporary Acting Lieutenant-Commander Peter Alexander Williams, R.N.V.R.

Lieutenant François William Milton Cosens, R.N.R.

Temporary Acting Lieutenant Walter Aloysius Gervaise, R.N.R.

Lieutenant Michael Paterson Salmond, R.N.R.

Temporary Lieutenant David Leslie Birkin, R.N.V.R.

Temporary Lieutenant Kenneth Murray Uhr-Henry, R.A.N.V.R.

Temporary Lieutenant John Thuenis McQuoid-Mason, S.A.N.F.(V).

Temporary Sub-Lieutenant Douglas Niven Miller, S.A.N.F.(V).

Bar to the Distinguished Service Medal

Petty Officer Horace Edwin Mould, D.S.M., P/JX.204934.

The Distinguished Service Medal

Petty Officer James Eli Bates, P/JX.153306

Petty Officer Sidney George Goodsell, LT/JX.265409.

Petty Officer Alexander Barrow Munro, P/JX.145822.

Petty Officer Frank Shepherd Smith, C/JX.143074.

Petty Officer William Webb, D/DM/DX.2399.

AFO 4855/44
A.F.O. 5975/44

Leading Seaman Alfred Hibbert, C/JX.259060.

Leading Seaman Reginald Jesse Luff, P/JX.163100.

Leading Seaman Leonard John Marchant, P/JX.157642.

Able Seaman Roger Bartley, C/JX.260016.

Able Seaman James John Gordon, P/JX.262137.

Able Seaman John Hayden, D/SSX.29812.

Able Seaman Paul Lumsley, D/JX.254361.

Able Seaman John Sidney Markham, P/JX.327761.

Able Seaman Harold Pickles, D/JX.272386.

Stoker First Class Kenneth Peel, P/MX.135977.

Stoker First Class Eric Rowe, LT/KX.157454.

Stoker Alfred Arthur Andrews, C/KX.121798.

Stoker Ronald Bracey, D/KX.151590.

Telegraphist Henry Banks, C/JX.215428.

Telegraphist Charles Kenneth Gadd, D/JX.184213.

Engineman William Ross McKenzie, LT/KX.111456.

For courage, leadership and determination during operations at Anzio:

Bar to the Distinguished Service Order (this award to date from 29 Mar. 1944).

Captain Harold Thomas Armstrong, D.S.O., D.S.C., R.N.

Bar to the Distinguished Service Cross

Lieutenant John Blakeley Russell, D.S.C., R.N.

Mention in Despatches

Acting Able Seaman Jack Edward Jones, C/JX.378727.

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

To be a Companion of the Distinguished Service Order

Lieutenant Tobin Subremont Weston, D.S.C., R.N. (Freshfield).

Bar to the Distinguished Service Cross

Lieutenant Richard Gatehouse, D.S.C., R.N. (Putney Hill).

Mr Bernard Frank Holdrup, D.S.C., Warrant Engineer, R.N. (Torquay).

The Distinguished Service Cross

Lieutenant Kenneth James Clark, R.N. (Watford).

Lieutenant Philip Rutter Wood, R.N. (Ilkeston).

The Distinguished Service Medal

Acting Chief Petty Officer John Thomas Rodham, P/JX.149922 (Castleward).

Engine Room Artificer Third Class George Gould Bowden, D/MX.53833 (Cardiff).

Petty Officer Sydney Valentine Wragg, C/JX.144505 (London).

Temporary Petty Officer Roland Reeve Lewis Harding, C/JX.137407 (Rugby).

Acting Petty Officer Samuel Patterson, D/JX.145012 (Belfast).

Stoker Petty Officer Reginald Naruschkin Bucke, P/KX.83671 (Lewes).

Electrical Artificer Fourth Class William Arthur Brown, D/J.114061 (Marthyr Tydvil).

Acting Leading Signalman William Edward Pearce, D/JX.163773 (St. Helens).

Acting Leading Seaman John Wallace Porter, P/JX.145476 (Maygole).

Acting Leading Seaman John Harry Wilson, D/JX.238042 (Mansfield).

Acting Leading Stoker Alfred Albert Charles Jackson, D/KX.132434 (Newport, Mon.).

Acting Leading Stoker William Kay, P/KX.96049 (Southend).

Signalman Dennis Raymond Stevenson, D/JX.151547 (Birmingham).

Mention in Despatches

Lieutenant William Patrick McLoughlin, R.N. (London).

Temporary Sub-Lieutenant Nigel Gibbs, R.N.V.R. (Bristol).

Acting Stoker Petty Officer Leslie James Allen, C/KX.85383 (London).

Acting Leading Seaman John Anderson, P/JX.220198 (West Wemyss).

Acting Leading Seaman Manny George William Gooding, C/JX.154328 (Lowestoft).

Able Seaman Jack Baker, C/SSX.22845 (Sheffield).

Able Seaman Robert Holmes, D/JX.159414 (Melrose).

Stoker First Class Joseph Eugene Danby, P/KX.132901 (Worksop).

For distinguished services in the planning and successful execution of air operations against the Japanese at Sabang and Soerabaja :

Bar to the Distinguished Service Cross

Acting Temporary Lieutenant-Commander (A) Alan Michael Tritton, D.S.C., R.N.V.R.

Mention in Despatches

Captain Ralph Alan Bevan Edwards, C.B.E., R.N.
Acting Captain Hugh Ray Macgregor Laird, R.N. (Ret.).
Commander William Kaye Edden, R.N.
Commander Peter Charles Sandeman Tupper-Carey, R.N.
Acting Lieutenant-Commander (A) Anthony Jex-Blake Forde, D.S.C., R.N. (Bray, Berkshire).
Temporary Lieutenant-Commander (A) Norman Stanley Hanson, R.N.V.R.
Temporary Acting Lieutenant-Commander (A) Albert George McWilliam, R.N.V.R. (Port Sunlight, Cheshire).
Temporary Lieutenant (A) John Joseph Cox, R.N.V.R. (Birmingham).
Temporary Lieutenant (A) Norman Charles Gillis, R.N.V.R. (London, S.W.17).
Mr. Donald Augustus Claude Hubbard, M.B.E., Commissioned Signal Boatswain, R.N.
Chief Petty Officer Airman Thomas Arthur Woolmer, FAA/FX.78405 (Norwich).
Petty Officer Air Mechanic (E) Desmond Farrelly, FAA/FX.76144 (W. Horsley).
Petty Officer Air Mechanic (A) Donald Edward Albert Balson McDonough, FAA/FX.76875.
Petty Officer Air Mechanic (A) Jack Frederick Swift, FAA/FX.80792 (Bury St. Edmunds).
Acting Petty Officer Air Mechanic (O) Leonard Grant, FAA/FX.76010 (Farlington, Portsmouth).
Acting Petty Officer Radio Mechanic Matthew Pouton, FAA/FX.607216 (Hartlepool, Co. Durham).
Air Artificer Third Class John Maddison, FAA/FX.75955 (Hillhead, Hants.).
Air Artificer Fourth Class Lewis Law, FAA/FX.75584.
Temporary Acting Leading Seaman George Ernest Crownshaw, D/JX.303575.
Leading Air Fitter (O) Robert Oldfield, FAA/FX.704054 (Manchester).

For courage, leadership and determination in Light Coastal Craft in action with the enemy in the Mediterranean :

The Distinguished Service Cross

Temporary Lieutenant Robert Varvill, R.N.V.R. (Hopeman).

The Distinguished Service Medal

Leading Telegraphist George Phipps, P/JX.125081 (Sunderland).

Mention in Despatches

Lieutenant Anthony Constantine Barrington Blomfield, D.S.C., R.N. (Marlborough).
Temporary Lieutenant Richard Alfred Johnson, R.N.V.R. (Boston).
Temporary Lieutenant Ronald Aitchison, R.N.V.R. (Woodford Green).
Temporary Sub-Lieutenant John Roland Dean, R.N.V.R. (Ashton-on-Mersey).
Able Seaman James Charles Arnold, D/JX.168776 (Stoke).
Able Seaman Arthur McMillan McQuillan, P/JX.314343 (Glasgow).
Able Seaman Frederick Raybould, D/JX.152778 (Manchester).

For leadership, skill and devotion to duty in H.M.A.S. "Arunta" in a successful attack on a Japanese submarine :

The Distinguished Service Cross

Commander James Cairns Morrow, D.S.O., R.A.N.
Lieutenant Kenneth Baillieu Myer, R.A.N.V.R.

The Distinguished Service Medal

Chief Petty Officer Nicholas Xavier Dix, R.A.N.

Mention in Despatches

Mr. Frank Hector Redvers Ley, Commissioned Gunner (T), R.A.N.
Chief Engine Room Artificer Cecil Pearce, R.A.N. 10275.
Shipwright Fourth Class Alexander Wooldrage, R.A.N. 4298.
Acting Leading Seaman Douglas Kingdom, R.A.N. 22859.

For leadership, skill and determination in H.M. Ships "Affleck," "Brecon" and "Forester," and H.M. Canadian Ships "St. Laurent," "Swansea" and "Owen Sound" in operations against U-boats :

Bar to the Distinguished Service Cross

Lieutenant-Commander James Arbouin Burnett, D.S.C., R.N. (Londonderry).
Lieutenant-Commander George Hay Stephen, O.B.E., D.S.C., R.C.N.R. (Halifax, Nova Scotia).

The Distinguished Service Cross

Lieutenant Thomas Colson MacKay, R.C.N. (Lynn Creek).

The Distinguished Service Medal

Petty Officer Elwyn James Harold Perkins, R.C.N. 3449 (Victoria, British Columbia)
Able Seaman Tom Ladds, P/JX.389559 (Boston, Lines).
Able Seaman Ralph Coyston Such, P/JX.187683 (Croydon).

Mention in Despatches

Acting Commander Clive Gwinner, D.S.O., D.S.C., R.N. (Guildford).
Acting Commander Clarence Aubrey King, D.S.O., D.S.C., R.C.N.R. (Oliver, B.C.).
Lieutenant Robert Edmund Lloyd, D.S.C., R.N. (Exford).
Temporary Lieutenant (E) Alan Lorraine Mosley, R.N. (Manchester).
Skipper Lieutenant John Manuel Watson, R.C.N.R. (Owen Sound, Ontario).
Mr. Frederick Little, Acting Gunner, R.C.N. (Victoria, British Columbia).
Chief Engine Room Artificer Third Class Richard Albert Faulkner, R.C.N.R., A.4678 (Owen Sound, Ontario).
Acting Chief Engine Room Artificer Horace William Palmer, P/MX.49992 (Edinburgh).
Chief Stoker Petty Officer Judson Wallace Potts, R.C.N., 21272 (Halifax, Nova Scotia).
Acting Petty Officer Frederick Richard Billington, P/SSX.16145 (Wallington).
Leading Seaman Robert Reginald Baker, R.C.N.V.R., V.18007 (Kingston, Ontario).
Leading Seaman Stanley Millions, R.C.N.V.R., V.18430 (S. Porcupine, Ontario).
Acting Leading Seaman Benjamin Creighton Bungay, R.C.N.R. (Cape Breton, Nova Scotia).
Acting Leading Seaman James Robert Richard Deacon, P/SSX.23679 (Grantham).
Able Seaman Harry Barton, P/JX.192561 (Allerton).
Able Seaman Ernest Alfred Chapelhow, P/JX.148359 (Durham).
Able Seaman William Walter Lawrence Saunders, P/JX.330296 (Southampton).
Temporary Able Seaman John Desmond Berryman, R.C.N.V.R., V.17162 (London, Ontario).

For distinguished services :

Mention in Despatches

Vice-Admiral Sir Arthur John Power, K.C.B., C.V.O.
Rear-Admiral Clement Moody, C.B.

For courage and undaunted devotion to duty :

The Distinguished Service Cross

Temporary Lieutenant Henry Hedley Lewis Parsons, R.N.V.R.
Temporary Lieutenant Herbert Edgar Wadsley, G.M., R.N.V.R.

The Distinguished Service Medal

Able Seaman John Henry Martin, B.E.M., P/JX.147610.

Mention in Despatches

Acting Commander the Lord Teynham, D.S.C., R.N.
Temporary Lieutenant Douglas Ford, R.N.V.R.
Temporary Lieutenant Leon Verdi Goldsworthy, G.M., R.A.N.V.R.
Temporary Sub-Lieutenant Stephen Austin Wilkinson, R.N.V.R.
Seaman Victor George Hoath, LT/JX.382552.
Seaman Avery Panter Hunt, LT/JX.256055.

For courage, resolution and devotion to duty in H.M.C.S. "Haida" in action with enemy destroyers and in rescuing survivors from H.M.C.S. "Athabaskan" :

The Distinguished Service Medal

Petty Officer George Cyril Moon, R.C.N.3134 (Victoria, British Columbia).
Stoker Petty Officer Harold Douglas Richards, R.C.N.21925 (Victoria, British Columbia).
Leading Seaman Robert Edward White, R.C.N.4127 (Orillia, Ontario).

Mention in Despatches

Lieutenant John Crispo Leckie Annesley, R.C.N. (Montreal).
 Lieutenant Philip George Frewer, R.C.N.V.R. (Toronto).
 Mr. Lloyd Irwin Jones, Gunner, (T), R.C.N. (Vancouver).
 Chief Ordnance Artificer Magnus Pedersen, R.C.N.V.R., V.11549 (Victoria, British Columbia).
 Leading Seaman John Ray Finch, R.C.N.3840 (West Westminster, British Columbia).
 Acting Leading Seaman William McClure, R.C.N.4453 (Wellington, British Columbia).
 Stoker First Class William Alfred Cummings, R.C.N.V.R., V.947.

For three years' distinguished service as Commodore of ocean convoys:

Mention in Despatches

Captain (Commodore R.N.R.) Frederick Henry Taylor, D.S.C., R.N. (Ret.).

For untiring devotion to duty in services to the wounded:

Mention in Despatches

Temporary Surgeon Lieutenant Eric William Guillaume, M.B., B.S., M.R.C.S., L.R.C.P., R.N.V.R. (Northampton).
 Sick Berth Attendant Jack Beard, P/MX.55483 (Chesterfield).

For good services in firefighting and caring for the injured when a Light Coastal Craft was set on fire:

Mention in Despatches

Temporary Lieutenant Ian Stuart Menzies, R.N.V.R.
 Leading Sick Berth Attendant Alfred Leslie Cavill, D/MX.84111 (Bristol).

For good services when a defensively equipped merchant ship was attacked from the air:

Mention in Despatches

AFO 4855/44
 War Sergeant George Harman, 1485756, Fifth Regiment, Maritime Royal Artillery (Leicester).

For courage, resource and devotion to duty:

Mention in Despatches

Lieutenant Kenelm Oswald Lancelot Burrige, R.N.
 Able Seaman Gilbert Arthur Breadmore, P/JX.248124.
 Able Seaman Stanley George Dryer, D/JX.140364.
 Able Seaman Frank Vernon Timewell, D/JX.136016.

For great skill and resource in bringing a damaged ship safely to port:

Mention in Despatches

Lieutenant-Commander (E) George William Watson, R.I.N.
 Acting Lieutenant-Commander Edward Michael Shaw, R.I.N.
 Lieutenant (E) Joseph William Wright, R.I.N.

For good services in rescue work when H.M.S. "Hardy" was lost:

Mention in Despatches

Petty Officer Albert Leonard Gilbert, D.S.M., D/JX.106272.

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

Mention in Despatches

A.F.O. 443/43. Temporary Lieutenant Charles Lloyd Brown, R.N.R.

Mention in Despatches

A.F.O. 2432/44. Petty Officer Charles William Watson, P/J.103664.

Distinguished Service Medal

A.F.O. 3786/44. Petty Officer Telegraphist William Heron Chisholm, C/JX.142524.

Distinguished Service Cross

A.F.O. 4058/44. Temporary Lieutenant Orbell Ray Oakes, R.M.

Distinguished Service Medal

Leading Motor Mechanic Roland Henry Charles Goldney, P/MX.99933.
 Engine Room Artificer Second Class Thomas Rowland Fee, D/MX.53880.

Mention in Despatches

Able Seaman Robert Thexton, P/JX.264411.

Mention in Despatches

A.F.O. 4208/44. Probationary Temporary Lieutenant Frank Graeme Martin, R.M.E.
 Marine Hugh Christopher O'Reilly, R.M.E., 14323.

***4445.—Clasp to 1939-43 Star**

(H. & A. 17/44.—24 Aug. 1944.)

The following additional amendments are to be made to A.F.O. 661/44, paragraph 4, sub-section (a):—

(i) Make the following corrections where underlined:—

R.F.A. "Brown Ranger"

R.F.A. "Derwentdale"

R.F.A. "Dewdale"

R.F.A. "Dingledale"

R.F.A. "Ennerdale"

H.M.C.S. "Port Arthur"

H.M.C.S. "Prescott"

H.M.C.S. "Ville de Quebec"

(ii) Add:

R.F.A. "Abbeydale"

R.F.A. "Cherryleaf"

H.M.M.Ls. "1136", "1138", "1163", "1165", "1211", "1222", "1227", "1230", "1232", "1234", "1239", "1240", "1241", "1251".

R.F.A. "Nasprite"

H.M.S. "Northern Gift"

R.F.A. "Petrella"

H.M.S. "Sahra"

H.M.S. "Santa"

2. The following amendments are to be made to A.F.O. 2972/44:—

Paragraph 2 (ii).

For H.M.S. "Weyburn" read H.M.C.S. "Weyburn".

For H.M.S. "Woodstock" read H.M.C.S. "Woodstock".

Paragraph 2 (iii):

For H.M.C.S. "Nasturtium" read H.M.S. "Nasturtium".

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

4446.—Coastguard and Auxiliary Coastguard—Status, Discipline and Relative Rank

(N.L. 11827/44.—24 Aug. 1944.)

The following order is a consolidation of existing orders concerning Coastguards and Auxiliary Coastguards, and contains nothing not already promulgated.

Auxiliary Coastguard—Status as Armed Forces of the Crown

1. By a Defence Regulation dated the 18th December, the Auxiliary Coastguard are declared to be part of the Armed Forces of the Crown and are therefore

empowered to detain suspected persons under Regulation 18D of the Defence (General) Regulations, 1939, when acting in the course of their duty. They are also empowered to stop and search vehicles or vessels under Regulation 88B, when on duty and in uniform.

2. Under this Defence Regulation, the Admiralty are empowered to issue instructions that members of the Auxiliary Coastguard shall be borne on the books of H.M. ships in commission with such respective ranks and ratings as may be specified, and shall be subject to the Naval Discipline Act with such adaptations and modifications as may be so specified.

3. The following regulations have been approved accordingly :—

- (i) As from the 16th February, 1942, all members of the Auxiliary Coastguard are borne on the books of H.M.S. "President II" in the rating which they now hold, i.e., Auxiliary Coastguardman, and their relative naval rank continues to be that of Able Seaman.
- (ii) As from the 16th February, 1942, all members of the Auxiliary Coastguard are subject to the Naval Discipline Act.
- (iii) Members of the Auxiliary Coastguard are enrolled for the period of the present emergency (as defined by the Defence Regulation) but are eligible to terminate their service at their own request by giving 14 days' notice in writing to their superior officer. They are liable to have their service terminated by the Admiralty (or a competent Authority duly authorized by the Admiralty) at any time without notice.
- (iv) Members of the Auxiliary Coastguard are not required to live away from their homes.
- (v) Members of the Auxiliary Coastguard continue to receive the same emoluments as hitherto, and are subject to the same conditions as regards leave and sick leave as have previously applied to that Service.

4. In applying the Naval Discipline Act to members of the Auxiliary Coastguard, care is to be taken that men are not charged with offences under that Act unless there is no other way of dealing with them satisfactorily. The normal procedure in the case of any serious offence should be to report the matter to the Admiralty through the usual channels with a view to the man's discharge. No charges are to be made under the Act in respect of offences committed by Auxiliary Coastguards whilst off duty; any such incidents should be immediately reported through the authorized channels to the Admiralty or treated as civil offences.

5. It should be appreciated that the change in status is made in order to enable the personnel concerned to carry out their duties with greater efficiency, and is not intended, in practice, to involve any considerable change in the administration of the Force for which the Ministry of War Transport will continue to act as agents of the Admiralty.

Coastguard and Auxiliary Coastguard—Discipline and Relative Rank

6. Coastguard personnel are regarded as on detached service from H.M.S. "President II" and under the immediate command of the various Flag Officers or Naval Officers-in-Charge of the areas in which they are operating. These officers would thus have a commanding officer's power of punishment under section 56 (3) (c) of the Naval Discipline Act (*vide* Article 535, clause 3, K.R. and A.I.), Flag Officers-in-Charge also being permitted to award and approve punishment as laid down in K.R. and A.I., article 540,

7. Inspectors of H.M. Coastguard are, however, regarded as officers-in-charge of detached parties on shore within the meaning of Article 535, Clause 3, K.R. and A.I. They therefore have full powers of the commanding officers of H.M. ships, subject, however, to the limitation that all punishments requiring a warrant are to be submitted to the Chief Inspector of Coastguard for the approval of the Admiral Commanding Reserves.

8. Under this arrangement, Flag and Naval Officers-in-Charge are relieved of the responsibility of dealing with summary punishments for offences committed by personnel of the Coastguard and Auxiliary Coastguard. Should it be desirable, however, to try any such personnel by court-martial, the Inspector of Coastguard concerned will be instructed to apply to the nearest Convening Authority. Discretion will be necessary in dealing with disciplinary cases to ensure that the full

rigour of the Naval Discipline Act should not be applied for minor offences, particularly offences in connection with the non-Naval part of the coastguard functions.

9. The relative rank of coastguard officers and men is as follows :—

<i>Coastguard Service</i>	<i>Corresponding Naval Rank or Rating</i>
Chief Inspector	Captain, R.N. { with seniority according to date of appointment as Chief Inspector or Deputy Chief Inspector.
Deputy Chief Inspector	Captain, R.N. {
Inspector	Captain, R.N. (with but after).
District Officer... ..	Lieutenant, if with less than eight years' service, seniority being based on date of appointment as District Officer. Lieutenant-Commander, if with more than eight years' service, seniority calculated as above.
Station Officer	Chief Petty Officer.
Senior Coastguardman doing duty of Station Officer.	Petty Officer.
Coastguardman	Leading Seaman.
Watcher (Auxiliary Coastguard Service).	Able Seaman.

(A.F.O. 520/42, C.A.F.O. 1550/40 and C.A.F.O. 464/42 are cancelled.)

4447.—Junior Engineer Officers, R.N.—Syllabus of Training Afloat—REPORTS

(C.W. 34112/44.—24 Aug. 1944.)

A.F.O. 1646/44 is to be amended as follows :—

Cancel paragraph 8 and substitute :—

" 8. Journals.—All Midshipmen (E) under training are to keep records which are to be in two separate parts, one part being a note and sketch book and the other a journal.

The former should contain information on all suitable matters of interest and should be divided into departmental sections. It is important that this notebook be kept free of secret information so that it can be retained and used for reference purposes after the period of sea-training.

The journal is to cover the general events of life and may include such matters as movements of ships and records of operations. On completion of sea training, journals are to be surrendered and dealt with by Commanding Officers in accordance with A.F.O. 1039/40 and Art. 19A of B.R. Form U.2D (44)."

(A.F.Os. 1039/40 and 1646/44.)

4448.—Junior Reserve Officers—Method of Confirmation and Promotion—REPORTS

See AFO 5658/44
" " 6106/44 (C.W. 41861/44.—24 Aug. 1944.)

The following Order consolidates previous Orders on this subject, which are aimed at reducing correspondence between ships and the Admiralty.

2. *Promotion of Reserve Officers to Acting Sub-Lieutenant and Sub-Lieutenant (all branches).*—These promotions will be promulgated by the Admiralty on the date on which the officer becomes qualified by age or service provided that his

Commanding Officer has not previously informed the Admiralty that he does not intend to recommend the officer for promotion and subject to previous reports being satisfactory. If no action is taken by the Commanding Officer it will be assumed that the officer is recommended and no recommendation need be forwarded.

3. As it will not be possible to revert officers promoted it is essential that Commanding Officers should warn the Admiralty in good time, if necessary by signal, that they do not intend to recommend an officer for promotion.

4. The above does not apply to the promotion to Acting Sub-Lieutenant of technical officers who are entered as officers direct from civil life to undergo training as Midshipmen regardless of age (*vide* A.F.Os. 6242/42, 2706/43, 3378/43 and 261/44). These officers will be promoted to Acting Sub-Lieutenant only on completion of training if they are recommended and are then over nineteen and a half years of age.

5. The promotion of Acting Sub-Lieutenants, R.N.R., to Sub-Lieutenants, R.N.R., will be made in accordance with the procedure set out in paragraphs 2 and 3 above. Promotion of Midshipmen, R.N.R., to Acting Sub-Lieutenant, R.N.R., will take place only when they have successfully passed the navigation examination laid down in A.F.O. 4532/43.

6. *Confirmation of Probationary Officers.*—Temporary Reserve Officers of the Executive, Air, Medical, Dental, Accountant, Electrical and Special branches and Temporary Chaplains who are entered in probationary rank will be confirmed and their confirmation promulgated by the Admiralty, in accordance with the procedure laid down in paragraph 2 above.

7. *Recommendations for confirmation of Temporary Engineer and Air Engineer Officers* are still to be forwarded to the Admiralty accompanied by an Engine Room Watchkeeping Certificate or a Certificate of Competency where applicable. Awards of certificates are to be reported immediately to the Admiralty by signal. Confirmation will then be promulgated in the Daily Return of Appointments.

8. In the case of Temporary R.N.V.R. (E) Officers who are entered for general Fleet duties and are eligible for transfer to R.N. (E) commissions on the grant of an Engine Room Watchkeeping Certificate, Commanders-in-Chief abroad may approve provisionally their transfer to R.N. (E). Transfers will be promulgated by the Admiralty in the Daily Return of Appointments, the date there given being the official date of transfer.

9. *Promotion to Lieutenant of R.N. (A), Reserve and Temporary R.N. (E) Officers serving abroad.*—In order that R.N. (A), Temporary R.N. (E) and Reserve Officers of all branches serving abroad should obtain their promotion to Lieutenant when due, Commanders-in-Chief abroad are authorized to approve provisionally the promotion and reappointment of these officers to Lieutenant if they are qualified by service and are recommended by their Commanding Officers. Provisional promotions should not be made unless the officer recommended has served for at least two months under the Reporting Officer.

10. The Admiralty is to be informed of all promotions provisionally approved. They will be promulgated in the Daily Return of Appointments, the date there given being the official date for promotion, any adjustments of pay necessary on account of the dates of provisional and final promotions differing being made locally.

11. In the case of executive and engineer officers who require to have obtained a watchkeeping certificate, and Air Engineer Officers who require to have obtained a certificate of competency, care should be taken to ensure that these provisions have been complied with.

12. Recommendations for normal promotions to Lieutenant of officers serving at home and accelerated promotion to Lieutenant are not to be dealt with locally but forwarded to the Admiral Commanding Reserves.

(A.F.Os. 6242/42, 2706/43, 3378/43, 4532/43 and 261/44.)

(A.F.Os. 4583/42, 4958/42, 785/43 and 1294/43 are cancelled.)

4449.—T.124 Officers—Dismissals from Ship

(C.W./N.L. 1683.—24 Aug. 1944.)

Officers serving on T.124 Agreement or variant, including Cable Ship Agreement, who are dismissed their ships by sentence of court martial or disciplinary court, are not to be paid war risk money until re-appointed. In the case, however, of an officer serving on a foreign station who, following dismissal from his ship, is transferred to another station or discharged to U.K., war risk money is payable for the period the officer is at sea on passage.

(A.F.O. 4169/43.)

4450.—Promotion from Lower Deck to Permanent Commissions (Executive Branch)—Acting Sub-Lieutenant, R.N.—REPORTS

See AFO 2034/46.

(C.W. 40588/44.—24 Aug. 1944.)

A.F.O. 147/44 is to be amended as follows:—

Paragraph 6, line 5. *After* "C.W. Branch" *add* "and Depot as soon as possible.

Destruction of forms is also to be reported and the notification "C.W. paper cancelled" noted on page 3 of Service Certificate."

Paragraph 14(a), line 7. *Before* "acting leading rate" *insert* "temporary".

Paragraph 19. *Cancel and substitute* :—

"*Service Documents.* Service Certificates with enclosures, Forms C.W. No. 1 and S.1304 are to be sent to the President of each Board with the candidate, or, if possible, before the Board sits for scrutiny by members of the Boards. Where the Boards are held in Home Ports, the respective Depots are to forward Forms C.W. 1A.

Forms S. 1304 are to be prepared in duplicate and headed "Confidential", one copy being retained as an enclosure to Form C.W. No. 1."

Paragraph 23, line 1 } *After* "Acting Leading Seaman" *insert* "(Temporary)".

Paragraph 33, line 4 }

Paragraph 41(b), line 1 } *After* "Acting Petty Officer" *insert* "(Temporary)".

Paragraph 41 (c), line 1 }

Paragraph 42, line 6. *Before* "Acting Petty Officers" *insert* "Temporary".

(A.F.O. 147/44.)

4451.—Fleet Air Arm—Promotion from the Lower Deck to Permanent Commissioned Rank—Acting Sub-Lieutenant (A), R.N.—REPORTS

See AFO 4536/45.
" 4557/46.

(C.W. 40588/44.—24 Aug. 1944.)

A.F.O. 148/44 is to be amended as follows:—

Paragraph 7. *Cancel and substitute* :—

"*Service Documents.* Service Certificates with enclosures, Forms C.W. No. 1 and S.1304 are to be sent to the President of each Board with the candidate or, if possible, before the Board sits, for scrutiny by members of the Boards. Where the Boards are held in Home Ports, the respective depots are to forward Forms C.W. 1A.

Forms S.1304 are to be prepared in duplicate and headed "Confidential", one copy being retained as an enclosure to Form C.W. No. 1."

Paragraph 12. Last line. *Before* "Acting Leading Rating" *insert* "Temporary".

(A.F.O. 148/44.)

*4452.—Examination for the Rank of Warrant Electrician, March, 1944—Results

(C.W. 41442/44.—24 Aug. 1944.)

The following results have been obtained in the examination to qualify for Warrant Electrician and Temporary Warrant Electrician, R.N., held in March, 1944, under the revised regulations promulgated by A.F.O. 4676/43:—

Exam. No.	Names, etc.	Paper					Total marks
		No. 1 School	No. 2			No. 3 Mech. Drawing.	
			H.P.	L.P.	W/HD.		
		Possible marks					
		100	60	60	60	80	360
11	<i>Fredk. C. Randall</i> , E.A.3, P/MX.51822, H.M.S. "Berwick"	91	51	55	40	42	279
28	<i>Austin H. Hibben</i> , Chief E.A. C/MX.46688, H.M.S. "Smiter"	84	52	48	42	52	278
38	<i>Fredk. W. Walker</i> , E.A.4, P/MX.53204, H.M.S. "Wakeful"	81	46	40	39	72	278
8	<i>Arthur T. W. Foss</i> , E.A.3, D/MX.51813, H.M.S. "Illustrious"	93	47	36	43	56	275
14	<i>Frank G. Travers</i> , E.A.3, P/MX.50906, H.M.S. "Queen Elizabeth"	81	45	47	45	54	272
1	...	82	48	46	43	41	260
13	...	73	40	43	43	58	257
21	...	92	37	27	50	49	255
35	...	79	50	32	51	41	253
34	...	78	42	26	37	56	239
5	...	60	48	50	40	38	236
6	...	73	35	33	50	41	232
16	...	65	53	16	50	46	230
2	...	62	36	42	43	44	227
19	...	83	21	28	37	56	225
24	...	74	46	18	38	49	225
4	...	90	19	34	44	36	223
7	...	74	43	30	27	46	220
17	...	70	26	18	39	62	215
27	...	60	40	30	40	39	209
29	...	67	47	24	37	31	206
37	...	58	37	33	36	42	206
23	...	53	50	25	37	31	196
22	...	59	43	22	32	39	195
26	...	38	38	16	49	53	194
15	...	61	39	28	24	38	190
20	...	36	26	41	36	28	167
32	...	44	41	16	37	28	166
36	...	40	30	20	29	43	162
31	...	46	48	23	18	25	160
33	...	30	31	25	14	42	142
3	...	50	28	10	13	26	127

Note.—Candidate No. 10 was killed by enemy action. Candidates Nos. 9, 12, 18, 25 and 30 did not take the examination.

2. The named candidates have been declared successful and their names have been placed on the roster for promotion.

3. Candidates Nos. 1, 13, 21 and 35 are up to "passing standard" and their names have been placed in a supplementary roster for promotion should vacancies occur before the next examination, the date of which will be published in A.F.Os. This supplementary roster will become void after the examination is held. Candidates Nos. 1, 13, 21 and 35, if not promoted by that date, must take a further examination, and their promotion will then depend entirely on the results of that examination.

4. Candidate No. 29 was the only "Hostilities Only" candidate to take the examination. As he did not attain the required qualifying standard, no separate list for Temporary Warrant Electrician, R.N., is being promulgated in this instance.

5. None of the unsuccessful candidates, except those who have already passed a final or provisional examination for Chief Electrical Artificer, has reached a sufficiently high standard to be nominated as having "passed for Chief Electrical Artificer" in accordance with paragraph 3 of A.F.O. 4676/43.

6. The advancement of qualified candidates to Acting Warrant Rank will be subject to their being recommended by their Commanding Officers on Form S.198 and to their being physically fit.

7. Attention is drawn to K.R. and A.I. Articles 306, and Article 314, clause 2 (d) of which has been modified by A.F.O. 4676/43.

8. Commanding Officers should take the necessary steps to bring this Order to the notice of the candidates concerned.

(K.R. and A.I., Articles 306 and 314.)

(A.F.O. 4676/43.)

4453.—Qualification for Signal Boatswain

(C.W. 37931/44.—24 Aug. 1944.)

King's Regulations and Admiralty Instructions, Article 306, paragraph 6, incorrectly shows the seamanship examination as a qualification for Signal Boatswain, and a case has arisen in which a recommendation for Signal Boatswain has been withheld for a rating otherwise qualified and recommended, because he had not passed the seamanship examination.

2. Any other recommendation for Signal Boatswain similarly withheld should be forwarded forthwith, being antedated as necessary.

3. King's Regulations and Admiralty Instructions are being amended.

(A.G.M. 280208B/July is cancelled.)

(K.R. and A.I., Article 306, paragraph 6.)

4454.—Civil Servants Temporarily Serving in the R.N. and R.M.—Instructions for Naval Accountant Officers

(D.N.A. 9600/42.—24 Aug. 1944.)

Attention is drawn to paragraphs 6, 8 and 10 of A.F.O. 1195/40 which require that the notation "Civil Servant" is to be made in the ledgers, on all pay documents, allotment declarations and reports of death of all individuals affected, and that statements of account and reports of variations in service pay are to be rendered promptly.

2. Failure to comply strictly with these instructions leads to unnecessary correspondence with H.M. Ships and Establishments, and frequently results in otherwise avoidable overpayments of civil pay being made by civil departments to the nominees of the personnel concerned. This, in its turn, gives rise to complaints of hardship when the necessary recovery of the debts from service pay has to be enforced.

3. Statements of Account of serving Civil Servants for the quarter ended 30th June, 1944, and previous quarters, if not already rendered, should be sent at once to the Director of Navy Accounts, Branch 3 (Civil Pay). The statement

should be completed as laid down in paragraph 10 of A.F.O. 1195/40, except that Form S.42 should be used for the purpose and should show all civil pay recoveries and give reasons for all disciplinary stoppages. *Details of Income Tax and Pensions and Insurance charges are not required.*

4. For deceased or discharged Civil Servants, final statements of account should be rendered *in full* on Form B.607, *i.e.*, all details should be shown leading up to the final credit or debit balance.

5. *Forms A and B* of Treasury Circular 13/39 presented by a Civil Servant on entry should be forwarded to the Director of Navy Accounts, Branch 3 (Civil Pay). They must not be sent direct to the Civil Department in which the person concerned was employed prior to entry in the R.N. Any such Forms still in Accountant Officers' possession should be forwarded to the Director of Navy Accounts.

6. Civil pay enquiries from private firms or Local Government and Police Authorities should be dealt with in accordance with A.F.O. 4569/40.

(A.F.Os. 1195/40 and 4569/40.)

(A.F.O. 2723/44 is cancelled.)

4455.—Cash Advances by R.N. Accountant Officers and Medical Officers-in-Charge, R.N. Hospitals to Royal Marines belonging to R.M. Field Units

(N. 15880/44.—24 Aug. 1944.)

Acceptance *in full* will be given for all transfers of cash in respect of payments made to Royal Marines under A.F.O. 666/44, receipted Forms S.5 being completed immediately and returned to the Accountant Officer concerned.

2. The H.B.L. Ships Book number, which is shown in page 2 of the Pay Book (S.43A) is always to be quoted on Acquittance Rolls and Forms S.1039. These forms should be prepared in order of numerical sequence of ships book numbers, separate forms being used for ranks of each R.M. Division or Depot, R.M., *i.e.*, Chatham, Portsmouth, Plymouth, Exton or R.M. Engineers.

(A.F.O. 666/44.)

4456.—W.R.N.S.—Acting Third Officers—Confirmation

(C.W. 40744/44.—24 Aug. 1944.)

Cadet Wrens will on completion of their officers' training course be appointed for further training and experience in the probationary rank of acting third officer.

2. They will be confirmed in the rank of third officer, after not less than six months' service in acting rank, on receipt of a satisfactory report, which should be initiated by the commanding officer in collaboration with the superintendent, W.R.N.S. (or the senior W.R.N.S. officer of the base) and forwarded through commanders-in-chief to Director, W.R.N.S. Forms S.206 rendered on officers on occasion of annual report, termination of appointment, or supersession of commanding officer, will not also be considered as recommendations for confirmation in rank unless an explicit recommendation to that effect is included. Unless it is stated that the date of confirmation is to be six months from the date of promotion to acting third officer, confirmation in rank will date from the date of the recommendation. An acting third officer who is not found satisfactory may be transferred to another category and if not recommended for confirmation after a maximum of six months will be reverted to the ranks.

3. When an acting third officer is reverted to the ranks, the Director, W.R.N.S., will inform the commanding officer of the ship in which she is borne. An acting third officer who is reverted to the ranks is to retain her previous rating if she returns to the category in which she was serving prior to selection for training as a cadet Wren. The W.R.N.S. officer-in-charge will be responsible for arranging through the W.R.N.S. Drafting Officer of the Command for her to be drafted in this rating.

4. If an acting third officer is reverted to the ranks, refund of her uniform grant will be waived, but she will not be eligible for a further grant in the event of subsequent promotion.

(A.F.O. 2322/44 is cancelled.)

4457.—W.R.N.S.—Administration

(N.L. 10935/44.—24 Aug. 1944.)

The following amendment is to be made to A.F.O. 261/43, paragraph 8 (*d*) last sentence:—

After the words ".....any deductions over 60 days are to be remitted" add "provided that the deductions be not reduced to less than one day's pay for each day's absence".

(A.F.O. 261/43.)

4458.—W.R.N.S.—Boat Drivers and Boat's Crews—Conditions of Service

(N. 16473/44.—24 Aug. 1944.)

With reference to A.F.O. 3276/44, W.R.N.S. ratings are not to be allocated or transferred to the Boat Driver or Boat's Crew categories until they have passed the provisional swimming test laid down in K.R. & A.I., Article 403, clause 3. The earliest opportunity is to be taken to put these Wrens through the standard test. If they fail in this, they should be transferred to another category.

2. A.F.O. 3276/44 is accordingly to be amended as follows:— Paragraph 6 (iv). Delete "To be able to swim".

(K.R. & A.I., Art. 403.)

(C.-in-C., The Nore's 3462/179/6—5 Jul. 1944.)

(A.F.O. 3276/44.)

4459.—W.R.N.S.—Examination for Entry as M.T. Drivers (Immobile)

(N.S.M.T. 1949/44.—24 Aug. 1944.)

Before applicants for the W.R.N.S. are accepted as Motor Transport Drivers (Immobile) they will be required to pass tests of their ability to drive Service vehicles, including four-wheeled lorries up to, and including, a load capacity of 30 cwt.

2. Subject to applicants being otherwise suitable for entry, W.R.N.S. Recruiting Authorities should make the necessary arrangements for such tests with the nearest (Suptg.) Naval Store Officer shown in Appendix A.

3. Tests will be carried out by a qualified member of the staff of the (Suptg.) Naval Store Officer who is required to notify the W.R.N.S. Recruiting Officer immediately of the result of the test.

4. Candidates who pass the test and are employed as Motor Transport Drivers may be placed on lower specialized pay on enrolment, under the terms of A.F.O. 5838/43, paragraph 5 (*c*). Those who fail to qualify as efficient but who are recommended for and are able to undergo a training course are to be entered and paid in accordance with paragraph 5 (*a*) of the same Order.

5. If applicants fail to qualify it should be stated whether they can be recommended for a course of training. Those who fail and who are unable to leave home to attend a training course cannot be accepted for motor transport duties.

APPENDIX "A"

Naval Store Department—Addresses

Yard or Depot	Address
	Director of Stores (N.S. 6E)
Bath	5, Henrietta Street, Bath.
	Superintending Naval Store Officer
Chatham	H.M. Dockyard, Chatham.
Clyde Area	St. Enochs Hotel, Glasgow.
Devonport	H.M. Dockyard, Devonport.
Mersey Area	Royal Liver Buildings (4th Floor), Liverpool.
Midland Area	R.N. Store Depot, Wolverhampton Road, Stafford.
Park Royal	R.N.M.T. Depot, 35b, Wellesley Road, Chiswick, W.4.
Portsmouth	H.M. Dockyard, Portsmouth.
Rosyth	H.M. Dockyard, Rosyth.
West Riding	Sandhurst House, Regent Street, Leeds, 2.

APPENDIX "A"—*contd.*
Superintending Naval Store Officer—contd.

Naval Store Officer

Belfast	Admiralty Offices, Queens Road East, Belfast.
Cardiff	Imperial Buildings, Mount Stuart Square, Cardiff.
Invergordon	126, High Street, Invergordon.
Lyness	H.M. Naval Base, Lyness, Orkneys.
Portland	H.M. Naval Base, Portland.
Sheerness	H.M. Dockyard, Sheerness.

Deputy Naval Store Officer

Dover	Bonded Vaults, Lime Kiln Street, Dover.
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(A.F.Os. 2690/42, 1901/43 and 5838/43.)

4460.—W.R.N.S.—T.A.T. Duties—Employment of Wrens (M) (Air)

(N. 8180/44.—24 Aug. 1944.)

In future, Wrens (M) (Air) instead of Air Synthetic Trainers are to be employed on T.A.T. duties and the following amendments are to be made to A.F.O. 1803/43:—

Paragraph 1.

Delete "torpedo attack teachers".

Add "Torpedo Attack Teachers are not included in this list of air synthetic apparatus as the duties involved are of a purely routine nature".

Paragraph 6. Delete:—

"2. The necessary amendments to schemes of complement are being issued."

(A.F.O. 1803/43.)

(F.O.N.A.S. 2387/189/7.—29 Mar. 1944.)

4461.—Appointment of W.R.N.S. Officers and Drafting of W.R.N.S. Ratings in Overseas Commands

(C.W. 27573/44.—24 Aug. 1944.)

As provided in A.F.O. 261/43, the appointment of W.R.N.S. Officers both at home and abroad is the responsibility of the Director, W.R.N.S. To provide for circumstances in which it may be necessary or advisable on foreign stations to move W.R.N.S. Officers including newly promoted officers without prior approval from the Director, her authority is delegated to the W.R.N.S. Superintendent on the staff of the Commander-in-Chief. This delegated authority is limited to movements within the Command.

2. The drafting of W.R.N.S. ratings is the responsibility of the W.R.N.S. Superintendent, on the staff of the Commander-in-Chief in overseas commands no less than in home commands (*vide* paragraph 5 of A.F.O. 261/43). The special arrangement for the drafting of Wrens of air categories in home commands (A.F.O. 5648/42) does not apply abroad where such Wrens should be handled with other W.R.N.S. ratings by the W.R.N.S. Drafting Officer. The W.R.N.S. Drafting Officer on the staff of the W.R.N.S. Superintendent is to work in close co-operation with the Naval Drafting Officer.

3. In commands where there is no W.R.N.S. Superintendent, similar authority in regard to both W.R.N.S. officers and ratings is vested in the Senior W.R.N.S. Administrative Officer of the Command.

(A.F.Os. 5648/42 and 261/43.)

4462.—Amendments to Complement

H.M. Destroyers

(N. 25654/43.—24 Aug. 1944.)

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

H.M. Destroyers of "Town" Class (A.L. N. 25947/41 of 17 March, 1942, as amended by A.F.O. 4270/43).

Reduce "1 Petty Officer (Q.R.1)".

Insert notation "(m)" against the 2 Q.R., 2nd class; and a new note as follows:—

"(m) One must be a P.O. or L.S. passed for P.O."

H.M. Ships "Leeds" and "Ludlow" (A.L. N. 13524/41 of 12 August, 1941).

H.M.S. "Lewes" (A.L. N. 24948/41 of 7 November, 1941) when in full commission.

Reduce "1 Petty Officer (G.M., Q.R.1)".

Insert notation "(k)" against the 3 Q.R., 2nd class and a new note as follows:—

"(k) One must be a P.O. or L.S. passed for P.O."

H.M. Ships of "Shakespeare" Class, as Private Ships (A.L. N. 19730/41 of 30 September, 1941).

H.M. Destroyers of "V" and "W" and "Repeat W" Classes—"Veas".

H.M. Ships "Amazon" and "Duncan", H.M. Destroyers of "Agasta", "Beagle", "Eclipse", "Fearless", "Hero", "Havant" and "Intrepid" Classes (A.L. N./D.P.S. 542/41/M. of 19 November, 1941).

H.M. Ships "Inconstant" and "Ithuriel" (A.L. N./G. 019060/41 of 31 March, 1942).

Insert notation "(y)" against "Petty Officer", "Gunner's Mate", "Quarters Rating, 1st Class" and "Quarters Rating, 2nd Class" and a new note as follows:—

"(y) In ships without directors or intricate fire control apparatus, reduce 1 Petty Officer (G.M., Q.R.1); one of the Q.R.2s is then to be a P.O. or L.S. passed for P.O."

H.M. Ships "Fleetwood" and "Londonderry" (A.L. N. 16473/41 of 13 August, 1941).

Insert notation "(m)" against "Petty Officer", "Gunner's Mate" and "Quarters Rating, 2nd Class" and a new note as follows:—

"(m) In ships without directors or intricate fire control apparatus, reduce 1 Petty Officer (G.M.); one of the Q.R.2s is then to be a P.O. or L.S. passed for P.O."

H.M.S. "Lowestoft" (A.L. N. 8862/43 of 16 April, 1943).

Reduce "1 Petty Officer (G.M.)".

Insert notation "(g)" against the 2 Q.R., 2nd Class and a new note as follows:—

"(g) One must be a P.O. or L.S. passed for P.O."

H.M.S. "Enchantress" (A.L. N. 16473/41 of 13 August, 1941, as amended by A.L. N. 26580/42 of 24 November, 1942).

Insert notation "(f)" against the 3 Q.R., 2nd Class, and a new note as follows:—

"(f) One must be a P.O. or a L.S. passed for P.O."

H.M. (ex-U.S.) Coastguard Cutters (A.L. N./D.P.S. 343/41/M. of 19 June, 1941, as amended by A.L. N. 15245/41 of 1 October, 1941, and A.F.O. 4270/43.).

Reduce "1 Petty Officer (Q.R.1)".

Insert notation "(m)" against the 4 Q.R., 2nd Class, and a new note as follows:—

"(m) One must be a P.O. or a L.S. passed for P.O."

(A.F.O. 4270/43.)

4463.—Amendment to Complement
Motor Launches (Fairmile Type "B")

(N. 19635/44.—24 Aug. 1944.)

The following *amendment* is to be made to the scheme of complement for motor launches (Fairmile Type B) for service with Captains M/S, issued with A.L. N.26315/41 of 31 March, 1942:—

Amend heading to read:—

"H.M. Motor Launches (Fairmile, Type B) for service with Captains M/S and on Operational duties. Manned on a R.N.P.S. basis."

Insert notation (c) against Seaman or Ordinary Seaman:—

"New note (c) to read as follows:—

(c) Whilst employed on Operational duties, *add* 3 Seaman or Ordinary Seaman."

4464.—Amendment to Complement

B.Y.M.S.

(N. 16873/44.—24 Aug. 1944.)

The following *amendment* is to be made to the scheme of complement of B.Y.M.S. (LL Minesweepers), issued with A.L. N./M./S. 0603/41 of 22 March, 1943, and amended by A.F.O. 2988/44 of 8 June, 1944:—

Insert:—

"(d) Electrical Lieutenant or Electrical Sub-Lieutenant, R.N.V.R."

Amend note (d) to read as follows:—

"(d) Reduce 1 Leading Wireman M/S or Wireman M/S and *add* 1 Electrical Lieutenant or Electrical Sub-Lieutenant, R.N.V.R., and 1 P.O. Wireman M/S per group of four ships."

Commander-in-Chief, Portsmouth's Submission No. 4029/P/6054/21 of 10 Jul. 1944.)

(A.F.O. 2988/44.)

A.F.O. 5993/44
4465.—R.N. Air Stations—Complements of Writer and Supply Ratings

(N. 15877/43.—24 Aug. 1944.)

The following corrections are to be made to A.F.O. 3931/44:—

Paragraph 2.

Delete " :— " after scales and *insert* a full stop.

Table (D) Note (iv).

Supply C.P.O. Substitution by W.R.N.S. ratings *should read* 50 per cent. 85-144.

(A.F.O. 3931/44.)

4466.—Complements of Writer and Supply Ratings—Scales for Assessing, and Measure of Substitution by W.R.N.S. personnel.—REPORTS

(N. 27793/43.—24 Aug. 1944.)

The following corrections are to be made to A.F.O. 3930/44:—

Paragraph 8. Note (ii).

For "Short-hand-Typist" read "Shorthand Typist".

Table II.

Before note "The staffs for Clothing and Implement duties....." *insert* an asterisk.

Appendix Reference should be made to A.F.O. 3930/44 and *not* to A.F.O. 3931/44.

(A.F.O. 3930/44.)

4467.—Air Combat Instructors Course and Squadron Organization and Administration Course—Volunteers Required

(C.W. 17080/44.—24 Aug. 1944.)

The dates given for the Air Combat Instructors' Courses in Appendix A of A.F.O. 1937/44 are to be amended as follows:—

	<i>Commencement</i>	<i>Completion</i>	<i>Discharge</i>
No. 5 Course—			
Wednesday 19th July	Thursday, 24th August	Friday, 25th August	
No. 6 Course—			
Monday, 11th September	Thursday, 19th October	Friday, 20th October	
No. 7 Course—			
Monday, 30th October	Thursday, 7th December	Friday, 8th December	
No. 8 Course—			
Monday, 18th December	Thursday, 25th January	Friday, 26th January	

(A.F.O. 1937/44.)

4468.—Radar Training—Organization and Facilities

(N./T.S.D. 465/44.—24 Aug. 1944.)

As promulgated in A.F.Os. 789/44 and 1174/44, the Captain, Radar Training, H.M.S. "Collingwood", is responsible for co-ordinating and supervizing Radar Training as a whole. Courses in Radar organized under the direction of Captain, Radar Training, are summarized below. Ships are urged to make the fullest use of the refresher courses so that their Radar Officers and RP/RC teams may keep abreast of the latest developments of apparatus and operating technique.

A.—Officers

	<i>Duration</i>	<i>Where held</i>	<i>Remarks</i>	<i>Arranged by</i>
(i) General Service Officers*	2½ days	Signal Section, R.N. Barracks, Portsmouth, <i>or</i> Sherbrooke House, Glasgow	C.A.F.O. 6/44	C.R.T.
(ii) Radar Officers—qualifying.	6 months	Signal Section, R.N. Barracks, Portsmouth.	—	Officer in Charge, Sherbrooke House, Admiralty.
(iii) Radar Officers—refresher.	1-3 weeks	Signal Section, R.N. Barracks, Portsmouth.	C.A.F.O. 963/44	C.R.T.

* This course will be extended to 5½ days later this year. It is emphasized that it is suitable for officers, from *all* classes of ships carrying Radar.

B.—R.C. and R.P. Ratings

	<i>Where held</i>	<i>Remarks</i>	<i>Arranged by</i>
(i) R.C.1 and R.C.2, Part I.	Signal Section, R.N. Barracks, Portsmouth.	A.F.O. 797/44	Commodores, R.N. Barracks and C.R.T.
(ii) R.C.3, Part I	H.M.S. "Valkyrie"	A.F.O. 797/44	Commodores, R.N. Barracks and C.R.T.
(iii) R.P.1, R.P.2, R.P.3, Part I.	H.M.S. "Valkyrie"	A.F.O. 797/44	Commodores, R.N. Barracks and C.R.T.
(iv) All RC/RP ratings—refresher.	As in C below	Individual and Team.	See C below.
(v) R.P. ratings—sea training.	Radar Training Flotilla	C.A.F.O. 868/44 C.A.F.O. 1358/44	S.O.R.T.F.

Notes.—(i) In addition to above courses, Part II of the R.C. training is carried out at the Gunnery Schools and Part II training for R.Ps. at the F.D.C., Yeovilton and H.M.S. "Collingwood", the latter reserved for R.P.3s. only.

(ii) Individual and team training of R.Cs. can be arranged with the Gunnery Schools Aircraft Direction Room and A.I.O. teams of R.Ps. are accepted for training at the F.D.C., Yeovilton, and the A.I.T.C., H.M.S. "Dryad", respectively. (Vide C.A.F.O. 461/43 and C.A.F.O. 545/44.)

C.—Radio Mechanics

Instruction in some British and U.S. equipment can be given as follows:—

Portsmouth ...	All sets—3-5 days	C.R.T.
Glasgow ...	All sets—3-5 days	Officer-in-Charge, Sherbrooke House.
Chatham ...	(b)	P.R.A.D.O.
Devonport ...	(c)	P.R.A.D.O.
Liverpool ...	(c)*	P.R.A.D.O.
Belfast ...	(c)*	P.R.A.D.O.
Londonderry ...	(c)*	P.R.A.D.O.
Cardiff ...	(a)	P.R.A.D.O.
Hull ...	(a)	P.R.A.D.O.
London ...	(b)	P.R.A.D.O.
Greenoch ...	(b)	P.R.A.D.O.

(a) 271, 291. (b) 271, 291, 285. (c) 276/293, 271, 291, 285.

* S.G. and S.L. fitted.

2. Applications for ratings refresher courses should be made by signal in the form:—

- A.F.O. 4468/44 (a) Number and type of ratings.
 (b) Sets in which instruction is required.
 (c) Date on which it is desired course should commence (at 0900). *Whenever possible this should be on Monday.*
 (d) Number of days for which ratings can be spared.

Such signals will only be answered when the ratings cannot be accepted as requested.

(A.F.Os. 2247/43, 5559/43, 789/44, 797/44 and 1174/44 and C.A.F.Os. 461/43, 6/44, 545/44, 868/44, 963/44 and 1358/44.)

(A.F.O. 1742/42 and C.A.F.Os. 1816/42, 369/43, 1127/43 are cancelled.)

4469.—Sick Berth Branch—Training of Specialist Ratings on the Mediterranean Station

(N. 15727/44.—24 Aug. 1944.)

Cancelled by AFO 7056/46
 With reference to A.F.O. 1042/43, approval has been given to the establishment at the Royal Naval Hospital, Bighi, Malta, of a system whereby selection may be made from throughout the Mediterranean station of ratings who are to receive a thorough training followed by the grant of permanent non-substantive rate in the sick berth branch. These ratings will thus be immediately available to fill vacancies as they occur.

2. Ratings are to be selected in the normal manner from those in their first year on the Mediterranean station and are to be otherwise fully qualified in accordance with the regulations. The number under training is to be regulated by probable future requirements, and at no time should exceed two in any one speciality.

3. The specialties in which ratings should be trained are:—

- Operating theatre attendant
- Laboratory assistant
- X-Ray assistant
- Dispensing chemist

4. V.A.D. members are also to be included in this scheme. The usual drafting authorities are to be informed of the qualification of S.B.A. and V.A.D. specialists (i.e. the Medical Director-General in the case of V.A.D. members).

(A.F.O. 1042/43.)

4470.—Photographic and Meteorological Courses—Volunteers

(C.W. 38135/44.—24 Aug. 1944.)

In order to meet the normal requirements of specialists in meteorology and photography, executive officers, R.N. and (A) branch officers, R.N. and R.N.V.R., qualified as observer, are required from time to time to undergo photographic and meteorological courses. Specialization as photographic officers is open also to officers qualified as pilot.

2. Officers should have completed at least one year's service as pilot or observer, and should normally hold the rank of lieutenant or lieutenant (A). Sub-lieutenants or sub-lieutenants (A) will, however, be considered before reaching the rank of lieutenant if specially recommended.

3. Names of volunteers for specialization should be forwarded to the Admiralty through the usual channels.

(A.F.Os. 5372/42 and 4917/43 are cancelled.)

***4471.—Cookery Instructors—Institution of Courses for**

(N. 18307/44.—24 Aug. 1944.)

See AFO 2937/46
 With reference to A.L. N. 2623/44 of 20th July, 1944 (to Commanders-in-Chief and Commodores of Depots only), a special course for selected C.P.O. Cooks (S) and P.O. Cooks (S) to qualify as Instructors in Cookery was instituted in 1944 and held at the National Training College of Domestic Subjects in London.

2. Two courses have been held and four C.P.O. Cooks (S) or P.O. Cooks (S) have undergone the course from each depot. It is intended to continue the courses at the rate of two per annum and it is desired to establish means by which it may be possible to select the best ratings from amongst those available.

3. For this purpose Cook (S) ratings considered suitable for the course and to become Instructors are to be recommended accordingly on their history sheets (Forms 1246K). In addition, a half-yearly report is to be rendered by all ships and establishments to Commodores of the depots giving the names of C.P.O. Cooks (S) and P.O. Cooks (S) who are considered suitable. Ratings recommended should be continuous service ratings who have not less than five years to serve to complete time for pension.

4. Approval has been given for the notation "Qualified Cookery Instructor" to be inserted on the history sheets of all ratings who have—

- (a) successfully undergone the course at the National Training College of Domestic Subjects, and
- (b) proved successful in subsequent employment as an Instructor at a home port cookery school.

5. The above steps will ensure a measure of continuity of employment as Cookery Instructor, and in view of the extra pay payable when so employed it is hoped that an incentive to take up this form of work, the value of which cannot be over-emphasized, will be provided.

4472.—Hurt Certificates—REPORTS

(N.L. 6392/44.—24 Aug. 1944.)

1. Issue of Hurt Certificates not coincident with entitlement to compensation for injuries received during war service.
2. Board of Inquiry Reports.
3. Interpretation of "Misconduct" (K.R. & A.I., Article 1419, paragraph 1.)

King's Regulations and Admiralty Instructions, Article 1419, outlines the conditions necessary for the issue of Hurt Certificates but such Certificates should not be associated too closely with entitlement to compensation for injuries received during war service, these awards being a question for the Ministry of Pensions. Under recently revised regulations of the Ministry many cases in which Hurt Certificates are not permissible (the injured person having been off duty at the time of the accident) will be fully covered for compensation purposes, as the Ministry in many cases accept as attributable to service the effect of accidents sustained off duty—such accidents being almost invariably accepted if they have occurred during service overseas. Where negligence or misconduct of the injured person contributed to the accident full details should be recorded and submitted to the Admiralty. Where a third party has been involved in the accident, and there is any question of negligence, the report should include the name and address of the third party and full statements of witnesses.

2. When a report or the findings of a Board of Inquiry on an injury or accident are forwarded to the Admiralty it should be stated in every case whether or not a Hurt Certificate has been issued. For the purpose of the issue of a Hurt Certificate

the expression "on duty" should be interpreted as "when acting under orders within the course of Naval duties"; cases of doubt to be referred to the Admiralty for decision. Where a Hurt Certificate has been withheld in accordance with the provisions of the King's Regulations and Admiralty Instructions, Article 1419, clause 4, details of the reasons for withholding the Certificate should be included in the report.

3. Where an element of negligence has contributed to an accident and doubt is felt as to whether this can be considered to amount to misconduct, which would preclude the issue of a Hurt Certificate, the case should be submitted to the Admiralty for decision.

4. The above instructions are not intended to modify the special arrangements referred to in A.F.O. 4718/41 regarding officers and ratings injured or killed by enemy action when not on duty.

(K.R. & A.I., Article 1419.)

(A.F.O. 4718/41.)

(A.F.O. 2616/43 is cancelled.)

See AFO 3463/40. 4473.—Instructional Film Strips—Meteorology

" " 111/45.

(N.T./T.S.D. 2154/44.—24 Aug. 1944.)

With reference to A.F.O. 4251/43, a series of R.N. instructional film strips on meteorology, entitled "Weather forecasting in Small Craft" are becoming available for training purposes.

2. The titles and serial numbers of these R.N. film strips are as follows:—

(a) SA. 156, Part 1—"WEATHER FORECASTING IN SMALL CRAFT"
—(53 frames) (available now).

This film strip deals with the subject of "Pressure and Temperature", the measurement of pressure, its variations and distribution, and effect on cloud forms, the subject of atmospheric temperature, air mass inter-action, water vapour, and discusses the effect of change of temperature of air masses with change of volume.

(b) SA. 156, Part 2—"WEATHER FORECASTING IN SMALL CRAFT"
—(69 frames) (available now).

This strip deals with "Clouds and Air Streams". The process of convection, orographic lifting, mechanical lifting and turbulence is carefully described. Clouds are classified, and an indication given of typical forecasts based on clouds. By a series of diagrams and photographs, the typical air streams reaching the British Isles are described, together with their influence on weather forecasting.

(c) SA. 156, Part 3—"WEATHER FORECASTING IN SMALL CRAFT"
—(85 frames).

This strip deals with "Depressions". The process of front formation, the occluded front, the weather preceding and following the warm front, and also the cold front, barometer changes in a depression, the winds in a depression, Buys Ballot's Law, veering and backing winds, estimation of wind direction at sea, wind force and the Beaufort scale, change of wind force at a front, the sequence of weather with the passage of a depression, forecasting depressions.

(d) SA. 156, Part 4—"WEATHER FORECASTING IN SMALL CRAFT"
—(full details not yet available).

3. Distribution will be made as follows:—

Copies for re-issue—	No. of copies
Stapa Library	50
Rosyth Library	50
Glasgow Library	50
Liverpool Library	50
Chatham Library	50
Portsmouth Library (H.M.S. "Collingwood")	50
Devonport Library	50
London Library	50
C.-in-C., Eastern Fleet	25

Copies for re-issue—	No. of copies
F.O., Ceylon	25
F.O., East Africa	15
C.-in-C., South Atlantic	20
F.O., Levant and Eastern Mediterranean	20
F.O., Western Mediterranean	20
V.A., Malta	20
F.O., Gibraltar and Mediterranean Approaches	20
F.O.C., West Africa	15
F.O.C.R.I.N. } Duplicate negatives.	
N.S.H.Q. }	
N.Z.N.B. }	
A.C.N.B. }	

4. Application for copies of these film strips should be made to the libraries and authorities referred to in paragraph 3 above in accordance with A.F.O. 4251/43 (paragraph 10).

5. There are also available for limited issue some film strips which have been produced by the U.S. Navy on the subject of Aerology.

6. The titles and R.N. serial numbers of the American film strips are as follows:—

(a) S.G. 215—"THE AIR OCEAN"—(70 frames). (Available now.)

Explains by means of straight photography and graphs the main factors governing weather conditions, and explains some of the instruments used in measuring these conditions.

(b) S.G. 214—"AIR MASSES"—(77 frames). (Available now.)

The formation of Lows and Highs is explained in detail. Rain, the formation of ice, and the occurrence of radiation, advection and upslope fogs are also discussed.

(c) S.G. 216—"WEATHER"—(77 frames). (Available now.)

Explains the development of high and low pressure areas, Cold Fronts, and gives the measures to be taken by the pilot as he meets them. The last 25 frames deal with the symbols to be found on American weather maps, and therefore would not be applicable to British use, where the symbols are slightly different.

(d) S.G. 218, Part 2—"AEROLOGY NAVY QUIZ"—(89 frames).

Explains basic cloud shapes and presents questions with four possible choices, correct answers being given at the end of each "examination paper". A total of four quizzes, each of the "multiple choice" type is given. The questions deal with the type and meaning of cloud shapes at various altitudes, and the meaning of weather symbols and other subjects related to Aerology. Some of the frames, those in which American chart symbols are used, would not be applicable to British use.

7. Copies of these U.S. film strips are being issued on permanent loan as follows:—

	No. of copies
R.N.A.S., Arbroath	1
R.N.A.S., Yeovilton	1
R.N.A.S., Eglinton	1
R.N.A.S., Worthy Down	1
R.N.A.S., Lee	1
R.N.C., Greenwich	1

8. These establishments are requested to report on the suitability of these film strips to D.N.T. (Film Section), Admiralty. Reports may be sent in at any time, but should be received at the latest within six months after receipt of the film strips.

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

4474.—Clothing Rationing—Purchases of Flannel Trousers by Officers Undergoing Courses

(V. 11/5082/44.—24 Aug. 1944.)

Officers who, since the 1st January last, have been required to purchase flannel trousers as part of their working dress while undergoing courses may be allowed refund of the clothing coupons expended. The issue to any officer is subject to the production of receipted bills, and is restricted to a maximum of 16 emergency coupons for two pairs of trousers.

2. Applications for refund of coupons, accompanied by the receipted bills, should be made to the Commanding Officer of the establishment at which the course was held.

3. As coupon-free serge working dress is now available for wear by officers, no further issues of coupons for flannel trousers will be authorized.

(A.F.Os. 5817/43 and 4364/44.)

AFO 4721/44
4475.—No. 1 R.N. Orthopaedic Rehabilitation Centre

(M.D.G. 8997/44.—24 Aug. 1944.)

No. 1 R.N. Orthopaedic Rehabilitation Centre was transferred temporarily to St. Felix School, Southwold, on 22nd July, 1944.

2. Only male Naval ratings and Royal Marine other ranks who are walking cases can be admitted.

3. Requests for transfers from other hospitals, etc., must in the first instance be made by letter to the Medical Officer in Charge of the Centre, and should include a summary of the case.

4. The Centre will be run on the lines of a training establishment rather than as a hospital, and patients will receive pay and not hospital allowance. The Accountant Officer will maintain a ledger, on which all members of the staff will be borne for pay and all patients for victuals only.

5. H.M. ships and establishments which receive information on Form M.22 of transfer to the Orthopaedic Rehabilitation Centre of ratings and marines borne on their books are to forward to the Centre a victualling transfer list showing the man's rate of pay. When a man is transferred from this Centre the transfer list will be returned to his ship or establishment showing the period victualled at the Centre, his disposal and any charges to be made against his account.

6. The address of the Centre is :—

No. 1 R.N. Orthopaedic Rehabilitation Centre,
St. Felix School, Southwold, Suffolk.

(Telephone No. : Halesworth 212.)

(A.F.O. 1940/44 is cancelled.)

4476.—Officiating Ministers of Religion

(C.E. 56244/44.—24 Aug. 1944.)

The following appointments have been approved :—

Roman Catholic

Gourock, Scotland Rev. John Daniel, St. Ninian's, Royal Street, Gourock.

S.T.E. Garelock Head, Scotland Rev. J. F. O'Donnell, St. Joseph's, Lomond Street, Helensburgh, Dumbarton.

A.F.O. 3267/44 is to be amended accordingly.

Tilbury, Essex Rev. P. O'Donnell, The Presbytery, Tilbury, Essex.

North Birkenhead Rev. W. Bergin, Star of the Sea, Watson Street, Birkenhead.

South Birkenhead Rev. J. Garry, Star of the Sea, Watson Street, Birkenhead.

Church of England

R.N. Base, Hull Rev. J. B. Brandram, The Mission to Seamen, Posterngate, Hull.
(Honorary) (Vice Rev. J. A. French).

R.M.E. Detachment, Collaton, Rev. W. R. D. Mills, The Vicarage, Collaton-
Paignton, Devon. St. Mary, Paignton, Devon. As from 3rd
May, 1944.

R.N. Base, Calmore, nr. South- Rev. D. M. Thomas, Mission to Seamen,
ampton. Southampton. (Honorary.)

2. The usual facilities are to be afforded.

(A.F.O. 3267/44.)

***4477.—Naval Salvage Money—Distribution**

(D.N.A.3A/S.905/42.—24 Aug. 1944.)

The following awards are now ready for distribution by the Director of Navy Accounts.

Awards for the salvage of S.S. "Aegeus" by H.M.S. "Burnham", Commander H. N. Barnes, R.N., and salvage personnel on 2-9 February 1942.

2. The amounts due to individuals in the various classes are as follows :—

	"Burnham"			Salvage Personnel		
	£	s.	d.	£	s.	d.
1st Class	78	3	7			
3rd Class				27	1	2
5th Class	26	1	3	18	0	9
6th Class	19	10	11	13	10	6
7th Class	15	12	9			
8th Class	13	0	8	9	0	4
9th Class	10	8	7			
10th Class	7	16	6	5	8	3
11th Class	6	10	4	4	10	2
12th Class	3	18	4	2	14	2

3. Double shares to Commanding Officer, H.M.S. "Burnham", Lieut. W. Lambert, R.N.V.R., the boarding party from H.M.S. "Burnham" and Sub-Lieut. C. A. Hamer, R.N.R.

4. Applications on behalf of those eligible to share should be forwarded to the Director of Navy Accounts (D.N.A. 3A) on Form S.540 (in manuscript if no forms are available) by the Commanding Officers of the ships and establishments in which they are now serving.

AFO 5284
***4478.—French and Other Allied Ratings in the R.N.—Facilities for Returning to Their Own Countries**

(N. 17729/44.—24 Aug. 1944.)

Their Lordships have had under consideration the granting of facilities to French and Allied ratings, who are serving in the Royal Navy, for regaining contact with their families abroad.

2. Whilst no definite promise can be given to these men at the present time it has been decided that Commanders-in-Chief should, at their discretion, relieve from station resources, men of French, Belgian, Danish or other Allied nationality, who are serving in the Royal Navy, including R.N. Patrol Service, irrespective of their position on the home roster, if and when it appears that they are likely to have a chance of returning to their own countries.

***4479.—Mexican Subjects Enrolled in the British Armed Forces—REPORTS**

(N. 17674/44.—24 Aug. 1944.)

The Mexican Government have asked to be supplied with particulars of men of Mexican nationality who are serving in the Royal Navy.

2. The details required are as follows and should be notified to the Admiralty by men of Mexican or dual British/Mexican nationalities through their Commanding Officer:—

- (a) Name, together with father's name and mother's name.
- (b) Place and date of birth.
- (c) Name and nationality of parents.
- (d) Parents' place of residence.
- (e) Date of entry.
- (f) Rank or rating and official number.

4480.—Polish Naval Forces—British Supplies and Services under Agreement of 29th June, 1944

(W.G.F. 532/44.—24 Aug. 1944.)

The following procedure has been agreed with the Polish Naval Authorities in London for dealing with demands by the Poles for supplies and services to their naval forces and establishments which are made without payment under Lend-Lease terms as set out in A.F.O. 3959/44. The broad intention is that, subject to the qualifications mentioned below, arrangements should be made to meet these demands as far as possible on the spot without reference to London. It should be verified in all cases that the liability would otherwise fall on the Polish Naval authorities and not on some private individual or organization.

2. Polish ships and establishments will make their demands for stores and equipment on local Admiralty Supply Officers who are to arrange for them to be met in the same way as demands by H.M. ships and establishments. The Polish authorities are normally satisfied with Admiralty patterns with the exception of uniforms.

3. The same arrangements apply to victualling stores. As regards supplies normally obtained from N.A.A.F.I., however, the Polish authorities should be requested to send their demands direct to the nearest N.A.A.F.I. depot. The N.A.A.F.I. accounts for such supplies will be dealt with at the Admiralty and should not be settled locally.

4. It may occasionally be necessary, in order to satisfy a Polish demand, to make special purchases (e.g., of stores) or other arrangements (e.g., hire of tugs accommodation, etc.). In such cases local arrangements should be made to the same extent as if the demand had proceeded from one of H.M. ships or establishments and settlement effected accordingly within the usual local financial limits. In the Dominions and foreign countries local purchases should not be made on behalf of the Poles, nor should the provision of services be arranged from outside sources as a charge to Navy Votes (see A.F.O. 3959/44, paragraph 2 (i)).

5. Where demands are clearly outside the approved range or scale for comparable British services, or are considered unusual or unreasonable, the Polish demanding authority should be requested to refer them to the Polish Naval headquarters in London, who will forward requisitions for such of the demands as they consider to be justified to the Admiralty (M.F. (L)—Allied Supplies Section), where arrangements have been made to deal with them.

6. Where supplies and services are obtained directly by the Polish Naval authorities from outside sources, the accounts should be settled by them in cash.

7. Nothing in this Fleet Order affects the existing arrangements for making cash advances to the Polish Navy.

8. In any case of doubt as to the procedure to be followed, references should be made to the Admiralty (W.G.F. Branch) before any liabilities are incurred. The reporting and accounting procedure remains as laid down in A.F.O. 3959/44.

(A.F.O. 3959/44.)

***4481.—Royal Naval Mechanical Training Establishment, Pietermaritzburg—Disposal of Canteen Accounts**

(P.M. 2801/44.—24 Aug. 1944.)

(Included in Notice Boards Issue only.)

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

4482.—Aircraft—Guns 20 mm. Hispano—Belt Feed Mechanism, Mark I* Defective Rear Cartridge Ramps

(G. 2674/44.—24 Aug. 1944.)

A number of belt feed mechanisms Mark I* have been fitted with the incorrect type of rear cartridge ramp, which may cause mal-functioning of the B.F.M.

2. The defect is found approximately 5½-in. from the vertical edge of the ramp where a sharp change in contour takes place. In a correct ramp, this change in contour is carefully blended into the general shape of the ramp.

3. All belt feed mechanisms Mark I* are to be stripped and examined by means of a template made locally and applied in accordance with A.F.O. Diagram 272/44 at the next Group C maintenance operation. Any ramps found to be defective are to be rectified in accordance with the above-mentioned A.F.O. Diagram.

4. R.N. Armament Depots should carry out the necessary work before belt feed mechanisms are issued.

(“R” messages 264R (141533B/July) and 282R (220655B/July) are cancelled.)

4483.—Ammunition—20 mm. Hispano Tracer, Mark I—Alteration to Identification Marking

(G. 05549/44.—24 Aug. 1944.)

Instances have occurred in which the present tracer marking on 20 mm. Hispano tracer, consisting of a split half-circle inverted over a “T” in red, stencilled on the side of the shell, has been obliterated through re-beltting, cleaning and examination in the course of re-arming.

2. In order to prevent recurrence of this fault, in future 20 mm. Hispano tracer, Mark I, will be marked for identification by means of a red band immediately in front of the driving band. This red band will be half an inch in width.

3. The present marking of “T” in red is being discontinued.

4484.—Ammunition—20-mm. Oerlikon H.E. Tracer, Lot N.F.B.651—Withdrawal
(A.S/G. 3275/44.—24 Aug. 1944.)

Twenty mm. Oerlikon H.E. tracer ammunition of Lot N.F.B.651 has caused missfires owing to insensitivity of the caps and is to be withdrawn from service.

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

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

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

4485.—Ammunition—Miscellaneous A.A.D Weapons—2-in. Rocket Flares, No. 1, Mark IIN, Lot 11—Withdrawal

(A.S. 7956/44.—24 Aug. 1944.)

It has been decided to withdraw 2-in. Rocket Flares No. 1, Mark IIN, Lot No. 11 BMB/44/ KBY 4/44 from Service owing to failures.

2. Any ammunition of this lot held on board ships is to be returned to nearest Naval Armament Depot, and replacements demanded if required.

4486.—Ammunition—Mortars—Cartridges Impulse 16-grammes Cordite for Mark III Holman Projectors—Withdrawal of Cartridges of Lot 160 and earlier, Manufactured by I.C.I. Witton

(A.S./G. 010250/43.—24 Aug. 1944.)

All cartridges Impulse 16 grammes Cordite for Mark III Holman Projectors are to be withdrawn, which are not covered over their full length with a brass sheath the front end of which is rolled over to retain the celluloid closing cup and to prevent the inner cardboard cylinder from being distorted outwards. The cartridges affected are lots 160 and earlier, manufactured by I.C.I. Witton. Any cartridges of these lots should be dumped.

4487.—Ammunition Supply—Naval Armament Depots—Supply, Tests and Returns of Ammunition—REPORT

(A.S. 9577/44.—24 Aug. 1944.)

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. :—

Index	Cartridges into which filled	
S.P.D.X.1896	...	Q.F., 4-in., 50 calibre
S.P.D.2143	...	Q.F., 3-in., 23 calibre
S.P.D.N.2435	...	Q.F., 3-in., 23 calibre
		Q.F., 4-in., 50 calibre

2. On receipt of the ammunition at Naval Armament Depots, the following action is to be taken :—

- All cartridges are to be opened up and a 100 per cent. examination carried out of the charges, an 8-oz. sample from the serviceable propellant of each index being forwarded to Deputy Inspector of Naval Ordnance, Holton Heath, any of the charges containing corroded grains being destroyed.
- Cartridges with propellant in a serviceable condition are to have shells replaced and the rounds held for issue as required.
- Guidance in regard to visual examination is given in Appendix IV—Naval Cordite Regulations.

3. Similar action is to be taken in regard to any ammunition of the above indexes held in store.

4. On completion of the examination, a report is to be forwarded to Director of Armament Supply (Branch B), Bath, giving the quantities of cartridges found serviceable and unserviceable.

4488.—Diving—Pattern 3420 Shallow Water Dress—Modification to Mouthpiece Back-plate and Baffle, Air, for Mouthpiece Fitting

(G. 014636/44.—24 Aug. 1944.)

Experience has shown that the spider of the mouthpiece back-plate and baffle, air, for mouthpiece fitting of the Pattern 3420 shallow water dress may distort if excessive tension is put on the mouthpiece dome-securing bolt.

2. A strengthened design of both these parts is being put into manufacture, but the strengthened spider of the new designs will not fit the locating lugs on existing mouthpiece domes. When using the modified baffles and mouthpiece back-plates with the original domes, care should be taken to fit these parts so that the central web lies horizontally. Baffles, air, will be made, in future, so that the air-slots still come in the correct position.

3. Future production of mouthpiece domes will have the locating lugs removed, since they are not entirely necessary.

4. For those authorities requiring replacements of mouthpiece back-plates due to the above defect, but who do not require to order Pattern 3450 mouthpiece domes and back-plate complete, a stock of modified back-plates is being made available, and these should be demanded as "Mouthpiece back-plates, strengthened, for Pattern 3420 S.W.D.". In the same way, if replacement baffles, Pattern 3428, are required, strengthened type should be specified.

(A.F.O. 1977/44.)

4489.—Flexible Voicepiping and Gear

"River" Class Frigates

(N.S. 30071/44.—24 Aug. 1944.)

In view of the suspension of the allowance of fire control trays, Pattern 10497 (see C.A.F.O. 1191/43), the undermentioned items of flexible voicepiping and gear included in "first fitting" quantities allowed to "River" class frigates are not required, and ships concerned in commission should arrange for the return of the articles to the nearest dockyard or Naval store depot.

Pattern	Description	Quantity
3277	Officer's headpiece	1
1063	S.W. helmet	1
3380	Shoulder strap	1
3302	Breastplate	1
	6 ft. length 2 in. bronze flexible voicepiping fitted with plug piece one end and Mark IV connection at the other	1

(C.A.F.O. 1191/43.)

(A.L. 19 Aug., 1942, N.S. 10103/42/31937 addressed to S.N.S.Os. Devonport, Chatham and Rosyth.)

4490.—Guns—O.Q.F., 40-mm.—Lever Cocking Inner Modification

(A.S. 8097/44.—24 Aug. 1944.)

The following modification is approved :—

Gun	...	O.Q.F., 40-mm., Mark I, C, Mark I, IV, VIII, IX and X, U.S. Mark I, Mark I, Mod. I, Mark II, Mark II, Mod. I.
Part affected	...	Lever cocking inner.
Purpose	...	To improve functioning.
Nature of modification	...	0.5-mm. radius to be added at end of 7.5-mm. radial cut away.
Drawing	...	A.F.O. Diagram 265/44.
By whom to be done	...	Staffs of R.N.A.Ds.
Degree of urgency	...	Guns in store—before issue, if possible. Guns mounted—as convenient.

4491.—Guns—Q.F., 2-pdr., Mark VIII—Hammers, Fitters', 32 ozs. Commercial Pattern

(A.S. 9376/44.—24 Aug., 1944.)

Hammers, handled, engineers ballpane, 2 lbs. wright (D.H.T. co-ordinated Pattern No. 1203) have been approved for issue in lieu of hammers, fitters', 32 ozs., Q.F., 2-pdr., Mark VIII when stocks of the latter are exhausted.

- N.A. Depots should demand from Director of Armament Supply as necessary.
- Naval Proportion Book will be amplified.

4492.—Guns—Q.F., 2-pdr., Mark VIII—Increase in Allowance of Tools and Appurtenances

(A.S. 8731/44.—24 Aug. 1944.)

The allowance of the following 2-pdr., Mark VIII tools and appurtenances is to be increased to 1 per mounting in battleships and aircraft carriers and 1 per 2 or less number of mountings in other ships.

Drifts Nos. 30, 32, 34, 35.	
Extractors, firing pin point.	
Hammers, 32-oz.	
Handles, extension, wrench H and boxspanner B.	
Pliers, sidecutting.	
Rods, assembling, barrel spring.	
Screwdrivers, large.	
medium.	
small.	
Spanners, box A.	
box B.	
shifting.	
Tools, rotating, crank.	
Tommies, No. 3.	
Wrenches C	Wrenches H
D	J
E	K
F	L
G	M

2. Additional tools should be demanded from the nearest Naval armament depot.

3. The Naval Proportion Book will be amended.

4492a.—Guns—Q.F., 17-pdr., Mark III, Muzzle Recoil Brakes—Modification

(A.S. 6184/44.—24 Aug. 1944.)

The following modification is approved:—

Gun	...	...	Q.F., 17-pdr., Mark III.
Part affected	...	...	Muzzle recoil brake (Part No. F.L. 5731).
Purpose	...	...	To avoid possibility of shot striking the baffle.
Nature of modification	...	...	Hole in outer baffle enlarged from 3·3-in. dia. to 3·5-in. dia.
By whom to be done	...	...	R.N. Armament Depots.
Degree of urgency	...	...	As opportunities offer.

4493.—Gun Mountings—0·303-in. Vickers Twin, Mark V Mountings—Fitting of Gun Housing Catch

(Ships, Coastal Force bases concerned.)

(G. 015537/44.—24 Aug. 1944.)

Where the horizontal arms of 0·303-in. Vickers Twin, Mark V mountings have been shortened in accordance with A.F.O. 6118/43, the gun housing catch shown on A.F.O. Diagram No. 274/44 is to be fitted.

2. It should be noted that the housing catch, item 1, is to be positioned to suit the length of the shortened arm which, in some cases, may vary slightly from the plan dimension of 9·0 ins.

3. The work involved in making up the parts and fitting the housing catch, is to be carried out by Coastal Force base staffs.

(A.F.O. 6118/43)

4494.—Gun Mountings—20-mm. Oerlikon—Barrel Extensions

(G. 05167/44.—24 Aug. 1944.)

Information has been received that certain U.S. 20-mm. Oerlikon equipments have been fitted with locally produced muzzle extensions, for operation with safety depression rails. These extensions are frequently insufficiently strong to withstand the blast of the propellant gases and accidents to personnel have occurred owing to their collapse or distortion allowing them to foul the path of the projectile.

2. The only type now authorized by the U.S.N. is as shown in A.F.O. Diagram (Drawing No. 111923). Ships should examine muzzle extensions now fitted and if not of the approved type they should be replaced forthwith by the type shown in A.F.O. Diagram 262/44.

3. In the event of no suitable replacement being available the incorrect type should in any case be removed.

4. These muzzle extensions are to be regarded as gun mounting stores.

4495.—Cartridges, Impulse, Torpedo—Types and Services for which required

(A.S. 9805/44.—24 Aug. 1944.)

A.F.O. 1958/44 is to be amended as follows:—

Table "D," column I.

For "18-in. L.C. II*" read "18-in. L.C. II*-II**".

(A.F.O. 1958/44.)

4496.—Depth Charge Equipment—Modification to British Depth Charge Rails—As. and As.

(T. 01877/44.—24 Aug. 1944.)

It has been found that depth charges may fail to release due to the pull-off links and Inglefield clips on the pistol side of the rails, jamming between the end upright of the rails and the depth charge.

2. In order to obviate this, a collector bracket as described in A.F.O. 2216/44 and A.F.O. Diagram 125/44 (4) is to be fitted on the pistol side of the rails, in addition to that on the primer side.

3. All ships fitted with British depth charge rails are to insert an item Classification "A" in the next list of As. and As. for the rails to be modified, quoting this order as the authority for the work to be carried out.

4. As an interim measure, ships are to lash the Inglefield clips and links on the pistol side at the forward end of the pull-off bar, clear of the rails so that jamming cannot occur.

(A.F.O. 2216/44.)

4497.—Flight Deck Outline Lights.—Watertightness

American Built Escort Carriers

(T./N.L. 21275/43.—24 Aug. 1944.)

A report from sea indicates that the American type outline lights fitted on the flight decks of escort carriers are not always satisfactory in service, particularly as regards the drainage system and watertightness of joints.

2. The lights should be examined at regular intervals and particular attention should be given to the following points:—

(a) The water drains should be clear. If found to be choked these drains can usually be cleared by applying air at 100 lbs. sq. in. from the low power air supply.

(b) All watertight joints should be in good order.

(c) The vertical spring loaded reflecting plate should be clean, and if necessary should be repainted to maintain the light efficiency of the fitting.

3. Where any serious trouble is experienced with these fittings, they should be defected and the following work should be carried out by dockyard :—

- (a) To improve the watertightness of the joints, more screws should be fitted for securing the window frame and the blanking plate in the lamp chamber as shown in A.F.O. Diagram 269/44.
- (b) All watertight joints and cable glands should be overhauled and new rubber joints, etc., fitted where found necessary.
- (c) The cavities of the chamber adjacent to the lamp chamber should be packed with bitumastic compound as shown in A.F.O. Diagram 269/44.

4. Where existing outline lights are used to show a light both fore and aft to facilitate landing over the bow, the modifications to the fittings are to be confined to those referred to at 3 (a) and 3 (b) above. The bitumastic compound is not to be used in this instance.

4498.—Hook Cutter for Emergency Cutting of Paravane Ropes

(N.S. 017802/44.—24 Aug. 1944.)

It has been decided to supply all fleet, light fleet, escort carriers, and H.M.S. "Unicorn" with two hook cutter frames, pattern 8960, and six spare springs, pattern 8961. The hook cutter is designed to cut the paravane tow rope in the event of the paravane being fouled by a mine.

2. The frame is fitted with a "T" cutter, Mark IV, as follows :—

The two screws in the body of the cutter are withdrawn and inserted after the cutter has been placed between the cheeks of the frame. Two set bolts in the other side of the frame are then screwed into the corresponding holes in the cutter body. The completed hook cutters should be kept in the forecabin "ready use store" and each fitted with a length of 1 in. to 2 in. F.S.W.R., sufficient to reach water level from the forecabin, with about 25 ft. to spare.

3. For an emergency cut, the point of tow should be raised above water level, the cutter locking plate removed and the hook cutter lowered to hook the tow rope. A good pull by three men will then fire the cutter and part the rope.

4. In the event of bad weather conditions, the hook should be securely attached to the end of a long pole and the point of tow raised to a convenient position to facilitate hooking the tow rope, then proceed as in paragraph 3.

5. Ships concerned are to demand ten T cutters, Mark IV (for use with hook cutter frame, pattern 8960) from their nearest R.N. Armament Depot, or Officer-in-Charge of Armament Supply.

6. Hook cutter frames and springs will be dealt with as Naval Stores under Vote 8/II/B, Item 5, and added to the Authorized List (page 199, lines 22A and B). Ships concerned, in commission, should demand from stering yards. Supply to ships concerned, under construction, should be arranged by the warrant yards and supplying yards or depots at the same time as the remainder of the P/V equipment.

7. The following quantities are being requisitioned for purchase and Mersey and Severn areas should ship the quantities indicated to yards abroad :—

	Hook cutter frames. Pattern 8960	Springs. Pattern 8961	Source of supply
Chatham ...	50	150	} Requisitioned for purchase
Portsmouth ...	50	150	
Devonport ...	20	60	
Rosyth ...	80	240	
Mersey area ...	100	300	
Severn area ...	100	300	
Clyde area ...	100	300	} Mersey area
Gibraltar ...	10	30	
Malta ...	20	60	
Alexandria ...	20	60	} Severn area
Simonstown ...	10	30	
Durban ...	20	60	
Ceylon ...	30	90	

8. It is not expected that supplies will be available in the United Kingdom under four months, and requirements should not be hastened in the meantime.

9. The following amendments should be made to B.R.366/42 :—

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Item 32. Column 2, insert 8960; column 3, insert Hook cutter frame; column 4, insert No.; columns 5, 6 and 7, insert 2; column 9, insert For emergency cutting of paravane ropes.

"T" cutters, Mark IV, to complete, should be demanded under Vote 9.

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Item 105. Column 2, insert 8961; column 3, insert Spring, spare; column 4, insert No.; column 5, 6 and 7, insert 6; column 9, insert For use with hook cutter frame, pattern 8960.

4499.—Mark XI* Depth Charges—Release from Avenger Aircraft

(T. 1440/44.—24 Aug. 1944.)

The annular ring on which the tail drum of the Mark III* tail is mounted, is cut away at the large port position in order to provide access to the fusing box for certain types of Naval and R.A.F. aircraft.

2. It has been found that there is a tendency for the double fusing link to drop between this annular ring and the Mark XI* depth charge when loaded on Avenger aircraft.

3. On release, the fusing link pulls off the pistol safety clip, which may jam between the annular ring of the Mark III* tail and the rim of the Mark XI* depth charge, thus applying a torque to the depth charge at the moment of release. This torque may be of sufficient magnitude to disturb the flight in air and cause tail-first entry into the water. Damage may also be caused to the fusing box.

4. In order to obviate this, depth charges for use from Avenger aircraft are to be fitted as follows :—

See A.F.O. Diagram No. 266/44.

- (a) The Mark III* tail is to be fitted in the usual manner with the large port in line with the British suspension lug.
- (b) The pistol is to be inserted so that the safety clip of the pistol will pull off at 60° to the left of the American suspension lugs for port stowages and 60° to the right for starboard stowages. In order to do this, it may be necessary to turn the bayonet joint washer on the pistol through 180° and engage the alternative slot with the dowel pin.
- (c) The fusing links to be connected to the safety clip in the usual manner, and led out to the fusing box through the small port which is now in line with the safety clip.

4500.—External Torpedo Tubes—Modification to Indicator for A.I.V. Cocks—As. and As.

(All submarines fitted with external torpedo tubes)

(T. 1171/44.—24 Aug. 1944.)

Item numbers "T" class 534, "S" class 531, "River" class 516, classification A*.

2. The indicators of A.I.V. cocks of submarine external torpedo tubes are to be replaced by a modified type as shown in A.F.O. Diagram No. 267/44. The work is to be carried out by depot ship's staff.

3. Separate action is being taken for submarine under construction.

4501.—Steering and Engine Telegraph Instruments—Modified Dial Illumination Capital Ships, Aircraft Carriers, Cruisers and Depot Ships

(T. 1894/43.—24 Aug. 1944.)

It has been decided to modify the following instruments in order to provide for illumination which will conform with staff requirements.

- (a) Hand Transmitter for Steering Telegraphs, Evershed Type T.83.
- (b) Repeat Indicator for Engine Telegraphs, Evershed Type R.191.

2. Particulars of the modifications required to each of the above instruments are shown on A.F.O. Diagram 268/44 (1-2).

3. The work of modification is to be carried out by ship's staff, and the necessary sets of parts which have been purchased under Contract C.P.70894/43/F1C, dated 3rd May, 1943, from Messrs. Evershed and Vignoles, Ltd., should be demanded from Superintending Naval Store Officer, Stroud, in accordance with particulars shown below. The connection boxes, Pattern 1865, should be demanded from Naval Store Officer, Slough.

(a) *For Hand Transmitter T.83.*—One set of parts comprising:—

- 1 in No. Knob for dimming switch, with fixing screw.
- 1 in No. Stop pin for knob.
- 1 in No. Bush.
- 1 in No. Window.
- 1 in No. Joint ring for window.
- 1 in No. Dial, black with white markings.
- 1 in No. Terminal block, unit complete with contact springs, insulating backing piece and fixing screws (4 B.A.).
- 1 in No. Extension piece for pointer, with fixing screws (10 B.A.).
- 1 in No. Masking plate.
- 1 in No. Resistance bobbin, Pattern 1862A.

(b) *For Repeat Indicator R.191* :—

- 1 in No. Connection box with dimmer switch, Pattern 1865.
- One set of parts comprising:—
 - 1 in No. Fixing ring for dial, complete with screws.
 - 1 in No. Dial unit; comprising "Traffolyte" dial rubber joint and clamping ring.
 - 1 in No. Pointer counter weight, complete with fixing screws.
 - 1 in No. Rubber joint ring for window.
 - 2 in No. Red lamps, Pattern 629 RM.

4. In the case of the repeat indicator, Type R.191, the connection box with dimmer switch, Pattern 1865, is to be fitted and wired in a convenient position adjacent the repeat indicator. The existing illumination supply cable being diverted as necessary.

4502.—Stop Watches—Allowances

Motor Minesweepers

(N.S. 29151/44.—24 Aug. 1944.)

One stop watch, Pattern 4, or like Pattern 4, is to be allowed to each motor minesweeper fitted with explosive sweep.

2. Vessels concerned, in commission, should forward demands to their storing yards or depots accordingly. Supply to motor minesweepers of new construction should be arranged by warrant and supplying yards or depots in the usual manner.

3. The Sea Store Establishments concerned (B.R. 379 and B.R. 381) will be amended.

(A.C. Dover 261118B July.)

4503.—Torpedo—U.S.A., 22·4-in. Mark 13 Water Trip Delay Valve

(T. 09034/44.—24 Aug. 1944.)

Referring to A.F.O. Diagram 271/44, it has been found that in certain cases the stop item 1 which limits the forward travel of the water trip item 2 of the delay valve of 22·4-in. Mark 13 torpedoes is of insufficient height. Such a defect would allow the water trip item 2 to lie at or beneath the shell contour, and entry of the torpedo could then take place without actuation of the water trip.

The leading edge of the water trip item 2, when pressed down on the stop item 1, should project $\frac{3}{32}$ -in. above the shell contour as shown on the diagram, and a check on all torpedoes is to be carried out to verify this requirement. If the stop item 1 is found to allow less projection of the water trip than $\frac{3}{32}$ -in., it must be unscrewed and a washer of sufficient thickness fitted under its plain portion as shown at item 3. After fitting the washer, re-check the trip projection, and if in excess of $\frac{3}{32}$ -in. the top of the stop item 1 may be filed down until the required height is obtained.

4504.—Boilers—Wear and Waste Tests—REPORTS

(D. 13102/44.—24 Aug. 1944.)

Experience has shown that under war conditions the rate of wastage of boiler tubes is considerably greater than in peace time and that an assessment of tube life based on the table in Appendix III of the Engineering Manual may be misleading.

2. It has, therefore, been decided that:—

- (a) When the life of the tubes assessed in accordance with the Engineering Manual, Appendix III, Section IIA, is two years or less, the tubes are to be renewed at once if the duration of the refit permits, or as soon afterwards as possible.
- (b) The instructions in the Engineering Manual, Article 531, paragraph 2 (b), are to be amended and the wear and waste test is to be carried out at the first opportunity after the remaining life of the tubes calculated from that given in the last wear and waste test is three years.

3. When wear and waste tests are carried out, the following is to receive careful consideration:—

- (a) The extent of tube removals laid down in the Engineering Manual, Article 251, paragraph 2 (b), is to be regarded as a minimum. Further tubes are to be drawn, if necessary, to ensure that the estimated tube life represents the condition of the tubes generally.
- (b) In assessing tube life on the gaugings of the tubes removed, due allowance is to be made for other factors such as rapid deterioration, condition of the tube ends, previous tube failures, and the immediate past treatment of the boilers.

4. In order to provide sufficient warning of probable requirements to enable tubes to be prepared in advance, brief reports of the results of wear and waste tests carried out by Fleet Officers are in future to be made *by signal* in all cases where the durability assessed is less than three years. The reports are to state:—

- (a) The durability assessed.
- (b) Minimum gauging noted. Nature and rate of wastage and whether due to internal or external corrosion.
- (c) If possible an indication of the extent of repairs or renewals considered necessary.

5. Superheater tubes are not affected by this order.

6. In cases where severe internal or external corrosion is known to exist opportunity is to be taken when ships are out of service for making good defects, or other reasons, to remove a small number of tubes for examination, provided the progress of boiler cleaning and/or the date of readiness of the ship for service is not prejudiced thereby. The result of such examination need not be specially reported unless they indicate that the durability of the tubes is likely to be less than that calculated from the last wear and waste test. The work of removing and replacing tubes is to be carried out by ship's staff.

(A.F.Os. 909/42 and 5796/42 are cancelled.)

4505.—Propeller Shafting—Preservation of

(D. 13103/44.—24 Aug. 1944.)

The following procedure is to be adopted for the preservation of propeller shafting:—

- (a) If corrosion is not severe, shafts are to be thoroughly scraped and degreased, and subsequently coated with two coats of Detel D.M.U., followed by two coats of Detel Red A.C. and one coat of anti-fouling composition of the same make as applied to the hull.
- (b) If corrosion is severe and time and facilities permit, the shafts are to be scraped and degreased, and subsequently grit blasted and then sprayed with lead to a thickness of 0·015 in. They are then to be coated with two coats of Detel D.M.U., followed by two coats of Detel Red A.C. and one coat of anti-fouling composition. Care is to be taken that all pits are thoroughly cleaned out before lead spraying.

2. At subsequent examinations, propeller shafts which show signs of wear of the original Detel coating are to be treated in the following manner :—

- (a) Any damaged areas or bare patches are to be thoroughly cleaned.
- (b) The coat of anti-fouling and the two coats of Detel Red A.C. are to be removed from the remainder of the shaft by wire brushing or scraping. It is unnecessary to remove the Detel D.M.U. undercoat.
- (c) The shafts are then to be recoated, using one coat of D.M.U. and two of Red A.C., followed by one of anti-fouling of the same composition as that applied to the hull.

3. If the coatings show no sign of wear on examination they should not be disturbed.

4. At yards abroad, if Detel is not available, shafts are to be painted with two coats of red lead paint, followed by protective and anti-fouling composition in accordance with E.M.155.

(A.F.Os. 4034/42 and 1222/43 are cancelled.)

4506.—Admiralty Diesel Oil or Pool Gas Oil—Stowage Arrangements

Destroyers fitted with Peace tanks in the boiler room

(E.-in-C./T.D. 0379/44.—24 Aug. 1944.)

A case has recently been reported of a destroyer on convoy duties embarking diesel fuel in *Peace* tanks built into the boiler rooms. This resulted in undesirable leakage into the boiler room with risk of fire.

2. The *Peace* tanks of destroyers are not to be used in any circumstances for the stowage of Admiralty diesel fuel or pool gas oil, except as below.

3. In certain ships in which it is still necessary to carry diesel fuel for boats, galleys or diesel generators in a portion of the *Peace* tanks, an item, Classification "A", is to be inserted in the next list of alterations and additions, "To construct a small tank for the stowage of diesel oil in one of the ship's main oil fuel tanks outside the boiler rooms." The *Peace* tanks may continue to be used for diesel oil in these ships until this alteration has been carried out.

4. The *Peace* tanks are not to be refuelled at sea with any type of fuel.

4507.—Diesel and Furnace Fuels for H.M. Ships

(E.-in-C./T.D. 0379/44.—24 Aug. 1944.)

The following brief specifications of Admiralty, U.S. Navy and Pool grades of fuel are promulgated for information and comparison :—

A.—Admiralty Diesel Fuel Oil

Specific gravity	...	...	...	...	Not specified
Flash point	...	...	...	...	175° F. minimum (150° F. war relaxation)
Viscosity Redwood 1 at 100° F.	...	...	...	...	45 seconds maximum
Sulphur	...	...	...	...	1.5 per cent. maximum
Water	...	...	...	...	0.1 per cent. maximum
Conradson carbon	...	...	...	...	0.2 per cent. maximum
Pour Point	...	...	...	...	20° F. maximum
Cetane No.	...	...	...	...	50 minimum
or					
Diesel Index No.	...	...	...	...	53 minimum

B.—U.S. Navy Diesel Fuel

(U.S.N. Specification 7-0-2)

Specific gravity	...	...	...	...	Not specified
Flash point	...	...	...	...	150° F.
Viscosity Redwood 1 at 100° F.	...	...	...	...	31.75/40 seconds approx.
Sulphur	...	...	...	...	1.00 per cent. maximum
Water and sediment	...	...	...	...	0.05 per cent. maximum
Carbon residue	...	...	...	...	0.1 per cent. maximum
Pour Point	...	...	...	...	0° F. maximum
Cetane No.	...	...	...	...	50 minimum
or					
Diesel Index No.	...	...	...	...	53 minimum

(Note.—The Diesel Index No. is acceptable only where the apparatus for Cetane testing is not available.)

C.—Pool Gas Oil

Specific gravity	...	...	...	...	Not specified
Flash point	...	...	...	...	150° F. minimum
Viscosity Redwood 1 at 100° F.	...	...	...	...	32/40 seconds
Sulphur	...	...	...	...	1.0 per cent. maximum
Water	...	...	...	...	Negligible
Conradson carbon	...	...	...	...	Negligible
Pour Point	...	...	...	...	20° F. maximum
Diesel Index No.	...	...	...	...	48 minimum

D.—Pool Marine Diesel Oil

Specific gravity	...	...	...	...	0.922 maximum
Flash Point	...	...	...	...	150° F. minimum
Viscosity Redwood 1 at 100° F.	...	...	...	...	70 seconds maximum
Sulphur	...	...	...	...	1.8 per cent. maximum
Conradson carbon	...	...	...	...	2.2 per cent. maximum
Pour Point	...	...	...	...	25° F. maximum

E.—Admiralty Oil Fuel, Schedule 385

Specific gravity	...	...	...	...	0.930 maximum
Flash Point	...	...	...	...	175° F. minimum (150° F. minimum—War relaxation)
Viscosity Redwood 1 at 100° F.	...	...	...	...	450 seconds maximum
Sulphur	...	...	...	...	1.75 per cent. maximum (2.5 per cent. maximum—War relaxation)
Water	...	...	...	...	0.5 per cent. maximum

F.—U.S. Navy "Special" Grade Fuel

(U.S.N. Specification 7-0-1)

Specific gravity	...	...	...	...	11.5 A.P.I. minimum (.989 approx.)
Flash Point	...	...	...	...	150° F. minimum
Viscosity Saybolt Universal at 122° F.	...	...	...	...	110-225 seconds
Redwood 1 at 122° F.	...	...	...	...	95-195 seconds approx.
Water	...	...	...	...	0.5 per cent. maximum
Pour Point	...	...	...	...	15° F. maximum
Carbon residue	...	...	...	...	15 per cent. maximum

G.—Pool Fuel Oil

Specific gravity	...	...	...	...	About 0.93
Flash Point	...	...	...	...	150° F. minimum
Viscosity Redwood 1 at 100° F.	...	...	...	...	220 seconds maximum
Sulphur	...	...	...	...	2.75 per cent. maximum
Water	...	...	...	...	0.5 per cent. maximum
Pour Point	...	...	...	...	35° F. maximum

H.—Pool Heavy Fuel Oil

Specific gravity	...	...	...	...	About 0.95
Flash Point	...	...	...	...	150° F. minimum
Viscosity Redwood 1 at 100° F.	...	...	...	...	950 seconds maximum
Sulphur	...	...	...	...	Not specified
Water	...	...	...	...	1 per cent. maximum
Sediment	...	...	...	...	0.5 per cent. maximum

J.—Special Refinery Gas Oil

Specific gravity	...	...	...	...	0.855/0.865
Flash Point	...	...	...	...	About 175° F.
Viscosity Redwood 1 at 100° F.	...	...	...	...	About 32 seconds

Diesel Fuels

2. Fuels A and B are completely interchangeable and should normally be used in all types of diesel engines.

Fuel C may be used in emergency when neither fuels A nor B are available.

Fuel E is suitable only for large diesel engines of the type fitted in mercantile motor ships and is not to be used for diesel engines in H.M. ships.

Furnace Fuels

3. All fuels listed A—J may be used as furnace fuel subject to the following reservations:—

- (i) Fuels A, B, C, D and J—viz., the diesel grades—should not normally be used owing to limitations in supply of these higher grades and on account of their increased cost but, subject to certain limitations, they can be burned satisfactorily under boilers.
- (ii) Owing to its low viscosity, diesel oil must be burned without pre-heating or with a small degree of heating, according to its viscosity. The very light oils, and others if heated sufficiently to give an equivalent viscosity, give a narrow angle of spray at the normal maximum oil fuel pressure of 150 lb./in². This closing in of the spray makes it impossible to fill the brick tube with flame whatever the position of the sprayer and this, in turn, results in admission of excess air to the furnace and formation of a mixture of black and white smoke. The heavier the oil, the less marked will be this effect.

It may, therefore, be impossible to develop full power when burning very light oil. Increasing the fuel pressure will result in further closing in of the spray and make matters worse. For this reason, whenever possible, a tank full of normal furnace fuel should be reserved for use at high powers.

At reduced powers, an improvement in combustion may be effected by using a larger number of sprayers working at lower pressure.

Fuels A, B, C and J should be burned without pre-heating. Where the viscosity is in the vicinity of the upper limit the closing in of the spray at high pressure may not be so marked and some advantage may be obtained by retracting the sprayer.

If the viscosity of the fuel is known, the best burning temperature can be obtained in the manner indicated in A.F.O. 2058/42; if not, a good deal can be done by observation of the flame, thus:

Oil temperature too low.—A black cone of oil is visible at the sprayer tip and oil may be seen burning on the furnace floor.

Oil temperature too high.—A gap between the brick tube and the flame can be observed through the sight holes. Probably white smoke, or a mixture of white and black, will be made.

Oil temperature much too high.—The oil will be gassing on issuing from the sprayer, resulting in spluttering or an occasional blow-back or pulsations.

- (iii) Owing to the difficulty of ensuring a homogeneous mixture of oils of widely different viscosity and specific gravity, the diesel oils should be used unmixed as far as possible. Should this not be possible, constant attention must be paid to the appearance of the flame and the temperature of the oil adjusted so far as this is practicable.
- (iv) Where fuel tanks are located in or adjacent to boiler rooms, as in certain escort vessels, and destroyers, the boiler room bulkhead boundaries are to be carefully inspected for leakage after fuelling with any of the diesel grade fuels, viz., A—D and J above, and after depth charge attacks or near misses.
- (v) Fuel H is a high viscosity fuel which is generally unsuitable for use with Admiralty type oil-burning equipment, but may be used in emergency if suitable fuel is not obtainable. Very heavy carbon deposits on combustion tubes and brick throats will occur when burning this grade and frequent cleaning will be necessary. Owing to its high viscosity difficulty may be experienced in handling this fuel in cold weather and it should not be embarked in any ship in which the O.F. tanks are not fitted with steam heating coils.
4. (i) Commercial stocks of fuel held in the U.K. conform to above Pool Specifications and are held by the Petroleum Board. When supplies from these stocks are necessary the Petroleum Board will still, as far as possible, supply to Admiralty Specification on demand, but, as hitherto, only Standard Pool grades will be available generally.

- (ii) Orders for commercial grades of fuel should continue to be placed direct with the Petroleum Board's local agents, as much notice as possible being given regarding requirements; a receipt for the quantity delivered should be furnished to the agent.

Payment will be made by the Director of Naval Accounts.

- (iii) Fuel oil for the trials of H.M. ships will, as hitherto, be supplied from Admiralty stocks whenever possible. Admiralty Engineer Overseers should communicate requirements on Form D.501 to the appropriate Superintending Naval Store Officer.

(A.F.O. 2058/42.)

(A.F.Os. 3658/41 and 3960/43 are cancelled.)

4508.—Methyl Chloride Cylinders of American Manufacture to be withdrawn from Service

(N.S. 25352/44.—24 Aug. 1944.)

Owing to unsatisfactory results of metallurgical tests on samples of American type Methyl Chloride Cylinders (22 lb. and 16 lb. capacity) cylinders bearing registered Nos. U.S.A. 1—600 are not to be sent for recharging but are to be brought to produce and reports rendered to Admiralty of the Registered No. of the cylinders as they are scrapped.

2. Any serviceable valves from the cylinders are to be recovered and sent to Superintending Naval Store Officer, Naval Store Depot, Royal Victoria Yard, Deptford.

(S.N.S.O. Park Royal Sec. 3C/ABS/11478—12 Aug. 1944.)

(A.F.O. 3984/44 is cancelled.)

4509.—Water Intake Scoops for L.C.P. (M).

(D.C.O.M. 587/44.—24 Aug. 1944.)

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

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

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

(A.F.O. 4135/44 is cancelled.)

4510.—Aerial Exchange Outfit EJ—Fitting-out Information

(R.E. 11043/44.—24 Aug. 1944.)

A.S.E. Installation Specification No. B.490 has been prepared to show the method of fitting and wiring aerial exchange outfit EJ.

2. Copies of the specification have been forwarded to the Commanders-in-Chief, Eastern Fleet, Western Approaches; Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Rosyth, Kilindini and Ceylon; Flag Officers-in-Charge, East Africa, West Africa; the Commodore, Algiers; Commodores Superintendent, Gibraltar, Malta and Simonstown; Commodores-in-Charge, Sheerness and Halifax; Commodore Commanding, R.I.N. Bombay; Captain-in-Charge, Bermuda; Captains Superintendent, Alexandria and Durban; Naval Officer-in-Charge, Londonderry; Naval Headquarters, India; Deputy Superintendent, Pembroke; Naval Secretary, Wellington; Naval Secretary, Melbourne, for the officers concerned at Melbourne, Sydney and Fremantle; to the Secretary, Naval Board (N.D.A.), Ottawa; Chief Constructors-in-Charge, H.M. Naval Repair Bases, Corpach and Dunstaffnage; to the British Admiralty Delegation, Washington.

3. Copies of the specifications have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber,

Southern, London, South Wales, Belfast, Scottish and North Eastern Areas; the Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with aerial exchange outfit EJ are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.490 in accordance with the procedure laid down in A.F.O. 790/40.

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.)

4511.—Aircraft Radio—Introduction of Low Impedance Telephones

See AFO. 6253/40. (A.C.R.D. 138/43.—24 Aug. 1944.)

American telephones, Type AN/BH-1 (Stores Ref. 110A/699) are shortly to be introduced in the Naval Air Arm.

2. This Fleet Order describes the modifications which will have to be made to airborne radio equipments for impedance matching to the new type telephones, which when wired in parallel (A.F.O. 4520/44 refers) have a nominal impedance of 150-ohms.

3. It is intended to issue a series of Fleet Orders dealing with each type of aircraft individually, as the necessary parts become available. These future Fleet Orders will make reference to this Order: no action should therefore be taken to modify any equipment for use with low impedance phones except in conjunction with instructions laid down in a Fleet Order dealing with a specific type of aircraft.

4. *Summary of Modifications to Radio Equipment.*—It should be noted that when an aircraft installation is being converted for low impedance telephones it is not necessary for each individual piece of equipment to be modified for low impedance output. In cases where the outputs of several receivers are fed through a separate amplifier or junction box, it is sufficient to adjust the output tapping of the latter.

Where it is necessary to make any change to equipment, the following modifications refer:—

(i) *Junction Box, Type 103.*—This junction box is provided with a transformer having a tapped primary and secondary, whereby it is possible for both input and output to be at either high or low impedance.

When feeding in at high impedance and using low impedance telephones the connection in "O.S." of the transformer is to be transferred to "T.S."

If later the equipment feeding into the junction box is converted to low impedance output, the connection on "O.P." of the transformer will require to be transferred to "T.P."

(ii) *TR.1196 Series.*—This equipment is designed for three output impedances, viz., 20,000, 600 and 150-ohms.

By changing over the link on the chassis assembly from "HIGH" to "LOW", an impedance of 600-ohms is obtained.

To reduce this to 150-ohms, it is necessary to change the tapping on the secondary of the output transformer T.5 in the receiver section.

Identify the lead which runs from the tag on the top left-hand corner of the transformer through the grommet to pin 10 of the Jones plug. Unsolder the lead at the transformer tag and reconnect it to the centre tag on the same side of the transformer.

(iii) *TR.5043 (SCR.522).*—This equipment is designed for three output impedances, nominally stated at 4,000, 300 and 50-ohms.

Adjustment is made on the output transformer (T.296) which is situated in the centre of the receiver section (BC.624A).

It is necessary to remove the receiver unit from the main rack assembly. The audio output is taken from pin 4 of the receiver Jones plug. For high impedance output (4,000-ohms) this lead is connected to tag 7 of the transformer 296; to convert to 300-ohm output, transfer this connection to tag 6; and for 50-ohm output (for working into AN/BH-1 telephones when wired in parallel) transfer it to tag 5. The earth lead is to remain on tag 4 throughout.

Note.—In those cases where the SCR.522 has been modified for MCW operations, manual receiver muting, improved intercom. and reduction of inherent noise, the condenser and resistance connected to tag 7 of the output transformer are to remain on tag 7 at all output impedances.

(iv) *ZB/ARA Receiver.*—All the above receivers have been converted from the original 600-ohm output impedance to high impedance of the order of 20,000-ohms for working into British high impedance telephones.

To revert to low impedance (600-ohms) it is necessary to remove the 0.1-Mf. condenser fitted between pin 3 of the output valve and pin 2 (TEL) of the 7-pin socket at the end of the receiver in that modification, and to replace the two taped-up leads stowed against the 7-pin plug on to pin 2 of the latter.

(v) *ZBX Receiver.*—This receiver is designed for low or high impedance output of 300 or 4,000-ohms.

The output transformer T.101 is situated against the 7-pin socket. For high impedance the output is taken from pin 6 of the transformer. To convert to low impedance this lead is to be transferred to pin 3 on the opposite side of the centre pin. It will be necessary to remove the transformer fixing screws to give access to these connections.

To improve the matching into 150-ohm telephones, an adaptor, MC.385 (see paragraph 6), is inserted in the telephone socket, thereby reducing the impedance to the order of 100-ohms.

(vi) *T.R.1161.*—An output transformer giving impedances of 200-ohms and 8,000-ohms is fitted. Leads are taken from both tappings to the control unit, Type 62.

To convert from high impedance to low, identify switch, S.1, inside the unit at the side of the W plug and transfer the shorting lead (usually purple) from the "H.R." tag to the "L.R." tag. It is preferable to remove the switch-fixing screws to give access to the soldering tags.

(vii) *TR.1460.*—The output transformer, which is in the modulator unit, has a tapped secondary whereby two output impedances, 20,000-ohms and 150-ohms are available.

The tappings are connected to a link switch situated immediately below the commutator of the rotary transformer.

To convert to low impedance output, unsolder the link from the tag engraved "HIGH" and reconnect to that marked "LOW".

(viii) *A.R.I.5206.*—Two output impedances, viz., 150-ohms and 20,000-ohms, are available. The output transformer is situated in the L.F. unit, being positioned under the chassis against the output valve V.9 and labelled T.3.

To convert from high impedance to low impedance, remove the lead from pin 8 and reconnect this to pin 6.

(ix) *T.R.1366.*—There are four circuits in the T.R.1366 which may require modification concurrent with the use of low impedance telephones.

These circuits are:—

(a) *Main Output (Pilot and Observer).*—Taken from transformer 27T6 in the L.F. unit (the transformer connections are taken to a tag board on the underside of the chassis).

To convert from high impedance (12,500-ohms) to low impedance (75-ohms), transfer the screened lead from pin 1 to pin 6 on transformer 27T6.

(b) *Secondary Output (Air Gunner).*—Taken from transformer 27T5 in the L.F. unit (the transformer connections are taken to a tag board on the underside of the chassis).

To convert from high impedance (20,000-ohms) to low impedance (150-ohms), transfer the screened lead from pin 4 to pin 7 on transformer 27T5.

(c) *Input to Cathode V13 in L.F. unit, from Beacon Receiver.*—When beacon output is fed into TR.1366 at high impedance, find the lead which connects to either pin 9 or pin 10 on valve holder 21, V.13, and see that this is connected to pin 9.

When beacon output is fed in at low impedance, see that this lead is connected to pin 10.

(d) *Input to Cathode V.14 of L.F. unit from G.P. Receiver.*—When G.P. receiver output is fed into TR.1366 at high impedance, locate the lead which connects to pin 9 or pin 10 of valve holder 22, V.14, and see that this is connected to pin 9.

When G.P. receiver output is fed in at low impedance, see that this lead is connected to pin 10.

5. *Miscellaneous Equipment.*—Certain equipment remains which was not designed for more than one output of impedance. These can be divided into two classes :—

- (i) Recent American equipment designed for an output impedance of 600-ohms, *e.g.*, receiver RU.19 and intercom. amplifier RL.5.
- (ii) Obsolescent British equipment designed for 15,000-ohms output impedance, *e.g.*, receivers, Types R.1082, R.1116, R.3108, R.3109 and amplifiers, Type A.1219.

Where the 600-ohms output equipment has been used in a high impedance telephone system, matching has been accomplished through an external transformer. Consequently, when converting to a low impedance system it is necessary to remove the transformer from the circuit.

To convert the 15,000-ohms output impedance to low impedance a matching unit, Type 111 (Stores Ref. 10A/13157) is to be fitted in the telephone output leads in the most convenient manner possible. The receiver output is to be connected to terminals 3 and 4 (Tel. +ve to No. 4), and the telephones connected to terminals 1 and 2 (Tel. +ve to No. 2).

6. *Adaptor MC.385.*—This adaptor is the American equivalent of the British impedance matching unit, Type 111, being designed to match American Naval telephones (600-ohms) into American Army equipment (8,000). It should be noted that the ratio differs from the Type 111 matching unit.

The adaptor contains a small transformer in a metal case fitted with American type telephone plug and telephone socket. To convert American equipment from high to low impedance output the adaptor is plugged into the telephone socket of the equipment and the telephones inserted in the adaptor.

The ratio of the adaptor is such that the latter can be used with advantage to improve the matching of American equipment at 600-ohms output impedance, *e.g.*, ZBX receiver into 150-ohms telephones.

(A.F.O. 4520/44.)

4512.—Communication Wavemeter Outfits

(R.E. 10923/44.—24 Aug. 1944.)

Consequent upon the introduction of Wavemeter Outfits GN and GR, a revised allocation of communication wavemeter outfits to the Fleet has been approved. The revised allocation is shown in the following table :—

Capital ships, cruisers, depot ships and base W/T ships fitted with a U.T.R., L.T.R., and B.R.R.	GJ/2	GN/2	GR
Capital ships, cruisers, depot ships and base W/T ships <i>not</i> fitted with a U.T.R., L.T.R. and B.R.R.	GJ	GN/2	GR
Fleet and light fleet carriers fitted with U.T.R., L.T.R. and B.R.R.	GJ/2	GN/3	GR/2
Fleet and light fleet carriers <i>not</i> fitted with U.T.R., L.T.R., and B.R.R., and escort carriers built in U.K.	GJ	GN/3	GR/2
Escort carriers built in U.S.A.	—	GN/2	GR/2
Flotilla leaders, fleet and escort destroyers, fast minelayers, sloops, frigates, "Castle" class corvettes, monitors and fleet mine-sweepers.	GN	—	GR
"Flower" class corvettes	—	—	GR
Submarines	GK	—	—

2. Supply of Outfit GN will be made without demand in accordance with the above table except that :—

- (i) Where Wavemeter Outfit GJ has already been fitted in destroyers and below, an outfit GN will not be supplied either in addition or instead of outfit GJ.
- (ii) Where wavemeter outfit GL has already been fitted in fleet, light fleet and U.K. built escort carriers, only two outfits GN will be supplied.
- (iii) Where outfit GL has already been fitted in U.S. built escort carriers, only one outfit GN will be supplied.

3. One of the outfits GN allowed to aircraft carriers is supplied exclusively for use in tuning W/T equipment in aircraft.

4. Alteration of existing equipment to conform to the above table should not be carried out except during major refits when an item classification C is to be inserted, where applicable, in the list of As. and As. :—"To bring communication wavemeter arrangements up to date", quoting this order as authority. Special instructions will be issued by Admiralty for ships under construction.

5. The necessary stores should be demanded from S.N.S.O., Haslemere, quoting this order as authority.

6. Ships built in the U.S.A. will be provided with equivalent U.S. wavemeter outfits and will not conform to the above table except that U.S. built escort carriers are provided with two outfits.

7. Particulars of communication wavemeter outfits are shown in Appendix A to this order.

APPENDIX A

1. Communication Wavemeter Outfits—

- GA. Wavemeter G56 and Oscillator G33—portable and rack mounted.
- GB. Wavemeter G56 and Oscillator G33—portable and rack or bulkhead mounted.
- GC. Wavemeter G56 and Oscillator G33—bulkhead mounted.
- GD. Wavemeter G56 and Oscillator G33—rack mounted.
- GE. Wavemeter G56—portable.
- GH. Wavemeter G61 and G62 and Oscillator G35—rack mounted; C.R.R. in non-C.C.S./C.W.S. ships.
- GI. Wavemeters G61 and G62 and Oscillator G35—rack mounted; C.R.R. of C.C.S. and C.W.S. ships.
- GJ. Wavemeters G61 and G62—rack mounted. One in each T.R. of ships fitted with U.T.R., L.T.R. and B.R.R. One in the main W/T office of ships not fitted with U.T.R., L.T.R., and B.R.R.
- GK. Wavemeter G61—rack or bulkhead mounted. Submarines.
- GL. Wavemeters G61 and G62 and Oscillator G35—rack mounted; hangar tuning room.
- GN. Wavemeter G73 and Oscillator G42—portable. General purpose.
- GR. Monitor G99—portable crystal monitor.

2. Wavemeters and Oscillators—

(a) *Wavemeter G56, Pattern No. 8834K; Oscillator G33, Pattern No. 8825K.*

Wavemeter G56 was designed in 1934 for use as a portable absorption wavemeter for tuning transmitters.

Oscillator G33 can be used in conjunction with Wavemeter G56 as :—

- (1) A heterodyne wavemeter to measure the frequency of an incoming signal.
- (2) A heterodyne wavemeter to measure the frequency of a local transmitter.
- (3) An I.C.W. transmitter for setting a receiver to a required frequency.

Frequency range ... 15–24,000 Kc/s.

Power supply ... (i) 4 volt (A.C. or D.C.) and 100 volt D.C. battery or rectifier.

or (ii) 110 volt or 220 volt D.C. mains, by means of supply unit with filter for G56, Pattern No. 8826K.

(b) *Wavemeter G61, Pattern No. 4050.*

Wavemeter G62, Pattern No. 4685/A.

Oscillator G35, Pattern No. 4809/A.

Wavemeters G61 and G62 incorporate a temperature-controlled crystal oscillator, a local oscillator, and an absorption wavemeter. They are designed for tuning transmitters to a required frequency, or, in conjunction with Oscillator G35, for measuring the frequency of incoming signals for calibrating receivers.

Frequency range	... G61—15–2,500 Kc/s. G62—1,000–24,000 Kc/s.
Power supply	... 230 volt A.C. and 210 volt D.C. from Stabilised Rectifier Unit, Pattern 1204B, which works off 230 volt A.C.

(c) *Wavemeter G73 complete with Oscillator G42—Pattern No. W2508.*—A wavemeter and oscillator, designed in 1941, which combines the functions of:—

- (i) A portable heterodyne wavemeter.
- (ii) A signal generator for receiver tests.
- (iii) An audio frequency test oscillator.

When employed as a wavemeter it may be used for checking the approximate frequency of an unknown transmitter or for transferring to a receiver or transmitter an exact frequency obtained from a wavemeter G35, G61 or G62. An oscillator G42, consisting of a 1-megacycle crystal controlled oscillator, is mounted inside the wavemeter G73 and is used to provide a means of checking the calibration of the G73 when a standard wavemeter outfit is not available.

Frequency range	... 100 Kc/s—25,000 Kc/s.
Power supply	... (i) A.C. 115, 125, 200 or 230 volts, or (ii) D.C. 6 volts and 100 volts.

The power pack or batteries are carried inside the set.

(d) *Monitor G99.*—A crystal monitor, designed in 1944 to provide a simple means of checking the adjustment of a W/T receiver to a spot frequency.

Frequency	... Dependent on crystals.
Power supplies	... D.C. 2 volts and 90 volts.

3. *Handbooks, Fitting-out Specifications and Establishment Lists—*

(a) *Handbooks—*

G56 and G33	SS.49
G61	SS.73
G62	SS.74
G35	SS.78
G73 and G42	SS.135

(b) *Fitting-out Specification—*

GA, GB, GD	9132
GC	9032
GH, GI, GJ	9133
GK	B148/42
GL	B327/44
GN	In course of preparation
GR	B498/44

(c) *Establishment Lists—*

GA, GB, GC, GD, GE	H1
GH, GI, GJ, GK, GL	H2
GN	E588
GR	E732

4513.—Hailing Equipment, Type 431—Supply to Small M.T.Bs.

(S.D. 04639/43.—24 Aug. 1944.)

The priorities given in A.F.O. 3168/44, paragraph 3, should be amended to read as follows:—

1. Portsmouth. 2. Dover. 3. Nore. 4. Plymouth. 5. Mediterranean.

(A.F.O. 3168/44.)

4514.—Radar Set, Type 242M—Fitting out Information

(R.E. 11667/44.—24 Aug. 1944.)

A.S.E. Preliminary Specification No. B.480/44 has been prepared to show the method of fitting and wiring Radar set Type 242M.

2. Copies of the specification have been forwarded to the Commanders-in-Chief, Eastern Fleet and Western Approaches; Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Ceylon and Rosyth; Flag Officers-in-Charge, East Africa, West Africa; Flag Officers-in-Charge, Milford Haven and Aden (for Radar Officers); Commodore, Algiers; Commodore Superintendent, Gibraltar, Malta and Simonstown; Commodore-in-Charge, Sheerness and Halifax; Commodore Commanding, R.I.N., Bombay; Captain-in-Charge, Bermuda; Captains Superintendent, Alexandria and Durban; Naval Officer-in-Charge, Londonderry; Naval Headquarters, India; Deputy Superintendent, Pembroke; Naval Secretary, Wellington; Naval Secretary, Melbourne, for the officers concerned at Melbourne, Sydney and Fremantle; Secretary, Naval Board (N.D.A.), Ottawa; Chief Constructors-in-Charge, H.M. Naval Repair Bases, Corpach and Dunstaffnage; B.A.D., Washington.

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London, South Wales, Belfast, Scottish and North Eastern areas; Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Type 242M are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.480/44 in accordance with the procedure laid down in A.F.O. 790/40.

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.)

4515.—Radar Sets—Types 276/277/293—Replacement of Air Conditioning Unit—Pattern W.8828

(N.S. 28722/44.—24 Aug. 1944.)

Reports from ships having shown that air conditioning units, Pattern W.8828, supplied with the first 276/277/293 sets fitted, are unsatisfactory in use and are difficult to maintain, the unit has been redesigned and the new design units are now available.

2. Ships fitted with one of the above sets with an air conditioning unit manufactured by Messrs. Silica-Gel, bearing a serial number 1 to 114, inclusive, are to replace it by one of the later design.

3. Ships concerned are to demand the following stores from S.N.S.O., Haslemere, quoting this A.F.O. as authority.

Pattern No.	Description	No. required
W.8828 (Serial No. 115 onwards)	... Air conditioning unit ...	... 1
or		or
W.8828A	... Air conditioning unit ...	... 1

4. Fitting is to be carried out by ship's staff assisted by base staff where necessary.

5. The displaced air conditioning unit is to be returned to N.S.O., R.N. Store Depot, Dex Garage, New Bridge Street, Newcastle-on-Tyne. Cases to be marked "Returned Stores".

6. Returned stores are to be invoiced to the N.S.O., Newcastle.

4516.—R.N. Shore Wireless Stations—Types TW.12(S), TW.12P(S), CNY1 and TV.5(S)—Instructions for Disposal when no longer Required

R.N. shore wireless stations and other shore establishments concerned

(N.S. 29663/44.—24 Aug. 1944.)

When sets of the above types fitted ashore become redundant for any reason, they are to be carefully packed to avoid damage and despatched complete with all ancillary apparatus, including the petrol battery charging outfits, etc., provided, to:—

The Naval Store Officer,
Dex Garage,
New Bridge Street,
Newcastle-on-Tyne.

2. Cases are to indicate that the apparatus is despatched "for survey" and should be accompanied by Forms S.331.

4517.—W/T Stores—Disposal of Obsolete Items

(N.S. 20494/44.—24 Aug. 1944.)

Stocks of the articles detailed below are to be disposed of to the best advantage as indicated. No further returns should be accepted.

Pattern No.	Description	Action required
210	Die castings—brackets ...	} Dispose of all stocks.
213	Die castings—brackets ...	
220	Die castings—brackets ...	
221	Die castings—brackets ...	
222	Die castings—brackets ...	
223	Die castings—flanged foot ...	
225	Die castings—fork ...	
367	Supports, upper... ...	
846	Insulator... ...	
W.5481	Tubes ... ..		100 to be retained by S.N.S.O., Haslemere. Dispose of all other stocks.
7032	Washers	} Dispose of all stocks.
7033	Washers	
7494	Condensers ... ..		500 to be retained by S.N.S.O., Haslemere. Dispose of all other stocks.
8808	Rings	Dispose of all stocks.
W.335	Cards	100 to be retained by S.N.S.O., Haslemere, after supply has been made to bases. Dispose of all other stocks.

4518.—Aircraft Radio—Introduction of Low Impedance Telephones in Barracuda Aircraft

(A.C.R.D. 138/43.—24 Aug. 1944.)

Provision is shortly to be made for the use of American low impedance telephones, Type AN/BH—1 (Stores Ref. 110A/699) in all Barracuda aircraft.

2. Information on the amount of modification necessary in Barracuda aircraft fitted with differing types of radio installation is shown below, and when action is taken on this reference should be made to A.F.O. 4511/44, which gives details of how to carry out each necessary modification.

3. Three types of radio installation exist for Barracuda aircraft; each requiring separate consideration:—

(i) Aircraft fitted with—

(a) TR.5043 (SCR.522)

(b) TR.1366

(c) Beacon receiver (ZB/ARA, ZBX or R.1147).

The pilot and observer already use low impedance telephones, consequently only the air gunner is to be provided with AN/BH—1 telephones.

Adjust the air gunner's output tapping in the TR.1366 for low impedance (A.F.O. 4511/44, paragraph 4 (ix) (b) refers). The beacon receiver which is fed into the TR.1366 is to be left at high impedance.

No other modifications are necessary:—

(ii) Aircraft fitted with—

(a) R.1116 or ARI.5206

(b) TR.1366

(c) Beacon receiver (ZB/ARA, ZBX or R.1147).

Leave output of beacon receiver (which is fed into TR.1366) at high impedance. Adjust both outputs of the TR.1366 for low impedance (A.F.O. 4511/44, paragraph 4 (ix) (a) and (b) refer).

When ARI. 5206 is fitted, adjust its output for low impedance (A.F.O. 4511/44, paragraph 4 (viii) refers) and on TR.1366 move the connection to the valve holder 22V14 from pin 9 to pin 10 (A.F.O. 4511/44, paragraph 4 (ix) (d) refers).

If R.1116 is fitted, the output is to be taken through an impedance matching unit, Type 111 (A.F.O. 4511/44, paragraph 5 refers) and on TR.1366 the connection to the valve holder 22V14 is to be moved from pin 9 to pin 10 (A.F.O. 4511/44, paragraph 4 (ix) (d) refers).

(iii) Aircraft fitted with—

(a) R.1116

(b) A.1219

(c) Beacon receiver (ZB/ARA, ZBX or R.1147).

As neither the R.1116 nor A.1219 have provision for low impedance telephones, the installation is to remain as at present, except that an impedance matching unit, Type 111 is to be fitted at each crew station (A.F.O. 4511/44, paragraph 5 refers).

4. Supplies of the necessary parts will be made without demand when available, and the work is to be carried out on instructions from the administrative authority.

(A.F.O. 4511/44.)

4519.—Aircraft—Air-to-Air Firing Practices—REPORTS

(A./A.M.R. 540/44.—24 Aug. 1944.)

Reports are being received from fighter squadrons that no air-to-air firing practices have been carried out because no sleeve-towing aircraft were available.

2. All Naval fighter aircraft are now fitted with a means of towing targets, and this is to be considered as the normal means of carrying out air firing practices.

3. Target towing aircraft are not being supplied to provide air-to-air targets except at a few specialized training airfields, and a report is to be rendered with the air firing return on each occasion that special target towing aircraft are used, giving reasons why the fighter squadron did not tow its own targets.

4. The necessary equipment and method of using the British and American P.P.T.T. gear is given in A.F.O. 726/44. All Naval air stations are to maintain adequate stocks of this equipment in store.

5. Reports on any difficulties encountered in fitting, using or obtaining this gear are to be reported to the Admiralty, through administrative authorities, together with remarks on the methods employed for overcoming the difficulties and suggestions for improvement of the equipment.

(A.F.O. 726/44.)

4520.—Helmets, Type C, Wired, and Ancillary Equipment—Introduction

(A.E. 5244/44.—24 Aug. 1944.)

Flying helmet, Type C, wired, and the undermentioned items of ancillary equipment required by the replacement of the existing high impedance telephone system by a low impedance system are hereby introduced.

(1) Helmets, Flying, Type C, Wired.—(a)

22C/877	Size 1	...	...	...	6½—6¾
22C/878	Size 2	...	...	...	6¾—7
22C/879	Size 3	...	...	...	7½—7¾
22C/880	Size 4	...	...	...	7½—7¾

Cancelled by
AFO 5112/44.

(b) These helmets supersede helmets, flying type C, unwired (Ref. 22C/449-452). The latter are declared obsolescent, but are only to be replaced when they become unserviceable or on receipt of an Admiralty instruction to change to low impedance telephone system (see paragraph 5 below).

(c) A number of helmets, Type C, wired, have already been issued to the Service either

- (i) wired with connector, Type 2091, Ref. 10H/4887, and in use with microphone assembly, Type 48, Ref. 10A/14381; or
- (ii) without any connector, in which case they are used as unwired helmets. They may, however, be distinguished from the latter by an opening at the back of the helmet through which the connector may be inserted. For method of insertion of the connector when required, see paragraph 7 below.

(2) *Receivers, telephone, Type ANBH, Ref. 110A/699.*—Each telephone has an impedance of 300 ohms per earpiece. As the standard low impedance output of British radio communications equipment is 150 ohms, the two ANBH telephones are wired in parallel. To accomplish this, a series-parallel connector, Type 2186, has been designed.

(3) *Series-parallel connector, Type 2186, Ref. 10H/5229.*—(a) This is the only British connector with terminations suitable for ANBH telephone and is not fitted in any helmet issued prior to 1st July, 1944. It enters the back of the helmet just above the neck and three leads pass between the outer leather covering and the inner chamois lining to each telephone. The microphone lead passes similarly to a plug, Type 517, Ref. 10H/14206, which is stitched in the leather cover below the left earpiece.

(b) The telephone leads are terminated with coloured whipping and are connected to one of two adaptors, Type 87, Ref. 10A/15806. This adaptor is the only termination which will fit the sockets in Telephone Receivers ANBH. An inch of rubber sleeving is then slid into position over the whipping to cover the connection between the lead and adaptor.

(c) Connector, Type 2186, is normally supplied connected for parallel wiring and should not be altered, but a check should be made that the connections are as follows:—

(i) *Left telephone:*

Blue whipping } Common to one Adaptor, Type 87.
Orange whipping }
Brown whipping...To other Adaptor, Type 87.

(ii) *Right telephone:*

Red whipping } Common to one Adaptor, Type 87.
Black whipping }
Slate whipping ...To other Adaptor, Type 87.

(4) *Microphone Assembly, Type 48, Ref. 10A/14381.*—This assembly consists of:

- (a) Microphone, Type 25, Ref. 10H/12570;
- (b) Connector, Type 2237, Ref. 10H/5463;
- (c) Socket, Type 453, Ref. 10H/14207.

The Socket, Type 453, is connected to the plug, Type 517, in the helmet. (See paragraph (3) (a) above.)

(5) The appropriate administrative authorities will be instructed by signal when the change-over is to be made. The change-over will take place aircraft type by aircraft type, the anticipated order being Barracuda, Swordfish, Avenger, single-seater fighters, Fireflies, other aircraft in F.R.Us. and Communication Squadrons, and miscellaneous aircraft. When the change is made, the following items of equipment will be supplied without demand for each member of flying crews, together with spares allowances, and will be issued in replacement of the flying helmets, telephone receivers and microphone assemblies in the possession of members of flying crews immediately before the change is made:—

Microphone assembly, Type 48, Ref. 10A/14381	...	...	1
Receivers, telephone, Type ANBH, Ref. 110A/699	...	...	2
Flying helmet, Type C, wired, incorporating connector, Type 2186.	...	...	1

(6) Flying helmet, Type C, wired, incorporating connector, Type 2186, will be issued on the change-over to low impedance telephone system, and separate connectors will not, at present, be issued. When, however, sufficient stocks are available, connector, Type 2186, may be issued separately and paragraph 7 below describes the method of inserting it in flying helmets previously issued without connectors. Reference should be made to A.F.O., Diagram No. 264/44.

(7) (a) The helmets are manufactured with a pocket "A" below the left-hand telephone holder into which fits the plug, Type 517, on the microphone lead.

(b) Eyelet holes "B" are provided just behind each telephone holder through which are passed the telephone leads.

(c) At the back of the helmet, below the goggles retaining strap, are two leather tabs "C" for anchoring the microphone and telephone leads at their junction.

(d) Clipped to one of the press studs "E" is a short strip of leather which is to be folded round the connector, Type 2186, and the ends stitched together as at "F". The stitching must not pass through the braiding of the connector so as to prevent its being drawn through loop, but the leather must grip the connector to form a stiff sliding fit.

(e) Pass the plug, Type 517, through the opening "D" in the back of the helmet and thread it along within the lining until it lies in the pocket "A", the front of the plug lying flush with the opening of the pocket as at "H" (Fig. 3).

(f) Retain the plug in the pocket by securely cross-stitching through both layers of the helmet as at "G" (Fig. 3). The stitches should pass through the holes in the lugs of the plug.

(g) Using a stiff wire with a loop, thread the telephone leads through the opening "D" and bring a red and a blue sleeving (the blue containing two leads as in paragraph (3) (c)) out at each of the eyelet holes "B" for attachment to the telephones.

(h) The leather anchoring tabs "C" are to be securely bound to the connector by a whipping of waxed thread at the junction of the microphone and telephone leads (Fig. 4).

(i) It is important to arrange the leads within the lining and at the point of entry "D" in such a way that they do not form lumps which would cause discomfort. This is achieved by:—

- (1) Avoiding crossing the telephone leads one over the other.
- (2) Assuring that the junction of microphone and telephone leads is at the point where they are bound to the tabs "C" and not within the lining of the helmet.

Note.—No stitching on the helmet is to be cut as this is unnecessary.

(8) Flying helmets, Type C, wired, complete with connector, type 2186, will at present only be issued with Admiralty authorization.

(9) The local Accounting Officer is to permit the members of flying crews of F.R.Us. and members of other flying crews who will still require to use high impedance telephones after the change-over in any particular aircraft type, to retain their old flying helmets, microphone assemblies and telephone receivers, as well as the new equipment set out in paragraph 5 above, until such old equipment is no longer required.

4521.—Seafire and Spitfire Aircraft—Front Fuselage Trestling—Modification to No. 1 Universal Jacking Trestle (AMR. 714/44.—24 Aug. 1944.)

As a result of the increase in weight of Seafire and Spitfire aircraft, No. 1 Universal Jacking Trestles, used for front fuselage trestling, should be strengthened.

2. The modification consists of the addition of a lower tension member on each side of the trestle as shown in A.F.O. Diagram No. 270/44, using flat M.S. bar $\frac{1}{4}$ -in. by $1\frac{1}{4}$ -in. (Stores Ref. 30A/1966).

3. These members have been omitted previously from the U.J.T. No. 1 as they would restrict the amount of lift available on the jacks, but for Seafire and Spitfire aircraft, it is possible to add the members and still be able to cope with the deflated tyre case. It is not possible, however, to position the trestle if oleos as well as tyres are deflated.

4. Although this modification will prevent the spread of the base of the trestle, strict attention should still be paid to the correct method of trestling, as described in the A.P.'s Vol. I. In particular, checking of the aircraft against fore and aft movement, and correct height of tail from the ground, are of paramount importance,

since when lifting the main wheels clear of the ground, the jacks of the trestle are almost fully extended. An indirectly applied force will cause these jacks to bend and throw an excessive load on the front or rear of the trestle.

5. The foregoing does not affect operational Seafire squadrons which have been supplied with 5-ton jacks, Admiralty Pattern B8/5890.

6. It is hoped to be able to supply jacks, Pattern B8/5890, to all new services operating Seafire or Spitfire aircraft.

4522.—Aldis Signalling Lanterns—(L.C.V.(P))
(N.S. 19808/44.—24 Aug. 1944.)

The group outfits of stores for L.C.V.(P) are, in future, to include Aldis signalling lantern and equipment as follows:—

F.2A (Permanent)

Pattern	Description	Quantity
5110E	Lantern, signalling, Aldis	2 No. per 6 craft
8979A	...Box, transport for	2 No. per 6 craft
5344	Box, battery, for	4 No. per 6 craft
16082	Shade, Aldis, Harvey, Mark II, in box, Pattern 16087	2 No. per 6 craft

F.2A (Consumable)

3361	Cells for Aldis lantern	12 No. for each lantern
3364	Connections for cells, Pattern 3361 ...	10 No. for each lantern
—	Shade, red, R.A.F., Pattern 5A/1152, for Aldis, in box, Pattern 5A/1674	2 No. for each lantern

2. Ships, bases and Naval store depots holding group stores for L.C.V.(P) should add the additional stores now allowed.

3. The Establishment of stores for minor landing craft will be amended.

(*C.-in-C., Portsmouth, No. 1964/B/0380/24, 2 Apr., 1944*)

4523.—Alterations and Additions—Abolition of Class List
"Intrepid" Class Destroyers
(D. 017783/44.—24 Aug. 1944.)

The class list system of alterations and additions for "Intrepid" class destroyers is to be abolished and the Commanding Officers of these ships are to forward individual lists in accordance with C.A.F.O. 793/43, paragraph 13.

2. The last list of alterations and additions assessed was published in C.A.F.O. 522/44.

(*C.A.F.Os. 793/43 and 522/44.*)

4524.—Bostik "C" Adhesive Compound, Pattern 388—Initial Provision
(N.S. 23053/44.—24 Aug. 1944.)

Bostik "C" adhesive compound, Pattern 388, will be supplied in ½-pint tins and purchase has been arranged for delivery as follows:—

Chatham	Sheer-ness	Ports-mouth	Devon-port	Rosyth	Lathal-mond	Mersey	Severn	West Riding	Carfin
Tins	Tins	Tins	Tins	Tins	Tins	Tins	Tins	Tins	Tins
2,000	250	1,500	1,500	1,000	1,000	5,000	5,000	500	500

2. Distribution to yards abroad has been arranged as follows:—

From Mersey—

Taranto	300 tins
Malta	750 tins
Gibraltar	400 tins
Alexandria	1,850 tins

From Severn—

Trincomalee	300 tins
Kilindini	} 200 tins each
Bombay	
Calcutta	
Bermuda	
Simonstown	} 750 tins each
Durban	
Colombo	

(*A.F.O. 1125/44.*)

4525.—C.S.A.M. Apparatus—Components For
(N.S. 18996/44.—24 Aug. 1944.)

The undermentioned obsolete parts for Chlorosulphonic Acid Apparatus (Subhead E.2) which have been underlined are being deleted from the Rate Book of Naval Stores and are being replaced by bakelite components as shown under each obsolete pattern:—

Pattern 2663, combined acid sprayer and filter, 25-lb.—

Pattern 2667, nozzles, spray 25-lb./min. output	6 No.
Pattern 2669, caps, sprayer, transit	6 No.
Nozzle holder	1 No.

Pattern 2664, combined acid sprayer and filter, 15-lb.—

Pattern 2668, nozzle, spray, 15-lb./min. output	6 No.
Pattern 2669, caps, sprayer, transit	6 No.
Nozzle holder	1 No.

Pattern 2665, gauge compound vacuum and pressure, C.S. acid—

Pattern 2004E or 2005F gauge (Subhead B.8)	1 No.
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(pending further instructions)

2. Stocks of bakelite sprayer components, Patterns 2667-2669, have been purchased for issue to yards at home and abroad, and particulars, including details of allowances, will shortly be promulgated by A.F.O.

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

4. The nozzle holders are dealt with under Vote 8/III, and demands should be made as and when required, in accordance with paragraph 3 of C.A.F.O. 1545/43 (*C.A.F.Os. 1545/43 and 1119/44.*)

4526.—Cox Submerged Bolt-driving and Punching Unit—Allowances
Ships and Establishments concerned
(N.S. 17564/44.—24 Aug. 1944.)

Reference to "Punch Ammunition, Index No. 8," should be deleted from A.F.O. 3191/44, as this type of ammunition is beyond the capability of the apparatus. Demands from ships and establishments should be amended accordingly.

2. B.R. 323—Establishment of Naval Stores for Gunnery Purposes will be amended.

(*A.F.O. 3191/44.*)

4527.—Electrical Testing Instruments—Allowances
"Captain" Class Frigates—Base Torpedo Officers
(N.S. 37057/43.—24 Aug. 1944.)

Until stocks of electrical testing instruments of American types supplied to "Captain" Class frigates are available for replacement purposes, an avometer and a bridge megger are to be held by Base Torpedo Officers.

2. These articles are intended for loan to the above ships as necessary when defective American type instruments are returned for repair or replacement.

3. Base Torpedo Officers should forward demands for one avometer, Pattern 48A, and one bridge megger, Pattern 6496, to the nearest storing yard or depot.

4. No increase in the allowance, in accordance with the United States Allowance Lists, to individual ships of electrical testing instruments will be made except as shown in paragraph 5.

5. Neon Testers for testing circuits have been added to the authorized list of Naval stores under subhead F2A, as Testoscopes, Pattern 16233, and first purchase has been made for delivery as follows:—

Portsmouth 50	Belfast 50
Chatham 25	Londonderry 25
Devonport 25	Mersey Area 25

6. Two of these articles are to be allowed to each "Captain" Class frigate, and demands should be forwarded to the nearest of the above yards or depots. The articles are to be dealt with as permanent Naval Stores.

(*C.O., H.M.S. "Domett" demands S134d—13 Nov., 1943;*
Naval Store Officer, Belfast No. 1196X/AET/MA—17 Dec., 1943.)

4528.—Establishment of Naval Stores for Photographic Purposes (excluding Airborne Equipment)

All ships carrying photographic equipment, dockyards and overseers, but NOT shore establishments.

(N.S. 24412/44.—24 Aug. 1944.)

As details of the allowances to H.M. Ships of naval stores for photographic purposes (excluding G.45, F.24 and F.46 cameras and equipment shown in the Air Store Establishment—B.R. 378 series) are at present available only in various Fleet Orders, these allowances are being incorporated in a separate publication.

2. This publication is at present under preparation, but, in the meantime, a limited number of advance proof copies are being distributed as shown in the Appendix to this Order. These advance copies are not set out in the form in which it is intended to issue the final publication, but contain generally the same information and may be used as an approved list of allowances.

3. Sufficient proof copies are not available to enable distribution to be made to ships, but they may be used at dockyards for checking ship's demands and also, in the case of warrant yards dealing with new construction ships, for the preparation of the warrant demands.

4. For ships of new construction, demands are to be prepared by the warrant yard and forwarded to the Superintending Naval Store Officer, Stroud. For items of photographic equipment required for fitting (e.g., drying drums), overseers of new construction ships concerned should forward demands (Forms D.501) to the ship's warrant yard.

5. A further A.F.O. will be issued when the final publication is available for issue.

Appendix

Distribution of advance proof copies of photographic establishment

Commander-in-Chief, Home Fleet,
Flag Officer Carrier Training,
Superintending Naval Store Officer, Chatham,
Superintending Naval Store Officer, Portsmouth,
Superintending Naval Store Officer, Devonport,
Superintending Naval Store Officer, Rosyth,
Superintending Naval Store Officer, Mersey Area,
Superintending Naval Store Officer, Severn Area,
Superintending Naval Store Officer, West Riding,
Superintending Naval Store Officer, Clyde Area,
Naval Store Officer, Greenock,
Naval Store Officer, Lyness,
Superintending Naval Store Officer, Levant,
Superintending Naval Store Officer, Durban,
Superintending Naval Store Officer, Colombo,
Naval Store Officer, Gibraltar,
Naval Store Officer, Malta,
Naval Store Officer, Simonstown,
Director of Stores, Washington.

(A.F.O. 1583/44.)

4529.—Fitting of Skid-Plates on Accelerator

C.V.Es.—"Smiler" Class

(D. 6837/44.—24 Aug. 1944.)

When using accelerated take-off, the successful operation of aircraft wheel guides in "Smiler" Class escort carriers is somewhat impaired by the failure of the aircraft wheels to slide on the wood deck.

2. This fault has been overcome successfully during trials conducted recently in ships of this class by the fitting of steel skid-plates in way of the aircraft wheels. The fitting of these plates reduces friction between the aircraft wheel and the deck and also prevents absorption of the lubricant by the wooden deck.

3. It has therefore been approved to fit skid-plates as indicated in A.F.O. Diagram 273/44 to all ships of the class. If necessary the plates are to be cut to clear deck landing lights or other deck fittings.

4. When loading "Corsair" and "Avenger" aircraft on to the accelerator, difficulty has been experienced in preventing the port wheel from running into the recess on the after side of the forward port barrier sheave. This recess is to be faired off with a wooden filling-piece or ramp as necessary.

5. The above work is to be carried out at the first available opportunity by ships' staff with dockyard assistance if necessary. An item to cover the work involved is to be inserted in the class list of As. and As. for the ships concerned.

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

4530.—High Speed Twist Drills—Ordering of

(N.S. 30178/44.—24 Aug. 1944.)

The Admiralty licence number for the twelve months ending 16th August, 1945, is 12/S/0001, and Admiralty departments and establishments should quote this number on all orders for High Speed Twist Drills.

(A.F.O. 1854/44.)

4531.—Link Shoe Fittings for F.S. Guard Wires

L.C.T. and certain L.C.F., L.C.G. (L), L.C.T. (R)

(D.C.O.M. 43/43.—24 Aug. 1944.)

A.F.O. 2261/44 is to be amended as follows:—

Paragraph 3. Delete and substitute:—

"3. For craft in commission, link shoe fittings, Pattern 2079, for 1½-in. and 1½-in., F.S.W.R., should be demanded from storing yards and the work of fitting carried out by base staffs.

(Captain, M.L.C. No. M. 698/22—26 Oct. 1943, No. M. 696/37.—14 Jul. 1944.)

(A.F.O. 2261/44.)

4532.—Naval Stores for Electrical Action Repair Parties—Allowances

(N.S. 13560/43.—24 Aug. 1944.)

The allowances of tool boxes, Pattern 116 (complete with contents), for electrical action repair parties have been extended and, in addition, outfits of tools, etc., are to be provided for this service in certain small ships. Details of the ships concerned and the allowances applicable are given in Appendices I and II to this order.

2. Ships concerned in commission should forward demands (in detail) to their storing yards as necessary to complete to the allowances given in the appendices. Supply to ships under construction should be arranged by the warrant yards and supplying yards and depots in the usual manner.

3. The Naval stores allowed by this order are additional to those allowed for damage control purposes in accordance with A.F.O. 1642/43.

4. The Sea Store Establishments concerned will be amended.

APPENDIX I

Allowances

(A) Ships to be allowed tool boxes, Pattern 116, each complete with contents as detailed in column 3 of Appendix 2:—

Class of Ship	Allowance per Ship
Escort carriers (except "Argus")	5 boxes
Large auxiliary A/A ships	5 boxes
Landing ships over 6,000 tons	3 boxes
Auxiliary vessels over 6,000 tons	3 boxes
Minelayers over 6,000 tons (other than H.M.S. "Adventure")	3 boxes
Minelayers under 6,000 tons (other than "Fast minelayers" and small minelayers below 1,000 tons)	3 boxes
Auxiliary vessels under 6,000 tons but over 2,000 tons	3 boxes
Landing ships under 6,000 tons	2 boxes
Netlayers	2 boxes
Seaplane carriers	2 boxes
Sloops, "Black Swan" and modified "Black Swan" classes	2 boxes
Destroyers previous to "Tribal" class	2 boxes

(B) Ships to be allowed each one set of tools, etc., as detailed in column 4 of Appendix II:—

Frigates
 Corvettes, "Castle" class
 Fleet minesweepers, "Algerine" class
 Steam gunboats.

(C) Ships to be allowed each one set of tools, etc., as detailed in column 4 of Appendix II, *except* spanners, D.H.T. No. 2504:—

Sloops earlier than "Black Swan" class
 Surveying vessels
 Cutters (ex-American)
 Corvettes earlier than "Castle" class
 Fleet minesweepers earlier than "Algerine" class
 Gunboats, shallow draught.

APPENDIX II

Boxes, Pattern 116, and contents, etc.

Pattern No.	Description	Contents of each box, Pattern 116	Outfit of tools, etc., for ships at (B) and (C) of Appendix I	Remarks
(1)	(2)	(3)	(4)	(5)
<i>Permanent Stores</i>				
60	Subhead B.9 Lamp, safety, complete	1	Nil	
D.H.T. Co-ordinated No. (A.F.O. 916/44)	Subhead B.11			
102	Axe, hand, 3½-lb. ...	1	Nil	*Handles of spanners, pliers, etc., to be suitably insulated.
2188	Saw, taper ground, 12-in.	1	Nil	
3023	Wrenches, pipe, Stillson type, 14-in.	1*	Nil	
3024	Wrenches, pipe, Stillson type, 18-in.	1*	1*	
Pattern No. 19237 19238	Subhead F.2B Extractors, fuse ... Extractors, fuse ...	— —	— —	In accordance with A.F.O. 5101/43. If fitted with H.R.C. fuses, Patterns 19218 to 19230. Demands to be forwarded and supply to be arranged in accordance with A.F.O. 4011/44, if not already done.
6654 or 6654A	Spanners, special, insulated.	2	2	
<i>Consumable Stores</i>				
5494	Subhead B.9 Clamps, jointing ...	4	2	
2232B	Subhead B.11 Chisel ...	1	1	
D.H.T. Co-ordinated No.				
141	Bar, pinch, 2-ft. ...	1	Nil	
1203	Hammer, 2-lb. ...	1	1	
1528	Knife, rigger's ...	1	1	
1850	Pliers, 8-in., with insulated handle.	1 pair	2 pairs	
2276	Screwdrivers, 6-in. ...	1	2	
2277	Screwdrivers, 8-in. ...	1	2	
2472	Spanners ...	1*	1*	
2474	Spanners ...	1*	1*	
2478	Spanners ...	1*	1*	
Pattern No. 1399	Spanner ...	1*	Nil	For use with local control push boxes in ships so fitted.

APPENDIX II—*contd.*

Boxes, Pattern 116, and contents, etc.

Pattern No.	Description	Contents of each box, Pattern 116	Outfit of tools, etc., for ships at (B) and (C) of Appendix I	Remarks
(1)	(2)	(3)	(4)	(5)
D.H.T. Co-ordinated No.				
2419	Spanner ...	1*	1*	For use with emergency terminals, Pattern 4573A-B. A.—Not to ships at (C) of Appendix I.
2421	Spanner ...	1*	Nil	
2504	Spanner ...	1*	1*A	
Pattern No. 6407	Spanner ring, d.e. ...	2*	Nil	
D.H.T. Co-ordinated No.				
2174	Frame, hacksaw, 9-in. (without blades)	1	1	
2179 or 2178	Blades, for hacksaws ...	6	6	
1840		Pliers ...	1* pair	Nil	*Handle to be suitably insulated.
850	Files ...	1	1	
788	Files ...	1	1	
2190	Blades, for saws ...	6	Nil	
3021	Wrenches, pipe, foot-print, 9-in.	1	1	
Pattern No. 300	Subhead E.2 Tape, I.R. ...	1-lb.	1-lb.	
2596	Sleeves, rubber, for clamp, Pattern 5494.	3	4	
Subhead E.8				
101	Candles ...	6	6	
Subhead E.11				
4023	Gauntlets, cotton twill, leather palm, small.	2 pairs	2 pairs	Of pattern required.
4024	Gauntlets, cotton twill, leather palm, medium.			
4025	Gauntlets, cotton twill, leather palm, large.			
Subhead E.12				
1022	Mallet, tinman's ...	1	Nil	
400	Gloves, I.R. ...	1 pair	2 pairs	
Subhead FIC				
4658	Keys, combination ...	1	1	
1888 or 13868	Cable, electric ...	100 ft.	100 ft.	
13721		Connectors ...	50	12
13722		Connectors ...	50	12
13726		Screws, grub ...	1 pkt.	50
Subhead F.2A				
—	Lamps, incandescent, 16 c.p.	6	6	
14011	Connectors, spring clip	Nil	12	
—	Tape, black, insulating...	Nil	½-lb.	
Subhead F.2B				
7992	Lampholder ...	6	6	
—	Fuzes ...	—	—	As necessary
6438	Fuze extractor ...	1	1	

The boxes and their contents should be accounted for in the Naval Store Account as separate articles under their respective subheads and items, and issued on permanent loan or "outright", according to whether they are of a permanent or consumable category. Consumable stores held in the boxes and subsequently expended should be replaced.

(A.F.Os. 1642/43, 5101/43, 916/44 and 4011/44.)

4533.—Oil C.D., Pattern 92—Inferior Substitute Supplied by B.A.T.M.

(N.S./A.S.M. 2927/44.—24 Aug. 1944.)

It has been reported by B.A.T.M., Ottawa, that a substitute oil for Admiralty Pattern 92, Oil C.D., has been included in Asdic sets of Canadian manufacture and issued to R.N. services, and to bases with sets of spares. These bottles are easily recognised, being labelled "Intava Compass Fluid, made by Imperial Oil Company, to the specification of Intava Ltd., London—substitute for Pattern 92 Oil C.D."

2. Ships and services having been supplied with this inferior oil as part of their A/S equipment should note that it is not a substitute for Oil C.D., Pattern 92, and should arrange for it to be landed and Pattern 92 demanded in lieu at the earliest opportunity.

3. Intava Compass Fluid is suitable for certain liquid magnetic compasses of U.S. manufacture and quantities returned in accordance with this Order should be issued for this service as necessary. It should not be used in gyro compass equipment.

(B.A.T.M. No. D.160—17 Jul. 1944.)

4534.—Railway Type Electric Table Fans, Pattern 8074, and Spares—Allowances

Submarines and Submarine Depot Ships serving in the Tropics

(N.S. 012423/44.—24 Aug. 1944.)

The allowances of railway type electric table fans, Pattern 8074, to submarines and as depot ship spares to submarine depot ships serving in the tropics have been revised and are to be as follows:—

Class of Vessel	Allowance per Vessel	
	Present	Revised
1940 "S"	10	16
"T" and "A"	12	18
"Porpoise"	18	24
"Thames"	19	25
Submarine depot ships (as depot ship spares)	Nil	1 for each submarine attached.

2. Three sets of spares for fans, each set made up as follows, are to be allowed to submarine depot ships, as depot ships spares, for each submarine attached:—

Pattern No.	Description	Quantity
8081	Armature	1
8080	Field coils	2 sets
8079	Resistances	1

3. Submarine depot ships concerned, in commission, should forward demands as necessary to the nearest dockyard or Naval store depot to complete to the revised allowances in paragraphs 1 and 2 above and for any additional plugs, Pattern 4462, which may be required. (Supply of four additional fans to H.M.S. "Tudor", three to H.M.S. "Thule", and 126 to the Fourth Submarine Flotilla, has already been arranged.)

4. B.R. 363—Establishment of Naval Stores for Submarines of "Oberon" and later classes—will be amended.

(C.-in-C., Eastern Fleet, 17 May, 1944, No. 1122/E.F. 320/16.)

(F.O. (S), 21 Jul. 1944, No. Sm. 732/476.)

(Captain S.A, message 271301/Mar. 1944.)

(S.N.S.O. Devonport, postal message No. 224—1 Feb. 1944 and communication 11 Apr. 1944, No. 3A/Subs. 51.)

4535.—Shade for 100 watt Lamps—Introduction of A.P. 17116 in lieu of A.P. 4219

(N.S. 26654/44.—24 Aug. 1944.)

Shade, A.P. 4219, used in wardrooms, cabins, etc., is unsuitable for lamps of larger size than 60 watts. A new shade, A.P. 17116, has now been introduced which will take lamps up to 100 watts.

2. The new shade has been introduced primarily for new construction where the lighting circuits have been arranged to take the increased load consequent upon a more general use of 100 watt lamps. It is not intended that ships in commission should make a general change from the old shade, A.P. 4219, to the new shade, A.P. 17116, with a view to enabling 100 watt lamps to be used in lieu of 60-watt lamps. In special cases, however, where increased illumination is an urgent requirement and the capacity of the existing lighting circuits permits, both lamps and shades may be changed.

3. The new shade is being added to the authorised list of naval stores under sub-head F2B as follows:—

Pattern 17116.—Synthetic, U.F., shade for pendant fittings in wardrooms, cabins, etc., for lamps up to 100 watts.

4. Shade, A.P. 4219, is being made obsolete, and the new shade will be issued in lieu when stocks of A.P. 4219 are exhausted. The substitution of Pattern 17116 for the Pattern 4219 shade in existing running contract is being arranged.

5. Separate action has been taken with shipbuilders regarding new construction.

6. The Sea Store Establishments concerned will be amended.

4536.—Sira (Water Repellant) Compound—Introduction *Coastal Force Craft*

(N.S. 30304/44.—24 Aug. 1944.)

In order to prevent visors, or other optical instruments, from being rendered opaque by rain or spray, Sira (Water Repellant) Compound, A.R.54, has been made available as an item of Naval Stores and has been assigned Pattern No. 4292 (Sub-head E.7b). When lightly smeared on to visors or the weather end of binoculars, the compound has the effect of keeping the surface clear when subjected to water.

2. Compound A.R.54 should not be confused with anti-dim compound which is designed to prevent condensation on eye-pieces of instruments.

3. The scale of issue is to be two 2 oz. tins per vessel. Pending reports of sea experience supply will be restricted to Coastal Forces.

4. An initial purchase has been arranged for delivery as follows:—

Chatham	Portsmouth	Devonport	Rosyth	Mersey Area	Severn Area	
1,000	1,000	1,000	200	(a) 1,550	(b) 1,250	2 oz. tins

(a) includes quantities to be distributed as follows:—

Gibraltar	...	...	...	...	150	tins
Malta	...	...	...	...	400	"
Alexandria	...	...	...	...	500	"

(b) to be distributed as follows:—

Freetown	...	...	...	...	200	"
Durban	...	...	...	...	400	"
Colombo	...	...	...	...	500	"
Trinidad	...	...	...	...	150	"

5. Coastal Force bases should forward demands to their storing yards for compound required for attached craft. Supply to craft under construction should be arranged by warrant and supplying yards or depots in the normal manner.

6. The Rate Book and Establishments of Naval Stores concerned will be amended.

4537.—Wrenches Adjustable, for Taps and Reamers

(N.S. 33642/43.—24 Aug. 1944.)

The undermentioned new patterns of single-handed and double-handed wrenches for taps and reamers have been added to the Rate Book for Naval Stores. These wrenches will replace existing patterns as indicated. The patterns which have been superseded should be considered obsolete, but stocks should be issued until exhausted:—

Pattern	Description	Patterns Superseded
Wrenches, adjustable, double-handed—		
6940	$\frac{7}{8}$ -in. to $1\frac{1}{2}$ -in.	681H, 681I, 681P
6941	$\frac{5}{8}$ -in. to 1-in.	681F, 681H, 3845
6942	$\frac{3}{4}$ -in. to $\frac{3}{4}$ -in.	681C, 681H, 681F, 3845
6943	$\frac{1}{2}$ -in. to $\frac{1}{2}$ -in.	681A, 681C, 681E, 3854
6944	Up to $\frac{1}{2}$ -in.	3945, 3854
6945	0 to 11 BA	723, 3833, 3945
Wrenches, adjustable, single-handed—		
6946	$\frac{3}{4}$ -in. to $1\frac{1}{2}$ -in.	681M, 681N, 681O, 4312
6947	$\frac{1}{2}$ -in. to $\frac{3}{4}$ -in.	681L, 681LL, 681M, 4312
6948	$\frac{1}{8}$ -in. to $\frac{3}{8}$ -in.	681J, 681K, 681KK, 659
6949	$\frac{3}{16}$ -in. to $\frac{3}{8}$ -in.	681J
6950	Up to $\frac{1}{4}$ -in.	4312

2. Purchase has been arranged of the following quantities. First deliveries will be made to Devonport for samples to be selected for guidance in receipt at other Dockyards and R.N. Store Depots:—

Pattern	Chatham	Sheerness	Portsmouth	Devonport	Rosyth	Severn	Mersey	Leeds	Carfin
6940 ...	50	50	100	50	100	100	100	100	100
6941 ...	100	50	150	100	100	150	150	100	100
6942 ...	150	50	250	150	250	250	250	200	200
6943 ...	300	50	400	300	400	500	450	300	300
6944 ...	150	50	200	150	200	250	200	150	150
6945 ...	200	50	300	250	200	300	300	200	200
6946 ...	150	50	200	150	200	250	200	150	150
6947 ...	300	50	350	350	350	300	300	250	250
6948 ...	300	50	400	300	400	500	450	300	300
6949 ...	100	50	150	100	100	150	150	100	100
6950 ...	100	50	150	100	100	150	150	100	100

3. The Sea Store Establishments will be amended.

Section 4

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

4538.—Officers' Uniform Helmets

(V. 8/4151/44.—24 Aug. 1944.)

For the period of the war, officers are not required to provide themselves with a helmet and may wear a white cap or cap with white cap cover on all occasions for which the helmet is prescribed by the Uniform Regulations.

2. Officers employed on duties which necessitate the wearing of a helmet for protection against the sun may be supplied with a sun helmet on loan from the stock carried by the Accountant Officer for loan issue to the ship's company.

(Uniform Regulations—Officers.)

(A.F.O. 1875/44.)

4539.—Loan Protective Clothing for Coastal Force Craft

(V.8/4203/44.—24 Aug. 1944.)

The instructions governing provision of loan protective clothing for use of personnel serving in Coastal Force craft are as follows:—

2. Officers and men appointed or detailed for service in Coastal Force craft other than A.R.Bs. are to be provided with protective clothing on personal loan as shown below:—

Officers—

- 1 weatherproof protective suit (destroyer type)
- 2 white submarine frocks

Ratings—

- 1 weatherproof protective suit*
- 1 pair fleece lined gloves*
- 2 white submarine frocks
- 2 pairs sea boot stockings
- 1 pair sea boots
- 2 pairs gymnastic shoes

* Only to be supplied to deck ratings.

3. Issues should be recorded on page 14 of the Pay Book (S.43A) which should be stamped "C.F. Loan Clothing Issued (date)" and details of the supply inserted. The articles should be removed from the Paymaster's store accounts on issue, and a signed nominal list of the officers and men to whom issues are made should accompany the store accounts as a supporting voucher.

4. Officers and men will be held responsible for the proper care and custody of the loan clothing supplied to them and are to be charged with the value of any article lost or damaged by their neglect. In the event of their leaving the Coastal Force service the clothing is to be withdrawn and returned to store.

5. The weatherproof protective suits are expensive and difficult to produce and special care is to be taken in handling and stowing them. The suits are designed and provided solely for weather protection, and in no circumstances are the linings to be worn without the protection of the outer garments. Although kapok has been used in the padding of some of the linings this is not of the quality or sufficient in quantity to give flotation and is used only for its warmth-retaining properties.

6. Clothing on the following scale is to be carried in each vessel other than A.R.Bs. for general loan issue:—

Oilskin jackets ... ..	...	Six sets per vessel, or one set for every two persons in the complement, whichever is the less, for shore duty and decontamination purposes. Oilskin coats may be drawn in lieu of oilskin jackets and trousers up to 50 per cent. of the allowance if desired.
Oilskin trousers ... ..	...
Oilskin sou'westers ... ..	...
Blankets, marked ... ..	...	As necessary, not exceeding two per man.
Gloves, oilskin, anti-gas ... ..	...	Two pairs per man
Curtains, oilskin, anti-gas ... ..	...	One for every steel helmet carried.
Waterproof capes ... ..	...	One for each power-operated mounting.
Anti-flash clothing (helmet, mask and gloves) ... ..	...	(S.G.Bs. only.) One set for each member of the 3-in. gun's crew.

7. The waterproof capes are intended to be worn by gunlayers of power-operated mountings in conjunction with the weatherproof protective suits to give added protection against cold. They should be fastened underneath the hood, the lower part of the hood lying outside the cape. Spare capes on the basis of 50 per cent. of the quantity carried in attached Coastal Force craft are to be held at Coastal Force bases. Stocks of waterproof capes are held only at Royal Victoria Yard, Deptford.

8. When specific articles and quantities are not demanded for a vessel on commissioning, only the stores shown in paragraph 6 of this Order will be supplied. Bases from which officers and men are regularly drafted to Coastal Force craft should, therefore, draw small quantities of the items given in paragraph 2 for issue on personal loan.

9. A revised scale of loan clothing for A.R.Bs. will be promulgated separately

(A.F.Os. 2200/43, 3097/43 and 5780/43 ; C.A.F.O. 2581/43.)

(A.F.Os. 4322/42 and 990/43 are cancelled.)

4540.—Coach Screws—Patterns 480 to 492—Square Heads in lieu of Hexagon Heads

(N.S. 29976/44.—24 Aug. 1944.)

As a wartime measure supplies of coach screws, Patterns 480 to 492 inclusive (Subhead B.10F), will be manufactured with Square heads (British Standard No. 916) in lieu of Hexagon heads.

Devonport only.—Proposals should be forwarded for the necessary amendments to the Rate Book of Naval Stores and Contract Schedule 48.

4541.—R.N. Beach Signal Sections—Arrangements for Supply of and Accounting for Naval Stores and Other Equipment

(N.S. 015684/44.—24 Aug. 1944.)

The allowances of Naval and victualling stores, stationery, etc., for each R.N. Beach Signal Section, are detailed in the appendices to this Order.

2. The quantities allowed to one Beach Signal Section are termed an outfit.

3. *Issue of outfits.*—Six spare outfits are to be permanently held and maintained by H.M.S. "Dundonald II". This base is responsible for the issue of outfits to R.N. Beach Signal Sections, when formed, and also for their return to store when no longer required; applications for issue, and notifications of return, of outfits should be addressed to the Director of the Combined Signal School, H.M.S. "Dundonald II".

4. *Replenishments.*—Articles against which the marking "A" appears in Appendix "C" will be replaced when necessary by H.M.S. "Dundonald II" for Beach Signal Sections in the United Kingdom and by the appropriate Combined Operations, Signal Maintenance organization overseas, on demand. Replacement of all other articles in the list should be obtained from the appropriate local supply authority.

5. *Accounting arrangements.*—The following accounting procedure will be adopted:—

(a) Accounting for Permanent Naval Stores—

(i) Permanent stores are to be accounted for in a naval store account prepared in triplicate on Forms S.1099D (inside) enclosed in covers S.1099D (outside) by H.M.S. "Dundonald II".

(ii) The original and duplicate copies of the account will be handed over with each outfit to the Officer-in-Charge of the Beach Signal Section, the original copy being held by the base at which the Section is accommodated, and the duplicate by the Officer-in-Charge of the Section. The triplicate is retained by H.M.S. "Dundonald II".

- (iii) Unserviceable articles returned and replaced by serviceable articles are to be dealt with as "Exchange" transactions on Forms S.1091 and as no change in the number held is involved, the transactions are not required to be recorded in the S.1099D account.
- (iv) The only changes to be made in the quantities shown in the S.1099D account will be when an article is returned or lost and is not replaced, or, when an article is supplied as an authorized addition to the established allowance.
- (v) Form S.549 will be used for supplies of articles in lieu of those lost by accident or neglect and for the issue of any authorized additions to the established allowances.
- (vi) Naval stores returned when a Beach Signal Section no longer requires them or when the articles are in excess of the established allowances, are to be dealt with on Forms S.549.
- (vii) On each occasion of drawing or returning stores, the Beach Signal Section's copy of the S.1099D account is to be presented for amendment if necessary.
- (viii) If the issuing or receiving base is not that through which the Beach Signal Section normally draws stores, it is important that a copy of the Form S.549 be forwarded to the latter base for correction of the base copy of the Beach Signal Section's naval store account.
- (ix) The stores are to be mustered and S.1099D accounts signed on each occasion of transfer of responsibility.
- (x) All differences found at transfer of responsibility for the stores in the S.1099D account, or at any other muster, are to be reported forthwith to the Accountant Officer of the base, who is to take appropriate action and raise forms S.1096 (losses by accident), Form S.126 (losses by neglect) or Forms S.148 for adjustment of the S.1099D account.
- (xi) The Officer-in-Charge of the Beach Signal Section is responsible for acquainting the Accountant Officer when a muster, other than the six monthly musters arranged by the latter, is considered necessary.

(b) Accounting for Consumable Naval Stores—

- (i) A separate account of the expenditure of consumable stores is not required to be kept, but details of the initial outfit of consumable stores will be recorded on Form S.1099D (inside) for information only.
- (ii) The Accountant Officer of the base will normally control the issue of consumable stores to a Beach Signal Section to ensure that no waste or extravagance occurs. The Officer-in-Charge is responsible for ensuring that expenditure is kept to a minimum compatible with the efficient functioning of the Beach Signal Section, and that the quantities of consumable stores demanded from time to time are reasonable.
- (iii) Forms S.549 will be used for the return of consumable stores in the same circumstances stated in paragraph 5 (a) (vi).

(c) *Accounting for Victualling Stores, etc.*—A record of receipt and disposal of victualling stores, etc., should be kept for convenience in Form S.1099D in the same manner as permanent naval stores but on separate sheets with appropriate headings.

6. Authorized establishment of light machine guns and small arms is laid down in C.A.F.O. 490/44; details of Combined Operations kits are contained in A.F.O. 488/44 (Appendix No. 4).

7. Provisions of Chief of Combined Operations' letter No. A.L.B. 3230/43, dated 16th April, 1943, are cancelled.

8. For transport and ready identification, all packages and uncased items of equipment should be clearly marked with the short title and number of the Beach Signal Section to which the gear belongs. The cases used for the transfer of outfits should be retained for use as stowage racks at the base in which the Beach Signal Section is accommodated.

9. The appendices are as follows:—

Appendix A.—Allowances of Permanent Naval Stores.

„ B.—Allowances of Consumable Naval Stores.

„ C.—Allowances of Victualling Stores, Stationery, etc.

APPENDIX "A"

R.N. Beach Signal Sections. Allowances of Permanent Naval Stores

Pattern	Army Catalogue No.	Description	Denomination	Allowance per Beach Signal Section
(1)	(2)	(3)	(4)	(5)
—	JA.6483	<i>Subhead B.8</i> Cookers, portable, No. 3, complete.	No.	2
—	JA.0233	<i>Subhead B.10</i> Box telegraph equipment, Unit B.	No.	1
—	YA.5081	Case, implement carrying ...	No.	12
—	A3 AC/AA 5255 NIV	<i>Subhead D.4</i> } Carrier "Everest" ...	No.	5
—	ZA.15437	<i>Subhead E.2</i> Bags, waterproof, No. 1 ...	No.	16
—	ZA.15439	Bags, waterproof, No. 5 ...	No.	3
—	ZA.15440	Bags, waterproof, No. 6 ...	No.	8
—	YA.1686	<i>Subhead E.4</i> Table, telegraph ...	No.	2
—	KH.5797	<i>Subhead E.8</i> Tent, patrol ...	No.	1
—	YA.1084	<i>Subhead E.12</i> Pannier, signal ...	No.	6
—	ZA.3240	<i>Subhead F.1A</i> Type 66 W/T set ...	} No.	8
—	ZA.3240 modified	Type 68R W/T set, CX controlled.		
—	—	Army wireless set, No. 22, ground.	No.	3
—	KH.7907	Handcart, wireless No. 1 (Mark IV), complete with plates, mounting, battery trays, etc.	No.	3
—	—	Loud hailing equipment, type 431 and 432.	Sets	2
X.664	—	Tent, for portable W/T set ...	No.	1
X.665	—	Flysheet for ...	No.	1
X.666	—	Poles for ...	Sets	2
X.667	—	Plug case for ...	No.	2
X.944	—	Plug, top for ...	No.	2
X.671	—	Pegs for ...	No.	40
X.672	—	Bag, canvas, for ...	No.	1
X.682	—	Stools, folding ...	No.	3
—	ZA.23527	Receiver, broadcast, B.P.413	No.	1
5526	—	Voltmeters ...	No.	1
—	ZA.6292	Satchel, signal, as for No. 18 W/T set.	No.	5

Pattern	Army Catalogue No.	Description	Denomination	Allowance per Beach Signal Section
(1)	(2)	(3)	(4)	(5)
373B	—	<i>Subhead F.1C</i> Telescope ...	No.	1
—	—	Binoculars, Army, No. 5, 7 power, with case.	Pairs	5
—	YA.3717	Telephone, type "L" ...	No.	1
—	WB.0102	Cable, Mark II, D3 ($\frac{1}{4}$ mile long).	Reels	2
—	WB.0282	Reels, No. 5, for cable ...	No.	2
—	YA.0130	Bars, carrying cable No. 1 ...	No.	2
5110E	—	<i>Subhead F.2A</i> Lanterns, Aldis ...	No.	5
8979A	—	Cases, carrying, for ...	No.	5
5344	—	Boxes, battery, for ...	No.	8
16082	—	Shades for Aldis lanterns ...	No.	5
16087	—	Box for ...	No.	5
323	—	Generator, pedal type, for Aldis lantern.	No.	1
16001A	—	Torches, signalling ...	No.	6
—	YA.767	<i>Subhead F.2B</i> Lamp, belt, army type ...	No.	12
1699	—	<i>Subhead F.3</i> Heliographs ...	No.	2
1333	—	Tripods for ...	No.	2
1069	—	Attachment, dispersing, for ...	No.	2
300	—	Watches ...	No.	9

APPENDIX "B"

Allowances of Consumable Naval Stores

Pattern	Army Catalogue No.	Description	Denomination	Allowance per Beach Signal Section
(1)	(2)	(3)	(4)	(5)
5754	—	<i>Subhead B.9</i> Hydrometer, Guidor, syringe type.	No.	1
90A	—	<i>Subhead B.11</i> Axes, pick ...	No.	3
C.759A	—	Shovels, pointed ...	No.	3
468	—	Pliers, side-cutting ...	Pair	1
3600	—	Screwdriver, cabinet, 3-in. ...	No.	1
3604	—	Screwdriver, instrument ...	No.	1
—	YA.5405	Tool, entrenching ...	No.	12
019	—	<i>Subhead D.4</i> Flags, hand, semaphore ...	Pairs	5
—	YA.5406	<i>Subhead E.12</i> Helves, for tool, entrenching	No.	12
907	—	Helves, for pick axes ...	No.	3
WB.1870	—	<i>Subhead F.1A</i> Batteries, dry, HT/LT, 162/3 volts.	No.	As required for training and operations.
W.9125	—	<i>Subhead F.2A</i> Cells, for Aldis lantern ...	No.	48
3364	—	Connections, inter-cell ...	No.	40
5111	—	Lamps, for Aldis lantern ...	No.	10
14074	—	Batteries for torches ...	No.	72
56A	—	Bulbs for torches ...	No.	18
—	WB.1502	Batteries for lamp, belt, army type.	No.	24
W.2044	—	Batteries, spare, for loud hailing equipment.	No.	8

APPENDIX "C"

Allowances of Victualling Stores, Stationery, etc.

Form No.	Description	Denomination	Allowance per Beach Signal Section
(1)	(2)	(3)	(4)
<i>Stationery</i>			
S.1302B	Pads, small white	No.	24
S.325A	Logs, operators	No.	12
S.329	Logs, signal	No.	4
S.329A	Logs, signal	No.	2
—	Pencils, black-lead	No.	30
—	Pencils, red	No.	2
—	Pencils, blue	No.	2
—	Paper, carbon	boxes	1
—	Envelopes, small	dozen	6
—	Labels, economy	dozen	6
BR.226	Operating signals	No.	4A
BR.790	Combined Operations signals	No.	4A
BR.766	Combined Operations Signal book	No.	2A
—	Combined Operations code	No.	2A
<i>Victualling Stores</i>			
Army Cat. No. JA.0952	Kettles, camp	No.	2
<i>Miscellaneous</i>			
ZB./US. 1109	Generators, charging, petrol-driven, Army type, 300-w.	No.	1

(A.F.O. 488/44 and C.A.F.O. 490/44.)

4542.—Vickers Oleo Pump—Ref. 4G/257

(AMR. 698/44.—24 Aug. 1944.)

Units holding unmodified Mark 1 Oleo pumps, Ref. 4G/257, are to demand new pumps and to return the old type pumps to their store depot for modifications.

2. The unmodified Mark 1 pump can be recognised by the rigid ball jointed delivery pipe. The modified Mark 1 can be identified by flexible delivery pipe and the guard over the gauge mounted on the base board. The Mark II pump has a "T" handle and the gauge is mounted on the body of the pump.

3. Present stocks of the Mark II pump are not large and issues will be made in accordance with the priority of the requirement which is to be stated on the demand.

4543.—Shoe Makers' Repair Materials—Women's Top Pieces

(V.9/5421/43.—24 Aug. 1944.)

A.F.O. 3205/44, paragraph 2, is to be amended as follows:—

Delete Top Pieces (Women's) pairs
Composition Rubber

and insert instead "Top Pieces, Composition Rubber
(Women's) pairs".

2. These composition rubber top pieces are provided in women's sizes only and their use is restricted solely to the repair of W.R.N.S. footwear.

(A.F.O. 3205/44.)

4544.—Supplies of Fresh Provisions to Small Ships

(V. 3/2565/43.—24 Aug. 1944.)

Supplies of fresh provisions required by destroyers, corvettes and smaller vessels when at Naval bases should not be demanded direct from Admiralty contractors, as this gives rise to difficulty in accounting.

2. The procedure for obtaining supplies of fresh provisions at Naval bases and ports other than Liverpool is as follows:—

(a) *Naval bases where there is no victualling yard or depot.*—Destroyers, corvettes and smaller vessels should demand supplies from the Base Accountant Officer, who should make the necessary arrangements for obtaining supplies from contractors, supervising distribution, etc. The Base Accountant Officer should obtain receipts from the vessels concerned, take the supplies on charge in his account, and furnish receipts on Form S.92 to the contractors. He should communicate particulars to the accounting base of the ships concerned, following the usual procedure for supplies of victualling stores.

(b) *Naval bases where there is a victualling yard or depot.*—Destroyers and corvettes should demand supplies from the victualling yard or depot. Smaller vessels, e.g., trawlers, should demand supplies from the Base Accountant Officer, except at certain places where special authority has been given for supplies to be demanded from the victualling yard or depot. When supplies are made by the Base Accountant Officer the procedure indicated at (a) above should be followed.

(c) *Ports where there are Admiralty contractors, but no victualling yard or depot or Base Accountant Officer.*—Supplies should be obtained direct from the Admiralty contractors, who should be requested to send a copy of the invoice for each supply to the accounting base. Receipts on Forms S.92 or D.55, as appropriate, should be forwarded to the contractor monthly by the accounting base.

3. At Liverpool where conditions are exceptional the procedure laid down in paragraph 2 (c) should be followed.

4. Fresh provisions drawn under Admiralty contracts should not be paid for in cash unless such a procedure has been specially ordered.

(A.F.O. 3072/44 is cancelled.)

4545.—N.A.A.F.I. Containers—Preservation and Return of

(V. 3/5850/44.—24 Aug. 1944.)

In the interests of economy of materials, it is essential that every effort should be made to return, when empty, both returnable and non-returnable N.A.A.F.I. containers to a naval canteen service depot in order that they may be used again. H.M. ships in home waters and home shore establishments should return all empty N.A.A.F.I. containers. H.M. ships and establishments abroad should endeavour to return all N.A.A.F.I. containers to the nearest naval canteen service depot whenever opportunity arises.

2. In ships and establishments on general messing, all returnable N.A.A.F.I. containers are to be taken on charge in the provision account and their value included in the total value of provisions received, the value of containers returned being written off charge on receipt of the relevant N.A.A.F.I. credit note, which should be forwarded with the provision account.

See AFO 594 0/40

4546.—Pepper Economy

(V. 10/3119/43.—24 Aug. 1944.)

In view of the increasing difficulty in obtaining adequate supplies of pepper, it is essential that the instructions contained in A.F.O. 2992/43 for economy in the use of this article, and the avoidance of waste should be strictly complied with, and that demands on the victualling yards should be reduced to the fullest possible extent.

(A.F.O. 2992/43.)

4547.—Shipment of Private Effects

(N.S. 796/44.—24 Aug. 1944.)

Instances have occurred of damage to, and losses of, private effects during shipment owing to the packages being inadequately packed or secured. Authorities and officers shipping private effects should, in their own interests, give special attention to this matter.

2. Care should be taken, in future, to ensure that all private effects received for shipment are firmly and securely packed. Any packages received insufficiently protected to withstand damage and pilferage whilst in transit should be securely lashed and crated before shipment.

3. It is considered advisable, when several small packages become available for shipment to the same port, that they be stowed, whenever practicable, in stout packing cases, irrespective of such packages being for a different owner. In these instances, full particulars of the contents of the large package, together with details of the various owners of the small packages, are to be given on the packing note and on all shipping documents, etc.

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

4548.—Amendments to Books

(E.F.O.—24 Aug. 1944.)

The undermentioned amendments (A.F.Os. P.536-551) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. Volume 1941, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

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

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

A.F.O.*P.536/44.—B.R. 378(E)—Albacore A.S.E.—Amendment No. 26.

***P.537/44.**—B.R. 380(B)—Barracuda Marks I and II S.C.L.—Amendment No. 9.

***P.538/44.**—B.R. 380(Z)—Walrus I and II—Amendment No. 1.

***P.539/44.**—B.R. 378(A)—Swordfish A.S.E.—Amendment No. 21.

***P.540/44.**—B.R. 380(A)—Swordfish Mark I and II S.C.L.—Amendment No. 2.

***P.541/44.**—B.R. 378(B)—Barracuda A.S.E.—Amendment No. 26.

P.542/44.—B.R. 268(36)—Electrical Manual Vol. II, Main Electrical Supplies in Light Craft—Amendment No. 5.

P.543/44.—B.R. 292(1)—Addendum No. 1 to B.R.292. Instructions for the maintenance of Naval Ordnance and Gun Mountings—1944—Amendment No. 3.

P.544/44.—B.R. 980(B)—R.T. No. 502 for 4.7-in. Guns—Amendment

P.545/44.—B.R. 980(B)—R.T. No. 503 for 4.7-in. Guns—Amendment.

P.546/44.—B.R. 980(B)—R.T. No. 504 for 4.7-in. Guns—Amendment.

P.547/44.—B.R. 980(B)—R.T. No. 575 for 4.7-in. Guns—Amendment No. 1.

P.548/44.—B.R. 1046—Landing Craft Technical Memoranda—Amendment No. 10.

P.549/44.—B.R. 1046—Landing Craft Technical Memoranda—Amendment No. 11.

P.550/44.—O.U. 5225—Home Dockyard Regulations 1926—Amendments.

P.551/44.—O.U. 6341(3)—Regulations for Maintenance of 18-in. L.C. Mark II Torpedo Tubes (Powder Impulse) in M.T.Bs.—Amendment No. 12.

**Exceptionally A.F.Os. P.536-541 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherds Bush, W., who holds the stock of the parent book.*

(A.F.O. 4411/44.)

4549.—A.M.S.Is.

(E.F.O.—24 Aug. 1944.)

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

(A.F.O. 4410/44.)

4550.—Form S.1335(U)—Revision

(Sta./A.W.D. 846/44.—24 Aug. 1944.)

Form S.1335(U), Ship Recognition Card for Air Use—United States of America, has been revised, and old editions are obsolete.

2. A first distribution, as follows, will be made from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, without demand, when available:—

Ships

Fleet carriers, light fleet carriers, and " Unicorn " ...	100
Escort carriers	60
M.A.C. ships	6

R.N. Air Stations

Yarmouth (Nova Scotia)	450
Piarco, Worthy Down and Arbroath	300
Crail, Macrihanish, Wingfield, Katukurunda, Inskip, Puttalam, Colombo, China Bay, Tambaram, St. Merryn and Ronaldsway .	100
Hatston, Fearn and Twatt	50

4551.—Form S.1476—Abolition

(Sta. 10218/44.—24 Aug. 1944.)

Consequent on the introduction of the folio system of accounting for submarine electrical spare gear, carried on depot ships, as promulgated in A.F.O. 1504/41, the following has been abolished:—

S.1476.—Register of Motor and Electrical Spare Gear Carried on Board Submarine Depot Ships.

(A.F.O. 1504/41.)

4552.—Certificates of Registry for British Ships—Issue

(T.D./M. 4519/40.—24 Aug. 1944.)

New certificates of registry to replace certificates mislaid, lost or destroyed have been issued to the undermentioned British vessels under Section 18 of the Merchant Shipping Act, 1894:—

Name	Description	Official Number	Port of Registry
" A. R. Dawson " ...	Auxiliary motor vessel ...	137201 ...	Falmouth.
" Canton "	Steamship	166555 ...	London
" Goodwind "	Auxiliary motor yacht ...	164378 ...	Leith.
" Ravenswing "	Motor vessel	161668 ...	Southampton.
*" Sheila "	Auxiliary motor yacht ...	146329 ...	Glasgow.

* The original certificate has been recovered and cancelled.

2. On arrival in United Kingdom ports of any of the above-named ships, Naval Control Service Officers should ascertain whether the original certificate of registry has been found, and if so it should be returned to the Director of Trade Division, Admiralty, S.W.1.

(A.F.Os. 499/44 and 2137/44.)

4553.—History Sheets for Air Fitters and Air Artificers

(N/Sta. 14290/44.—24 Aug. 1944.)

Form S.1246U—History Sheet for Air Fitter (O)—is abolished, and in future Form S.1246 T, the present history sheet for Air Fitters (A) or (E) and for Air Artificers, is to be used for all Air Fitters and Air Artificers, the appropriate alterations and additions being made to the bracketed sections of the branch according to the man's trade. Form S.1246 T will be amended on reprint.

4554.—Establishment of S.1322.—Ship's Company Record Card.

(Sta./P.D.G. 0595/44.—24 Aug. 1944.)

Numerous requests are received from time to time in the Admiralty for the printing of a card to enable particulars of ships' companies to be recorded in a convenient form. It is contrary to Admiralty policy to supply special forms for individual ships and these requests must therefore be refused.

2. As, however, there is considerable similarity in the cards asked for, a Ship's Company Record Card has now been established as S.1322, designed to cover all the requirements of the various types of special card which have been asked for. A specimen of the card, which is printed on both sides, is shown below.

3. Supplies may be obtained on demand from the S.N.S.O., R.N. Store Depot, Park Royal, London, N.W.10.

SHIPS COMPANY RECORD CARD

CHRISTIAN NAMES
(In full)SURNAME
(In block capitals)

4554

PORT DIVISION	OFFICIAL NUMBER	DATE OF BIRTH	RATING		Non-Sub. Rate	S.B. No.	Mess	Medals
			Permanent	Temporary				
DATE RECEIVED		DATE FORWARDED			RELIGION	C.S.S.S.H.O. or Pensioner	Date due for Pension	Temp. Grog. or U.A.
Application for		To whom						
S.C.		S.C.						
C.S.		C.S.			No. of Badges	Date due for next badge	Class for Leave	Class for Conduct
H.S.		H.S.						
JOINED ON		DISCHARGED ON			DATE PASSED EXAMINATION FOR HIGHER RATING			
WHENCE		TO			Professionally	Educationally	For Rating of	
NEXT OF KIN								
RELATION								
NAME								
ADDRESS								

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SLINGING BILLET	KIT LOCKER
SPECIAL DUTY	SEA DUTY
ACTION STATION	GUN QUARTERS
REPEL AIRCRAFT STATION	ABANDON SHIP STATION
2-WATCH CRUISING	4-WATCH CRUISING

REQUESTS	PUNISHMENTS	OTHER PARTICULARS

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4554

4555.—Supply Position of Airframe and Engine Publications

(N.S. Air 11582.—24 Aug. 1944.)

The following statement, showing the supply position up to 1st August, 1944, of Airframe and Engine Publications in constant demand by Naval Air Services, is promulgated for information. It is intended to revise the information monthly.

2. The key to the notations in the "Remarks" column is as follows:—

D.A.	...	...	Distribution completed. Stocks available.
D.E./T.M.	...	...	Distribution completed. Stocks exhausted. Additional supplies expected within two months.
D.E./N.Y.S.	...	...	Distribution completed. Stocks exhausted. Additional supplies not yet in sight.
P.D./T.M.	...	...	Partial distribution effected. Additional supplies expected within two months.
P.D./N.Y.S.	...	...	Partial distribution effected. Additional supplies not yet in sight.
T.M.	...	...	Distribution not yet commenced. Supplies expected within two months.
N.Y.S.	...	...	Distribution not yet commenced. Supplies not yet in sight.

Type of Aircraft and Engine Fitted	Airframe or Engine No.	Title	Remarks
Avenger I and II, TBF and TBM.	<i>Airframe</i>		
	<i>American Aircraft</i>		
	A.P. 2380A and B...	Pilot's Notes	D.A.
	NavAer 01-85WA-2 ...	Erection and Maintenance Manual.	D.A.
	A.P. 2380A and B, Vol. II, Pt. 1.	General Orders and Modifications.	D.A.
	A.P. 2380A and B, Vol. II, Pt. 2.	Inspection Schedule	D.A.
	NavAer 01-85WA-3 ...	Manual of Structural Repairs	T.M.
	A.P. 2380A and B, Vol. III, Pt. 1.	Parts Catalogue	D.A.
	A.P. 2380A, Vol. III, Pt. 2, Mk. I only.	Appendix "A," Serial No. 1442	D.A.
	A.P. 2380B, Vol. III, Pt. 2, Mk. II only.	Appendix "A," Serial No. 1529	T.M.
	Photographic Catalogue ...	Avenger Spares	P.D./T.M.
	B.R. 377, Mk. I (K), Mk. II (N).	Establishment of Aircraft Stores for R.N. Air Stations.	N.Y.S.
	B.R. 378, Mk. I (K), Mk. II (N).	Establishment of Aircraft Stores for H.M. Aircraft Carriers and Catapult Ships.	P.D./T.M.
B.R. 380, Mk. I (KB), Mk. II (KC).	Standard Aircraft Equipment List and Standard Airframe Transfer List.	P.D./T.M.	
Wright Cyclone R.2600 engine	02-35HB-1	Operating Instructions ...	D.A.
	02-35HB-2	Service Instructions	D.A.
	A.P. 2046B, Vol. II, Pt. 1	General Orders and Modifications.	N.Y.S.
	02-35HB-3	Overhaul Manual	D.A.
02-35HB-4	Parts Catalogue	D.A.	
Avenger III, TBM3.	<i>Airframe</i>		
	A.P. 2380C	Pilot's Notes	D.A.
	AN01-90EB2	Erection and Maintenance Manual.	N.Y.S.
	A.P. 2380C, Vol. II, Pt. 1	General Orders and Modifications.	T.M.
	A.P. 2380C, Vol. II, Pt. 2	Inspection Schedule	N.Y.S.
	NavAer 01-85 WA-3 ...	Manual of Structural Repairs	N.Y.S.
	AN01-90EB-4	Parts Catalogue	N.Y.S.
A.P. 2380C, Vol. III, Pt. 2	Appendix A (Serial No. not known) (British Conversion).	N.Y.S.	
Photographic Catalogue ...	Avenger Spares	N.Y.S.	

Type of Aircraft and Engine Fitted	Airframe or Engine No.	Title	Remarks
Avenger III, TBM3—contd.	<i>Airframe</i>		
	B.R. 377	Establishment of Aircraft Stores for R.N. Air Stations.	N.Y.S.
	B.R. 378	Establishment of Aircraft Stores for H.M. Aircraft Carriers and Catapult Ships.	N.Y.S.
	B.R. 380 (KC)	Standard Aircraft Equipment List and Standard Airframe Transfer List.	N.Y.S.
Wright Cyclone R2600 engine	AN02-35GD-2	Operating Service Manual ...	N.Y.S.
	A.P. 2046C	General Orders and Modifications.	N.Y.S.
	AN02-35GD-3	Overhaul Manual	N.Y.S.
	AN02-35GD-4	Parts Catalogue	N.Y.S.
Corsair I, II, III, F4U, F41, FGA1	A.P. 2351A, B and C ...	Pilot's Notes (Provisional)	D.A.
	A.P. 2351A, B and C, Vol. I	Erection and Maintenance Manual.	D.A.
	A.P. 2351A, B and C, Vol. II, Pt. 1.	General Orders and Modifications.	D.A.
	A.P. 2351A and B, Vol. II, Pt. 2 (Mks. I and II only).	Inspection Schedule	D.A.
	A.P. 2351C, Vol. II, Pt. 2, Mks. III and IV.	Inspection Schedule	N.Y.S.
	A.P. 2351, Vol. II, Pt. 4, Mk. III.	Major Repairs	T.M.
	AN01-45HA-3	Manual of Structural Repairs	D.A.
	A.P. 2351A, B and C, Vol. III, Pt. 1.	Parts Catalogue	N.Y.S.
	A.P. 2351A, B and C ...	Appendix A Serial Nos. 1-4: Mk. I, 1446; Mk. II, 1491; Mk. III, 1544.	D.A.
	Photographic Catalogue ...	Corsair Spares, Mks. I and II only.	P.D./T.M.
	B.R. 377 (P)	Establishment of Aircraft Stores for R.N. Air Stations.	N.Y.S.
	B.R. 378 (P)	Establishment of Aircraft Stores for H.M. Carriers and Catapult Ships.	P.D./T.M.
	B.R. 380 (P)	Standard Aircraft Equipment List and Standard Airframe Transfer List.	P.D./T.M.
Pratt and Whitney R-2800-8 engine	A.P. 2044C, Vol. I ...	Operating Instructions ...	D.A.
	A.P. 2044C, Vol. II, Pt. 1	General Orders and Modifications.	N.Y.S.
	A.P. 2044C, Vol. II, Pts. 2 and 3.	Overhaul Manual	D.A.
	A.P. 2044C, Vol. III, Pt. 1	Parts Catalogue	D.A.
Expediter I and II, UC45B and 45F.	<i>Airframe</i>		
	A.P. 2699A... ..	Pilot's Notes	N.Y.S.
	AN01-90CD-2	Erection and Maintenance Manual.	T.M.
	A.P. 2699A, Vol. II, Pt. 1	General Orders and Modifications.	N.Y.S.
	A.P. 2699A, Vol. II, Pt. 2	Inspection Schedule	N.Y.S.
AN01-90-3	Manual of Structural Repairs	T.M.	
(Designation unknown) ...	Parts Catalogue	N.Y.S.	
	Appendix A (Serial No. not known) (British Conversion).	N.Y.S.	
Pratt and Whitney R.985-AN-1 engine.	A.P. 1705A <i>see</i> "Traveller" Aircraft.		

Type of Aircraft and Engine Fitted	Airframe or Engine No.	Title	Remarks	
Harvard, Mk. III, A.T.6D.	<i>Airframe</i>			
	A.P. 1691G... ..	Pilot's Notes	D.A.	
	AN01-60F-2	Erection and Maintenance Manual.	D.A.	
	A.P. 1691G, Vol. II, Pt. 1	General Orders and Modifications.	T.M.	
	A.P. 1691G, Vol. II, Pt. 2	Inspection Schedule	N.Y.S.	
	AN01-60F-3	Manual of Structural Repairs	D.A.	
	AN01-60FF-4	Parts Catalogue	T.M.	
	A.P. 1691G, Vol. III, Pt. 2	Appendix A Serial No. 1533	N.Y.S.	
	SATCL.719... ..	Standard Aircraft Transfer Checking List.	D.A.	
	Pratt and Whitney R.1340-A.N.1 engine.	ATO-02-10-DC-1... ..	Operating Instructions ...	T.M.
ATO-02-10-DC-2... ..		Service Instructions	T.M.	
A.P. 1705A, Vol. II, Pt. 1		General Orders and Modifications.	N.Y.S.	
ATO-02-10-DC3-... ..		Overhaul Instructions ...	T.M.	
	ATO-02-10-DC-4... ..	Parts Catalogue	D.A.	
	<i>Airframe</i>			
Hellcat F6F3 ...	A.P. 2382A... ..	Pilot's Notes	D.A.	
	A.P. 2382A, Vol. I	Erection and Maintenance Manual	P.D./N.Y.S.	
	A.P. 2382A, Vol. II, Pt. 1	General Orders and Modifications.	D.A.	
	A.P. 2382A, Vol. II, Pt. 2	Inspection Schedule	D.A.	
	AN01-85-FB-3	Manual of Structural Repairs	N.Y.S.	
	NavAer 01-85 SA-8 (dated 7.1.44).	Preliminary Parts Catalogue	P.D./N.Y.S.	
	A.P. 2382A, Vol. III, Pt. 2	Appendix A, Serial No. 1421	D.A.	
	Photographic Catalogue ...	Hellcat Spares	P.D.	
	B.R. 377 (L)	Establishment of Aircraft Stores for R.N. Air Stations.	N.Y.S.	
	B.R. 378 (L)	Establishment of Aircraft Stores for H.M. Aircraft Carriers and Catapult Ships.	P.D./T.M.	
	B.R. 380 (L)	Standard Aircraft Equipment List and Standard Airframe Transfer List.	D.A.	
	<i>Airframe</i>			
Pratt and Whitney R-2800-8 engine.	A.P. 2044C, Vol. I	Operating Instructions ...	D.A.	
	A.P. 2044C, Vol. II, Pt. 1	General Orders and Modifications.	N.Y.S.	
	A.P. 2044C, Vol. II, Pts. 2 and 3.	Overhaul Manual	D.A.	
	A.P. 2044C, Vol. III, Pt. 1.	Parts Catalogue	D.A.	
Helldiver SBW. 1	<i>Airframe</i>			
	A.P.2385A	Pilot's Notes	N.Y.S.	
	01-25RA-2	Erection and Maintenance Manual.	P.D./T.M.	
	A.P.2385A, Vol. II, Pt. 1	General Orders and Modifications.	N.Y.S.	
	A.P.2385A, Vol. II, Pt. 2...	Inspection Schedule	N.Y.S.	
	NavAer 01-25-AA3	Manual of Structural Repairs	N.Y.S.	
	01-15RA-14 (26.10.43) ...	Preliminary Parts Catalogue	P.D./T.M.	
	A.P.2385A	Appendix A (Serial No. not known) (British Conversion)	N.Y.S.	
		<i>Airframe</i>		
		See Avenger I, II and III Publications.		
Wright Cyclone 2600-8-20 Engine.				
Reliant Mk. I, AT.19.	<i>Airframe</i>			
	A.P.2338A	Pilot's Notes	D.A.	
	TO-01-50KA-2	Erection and Maintenance Manual.	D.A.	

Type of Aircraft and Engine Fitted	Airframe or Engine No.	Title	Remarks	
Reliant Mk. I, AT.19—contd.	<i>Airframe</i>			
	A.P.2338A, Vol. II, Pt. 1	General Orders and Modifications.	D.A.	
	A.P.2338A, Vol. II, Pt. 2...	Inspection Schedule	D.A.	
	TO-01-50KA-3	Manual of Structural Repairs	D.A.	
	TO-01-50KA-4	Parts Catalogue	D.A.	
	A.P.2338A, Vol III, Pt. 2	Appendix A, Serial N 1441	D.A.	
	SATCL.621... ..	Standard Aircraft Transfer Checking List.	D.A.	
	Lycoming 680-E3 Engine.	TO-02-15AB-1	Operating Instructions ...	D.A.
		TO-02-15AB-2	Service Instructions	D.A.
		A.P.2050B, Vol. II, Pt. 1	General Orders and Modifications.	N.Y.S.
TO-02-15AB-3		Overhaul Instructions ...	D.A.	
	TO-02-15AB-4	Parts Catalogue	P.D./N.Y.S.	
	<i>Airframe</i>			
Traveller I, UC43 and GB2.	A.P.2386A	Pilot's Notes	D.A.	
	AN01-90CC-2	Erection and Maintenance Manual.	D.A.	
	A.P.2386A, Vol. II, Pt. 1	General Orders and Modifications.	N.Y.S.	
	A.P. 2386A, Vol. II, Pt. 2	Inspection Schedule	N.Y.S.	
	AN01-90CC-3	Manual of Structural Repairs	T.M.	
	ATO.01-90CC-4	Parts Catalogue	D.A.	
	A.P.2386A	Appendix A (Serial No. not known) (British Conversion)	N.Y.S.	
	Pratt & Whitney R.985-A-1 Engine.	ATO.02-10AB-1	Operating Instructions ...	D.A.
		ATO.02-10AB-2	Service Instructions	D.A.
		A.P.1705A	General Orders and Modifications.	D.A.
ATO.02-10AB-3		Overhaul Instructions ...	D.A.	
	ATO.02-10AB-4A	Parts Catalogue	D.A.	
	<i>Airframe</i>			
Wildcat V, F.M.-1	A.P. 2031E... ..	Pilot's Notes (Provisional) ...	D.A.	
	A.P. 2031E, Vol. I	Erection and Maintenance Manual.	D.A.	
	A.P. 2031E, Vol. II, Pt. 1	General Orders and Modifications.	D.A.	
	A.P. 2031E, Vol. II, Pt. 2	Inspection Schedule	D.A.	
	NavAer 01-85-R.C.-3	Manual of Structural Repairs	D.A.	
	A.P. 2031E, Vol. III, Pt. 1	Parts Catalogue	D.E./N.Y.S.	
	A.P. 2031E, Vol. III, Pt. 2	Appendix A Serial No. 1415	D.A.	
	Photographic Catalogue ...	Wildcat V Spares	P.D./N.Y.S.	
	B.R. 377 (M)	Establishment of Aircraft Stores for R.N. Air Stations.	N.Y.S.	
	B.R. 378 (M)	Establishment of Aircraft Stores for H.M. Aircraft Carriers and Catapult Ships.	P.D./T.	
	B.R. 380 (M)	Standard Aircraft Equipment List and Standard Airframe Transfer List.	D.A.	
	<i>Airframe</i>			
Pratt and Whitney R1830-86 engine.	A.P. 1847C, Vol. I	Operating Instructions ...	D.A.	
	A.P. 1847C, Vol. II, Pt. 1	General Orders and Modifications.	N.Y.S.	
	A.P. 1847C, Vol. II, Pts. 2 and 3.	Overhaul Manual	D.A.	
	A.P. 1847C, Vol. III, Pt. 1	Parts Catalogue	D.A.	
Wildcat VI, FM.-2	<i>Airframe</i>			
	A.P. 2031F	Pilot's Notes (Provisional) ...	D.A.	
	NavAer 01-190-QB-2	Erection and Maintenance Manual	P.D./T.M.	
	A.P. 2031F, Vol. II, Pt. 1	General Orders and Modifications.	N.Y.S.	
	A.P. 2031E and F, Vol. II, Pt. 2.	Inspection Schedule	T.M.	

Type of Aircraft and Engine Fitted	Airframe or Engine No.	Title	Remarks
Wildcat VI, FM.-2 —contd.	<i>Airframe</i>		
	AN01-190F-3	Manual of Structural Repairs	N.Y.S.
	A.P. 2031F, Vol. III, Pt. 1	Parts Catalogue	P.D./N.Y.S.
	A.P. 2031F, Vol. III, Pt. 2	Appendix A, Serial No. 1550	N.Y.S.
	Photographic Catalogue ...	Wildcat V Spares	N.Y.S.
	B.R. 377 (O)	Establishment of Aircraft Stores for R.N. Air Stations.	N.Y.S.
Wright R.1820-56 engine.	B.R. 378 (O)	Establishment of Aircraft Stores for H.M. Aircraft Carriers and Catapult Ships.	P.D./T.M.
	B.R. 380 (O)	Standard Aircraft Equipment List and Standard Airframe Transfer List.	P.D./T.M.
	AN01-35GD-1	Operating Instructions ...	N.Y.S.
Barracuda Mk. III (Data for Mk. III will be incorporated in the existing series of Mks. I and II publications, with the exception of Vol. II, Pt. 2, where a revised edition is in course of printing.)	AN02-35GD-2	Service Instructions	T.M.
	A.P. 1717, Vol. II, Pt. 1 ...	General Orders and Modifications.	N.Y.S.
	AN02-35GD-3	Overhaul Manual	N.Y.S.
	AN02-35GD-4	Parts Catalogue	N.Y.S.
Merlin 32 Engine	<i>British Aircraft</i>		
	A.P.2018A, B and C	Pilot's Notes	D.A.
	A.P.2018A, B and C, Vol. I	Handbook or Manual	D.A.
	A.P.2018A, B and C, Vol. II, Pt. I.	General Orders and Modifications.	D.A.
	A.P.2018A, B and C, Vol. II, Pt. 2.	Inspection Schedule (Issue No. 3).	T.M.
	A.P.2018A, B and C, Vol. II, Pt. 3.	Instructions for Repairs ...	D.A.
	A.P.2018A, B and C, Vol. III, Pt. 4.	Major Repairs	D.A.
	A.P.2018A, B and C, Vol. II, Pt. 1.	Schedule of Spare Parts ...	D.A.
	A.P.2018A, B and C, Vol. III, Pt. 2.	Appendix A, Serial No. 1517	T.M.
	B.R.377 (B)	Establishment of Aircraft Stores for R.N. Air Stations.	T.M.
	B.R.378 (B)	Establishment of Aircraft Stores for H.M. Aircraft Carriers and Catapult Ships.	D.A.
	B.R.380 (B)	Standard Aircraft Equipment List and Standard Airframe Transfer List.	T.M.
Firefly Mks. I and II.	A.P.1590D and M, Vol. I...	Handbook or Manual	D.A.
	A.P.1590D and M, Vol. II, Pt. 1.	General Orders and Modifications.	D.A.
	A.P.1590D and M, Vol. II, Pt. 2.	General Fits and Clearances	D.A.
	A.P.1590D and M, Vol. II, Pt. 3.	Instructions for Repairs ...	D.A.
	A.P.1590D and M, Vol. III, Pt. 1.	Schedule of Spare Parts ...	D.A.
	<i>Airframe</i>		
A.P.2102A and B	Pilot's Notes	D.A.	
A.P.2102A and B, Vol. I	Handbook or Manual	D.A.	
A.P.2102A and B, Vol. II, Pt. 1.	General Orders and Modifications.	D.A.	
A.P.2102A and B, Vol. II, Pt. 2.	Inspection Schedule	D.A.	
A.P.2102A and B, Vol. II, Pt. 3.	Instructions for Repairs ...	D.A.	
A.P.2102A and B, Vol. III, Pt. 1.	Schedule of Spare Parts ...	D.A.	
A.P.2102A, Vol. III, Pt. 2	Appendix A, Mk. I, Serial No. 1552.	D.A.	

Type of Aircraft and Engine Fitted	Airframe or Engine No.	Title	Remarks
Firefly Mks. I and II—contd.	<i>Airframe</i>		
	A.P.2102B, Vol. III, Pt. 2	Appendix A, Mk. II, Serial No. 1394.	D.A.
	B.R.377 (C)	Establishment of Aircraft Stores for R.N. Air Stations.	D.A.
	B.R.378 (C)	Establishment of Aircraft Stores for H.M. Aircraft Carriers and Catapult Ships.	D.A.
Griffon II Engine	B.R.380 (C)	Standard Aircraft Equipment List and Standard Airframe Transfer List.	D.A.
	<i>Airframe</i>		
	A.P.2234A, Vol. I	Handbook or Manual ...	D.A.
	A.P.2234A, Vol. II, Pt. I...	General Orders and Modifications.	D.A.
Seafire, Mk. III	A.P.2234A, Vol. II, Pt. 2	General Fits and Clearances	N.Y.S.
	A.P.2234A, Vol. II, Pt. 3	Instructions for Repair ...	D.A.
	A.P.2234A, Vol. III, Pt. I	Schedule of Spare Parts ...	D.A.
	<i>Airframe</i>		
Merlin 55 engine	A.P. 2280C	Provisional Pilot's Notes ...	D.A.
	A.P. 2280C, Vol. I	Handbook or Manual	D.A.
	A.P. 2280C, Vol. II, Pt. 1	General Orders and Modifications.	D.A.
	A.P. 2280C, Vol. II, Pt. 2	Inspection Schedule	D.A.
	A.P. 2280C, Vol. II, Pt. 3	Instructions for Repairs ...	D.A.
	A.P. 2280C, Vol. II, Pt. 4	Major Repairs	T.M.
	A.P. 2280C, Vol. III, Pt. 1	Schedule of Spare Parts	P.D.P.
	A.P. 2280C, Vol. III, Pt. 2	Appendix A, Serial No. 1308	D.A.
	B.R. 377 (J)	Establishment of Aircraft Stores for R.N. Air Stations.	N.Y.S.
	B.R. 378 (J)	Establishment of Aircraft Stores for H.M. Aircraft Carriers and Catapult Ships.	D.A.
	B.R. 380 (J)	Standard Aircraft Equipment List and Standard Airframe Transfer List.	D.A.
	Seafire XV ...	A.P. 1590T, Vol. I	Handbook or Manual ... ..	D.A.
A.P. 1590T, Vol. II, Pt. 1		General Orders and Modifications.	D.A.
A.P. 1590T, Vol. II, Pt. 2		General Fits and Clearances	D.A.
A.P. 1590T, Vol. II, Pt. 3		Instructions for Repairs ...	D.A.
A.P. 1590T, Vol. III, Pt. 1	Schedule of Spare Parts ...	P.D./T.M.	
Griffon VI engine	<i>Airframe</i>		
	A.P. 2280D	Pilot's Notes	T.M.
	A.P. 2280D, Vol. I	Handbook or Manual	T.M.
	A.P. 2280D, Vol. II, Pt. 1	General Orders and Modifications.	N.Y.S.
	A.P. 2280D, Vol. II, Pt. 2	Inspection Schedule	T.M.
	A.P. 2280D, Vol. II, Pt. 3	Instructions for Repairs ...	T.M.
	A.P. 2280D, Vol. III, Pt. 1	Schedule of Spare Parts ...	N.Y.S.
	A.P. 2280D, Vol. III, Pt. 2	Appendix A, Serial No. 1460	D.A.
B.R. 377 (J)	Establishment of Aircraft Stores for R.N. Air Stations.	N.Y.S.	
Griffon VI engine	B.R. 378 (J)	Establishment for H.M. Aircraft Carriers and Catapult Ships.	N.Y.S.
	B.R. 380	Standard Aircraft Equipment List and Standard Airframe Transfer List.	N.Y.S.
	<i>Airframe</i>		
	A.P. 2234B, Vol. I	Handbook or Manual	T.M.
A.P. 2234B, Vol. II, Pt. 1	General Orders and Modifications.	D.A.	
A.P. 2234B, Vol. II, Pt. 2	General Fits and Clearances	T.M.	
A.P. 2234B, Vol. II, Pt. 3	Instructions for Repairs ...	T.M.	
A.P. 2234B, Vol. III, Pt. 1	Schedule of Spare Parts ...	T.M.	

Type of Aircraft and Engine Fitted	Airframe or Engine No.	Title	Remarks
Sea Otter ...	<i>Airframe</i>		
	A.P. 2209A... ..	Provisional Pilot's Notes ...	D.A.
	A.P. 2209A, Vol. I	Handbook or Manual ...	D.A.
	A.P. 2209A, Vol. II, Pt. 1	General Orders and Modifications.	D.A.
	A.P. 2209A, Vol. II, Pt. 2	Inspection Schedule ...	D.A.
	A.P. 2209A, Vol. II, Pt. 3	Instructions for Repairs ...	P.D./N.Y.S.
	A.P. 2209A, Vol. III, Pt. 1	Schedule of Spare Parts ...	D.A.
	A.P. 2209A, Vol. III, Pt. 2	Appendix A, Serial No. 1390	D.A.
	B.R. 377 (Y)	Establishment of Aircraft Stores for R.N. Air Stations.	N.Y.S.
	B.R. 380 (Y)	Standard Aircraft Equipment List and Standard Airframe Transfer List.	N.Y.S.
Mercury XXX engine.	A.P. 1491D, Vol. I	Handbook or Manual ...	D.A.
	A.P. 1491D, Vol. II, Pt. 1	General Orders and Modifications.	D.A.
	A.P. 1491D, Vol. II, Pt. 2	General Fits and Clearances	D.A.
	A.P. 1491D, Vol. II, Pt. 3	Instructions for Repairs ...	D.A.
A.P. 1491D, Vol. III, Pt. 1	Schedule of Spare Parts ...	D.A.	
Anson I	<i>Common Types of Aircraft</i>		
	<i>Airframe</i>		
	A.P. 1525A and D	Pilot's Notes	D.A.
	A.P. 1525A and D, Vol. I	Handbook or Manual ...	D.A.
	A.P. 1525A and D, Vol. II, Pt. 1.	General Orders and Modifications.	D.A.
	A.P. 1525A and D, Vol. II, Pt. 2.	Maintenance Manual ...	D.A.
	A.P. 1525A and D, Vol. II, Pt. 3.	Instructions for Repairs ...	D.A.
	A.P. 1525A and D, Vol. III, Pt. 1.	Schedule of Spare Parts ...	P.D./N.Y.S.
	A.P. 1525A and D, Vol. III, Pt. 2.	Appendix A, Serial No. 1355	D.A.
	SATCL.772... ..	Standard Airframe Transfer Checking List.	D.A.
Cheetah IX engine	A.P. 1526A and B, Vol. I	Handbook or Manual ...	D.A.
	A.P. 1526A and B, Vol. II, Pt. 1.	General Orders and Modifications.	D.A.
	A.P. 1526A and B, Vol. II, Pt. 2.	General Fits and Clearances	D.A.
	A.P. 1526A, Vol. II, Pt. 3	Instructions for Repairs ...	P.D./N.Y.S.
	A.P. 1526A, Vol. III, Pt. 1	Schedule of Spare Parts ...	P.D./N.Y.S.
Beaufighter II ...	<i>Airframe</i>		
	A.P. 1721B... ..	Pilot's Notes	D.A.
	A.P. 1721B, Vol. I	Handbook or Manual ...	D.A.
	A.P. 1721B, Vol. II, Pt. 1	General Orders and Modifications.	D.A.
	A.P. 1721B, Vol. II, Pt. 2	Maintenance Manual ...	D.A.
	A.P. 1721B, Vol. II, Pt. 3	Instructions for Repairs ...	D.A.
	A.P. 1721B, Vol. III, Pt. 1	Schedule of Spare Parts ...	P.D./N.Y.S.
	A.P. 1721B, Vol. III, Pt. 2	Appendix A, Serial No. 1277	D.A.
	SATL.615	Standard Airframe Transfer Checking List.	D.A.
	B.R. 377 (BP)	Establishment of Aircraft Stores for R.N. Air Stations.	N.Y.S.
Merlin XX engine	A.P. 1590G, Vol. I	Handbook or Manual ...	D.A.
	A.P. 1590G, Vol. II, Pt. 1	General Orders and Modifications.	D.A.
	A.P. 1590G, Vol. II, Pt. 2	General Fits and Clearances	D.A.
	A.P. 1590G, Vol. II, Pt. 3	Instructions for Repairs ...	D.A.
	A.P. 1590G, Vol. III, Pt. 1	Schedule of Spare Parts ...	D.A.

Type of Aircraft and Engine Fitted	Airframe or Engine No.	Title	Remarks
Beaufort I ...	<i>Airframe</i>		
	A.P. 1580A... ..	Pilot's Notes	D.A.
	A.P. 1580A, Vol. I	Handbook or Manual ...	D.A.
	A.P. 1580A, Vol. II, Pt. 1	General Orders and Modifications.	D.A.
	A.P. 1580A, Vol. II, Pt. 2	Maintenance Manual ...	D.A.
	A.P. 1580A, Vol. II, Pt. 3	Instructions for Repairs ...	D.A.
	A.P. 1580A, Vol. III, Pt. 1	Schedule of Spare Parts ...	D.A.
	A.P. 1580A, Vol. III, Pt. 2	Appendix A, Serial No. 1406	T.M.
	SATCL.82	Standard Airframe Transfer Checking List.	D.A.
	Taurus XII engine	A.P. 1707A, Vol. I	Handbook or Manual ...	D.A.
A.P. 1707A, Vol. II, Pt. 1		General Orders and Modifications.	D.A.
A.P. 1707A, Vol. II, Pt. 2		General Fits and Clearances	D.A.
A.P. 1707A, Vol. III, Pt. 1		Instructions for Repairs ...	D.A.
A.P. 1707A, Vol. III, Pt. 3	Schedule of Spare Parts ...	D.A.	
Beaufort II ...	<i>Airframe</i>		
	A.P.1580B	Pilot's Notes	D.A.
	A.P.1580B, Vol. I... ..	Handbook or Manual ...	D.A.
	A.P.1580B, Vol. II, Pt. 1	General Orders and Modifications.	T.M.
	A.P.1580B, Vol. II, Pt. 2...	Maintenance Manual ...	D.A.
	A.P.1580B, Vol. II, Pt. 3	Instructions for Repairs ...	D.A.
	A.P.1580B, Vol. III, Pt. 1	Schedule of Spare Parts ...	D.A.
	A.P.1580B, Vol. III, Pt. 2	Appendix A, Serial No. 1268	T.M.
	A.C.L.53R	Airframe Checking List ...	D.A.
	Pratt & Whitney 1830-90 3C4G Engine.	Designation not known ...	Handbook or Manual ...	N.Y.S.
Designation not known ...		General Orders and Modifications.	N.Y.S.
Designation not known ...		General Fits and Clearances	N.Y.S.
Designation not known ...		Instructions for Repairs ...	N.Y.S.
Blenheim IV ...	<i>Airframe</i>		
	A.P.1530B	Pilot's Notes	D.A.
	A.P.1530B, Vol. I	Handbook or Manual ...	D.A.
	A.P.1530B, Vol. II, Pt. 1	General Orders and Modifications.	D.A.
	A.P.1530B, Vol. II, Pt. 2	Maintenance Manual ...	D.A.
	A.P.1530B, Vol. II, Pt. 3	Instructions for Repairs ...	N.Y.S.
	A.P.1530B, Vol. III, Pt. 1	Schedule of Spare Parts ...	P.D./N.Y.S.
	A.P.1530B, Vol. III, Pt. 2	Appendix A, Serial No. 1256	D.A.
	S.A.T.C.L.527	Standard Airframe Transfer Checking List.	D.A.
	Mercury XXX Engine.	See "Sea Otter Engine"	
Defiant TT., Mk. III.	<i>Airframe</i>		
	A.P.1592D	Pilot's Notes	D.A.
	A.P.1592D, Vol. I	Handbook or Manual ...	D.A.
	A.P.1592D, Vol. II, Pt. 1	General Orders and Modifications.	D.A.
	A.P.1592D, Vol. II, Pt. 2	Maintenance Manual ...	D.A.
	A.P.1592D, Vol. II, Pt. 3	Instructions for Repairs ...	P.D./N.Y.S.
	A.P.1592D, Vol. III, Pt. 1	Schedule of Spare Parts ...	N.Y.S.
	A.P.1592D, Vol. III, Pt. 2	Appendix A, Serial No. 1476	D.A.
	B.R.377 (AZ)	Establishment of Aircraft Stores for R.N. Stations.	N.Y.S.
	Merlin IV Engine	A.P.1590B, Vol. I	Handbook or Manual ...	D.A.
A.P.1590B, Vol. II, Pt. 1		General Orders and Modifications.	D.A.
A.P.1590B, Vol. II, Pt. 2		General Fits and Clearances	D.A.
A.P.1590B, Vol. II, Pt. 3		Instructions for Repairs ...	D.A.
A.P.1590B, Vol. III, Pt. 1		Schedule of Spare Parts ...	D.A.

Type of Aircraft and Engine Fitted	Airframe or Engine No.	Title	Remarks
Oxford II ...	<i>Airframe</i>		
	A.P.1596A	Pilot's Notes	D.A.
	A.P.1596A, Vol. I ...	Handbook or Manual ...	D.A.
	A.P.1596A, Vol. II, Pt. 1	General Orders and Modifications.	D.A.
	A.P.1596A, Vol. II, Pt. 2	Maintenance Manual ...	D.A.
	A.P.1596A, Vol. II, Pt. 3	Instructions for Repairs ...	D.A.
	A.P.1596A, Vol. III, Pt. 1	Schedule of Spare Parts ...	D.A.
	A.P.1596A, Vol. III, Pt. 2	Appendix A, Serial No. 933	D.E./N.Y.S.
	S.A.T.C.L.633	Standard Airframe Transfer Checking List.	D.A.
	Cheetah X Engine	A.P.1526B, Vol. I ...	Handbook or Manual ...	D.A.
A.P.1526B, Vol. II, Pt. 1		General Orders and Modifications.	D.A.
A.P.1526B, Vol. II, Pt. 2		General Fits and Clearances	D.A.
A.P.1526B, Vol. II, Pt. 3		Instructions for Repairs ...	D.A.
A.P.1526B, Vol. III, Pt. 1		Schedule of Spare Parts ...	P.D./N.Y.S.

4556.—Return of Naval Armament Stores from H.M. Ships

(A.S.—24 Aug. 1944.)

When Naval Armament stores other than those referred to in A.F.O. 530/43, are returned by H.M. Ships at a commercial port, or other locality remote from a permanent Naval Armament establishment, and are not brought on charge by the local O.C.A.S. or Store Carrier, very great difficulty is frequently experienced at the Depot to which the stores are subsequently consigned in identifying the ship to which credit is due.

2. This has led in many cases to long delays in furnishing receipts to the ships concerned.

3. To avoid future difficulties the following procedure is to be carefully followed.

4. For stores returned in the circumstances mentioned above, return notes are to be furnished in quadruplicate and forwarded with the stores to the O.C.A.S., Base Officer or Store Carrier concerned. The return notes are to show in the space provided the mode of conveyance to the O.C.A.S., Base Officer or Store Carrier, and the date of despatch.

The name of receiving Naval Armament Depot, if not definitely known, is to be left blank—to be filled in by the O.C.A.S., Base Officer or Store Carrier.

5. The quadruplicate copy serving the purpose of a conveyance note will be returned by the O.C.A.S., Base Officer or Store Carrier, etc., endorsed:—

“ Packages received (contents unexamined) ”

“ Loose articles received as indicated ”*

“ Signature ”

* Preferably indicated in Red.

6. This receipt should be attached to the ship's copy of the return note and the latter posted in the ship's account.

7. Under this procedure, when the receipted original return note reaches the ship in due course, any discrepancies to be investigated will be limited to contents of packages.

8. The utmost care is to be taken by the O.C.A.S., Base Officer or Store Carrier to ensure that the identity of the ship from which the stores have been received is not lost, and when the stores are forwarded to a Naval Armament Depot, the latter is always to be furnished with sufficient information to enable the name of the ship from which the particular stores have been landed to be readily identified.

9. Consignments received from different ships are as far as practicable to be segregated.

10. On the consignee's copy (only) of the consignment note (or equivalent document) an indication is to be given of the ships from which the individual packages, etc., have been received.

11. Two copies of the ship's return notes are to be transmitted to the consignee establishment at the earliest possible date, endorsed with full details of the mode of conveyance.

12. In the event of return notes not being received for stores landed at bases by ships damaged through enemy action, the Depot to which the stores are forwarded is to be informed accordingly by the O.C.A.S., Base Officer or Carrier and sufficient information furnished to enable due credit to be given to the ships concerned.

(A.F.O. 530/43.)

(A.F.O.'s 1180/41 and 4956/41 are cancelled.)

4557.—Western Hemisphere—Air Letter Service

(M. 1464/44.—24 Aug. 1944.)

In order to provide air mail facilities for the West Indian, etc., personnel serving with the Forces overseas, arrangements have been made for such personnel serving in the Mediterranean, West Africa, East Africa, Ceylon, India and South Africa to use their rationed air letters for communicating with countries in the Western Hemisphere generally, except North America, at a charge of 9d. These air letters should be forwarded to the United Kingdom with the existing air letter mails in separate labelled bundles, from whence they will be forwarded to their destination in the civil air mails.

2. By arrangement with the Canadian postal authorities, all air letters from British Forces in the Middle East and beyond, for addresses in Canada, Newfoundland and the United States of America, are conveyed free of charge from the United Kingdom to North America, on the Canadian Trans-Atlantic air service. For these destinations, therefore, the 3d. service will provide air conveyance throughout and the 9d. service will not be required.

Section 6.—SHORE ESTABLISHMENTS

4558.—Essential Work (General Provisions) Order, 1944

(L. 8761/44.—24 Aug. 1944.)

The Essential Work (General Provisions) Order, 1944, is published herewith as an appendix. It should be read in conjunction with the Essential Work (General Provisions) (No. 2) Order, 1942, a copy of which will be found in A.F.O. 771/44.

2. It will be seen that the chief amendment affects Article 4 of the principal Order.

APPENDIX

STATUTORY RULES AND ORDERS

1944 No. 815

EMERGENCY POWERS (DEFENCE)

Essential Work (General Provisions)

THE ESSENTIAL WORK (GENERAL PROVISIONS) ORDER, 1944, DATED JULY 13, 1944, MADE BY THE MINISTER OF LABOUR AND NATIONAL SERVICE UNDER REGULATION 58A OF THE DEFENCE (GENERAL) REGULATIONS, 1939.

The Minister of Labour and National Service by virtue of the powers conferred on him by Regulation 58A of the Defence (General) Regulations, 1939, hereby makes the following Order.

1. *Short Title and Commencement.*—This Order may be cited as the Essential Work (General Provisions) Order, 1944, and shall come into force on the 24th July, 1944, and this Order and the Essential Work (General Provisions) (No. 2) Order, 1942 (a) (hereinafter referred to as “the principal Order”) may be cited together as the Essential Work (General Provisions) Orders, 1942 and 1944.

2. *Amendment of Article 4 of the Principal Order.*—In Article 4 of the principal Order for paragraphs (9) and (10) (which deal with the dismissal of specified persons for serious misconduct) there shall be substituted the following paragraphs :—

“(9) The dismissal of a specified person for serious misconduct shall, in the first instance, be provisional only, and if

(a) within the period allowed by paragraph (1) of the next succeeding Article he requires a national service officer to submit the matter to a Local Appeal Board ; and

(b) a national service officer under paragraph (3) of that Article directs the reinstatement of the specified person, or without so directing gives a notice under that paragraph to the person carrying on the scheduled undertaking and to the specified person ;

the dismissal shall, in the case of a direction, be treated as having been ineffective, and in the case of a notice, be treated as having been ineffective up to the date upon which the notice is given, and on that date the employment of the specified person shall be treated as being properly terminated : but if the specified person fails to require the matter to be submitted as aforesaid within the time so allowed, or a national service officer informs the specified person and the person carrying on the undertaking that he does not intend to direct the reinstatement of the specified person (not being a case where a notice is given without a direction to reinstate), or that he does not intend to give any notice as aforesaid, the dismissal shall be treated as having been always operative.

(10) Where the dismissal of a specified person is treated as having been ineffective

(a) sub-paragraph (d) of paragraph (1) of this Article shall have effect in respect of any period elapsing after the dismissal until the reinstatement takes place, or until the date upon which the notice is given as aforesaid, as the case may require ; and

(b) the specified person shall not for the purposes of the said sub-paragraph be treated as not having been capable of and available for work and willing to perform any services which he could reasonably have been asked to perform by reason of his attendance at the hearing of his case by a Local Appeal Board or by reason of his having taken other employment, but in the latter case there shall be deducted from any sums to which he may be entitled under the said sub-paragraph (d) in respect of any prescribed period falling within that one of the periods mentioned in sub-paragraph (a) hereof which is relevant, any sums earned by him in that other employment during that prescribed period.”

3. *Amendment of Article 5 of Principal Order.*—In article 5 of the principal Order for paragraph (3) (which deals with the powers of a national service officer on a recommendation by a Local Appeal Board) there shall be substituted the following paragraph :—

“(3) A national service officer, after considering any such recommendation as aforesaid, may cancel any permission already given, or grant or refuse to grant any permission, or direct any specified person who has left his employment to return to it, or direct the reinstatement of a specified person whose employment has been terminated under any permission so cancelled as aforesaid, or direct the reinstatement of a specified person who has been dismissed on the ground of serious misconduct if the Board is of opinion that the dismissal was not justified on that ground, or, in the last-named case, without giving a direction to reinstate give notice to the person carrying on the undertaking and to the specified person that the Board is of the above opinion.”

4. Paragraph (2) of Article 9 of the principal Order (which contains exclusions as to members of the armed forces of the Crown and certain other persons) shall be omitted, and after Article 9 there shall be inserted the following new Article :—

9A. “*Exclusion of Members of the Armed Forces of the Crown and Certain other Persons.*—Nothing in this Order shall apply to a person employed in a scheduled undertaking

(a) who is a member of the armed forces of the Crown (other than the Home Guard) and is as such member in receipt of pay other than half-pay, reserve pay or retired pay ; or

(b) who is a women of any of the classes specified in the Schedule to the National Service (No. 2) Act, 1941, or a member of a voluntary aid detachment enrolled for employment under the Admiralty or the Army Council, not being a women in any of the above cases whose enrolment or other undertaking to serve was for part-time service only or for service without remuneration, and is, as a women belonging to any such class or as such member, in receipt of pay other than retired pay.”

Signed by order of the Minister of Labour and National Service this 13th day of July, 1944.

T. W. Phillips,
Secretary of the Ministry of Labour
and National Service.

EXPLANATORY NOTE

Under the Essential Work (General Provisions) (No. 2) Order, 1942, where a worker has been dismissed for serious misconduct and the Local Appeal Board is of opinion that the dismissal was not justified, a national service officer can direct the worker's reinstatement, the guaranteed wage provisions then apply to the period between dismissal and reinstatement, the dismissal is treated as ineffective, and any sums earned in other employment in the whole of that period are deducted from the total amount of the guaranteed wage for that period.

The purpose of Articles 2 and 3 of the present Order is to enable a national service officer in the above circumstances to give notice to both parties of the opinion of the Board without giving a reinstatement direction, to enable the guaranteed wage provisions to be applied to the period between the dismissal and the giving of the notice, to provide that the dismissal is ineffective up to the date of the notice, but that then the employment is properly at an end, and to provide that the deduction from the guaranteed wage of wages earned in other employment is calculated in respect of each prescribed period falling within the period between the dismissal and reinstatement or dismissal and notice instead of lumping the two totals and deducting the one from the other.

The purpose of Article 4 of the present Order which inserts a new Article 9A is to provide that members of the armed forces or voluntary aid detachments and women of the classes specified, when working in a scheduled undertaking, will not come under the Order if, when so working, they are at the same time in receipt of pay as such members or as belonging to such classes.

(A.F.O. 771/44.)

4559.—Agreement Workpeople at Naval Establishments Abroad—Paid Sick Leave

(L.11693/43.—24 Aug. 1944.)

Sick leave with full pay on the basis of 12 days during each 12 calendar months of service abroad may in future be allowed to workpeople serving under agreement from the United Kingdom, provided the sickness arises from causes outside the control of the men concerned.

2. The title to this concession will lapse immediately on return to the United Kingdom.

3. The grant is subject to the production of a medical certificate for absence extending beyond two days ; when absence is for two days or less the grant is at the discretion of local officers.

4. Clause 11 of Articles of Agreement (Form D.136) should be amended to read :—

Line 6. “. . . he shall receive full pay for 12 days, and half pay during the remainder, whilst on the sick list for a period or periods not exceeding 2 months in the whole in any one financial year . . .”.

4560.—Admiralty M.T. Vehicles—Split or Two-Piece Road Wheels—Precautions as to Release of Nuts

(N.S./M.T. 830/44.—24 Aug. 1944.)

A fatal accident has occurred owing to the failure to follow the instructions published in A.F.O. 3954/44, in which it was directed that the outermost circle of Studs and/or Nuts (Painted Red) must not be removed until the tyre has been completely deflated.

2. These instructions must always be observed and as a further safeguard, a warning notice against the danger of non-deflation should be displayed prominently in all R.N. M/T Garages.

3. Suitable notices will be supplied on demand to S.N.S.O., Park Royal.

(A.F.O. 3954/44.)

4561.—Shore W/T Stations—Maintenance of Timber Towers—REPORTS

(C.E.-in-C. 06434/44.—24 Aug. 1944.)

It has been found by experience that the bolts of lattice timber towers at shore W/T stations frequently work loose as a result of wind action. Failure of the structures is likely to occur unless regular and frequent inspections are carried out and all bolts tightened as necessary.

2. A regular monthly general inspection of all timber towers is therefore to be arranged by the Officer-in-Charge of W/T Stations and where possible all defects of a minor nature are to be rectified by the station staff without recourse to the Officer-in-Charge of Works or other responsible Works' officers in the area.

3. During periods when high winds are likely to prevail, the inspections should be carried out once every fourteen days.

4. In addition to these inspections by Station Staff, the Officer-in-Charge of Works is to arrange for a detailed inspection of all timber W/T towers in his area, once every three months, when all defects are to be corrected.

5. In areas where there is no Officer-in-Charge of Works or representative of the Commanding Officer, Royal Marine Engineers, the Officer-in-Charge of the W/T Station is to arrange for the detailed inspection to be carried out as necessary by—

- (i) Representatives of the Works organization of one of the other Services;
- (ii) By contract.

Failing either of the above, the matter should be reported to the Admiralty for consideration.

6. Records of both the general and detailed inspections are to be kept.

4562.—Materials Supplied from Dockyard Stocks—Accounting Procedure

(Ships refitting by contract.)

(D. 13101/44.—24 Aug. 1944.)

An instance has occurred of a contractor demanding materials from a dockyard for repairing one of H.M. ships and subsequently re-claiming the cost, with profit, in the account for the repairs executed.

2. In future when the supply of materials from a dockyard is necessary for use by contractors in refitting or repairing H.M. ships or requisitioned vessels under the terms of the emergency repair agreement they are to be issued without charge from the dockyard stocks on the demand of the responsible overseer concerned. The materials issued under this arrangement are to be accounted for in the dockyard cost account as a direct charge to the ship or vessel concerned.

3. Arrangements are to be made for a brief description of the materials which have been supplied by the Admiralty to be given on the contractor's account. A copy of the demand sent to the dockyard is to be sent to the Principal Accountant, Branch 6, Foxhill Hutments, Bath.

4. The procedure indicated in the foregoing paragraph is also to be applied when materials are obtained from Area Naval Store Depots.

5. It is essential that the particulars are rendered in all instances.

(A.F.Os. 607/42, 5724/42, 4031/43 are cancelled.)

4563.—Shore Machinery—Supply of—Delay in Payment of Claims to Contractors

(D.12959/44.—24 Aug. 1944.)

Complaints have been received from several contractors supplying shore machinery to home yards and establishments concerning delay in payment of their claims. In some instances the firms have stated they cannot accept further orders unless their accounts are settled more promptly.

2. Although contracts are usually placed for delivery F.O.R. or ex-works, it is necessary for the D.55 forms to be signed by the receiving officers of the establishment concerned before final payment can be effected and it is essential for them to be dealt with as expeditiously as possible. Arrangements are therefore to be made to ensure that no avoidable delay occurs in dealing with the D.55's after receipt, and all departments concerned should dispose of them with the utmost despatch.

3. Failure to effect early settlement of accounts is likely to prejudice future supplies from contractors who can offer the best deliveries.

4564.—Rates of Pay and Conditions of Service of Canteen Kitchen Porters and Canteen Boy Workers

(L. 8123/44.—24 Aug. 1944.)

The Ministry of Supply have agreed with the National Union of General and Municipal Workers and the Transport and General Workers Union that the rate of wages of male canteen porters (21 years and over) shall be increased by 7s., i.e. to 72s. a week with effect from the beginning of the pay week containing 1st June, 1944. The same arrangement should also be applied in Admiralty establishments.

2. The agreement will operate in full as from Sunday, 16th July, 1944. Arrear payments should be made at the flat weekly rate of 7s., no account being taken of extra shift payments, sick leave, or other approved absences (other than those of long duration) whether paid or unpaid.

3. Boy workers (porters, store boys and other male canteen workers under 21 years of age) may be paid up to 55s. a week at the discretion of Controller of Canteens.

4. The normal industrial conditions of service appropriate to the establishment (including payment of overtime after 47 hours a week and payment for night shift, Sunday work, etc., as for other industrial employees) are to apply to both the above grades with effect from 16th July, 1944.

5. The necessary amendments to A.F.O. 1279/43 will be made in due course.

(A.F.O. 1279/43.)

Section 101 - General Provisions

101.1. The purpose of this Act is to provide for the... (text is mirrored and difficult to read)

101.2. The provisions of this Act shall apply to... (text is mirrored and difficult to read)

101.3. The provisions of this Act shall apply to... (text is mirrored and difficult to read)

101.4. The provisions of this Act shall apply to... (text is mirrored and difficult to read)

101.5. The provisions of this Act shall apply to... (text is mirrored and difficult to read)

101.6. The provisions of this Act shall apply to... (text is mirrored and difficult to read)

101.7. The provisions of this Act shall apply to... (text is mirrored and difficult to read)

101.8. The provisions of this Act shall apply to... (text is mirrored and difficult to read)

101.9. The provisions of this Act shall apply to... (text is mirrored and difficult to read)