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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,

16th August, 1945.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

H. V. Markham

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

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

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ADMIRALTY FLEET ORDERS

No. Subject.

16th August, 1945.

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 4588. Aircraft—Guns—Hispano 20-mm.—Belt-feed Mechanisms, Mark I*—Fixing of Brake Bands.
 4589. Aircraft—Guns—Hispano 20-mm.—Tool, Removing and Inserting Driving Springs of Belt-feed Mechanisms—Introduction.
 4590. Armament Stores—Miscellaneous—Pistols, Signal, 1½-in. and Cartridges—Withdrawal.
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 4593. Binoculars—Pattern 1900 Series—Used for Gunsighting Purposes—Modifications to.
 4594. Guns—General—Q.F., 5.25-in., Mark I, 4.5-in., Marks I, III and IV, 4-in., Mark V-V***, VC, AV-V*, XVI* and XXI—Adaptors, Rammer, for Use with Back Firing Target Shell—Introduction.
 4595. Guns—15-in.—Revised Probable Life.
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 4600. Electrical—Drawings—"As Fitted" Drawings—Instructions for Keeping Up to Date.
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 4602. Whitehead—Torpedo Components—Stores and Tools—Adaptors St. No. T.66A and Tables Adjusting Gyroscopes, Mark VI and VII—Modifications.
 4603. Whitehead—Torpedo Components—Stores and Tools—Strainers St. No. 2467—Fitment of Finer Mesh Gauze.
 4604. Whitehead—Torpedo Tubes and Discharges—Discharges Above Water—21-in. A.W.—Modifications to Racer Rollers—As and As.
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 4608. Radar—Operational and General—Radar Offices—Removal of Unnecessary Gear—REPORT.
 4609. Radar—Types 271Q/3Q, 274, 275, 276, 277T/S/F, 293/M—Receiver Rectifier Unit—Replacement of Transformers.
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 4612. W/T—Operational and General—Radio Set, Type CXFR—Fitting-out Information.
 4613. W/T—Operational and General—Types 607/E/F—Receiver Outfit CDR—Fitting of Guards and Clamps to Receiver, Type CR.300/1, Pattern M.500.
Anti-Submarine.—(Asdics, Hydrophones and Echo Sounding and Stores.)
 4614. Asdics—Publications—Establishment Lists—Asdic and Hydrophone Installations. *Aircraft.—(Technical.)*
 4615. Aircraft—W/T—Radio—Use of Switch, Type 896, in Press-to-Transmit Installation.
 4616. Aircraft—W/T—Radio—W/T and R/T Trainer.
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 4619. Aircraft—Dinghy—"K" Type—Packs for—Conversion of A Mark III to Mark II.
 4620. A/S Weapons—Depth Charge Equipment—Ships' Equipment—L.P. Air Compressors, Motor-driven, for Testing Depth Charge Pistols—REPORTS.
 4621. Batteries—Dry—Discontinuance of Supply with Packed Outfits of Stores.
 4622. Chemical Defence—Organization for Defence Against Gas—Filtration Units—Replacement of Cover Plates.
 4623. Coastal Force Craft—Sea Anchors—Allowance.
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 4626. Drawings and Diagrams—Damage Control Drawings—Mounting of—REPORTS.
 4627. Electric—Fans, Table, 24-volt—Allowances.
 4628. Furniture—Supply to L.C.G.(M)(1) and (1*^a).
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 4644. Clothing—Half Boots and Shoes—Defective.
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 4654. Australia—Distribution of Literature.
 4655. B.B.C.—Short Waveband Chart—Interim Edition, for General Overseas Service only—August—October, 1945.
 4656. Books of Reference—Amendments.
 4657. Books of Reference—B.R. 461—Issue of "The English Heritage" (Thomas) as.
 4658. Forms—S.1003—Provisional Income Tax Assessment Form.
 4659. Forms S.161R (Revised)—Manpower—Re-Allocation. (*See A.F.O. 4550/45.*)
 4660. Publications—Air—Distribution during Week ending 4th August, 1945, from Shepherds Bush.
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 4662. Publications—Air Radio Publication—"Sun, Rain and Radio"—Distribution.
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SECTION 6.—SHORE ESTABLISHMENTS

4666. Air Stations—Sector Lights—Modification.
 4667. Income Tax—"Pay-as-you-Earn" System of Collection—Civilian Employees Discharged to Pensions.
 4668. Metals—Light Metals, Aluminium, Magnesium and Silicon—Simplified Control Procedure for.
 4669. Stores—Administrative and General—Tropical Packaging.

(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.

4551.—L.C.A. (O.C.)—Nomenclature

(P/C.O.D. 0506/45.—16 Aug. 1945.)

On removal of Type 150 Asdic from L.C.A. (O.C.) the craft will revert to their original classification of L.C.A. and retain their existing numbers.

4552.—Commodore (D), Home Fleet—Lapse of Appointment—Accounts of Home Fleet Destroyers

(M. 05470/45.—16 Aug. 1945.)

The appointment of Commodore (D), Home Fleet lapsed on 31st July, 1945, and from that date administration of Home Fleet destroyers has been undertaken by the Commander-in-Chief, Home Fleet, to whom all future correspondence should be addressed.

2. The accounts of Home Fleet destroyers were transferred from "Vindictive II" to their respective manning ports on 1st August, 1945. A.F.O. 2396/45, paragraph 3 (a), is to be amended accordingly.

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

(A.F.O. 4059/45 is cancelled.)

4553.—Radio Communication with Merchant Ships

(M. 1528/45.—16 Aug. 1945.)

Radio communication from ship to shore and shore to ship for merchant ships in non-combat areas is now permitted under the following conditions:—

- All radio communications between ship and shore or *vice versa* shall be routed through Naval-operated or controlled channels. It should be noted that all coastal stations now or hereafter listed in WIMS 3, Appendix "A", and also all U.S. coastal and marine relay stations are considered to be Naval controlled.
- Messages may be in plain language using international call signs except that no message is to be sent in plain language which may disclose to the enemy information of impending movements into the combat areas. For this purpose the ports of Aden, Capetown and Balboa are to be regarded as coming within the combat area only in respect of movements to and from the combat area.
- No private message, that is, messages other than those concerning essential ship business, are permitted.
- No direct inter-ship messages are permitted except in an emergency.

2. So far as R.N. W/T. stations are concerned, it is Admiralty policy that the H/F ship shore channels should be available to take the commercial messages now permitted from merchant ships in the non-combat area. Messages to ships may be transmitted by B.A.M.S. routines or by direct method from coast stations.

3. *Censorship.*—The responsibility for censoring messages from ships rests with the master of the ship. In the United Kingdom arrangements have been made to re-censor messages on receipt to ensure that masters have obeyed instructions. Messages to ships are censored in London before transmission; local administrations overseas in all areas have been advised to make similar arrangements. Naval authorities should, however, scrutinize messages and transmit them in code where necessary.

4. *Charges.*—(a) All traffic except that in (c) below and that intended for or originated by Naval authorities will now be charged at commercial rates.

(b) Ship and coast station charges will be those appropriate to the country concerned.

(c) Messages not permitted in plain language (*see* paragraph 1 (b)) should be sent in the appropriate Naval code recoded by the general recoding table in force and addressed to a Naval authority. No charge will be made for these messages.

(d) Any onward transmission charge from a coast station may be ascertained from that station. British Naval W/T stations will not be able to give any information on telegraphic charges.

(e) In British territories overseas accounting should be done as far as possible by local telegraph administrations.

5. *General Instructions for W/T Stations.*—(a) All inward messages received by Naval W/T stations for onward transmission should be routed on through commercial channels for the present. When agreement has been reached by the Admiralty with the local administrations concerned it is the intention that onward routing should be arranged through Naval point to point channels. On rare occasions when Naval ship shore stations in the combat area accept messages for other destinations in accordance with normal ship shore practice, their only responsibility will be, for the present, to hand them over to the local administration for onward transmission.

(b) Outward messages should be sent over the channels normally employed for B.A.M.S. traffic and should not normally be transmitted on more than two routines from the same station.

(c) Copies of messages should be retained by Naval W/T stations until further notice.

4554.—Message to H.M. King of Norway on his Birthday—August 3rd

(M. 06932/41.—16 Aug. 1945.)

The following message was sent by the First Lord to H.M. King Haakon VII of Norway :—

“ On behalf of the Board of Admiralty and the officers and men of the Royal Navy I desire to offer to your Majesty sincere greetings on the occasion of your birthday and to congratulate your Majesty on your triumphant return to your beloved Norway in which units of the Royal Navy were privileged to play a part.

We also wish your Majesty, your Government and your People every success in the great and difficult task of post-war reconstruction and hope that the friendship and associations between our two Navies may long continue in the interests of lasting peace.

BRENDAN BRACKEN.”

The following reply was received :—

“ I thank the Board of the Admiralty and personnel of the Royal Navy for their good wishes. I take this opportunity of thanking you again for the assistance the Royal Navy gave me and my Government in getting home and I trust that the good comradeship between our two Navies may continue in the years to come.

HAAKON, REX.”

4555.—Message on Occasion of Soviet Navy Day, 22nd July, 1945

(M. 016798/41.—16 Aug. 1945.)

The following message was sent by the First Lord to the Chief of Soviet Naval Staff :—

“ On this occasion of the Soviet Navy Day it gives me the greatest pleasure to send on behalf of the Board of Admiralty and the Royal Navy heartiest greetings to all officers and men of the Soviet Navy and Fleet Air Arm and to pay tribute to the valour of the Soviet Forces in the war against aggression and tyranny, Brendan Bracken.”

The following reply was received :—

“ Please accept my sincere gratitude for the hearty congratulations of the Board of Admiralty and Royal Navy to all officers and men of the Soviet Navy and its Air Force on the occasion of Navy Day.”

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

*4556.—Erroneous Advancement of Ratings

(N. 13354/45.—16 Aug. 1945.)

Under paragraph 7 of Article 38, B.R. 1086 (Advancement Regulations) erroneous advancements made by Captains to any of the temporary rates specified in paragraph 1 of that article are allowed to stand. Any of the men concerned, however, who become permanently medically unfit before qualifying for the rating to which they were erroneously advanced are to be reverted on becoming permanently medically unfit.

2. Attention is drawn to the fact that approval of retention of rates erroneously granted above Able Seaman or equivalent (*see* paragraph 3 below) is strictly limited to those specified in paragraph 1 of Article 38, B.R. 1066. Erroneous advancements of men to other rates than those so specified (i.e. to those rates still made from depot rosters and to those not *normally* made from depot rosters, for example, Artificers' advancements in class), are to be cancelled, with the exception of those to Able Seaman or equivalent rate.

3. Erroneous advancements to Able Seaman or equivalent rate may be allowed to stand, but those to Able Seaman or Stoker I are to be amended to Acting Able Seaman (except for those who were allowed specially to retain the confirmed rate of Able Seaman because their erroneous confirmation from Acting Able Seaman and payment of progressive pay was earlier than the 7th October, 1944) or Acting Stoker I and the ratings concerned are to remain “ Acting ” until fully qualified, when seniority should be adjusted if necessary.

(A.F.O. 1383/45.)

4557.—Sub-Lieutenants (A), R.N., ex-Upper Yardmen—Grant of Additional Seniority

(C.W. 42970/45.—16 Aug. 1945.)

In order to bring more into accord the seniorities of Sub-Lieutenants ex-Upper Yardmen (Air) and Executive, it has been decided to introduce a scheme whereby in future additional seniority will be granted to Sub-Lieutenants (A), R.N., both Pilots and Observers, based on the results obtained at the end of their specialized Naval training.

2. The following markings are to be adopted and the assessments are to be made by the Chief Instructor at the end of the final course :—

	Maximum Marks.	
	Pilot.	Observer.
Air Tactics	75	50
Armament	100	75
Practical airmanship	350	350
Navigation, including instruments	75	100
Squadron and carrier organization	75	75
Ship and aircraft recognition	50	50
Safety equipment	50	50
Radio and R/T	50	50
Radar	—	100
Aircraft engines and engine handling	75	—
Opinion of the pupil as an officer	100	100
Total	1,000	1,000

3. Additional seniority will be granted to pupils obtaining the following marks :—

Marks gained.	Additional seniority to be granted
Over 910	12 months
Over 875	10 months
Over 840	8 months
Over 805	6 months
Over 770	4 months
Over 735	2 months
Over 700	1 month
Below 700	Nil

4. In order to enable those ex-Upper Yardmen (Air) who have already been promoted and undergone specialized training, to benefit from this scheme, it has been decided to give these candidates a common ante-date (for seniority only, not pay) which in the case of those promoted from Rating Pilot or Observer will be six months, while for those not previously Pilots or Observers the additional seniority granted will be three months. This differentiation is aimed at recognizing the greater experience possessed by the ex-Rating Pilot or Observer.

5. Any Rating Pilot or Observer who is promoted in the future and does not undergo specialized training will be given six months ante-date of seniority. When, however, the present system of half-yearly reports on Pilots and Observers enables assessments to be made on records, this system of common ante-dates will be superseded.

6. Ante-dates will affect only seniority and will not involve adjustments of pay.

(A.F.Os. 148/44, 388/44, 2977/44, 4451/44, 6263/44 and 906/45.)

4558.—Instructions and Guide to filling up Form A25—Amendment

(A/A/c. Accs. 2550/45.—16 Aug. 1945.)

In order to simplify the completion of Form A25 the actual signatures of all contributors need only be obtained on the original form retained by the ship or station as the official reference copy.

2. All the copies of Form A25 despatched by the ship or station must be signed by the Commanding Officer, but the names of contributors to sections other than Section 17 may be either signed or typed.

3. The time allowed for despatch of the Form A25 following an aircraft accident is extended from a maximum of four to a maximum of seven days.

4. Form A25 (Instructions) will be amended in due course.

4559.—Special Leave Allowance for F.A.A. and Submarine Service

(N. 17136/45.—16 Aug. 1945.)

As a consequence of the cessation of hostilities in Europe the qualifying conditions for the payment of Special Leave Allowance to air crews of operational units of the Fleet Air Arm and personnel of operational flotillas of the submarine service who were engaged in operations against Germany can no longer be fulfilled and no further payments of the allowance should be authorized in respect of leave taken by such crews on or after 1st July, 1945, but payments made prior to the receipt of this Order should be allowed to stand.

(A.F.Os. 6260/42, 1797/43, 4418/43, 6094/43, 554/44 and 679/44.)

*4560.—Broadcast by Captain Anthony Kimmins, R.N., on 3rd August, 1945

(D.P.S./S.C.—16 Aug. 1945.)

(Included in Notice Boards Issue only.)

*4561.—Navy, Army and Air Force Institutes—Volunteers for Service in Amenities Ships

(N. 20806/45.—16 Aug. 1945.)

With reference to A.F.O. 253/45, in which volunteers for transfer to the Naval Canteen Service were called for from men serving as "Hostilities only" ratings or as mobilized Reservists, a particular requirement has arisen for the services of men with experience as barbers, cooks, tailors and bootmakers in the two fleet amenities ships, which are commissioning shortly.

2. Applicants are to be dealt with as laid down in A.F.O. 253/45, but no ratings in the following rating groups and substantive ratings can be accepted :—

7	...	...	P. and R.T.I.
14	...	...	Regulating Branch.
35	...	...	Chief Yeomen and Yeomen of Signals.
36	...	...	Leading Signaller.
42	...	...	C.P.O. and P.O. Telegraphist.

43	...	...	Leading Telegraphist.
55	...	...	Radio Mechanic (R), (W/T), (W.R.), (S), (S*), (W) and (C).
77 to 79	...	...	Electrical Artificers and Electrical Mechanics.
82 to 86	...	...	Ordnance Artificers and Armourers.
87, 88, 91	...	...	E.R.As. and E.R.Ms.
104 to 108	...	...	Stoker Ratings.
115 to 117	...	...	Sick Berth Ratings.
130 to 138	...	...	Stores C.P.O. and P.O.
158	...	...	Leading Stores Assistant.
159	...	...	Ships' Cooks (OS), Cooks (S), Officers' Cooks (OS), Cooks (O).
168 to 171	...	...	C.P.O. and P.O. Steward.
177	...	...	Leading Steward.
178	...	...	C.P.O. and P.O. Airman (T.A.G. 1 and 2).
210	...	...	C.P.O. and P.O. Pilots.
213	...	...	C.P.O. and P.O. Observers.
215	...	...	Photographers.
219, 220	...	...	Meteorological Ratings.
221	...	...	C.P.O. and P.O. Air Fitters (A), (E), (O) and (L).
222	...	...	C.P.O. Radio Mechanic (Air).
224	...	...	P.O. and Ldg. Radio Mechanic (A.R.) and (A.W.).
226	...	...	Air Artificers (AE), (L), (O) and (LO).
228	...	...	E.R.As. (MW).
230	...	...	C.P.O. and P.O. Air Mechanic (A), (E), (O) and (L).
231, 232	Air Fitters (Instruments).
234 to 241	Air Fitters (D).
242, 243	Royal Marine Engineers.
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(A.F.Os. 2238/42 and 253/45.)

4562.—Chinese Naval Personnel Training with the R.N.—Pay and Allowances

(C.W. 52130/45.—16 Aug. 1945.)

Personnel of the Chinese Navy training with the R.N. consist of two categories, viz. :—

(a) Officers undergoing long-term training. These officers receive pay direct from the Chinese authorities whilst serving on shore, but receive R.N. pay and allowance whilst serving in seagoing ships (including short intervals on shore between successive appointments to seagoing ships).

(b) Officers and ratings undergoing short-term training, who receive R.N. pay and allowances continuously, whether ashore or afloat.

In either case the periods during which R.N. pay and allowances are issuable to officers will be covered by suitable appointments on the C.W. list.

2. All officers and men are to be issued with Naval Pay Books (S.43A). These should show inside the front cover the full name of the officer or man, and his equivalent R.N. rank or rating for pay and allowance purposes, followed by the words "Chinese Navy serving with R.N. under A.F.O. 4562/45". The equivalent ranks of officers are for pay purposes as follows :—

Junior Lieutenant, C.N.	...	...	Lieutenant, R.N.
Sub-Lieutenant, C.N.	...	...	Sub-Lieutenant, R.N.

The appropriate daily rate of pay should be shown on page 2 of the Pay Book. Ships and Establishments where Chinese personnel are serving at the date of receipt of this Order should arrange to inspect any pay books already issued to ensure that all these particulars are entered.

3. All officers and men are to be regarded for pay and allowance purposes as single and without dependants, i.e. no marriage, children's or dependants' allowances

are to be credited. No allotments or remittances can be made. No deductions are to be made for Income Tax or National Insurance.

4. Full pay of officers will be at Scale B rates in all cases, and in case of ratings the scale for Continuous Service ratings entered after 1925, together with War Bonus. Progressive pay and War Service Increments are not payable to either officers or men. Otherwise they should receive normal pay and allowances appropriate to R.N. personnel. Officers will be required to pay normal mess subscriptions, and victualling allowance may be credited in respect of them.

5. Chinese personnel should be entered on a special section of the ledger, and statements of account are to be forwarded to the Director of Navy Accounts (Branch 4A for officers, Branch 3 for ratings) at the end of each quarter, showing the payments made in the course of the quarter.

6. The permanent depot for Chinese officers is H.M.S. "Pembroke I", to which pay documents should be sent when an officer is discharged to shore from a ship in home waters, or from a ship abroad to the United Kingdom. When officers are appointed from one ship to another pay documents are to be transferred direct, and not forwarded to the Director of Navy Accounts or H.M.S. "Pembroke I".

7. On being drafted elsewhere, the accounts of Chinese ratings should be transferred to the appropriate depot ship.

8. Travelling warrants (D.N.A. Form 800) may be issued for either free leave or duty journeys, and should be holdly marked "Chinese Government" at the top in red ink before issue. Combined leave and rail tickets (D.N.A. Form 811) are not to be used for free leave journeys and care is to be taken that D.N.A. Forms 800 issued for this purpose are restricted to four a year, and noted in accordance with A.F.O. 3843/42, paragraph 32. Travelling expenses will be payable at R.N. rates and under R.N. conditions.

9. In addition to Pay Books, Naval Identity Cards (S.1511) are to be issued to Chinese officers.

10. Officers and ratings are entitled to free medical treatment from service sources.

4563.—Commodore (D), Home Fleet—Lapse of Appointment—Accounts of Home Fleet Destroyers

(M. 05470/45.—16 Aug. 1945.)

Attention is drawn to A.F.O. 4552/45 in Section 1 of this issue.

4564.—Cancelled.

4565.—Complement Amendment

"Flower Class" Corvettes

(N/D.N.A. 28702/44.—16 Aug. 1945.)

The following amendment is to be made to the scheme of complement of H.M. Corvettes of "Flower" Class (whale-catcher type), issued with Admiralty Letter N/P.M. 8686/40 of 2 May, 1941 :—

Complement when Employed on Local Defence

Reduce 1 Sub-Lieut. R.N.R., or R.N.V.R. or W.O., R.N.

Add 1 Lt. Cdr. or Lieut., R.N.R. or R.N.V.R.

4566.—Stewards and Cooks

Escort Vessels

(N/D.P.S. 968/45/M.—16 Aug. 1945.)

The allowance of an additional Steward or Assistant Steward to vessels employed in the Western Approaches is no longer authorized.

2. A.F.O. 1066/44 is accordingly cancelled.

(Commodore, R.N. Barracks, Portsmouth, submission No. 268/D/3, C. 162, 3 Jul. 1945.)

(A.F.O. 1066/44 is cancelled.)

4567.—Courses—School of Air Support, Old Sarum

(C.W/A.W.D. 6049/45.—16 Aug. 1945.)

The following programme of courses from the 26th August–22nd December, 1945, has been arranged to follow on those already promulgated in paragraph 5 of A.F.O. 2101/45 :—

	<i>Assembles</i>	<i>Disperses</i>
<i>Combined Wings—</i>		
Special Senior Course	p.m. 9th September, 1945	p.m. 12th September, 1945
<i>Senior Course</i>		
No. 7	... p.m. 26th August, 1945	noon 6th September, 1945
No. 8	... p.m. 28th October, 1945	noon 8th November, 1945
<i>Offensive Support Wing—</i>		
<i>Staff Course</i>		
No. 12	... p.m. 16th September, 1945	noon 28th September, 1945
No. 13	... p.m. 14th October, 1945	noon 26th October, 1945
No. 14	... p.m. 25th November, 1945	noon 7th December, 1945
<i>Junior Course</i>		
No. 13	... p.m. 30th September, 1945	noon 12th October, 1945
No. 14	... p.m. 11th November, 1945	noon 23rd November, 1945
No. 15	... p.m. 9th December, 1945	noon 21st December, 1945
<i>Transport Support Wing—</i>		
<i>Intermediate Course</i>		
No. 12	... p.m. 16th September, 1945	noon 5th October, 1945
No. 13	... p.m. 7th October, 1945	noon 26th October, 1945
No. 14	... p.m. 11th November, 1945	noon 30th November, 1945
No. 15	... p.m. 2nd December, 1945	noon 21st December, 1945

Note.—All courses assemble p.m. on Sunday.

(A.F.O. 2101/45.)

4568.—Customs Privileges

Major Landing Craft

(N.L. 11481/45.—16 Aug. 1945.)

The following type of major landing craft should be included in the list in paragraph 3 (18) of A.F.O. 3989/45 as being entitled to mess and canteen privileges under the same conditions as apply in the case of other H.M. commissioned seagoing ships :—

Landing Craft Support (Rocket)

2. Notification of the entitlement of such of these craft as are actually seagoing and commissioned should be forwarded in accordance with the procedure laid down in paragraph 8 of A.F.O. 3989/45.

(A.F.O. 3989/45.)

4569.—Private Trading by Naval Personnel

(N.L. 19390/44.—16 Aug. 1945.)

Cases have occurred in which Naval personnel while in ports abroad have utilized opportunities which have arisen to purchase goods and to sell them at a profit.

2. Such conduct by serving personnel is highly undesirable and is strictly forbidden.

4570.—S.1003—Provisional Income Tax Assessment Form

(Sta. 11003/45.—16 Aug. 1945.)

Attention is drawn to A.F.O. 4658/45 in Section 5 of this issue.

(A.F.O. 4658/45.)

4571.—Forms S.1124 and S.1124A—Communications Branch—Returns of Ratings Examined

(N. 20436/45.—16 Aug. 1945.)

Attention is drawn to the instructions contained in B.R. 1066, Appendix V, Part IV, paragraph 6.

2. It is important that copies of Forms S.1124 and S.1124A should be rendered to the authorities detailed in clause (c).

(B.R. 1066, Appendix V, Part IV, paragraph 6.)

*4572.—Trafalgar Day Orphan Fund, 1944

(P.M. 2577/45.—16 Aug. 1945.)

Trafalgar Day Orphan Fund, 1944

	£	s.	d.
The collection amounted to	31,023	13	11
Interest on deposit	39	19	11
Interest on .3 per cent. Defence Bonds	7	16	0
	£31,071	9	10
<i>Less:</i>			
Stamps on Admiralty drafts and surcharges ...	2	8	10
Postage	14	11	
	3	3	9
	£31,068	6	1

The usual details of sources of the subscriptions, apportioned under the various commands, are not published as contributions were forwarded direct, or via Fleet and Base Supply Officers, depending on movements of ships. Any such details required will, however, be furnished by the Command Supply Officer, Portsmouth, so far as available, and requests for the information may be addressed direct to him.

2. The sum of £31,068 6s. 1d. is being distributed as follows:—

Home	No. of Children	Amount		
		£	s.	d.
R.N. and M. Orphan Home, Portsmouth	80	5,560	7	5
Services House, Southsea	46	3,197	3	9
Royal United Services Home for Girls, Devonport ...	32	2,224	2	3
St. Vincent's Orphanage, Torquay	7	486	9	6
Nazareth House, Plympton, Devon	32	2,224	2	3
British Seamen's Orphans Boys' Home, Brixham ...	36	2,502	2	8
Mayfield House, Edinburgh	42	2,919	3	4
Royal Sailors' Orphan Girls' School and Home, Hampstead.	22	1,529	1	2
Pembroke House, The Nore	119	8,271	1	8
Nazareth House, Southsea	31	2,154	12	1
		£31,068	6	1

3. The distribution has been made on an equal basis for every naval and marine child maintained in the homes.

4. The approximate totals during the past ten years have been:—

	£
1935	2,889
1936	3,150
1937	3,583
1938	3,980
1939	4,222
1940	8,755
1941	19,397
1942	20,756
1943	28,458
1944	31,068

5. Arrangements have been made for representatives of the Trafalgar Day Orphans Fund Committee to inspect annually the homes in their command.

6. The Committee of the Fund, consisting of the Commanders-in-Chief, The Nore, Plymouth and Portsmouth, wish to take this opportunity of thanking all those who have assisted, by subscriptions and organized entertainments in aid of the Fund, in raising this record amount.

4573.—Royal Canadian Air Force Pilots Transferred to the Royal Navy—Income Tax

(C.W. 40041/45.—16 Aug. 1945.)

Royal Canadian Air Force Pilots transferred to the Royal Navy as R.N.V.R. (A) Officers, or as Petty Officer Pilots are eligible for the Income Tax concession laid down in A.F.Os. 3979/42 and 4854/42. Income Tax at present payable is therefore nil.

(A.F.Os. 3979/42 and 4854/42.)

4574.—Personnel Repatriated for Final Invaliding Survey

(M.D.G. 40430/45.—16 Aug. 1945.)

Considerable difficulty and delay is being experienced because cases arrive on a foreign station with no documents. All reports of survey and medical histories are in future to accompany the case.

(K.R. & A.I. Art. 1339, Cl. 2.)

*4575.—Services Central Book Depot—Books Obtainable at Reduced Rates

(N/D.P.S./732/45/W.—16 Aug. 1945.)

The following is a further list of authors, title and prices of books which are available:—

Author	Title	Price (including carriage)	
		s.	d.
Aldridge, J.	The Sea Eagle	5	8
Bentley, E. C.	Trent's Last Case	3	4
Brand, M.	Singing Guns	2	4
Bronte, C.	The Professor	2	0
Brown, H.	A Walk in the Sun	4	0
Charteris, L.	Boodle	2	4
Chesterton, G. K.	The Man Who Was Thursday	3	4
Clewes, W.	The Violent Friends	5	8
Doyle, L.	Yesterday Morning	5	8
Glyder, J.	Wet and Windy	5	8
Gooden, A. H.	Painted Buttes	5	0
Green, F. L.	On the Edge of the Sea	6	4
Hemingway, E.	A Farewell to Arms	4	0
Jerome, J. K.	The Idle Thoughts of an Idle Fellow	3	4
Langley, N.	Cage Me a Peacock	3	4
Lavin, M.	The Long Ago	6	4
Lenahan, J.	Driven to Death	5	8
Mason, A. E. W.	No Other Tiger	2	4
Onraet, D.	Down North	5	8
Poe, E. A.	Tales of Mystery and Imagination	2	0
Raymond, E.	Tell England	3	4
Taffrail	Dover—Ostend	2	4
Walsh, M.	The Key Above the Door	3	4
Wolff, M.	The Sighing of the Heart	8	4

(A.F.O. 2990/45.)

*4576.—Honours and Awards—"London Gazette" Supplement of
the 7th August 1945

(H. & A.—16 Aug. 1945.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

7th August, 1945.

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

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

Temporary Electrical Lieutenant Charles William Dunnett, R.C.N.V.R.

For excellent and devoted service as Air Radio Officer of 819 Naval Air Squadron to which was due much of the operational success of the squadron.

ADMIRALTY,

Whitehall.

7th August, 1945.

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

For marked skill, zeal and devotion to duty, whilst serving with Naval Air Squadron 819:

Bar to the Distinguished Service Cross

Temporary Lieutenant (A) Sidney James Barker, D.S.C., R.N.V.R.

Mention in Despatches

Temporary Lieutenant (A) Sidney Samuel Dell, R.N.V.R.

Temporary Sub-Lieutenant Leslie William Turberville, R.N.V.R.

Acting Petty Officer Cecil Arthur Bertram Holden, FAA/FX.76588.

Petty Officer (A) William Godfrey, FAA/FX.82863.

Petty Officer Writer Norman Floyd Pattle, D/NX.63.

For gallantry, skill and great devotion to duty whilst serving in one of H.M. submarines in the Far East:

Bar to the Distinguished Service Cross

Lieutenant John Anthony Rose Troup, D.S.C., R.N.

The Distinguished Service Cross

Mr. Joel Clifford Edgcome Blamey, D.S.M., Acting Temporary Warrant Engineer, R.N.

The Distinguished Service Medal

Petty Officer Robert Watters, P/JX.143522.

Stoker Petty Officer Stanley Ernest Jones, P/JX.84004.

Acting Temporary Leading Seaman Leonard Ridge, C/SSX.21332.

Mention in Despatches

Temporary Sub-Lieutenant Geoffrey Forsythe Annear, R.N.V.R.

Chief Engine Room Artificer Eric Jones, D/MX.52389.

Leading Seaman Clifford Charles Montague, P/SSX.30488.

Acting Leading Stoker Andrew Grubb, D.S.M., P/KX.91257.

Able Seaman Ronald James Clark, C/JX.154767.

For distinguished services in planning and carrying out operations on the North Dalmatian Islands which led to the liberation of Jugoslavia:

Bar to the Distinguished Service Order

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

For gallantry and skill in operations in the North Dalmatian Islands:

Mention in Despatches

Temporary Lieutenant John Ellwood Heaton, R.N.V.R.

Temporary Lieutenant (Sp.) Adrian Lloyd-Hirst, R.N.V.R.

For bravery, skill and devotion to duty, whilst serving in one of H.M. submarines in successful patrols in the Far East:

The Distinguished Service Cross

Lieutenant Peter Hill Jackson-Sytner, R.N. (Birkenhead, Cheshire).

Lieutenant Arthur George Chandler, R.N.R. (Pembroke).

Bar to the Distinguished Service Medal

Chief Petty Officer Roy Frederick Norwood, D.S.M., C/JX.134461 (Hunton, Nr. Maidstone).

Petty Officer Reuben Charles Hambly, D.S.M., D/JX.129924 (Stonehouse, Plymouth).

The Distinguished Service Medal

Stoker Petty Officer Herbert Frederick Carey, C/KX.80478 (Manchester).

Acting Temporary Leading Seaman Leslie Edward Joseph Sheppard, P/JX.189448 (Coventry)

Mention in Despatches

Temporary Lieutenant William Grenville Kinsman, R.N.V.R. (Cardiff).

Chief Engine Room Artificer William McMurdo Wilson, D.S.M., P/MX.48332 (Pontardawe, Swansea).

Leading Stoker Henry Gilfellan, D/KX.93541 (Greysouthern, Nr. Cockermonth).

Able Seaman Grenville Loraine Ellis, C/SSX.29490 (Rickmansworth).

Able Seaman John Townson Proctor, D/JX.204164 (Carnforth).

For courage, outstanding skill and promptness of action in the destruction of a U-boat whilst serving in H.M.S. "Amethyst":

Bar to the Distinguished Service Cross

Lieutenant-Commander Ninian Scott-Elliott, D.S.C., R.N. (Wareham).

The Distinguished Service Cross

Sub-Lieutenant Christopher Denis Boyd, R.N.

The Distinguished Service Medal

Able Seaman George Sidney Bamsey, D/JX.369244 (Upton Pyne, Devon).

Able Seaman Leonard John Richardson, D/JX.227651 (Channel Isles).

Mention in Despatches

Lieutenant Francis Douglas Holt Mather, R.N.V.R. (Wirral).

Petty Officer William Arnold Yates, D/JX.135366 (Scarborough).

Leading Seaman Cecil Alec Wilson, D/J.108411 (Sonning Common, Nr. Reading).

For outstanding skill, bravery and devotion to duty whilst serving in H.M. Ships "Trumpeter", "Searcher" and "Queen", in successful air strikes against a U-boat base at Kilbotn, Norway:

Bar to the Distinguished Service Cross

Acting Lieutenant-Commander Ronald Arthur Bird, D.S.C., R.N. (Largs, Ayrshire).

Lieutenant (A) John Stannard Toner, D.S.C., R.N.V.R. (Saffron Walden).

The Distinguished Service Cross

Lieutenant-Commander Charles Leslie Fortescue Webb, R.N. (Owslebury, Nr. Winchester).

Acting Lieutenant-Commander John Marshall Glaser, R.N. (Lee-on-Solent).

Temporary Lieutenant (A) William Norman Sailes, R.N.V.R. (Ellesmere Port, Wirral).

Temporary Sub-Lieutenant (A) Tom Lea, R.N.V.R. (Radcliffe-on-Trent).

Temporary Sub-Lieutenant (A) Herbert John Pain, R.N.V.R. (Worcester Park, Surrey).

Temporary Sub-Lieutenant (A) John Anthony Pullin, R.N.V.R. (Bushey, Herts.).

The Distinguished Service Medal

Temporary Chief Petty Officer Airman William Ronald Astbury, FAA/SFX.384 (Kelsall, Chester).

Petty Officer Airman Kenneth Richard William Tyler, FAA/FX.91659 (Kensington).

Mention in Despatches (Posthumous)

Temporary Lieutenant (A) Hugh Morrison, R.N.Z.N.V.R. (Wellington, N.Z.).

Mention in Despatches

Acting Lieutenant-Commander (A) Patrick Bernard Jackson, R.N. (Horley, Surrey).
 Acting Temporary Lieutenant-Commander (A) Derek Malcolm Brown, R.N.V.R. (Merstham, Surrey).
 Lieutenant (A) Richard Arthur Chapman, R.N.V.R. (East Sheen).
 Temporary Lieutenant (A) James Talbot Pratt, R.N.V.R. (Allerton, Liverpool).
 Sub-Lieutenant (A) John Henry Lloyd, R.N.V.R. (Liverpool).
 Sub-Lieutenant (A) Derek Alexander Thomas, R.N.V.R. (East Acton).
 Temporary Sub-Lieutenant (A) Hector Dick Buchanan, R.N.V.R. (Vancouver, B.C.).
 Temporary Sub-Lieutenant (A) Desmond McKenzie Steer, R.N.V.R. (Braunton, Devon).
 Chief Petty Officer Heber John Bertie Palmer, P/J.54401 (Bridport).
 Acting Petty Officer (A) James Bentley, FAA/FX.86895 (Southport).
 Air Artificer Fourth Class Tom Smith, FAA/FX.79543 (Kirkstall, Leeds).

For inspiring leadership, skill and resource during a successful reconnaissance of Lake Comacchio :

The Distinguished Service Cross

Lieutenant Richard Hugh Fyson, R.N. (Tavistock).
 Acting Temporary Lieutenant Bryan Dawson, R.N.V.R. (Chester).

For courage, perseverance and fine seamanship whilst serving with Light Coastal Forces in the Adriatic, in a successful attack under very heavy fire on an enemy convoy :

Bar to the Distinguished Service Cross

Temporary Lieutenant William John Archer, D.S.C., R.N.V.R.

Mention in Despatches

Lieutenant John Douglas Whipp, S.A.N.F.(V).
 Temporary Lieutenant William Harold Masson, R.N.V.R.
 Temporary Sub-Lieutenant George Dennis Potter, R.N.V.R.
 Acting Petty Officer Eric Oswald Crump, P/JX.326835.
 Petty Officer Motor Mechanic Edgar Derwent Peat, P/MX.99737.
 Leading Seaman William Fewster, C/SSX.20924.
 Able Seaman Eric Albert Jones Bridges, P/JX.272659.
 Able Seaman Laurence Faulkner, P/JX.358377 (London).
 Able Seaman Donald Pengelly, D/JX.238764.
 Able Seaman Percy Victor Robert Reeve, P/JX.325204.
 Able Seaman Robert Sidney Rooke, P/JX.209868 (London).
 Able Seaman Harry Smith, P/JX.654566.
 Stoker John Robert Rees, P/KX.179571.

For courage, determination and great devotion to duty in maintaining communications in spite of severe bombardment during the enemy attack on the Island of Leros :

Bar to the Distinguished Service Medal

Leading Telegraphist Reginald Squelch, D.S.M., D/J.107214.

For gallantry and outstanding devotion to duty whilst serving in H.M. Ships "Savage", "Allington Castle", "Orwell", "Lapwing" and "Honeysuckle" in escorting convoys to and from North Russia :

Mention in Despatches (Posthumous)

Temporary Surgeon Lieutenant Alexander Grahame Moray Wilson, M.R.C.S., L.R.C.P., M.B., B.Ch., R.N.V.R. (Troon).
 Petty Officer Telegraphist Michael Edward Richard Sheridan, D/JX.138387 (Isle of Man).

Mention in Despatches

Lieutenant-Commander Charles Wickham Malins, D.S.O., D.S.C., R.N.
 Lieutenant Frederick John Raymond King, R.N. (Harefield, Middlesex).
 Acting Lieutenant (E) Charlie Matthews, R.N. (Greenock).
 Sub-Lieutenant (Sp.) John Campbell William Saxton, R.N.V.R. (Prestwick, Ayrshire).
 Temporary Stoker Petty Officer Daniel Joseph Creedon, C/KX.84075 (Harold Wood, Essex).
 Leading Stoker John Ernest Reynolds, C/KX.105593 (Fulham, S.W.6).

Acting Temporary Leading Signalman John Edmund Murton Saines, C/JX.308312 (Bishops Stortford).
 Able Seaman Herbert Fernon, C/SSX.15616 (Belfast).
 Able Seaman Leonard Morrison Mobbs, C/JX.319706 (Alestone, Leicestershire).
 Able Seaman Ernest Woods, C/JX.375544 (Buddicum Park, Chester).
 Telegraphist William Charles Clayton, C/JX.328525 (Carshalton).
 Stoker First Class Robert Gray, C/KX.120571 (Newcastle-on-Tyne).
 Stoker First Class Archdale Edwin Whitby, C/KX.132607 (Manor Park).

For leadership, skill and initiative in preventing disturbance and establishing order in the Island of Kithera :

Mention in Despatches

Temporary Lieutenant Kenneth Ivor Pepperell, R.N.V.R.
 Temporary Lieutenant Denis Stephen Hart, R.N.Z.N.V.R.

For good service, zeal and devotion to duty whilst attached to Allied Forces during the advance on the Franco-Italian border :

Mention in Despatches

Captain Maxwell Richmond, D.S.O., O.B.E., R.N.
 Lieutenant-Commander Joseph Roger Godfrey Schreiber, R.C.N.V.R.

For distinguished service whilst attached to the Allied Armies in the invasion operations in North-West Europe :

The Military Medal

Marine Frederick George Cretney, Po.X.109930, R.M.
 Marine Frederick Raynor, Ply.X.111322, R.M.
 Marine William Rennie, Po.X.105943, R.M.
 Marine Douglas Towler, Ex.4188, R.M.

The KING has been graciously pleased to give unrestricted permission for the wearing of the following decorations bestowed by the Queen of the Netherlands :—

For most distinguished service to the Royal Netherlands Navy in his appointment as Commander-in-Chief, Eastern Fleet :

Knight Grand Cross of the Order of Orange-Nassau

Admiral Sir James Fownes Somerville, K.C.B., K.B.E., D.S.O.

For courage and devotion to duty in defending the Netherlands s.s. "Tiba" against repeated enemy air and submarine attacks :

The Netherlands Bronze Cross

Acting Able Seaman James Frederick Brockhurst, D/JX.266713.
 Acting Able Seaman Albert Roger Alfred Day, C/JX.311245.
 Lance-Bombadier John Hewitt, Fourth Regiment, Maritime Royal Artillery, 4350324.

For bravery and skill in the successful defence of the Netherlands tanker "Agatha" when she was attacked by enemy aircraft :

The Netherlands Bronze Cross

Gunner Sidney Coupe, 3717646, M.R.A.
 Gunner Stanley Malpass, 4692115, M.R.A.

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

A.F.O. 3434/45—

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

Temporary Lieutenant Frederick Albert Parsons, R.N.V.R.

A.F.O. 4267/45—

Mention in Despatches

Acting Temporary Leading Stoker Douglas John Hall, P/KX.147801.

A.F.O. 4430/45—

In the correction given for Temporary Petty Officer Telegraphist Sydney Robert Flack, P/JX.151204, this award should read Petty Officer Telegraphist Sydney Robert Hack, P/JX.151204.

4577—Cancelled.

4578.—Q.R.3's—Abolition of Transfer to the Submarine Branch

(N. 17285/45.—16 Aug. 1945.)

The transfer of Q.R.3's to the Submarine Branch is abolished.

***4579.—Parliamentary Registration**

(N. 20128/45.—16 Aug. 1945.)

It has come to notice that a certain number of naval officers and men failed to secure a vote at the recent General Election because they were either unacquainted with the terms of A.F.O. 3105/44, or did not appreciate the necessity of taking immediate action thereon to get their names on to the service register.

2. Though the July General Election is now over, it is desired to draw attention to the fact that it is nevertheless still necessary for application to be made under A.F.O. 3105/44 to ensure that names are placed on the register for the future, and the following brief explanation of the present electoral registration procedure, which represents a departure from the former peace-time arrangements, is promulgated for information.

3. Civilians are automatically included in a register for the address stated on their National Registration Cards on the qualifying date. Members of the Forces and others who are exempt from national registration cannot be put on a register automatically, and have therefore to make individual application.

4. All service declarations received prior to the qualifying date for the compilation of a register are included in that service register, but as there is an inevitable delay between a qualifying date and the date of publication of a register, a person who is not yet registered should apply to be registered as soon as possible, and should not delay action until an election appears imminent in the constituency containing the address for which he desires to be registered.

5. All officers and men, therefore, who have not already completed an Armed Forces Declaration Card (Form. S.1300B) are advised to do so without delay. Persons who have completed a card, but who have reason to believe that it has not been received by the Electoral Registration Officer (for instance, because a person appointed proxy did not receive a notice of appointment, or because no postal ballot paper was received consequent on an application to vote by post) should complete a further card. Copies of the declaration card, if required, may be obtained on request from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

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

4580.—Royal Marines—Shore Service Trained Ranks—Reliefs for

(N.—16 Aug. 1945.)

All Royal Marine Shore Service trained ranks, except R.M. Tradesmen and Drivers I.C., are held in the Holding Battalion at R.M. Training Group (Devon).

2. All requests for reliefs for Shore Service trained ranks, excluding R.M. Tradesmen and Drivers I.C., who are returned for release in their Age and Service Groups or any other reason from Establishments at Home and in North West Europe, should be forwarded to The Commander, R.M. Training Group, Exmouth, Devon. *Telegraphic address* : Magrange, Lympstone.

3. Requests for reliefs for R.M. Tradesmen and Drivers I.C. should be forwarded to R.M. Establishments as follows :—

Tradesmen ... to The Commanding Officer, R.M. Technical Training Depot,
Fort Cumberland, Southsea, Hants.
Telegraphic address : Fortmarine, Southsea.

Drivers I.C. ... to The Commanding Officer, Mechanical Transport School,
R.M., Alsager, nr. Stoke-on-Trent, Staffs.
Telegraphic address : Excalibur, Alsager.

4. Requests for reliefs for Sea Service trained ranks should continue to be sent to the ranks' Headquarter, Royal Marine Division.

(A.F.Os. 4347/44 and 2999/45.)

4581.—Post-War R.N.V.R.

(C.W. 51434/45.—16 Aug. 1945.)

A number of Temporary R.N.V.R. officers have signified their desire to become permanent members of the post-war R.N.V.R. and as many temporary officers will be released to civil employment during the coming months Their Lordships desire to ascertain how many officers of all branches, rank and seniorities, at present on the Temporary List, would wish to volunteer for the permanent R.N.V.R.

2. Officers who volunteer at this stage will be entitled to withdraw their names later if they so desire, and in the meantime no assurance can be given that any volunteer will be accepted.

3. It is pointed out that in peace time there are certain obligations to be fulfilled by R.N.V.R. officers, e.g. training, both with their Divisions and with the Fleet, is obligatory. Before volunteering officers should consider whether their place of residence is likely to enable them to attend drills. In 1939 there were ten Divisions in existence, namely :—London, Sussex, Solent, Severn, Mersey, Ulster, Clyde, East Scottish, Tyne and Humber. It has not yet been decided whether all of these will be revived or whether others will be created, but this will give some indication to officers wishing to volunteer.

4. Commanding Officers should forward the names of volunteers of all branches direct to the Admiral Commanding Reserves, Queen Anne's Mansions, London, S.W.1 giving the following information :—

- (i) Name and rank of officer.
- (ii) Place of residence after the war, if known.
- (iii) Profession or intended profession.

***4582.—R.N. Benevolent Trust—Donation by Naval Draft "Queen of Bermuda"**

(N/E.F.O. 178/45.—16 Aug. 1945.)

*(Included in Notice Boards Issue only.)***4583.—Sick Berth Branch (Dental Section)—Advancement**

(N. 9898/45.—16 Aug. 1945.)

The following amendment is to be made to A.F.O. 4969/42.

Paragraph 5 (b). *Cancel and substitute* :—

"One may be allowed for duty with the Senior Dental Surgeon at centres where dental laboratories are established, provided the special circumstances justify it and provision has been made in the complement."

(A.F.O. 4969/42.)

†4584.—Admiralty Surgeon and Agent, Stroud

(C.E. 12112/45.—16 Aug. 1945.)

Mr. J. N. McIntosh, M.B., Ch.B., of Elgin Lodge, Stonehouse, Glos., Telephone Stonehouse 147, has been appointed Admiralty Surgeon and Agent for Stroud, *vice* Mr. S. J. Higgins.

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

†4585.—Admiralty Surgeon and Agent, Walton-on-the-Naze

(C.E. 15588/45.—16 Aug. 1945.)

Mr. C. Quinell, M.R.C.S., L.R.C.P., of Martello Villa, High Street, Walton-on-the-Naze, Essex (Telephone : Walton 2), has been appointed Admiralty Surgeon and Agent for Walton-on-the-Naze, *vice* Mr. F. W. McMillan.

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

***4586.—Compensation for Deterioration of Gold Lace, Badges, etc., to Officers and Men who have served in H.M. Ships at Philadelphia**

(N.L. 10134/45.—16 Aug. 1945.)

Approval is given to the payment of compensation for deterioration of gold lace, badges, etc., to all officers and ratings who have served during the war and prior to 30th September, 1944, in H.M. Ships at Philadelphia, U.S.A., for two months or more during the period May–September inclusive.

2. Compensation paid to officers is to be limited to the actual cost of renewal of:—

- Two cap badges.
- One set of gold lace on cuffs.
- Two sets of shoulder straps.
- One set of buttons for blue uniform.
- One set of buttons for No. 10 dress.

within the following maximum total prices which include purchase tax:—

Rank.	R.N.		R.N.R.		R.N.V.R.	
	£	s. d.	£	s. d.	£	s. d.
Captain	7	0 0	9	10 0	8	8 0
Commander	6	2 0	8	3 0	7	3 0
Lieutenant Commander	5	15 0	7	4 0	6	12 0
Lieutenant	5	4 0	6	13 0	5	17 0
Sub-Lieutenant	4	6 0	5	6 0	4	13 0
Commissioned Warrant Officer	4	6 0	—	—	—	—
Midshipman	1	14 0	1	14 0	1	14 0
Warrant Officer	3	17 0	—	—	—	—

In addition to the above rates, Captains and Commanders may be paid compensation for two peaks for cap at prices not exceeding £2 7s. 6d. per peak.

Majors, R.M., and above, may also be allowed compensation for two peaks for cap within the sum of £2 7s. 6d. per peak.

Ratings may be allowed compensation as follows:—

	s.	d.
Chief Petty Officers	15	11
Petty Officers	12	3

plus half service issuing prices for one set of all gold distinction and Good Conduct Badges actually held at the time.

Other ratings. Half service issuing prices for one set of all gold distinction and Good Conduct Badges actually held at the time.

All claims should be submitted in accordance with the procedure laid down in A.F.O. 6813/44, quoting A.F.O. 4586/45 as authority.

The following ships were at Philadelphia during the periods indicated:—

H.M.S. "Resolution."
 H.M.S. "Royal Sovereign."
 H.M.S. "Nelson."
 H.M.S. "Argonaut."
 H.M.S. "Cleopatra."
 H.M.S. "Regent."
 H.M.S. L "27."
 H.M.S. "Severn."
 H.M.S. "Clyde."
 H.M.S. L "23."
 H.M.S. P. "554."
 H.M.S. "Sea Nymph."
 H.M.S. "Sea Wolf."

(A.F.O. 1555/44.)

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

4587.—Aircraft—Bombs—Pistol, A/C Bomb, Tail, No. 65, Mark I—Introduction

(G. 4426/45.—16 Aug. 1945.)

Pistol A/C, Bomb, Tail, No. 65, Mark I (A.F.O. Diagram 311/45) will shortly be introduced into service to supersede the Pistol No. 30.

It provides greater safety in tail fuze D bombs and ensures positive separation of the arming fork and striker on arming, and also positive locking of the striker until arming is complete. These features are achieved by combining the arming fork and arming screw and assembling this component through a tapped hole in the pistol body diaphragm into the tapped hole in the striker.

2. *Description.*—The pistol consists essentially of the following components:—

- (i) A brass body as in the Pistol No. 30 but without the green band around the head and with the radiused hole in the cup of the head replaced by a threaded hole.
- (ii) A sharp-pointed steel striker with a central threaded hole.
- (iii) A combined arming screw and arming fork.
- (iv) Spring steel locking clip as on the Pistol No. 30.
- (v) Steel safety stop plate as on the Pistol No. 30.
- (vi) A creep spring holder fitted with a creep spring.

3. *Supply.*—Pistols No. 65, Mark I, will normally be supplied separately in boxes. Should it be necessary to accept from R.A.F. bombs fitted with tail pistols in lieu of transit plugs, bombs so fitted will be clearly stencilled "Pistol No. 65, Mk. I".

Replacements for Pistols No. 30, Marks IV**–VI, in outfits are not to be demanded.

4. *Method of Fuzing.*—The method of fuzing of the pistol No. 65, Mark I, is exactly as for Pistol No. 30, except that the arming vanes are to be rotated two full turns after fitting the tail unit, and not one turn as specified for the later marks of No. 30 Pistol.

5. *Detonators.*—Sensitive type detonators must always be used when fuzing with the pistol.

6. *Functioning.*—When the bomb is released from the carrier, the pistol is armed by rotation of the tail arming vanes, which, turning the pistol arming fork, unscrews the arming spindle from the striker and pistol body.

When the pistol is fully armed—which takes approximately 16½ turns of the arming spindle—the striker is held up only by the action of the creep spring. To prevent rotation of the striker during arming a guide pin positioned in the striker body engages the slot in the striker. On impact, the striker sets forward, overcoming the creep spring and functions the detonator.

(A.F.O. 1556/45.)

4588.—Aircraft—Guns, Hispano, 20-mm.—Belt-feed-Mechanisms, Mark I*—Fixing of Brake Bands

(A.S./G. 012263/44.—16 Aug. 1945.)

The following action is to be taken:—

<i>Gun</i>	Hispano 20-mm.
<i>Part affected</i>	Belt-feed-mechanisms, Mark I*.
<i>Purpose</i>	To avoid stoppages due to loss of tension.
<i>Action</i>	Brake bands of mechanisms to be fixed by welding.
<i>Drawing</i>	A.F.O. Diagram 316/45.
<i>By whom to be done</i>	H.M. Ships, <u>R.N. Air Stations, Repair Yards,</u> <u>M.O.N.A.Bs., T.A.M.Ys., etc., and R.N. Armament</u> <u>Depots.</u>

Degree of urgency... In service—As soon as tools, removing and inserting driving springs (which have been introduced), are received.

At R.N. Armament Depots—When passing through the factory.

2. It is essential that the driving spring be removed before welding.

3. In the near future it is proposed to issue to the Service tensioning spanners which will automatically prevent driving springs from being wound to a tension greater than 300-in. lbs. when the brake band has been welded.

4. The normal loading drill is to be followed with mechanisms with fixed brake bands, but it is to be borne in mind that if excessive force is used in tensioning the mechanism, damage to the spring may result. Tensioning is therefore to be carried out using a spanner not exceeding 10-in. in length.

5. It is desirable, but not essential, that until tensioning spanners mentioned in paragraph 3 above are issued, after tensioning a fixed brake-band mechanism one round should be removed from the mouthpiece, or alternatively, that tension should be wound on with the breech block of the gun in the forward position.

(A.F.O. 1990/45 is cancelled.)

4589.—Aircraft—Guns, Hispano, 20-mm.—Tool, Removing and Inserting Driving Springs of Belt-feed-Mechanisms—Introduction

(A.S./G. 2315/44.—16 Aug. 1945.)

The following store has been introduced into service:—

Guns, Hispano, 20-mm.:—

Tool, removing and inserting driving springs of belt-feed-mechanisms, Ref. N.O.D. 2175/114.

2. To use this tool the belt-feed-mechanism is to be stripped until the shaft assembly complete can be removed. No stripping of the shaft assembly is required or is to be done.

3. (a) Place the frame in a vice, leaving room for the handle to be operated.

(b) Push the shaft right home in the frame, and place the spring holder on the shaft with the flange towards the ratchet wheel, i.e., open end outwards.

(c) Fit the B.F.M. shaft into the tool shaft with the front two sprockets only engaging the $\frac{5}{8}$ -in. rod on the frame. The inner end of the spring should now be engaged on the tool.

(d) Make sure that the ratchet pawl is in the correct position for the handing of the spring to be removed, and then rotate the handle to tighten the spring.

(e) When the spring is fully tight, slide the spring holder over it, making sure that the lip on the holder makes a snug fit with the band brake and spring hook.

(f) Taking the weight on the handle, release the ratchet pawl and allow the handle to rotate slowly in the reverse direction until the spring holder takes the weight of the spring.

(g) Remove the belt-feed-mechanism shaft assembly and spring holder from the tool shaft, and, if necessary, tap the belt-feed-mechanism shaft lightly on the bench to free the spring hook from the band brake. This completes the removal process.

(h) If it is required to change springs, the following additional procedure should be carried out.

(i) Slide the tool shaft fully in on the frame, and with the spring holder reversed, engage the hook of the spring with the end of the anchor bracket. The tool shaft should then be worked into the centre of the spring and the spring tightened. When fully tight, engage the ratchet pawl and remove the spring holder.

(j) Taking the weight on the handle, release the ratchet pawl and ease the tension on the spring, which can then be removed.

(k) The replacement spring should be fitted by engaging the spring hook with the correct side of anchor bracket (i.e., the hook of the spring is to be engaged on the side marked "R.H." for right hand mechanisms and "L.H." for left hand), bearing down on the centre of the spring to allow the tool shaft to enter. The spring

should then be pushed right home on the anchor, and a check made, that the correct handing will be obtained.

(l) The spring should then be wound up and the spring holder placed over it, with one of its lips as near as possible to the inside of the spring hook.

(m) Release the ratchet pawl, ease the spring and remove the holder complete with spring.

(n) Place the spring holder in the spring housing on the shaft and then repeat paragraphs (c) and (d). When the spring is tight slide off the spring holder, release the tension, and remove the belt-feed-mechanism shaft complete with spring, from the tool shaft.

4. Certain tools have been issued without the letters "R.H." and "L.H." having been marked on the anchor bracket. In these cases anchor brackets should be stamped locally as shown on A.F.O. Diagram 303/45.

5. One tool will be allowed to each R.N. air station and repair yard and to each H.M. ship, M.O.N.A.B. and T.A.M.Y. carrying aircraft armed with Hispano guns. Allowances for instructional units will be promulgated separately.

6. Issue has already been made to the undermentioned services:—

H.M.S. "Excellent" (Air Gunnery Section)	...	...	...	2
R.N. Air Station, St. Merryn	...	...	...	1
R.N. Air Station, Lee-on-Solent	...	...	...	1
R.N. Air Station, Worthy Down (for School of Aircraft Maintenance)	...	...	...	1
R.N. Air Station, Yeovilton	...	...	...	1
R.N. A.T.E., Newcastle-under-Lyme	...	...	...	2
R.N. Training Establishment, Millmeece	...	...	...	1
R.N. Air Station, Culham	...	...	...	1
R.N. Air Station, Anthorn	...	...	...	1
R.N. Air Station, Donibristle	...	...	...	1
R.N. Air Station, Ballyhalbert	...	...	...	1
R.N. Air Station, Nutt's Corner	...	...	...	1
H.M.S. "Perseus"	...	...	...	1

7. Other services should forward demands to the appropriate R.N. Armament Depot; those in Ceylon and India to R.N. Armament Depot, Colombo, and those in the Pacific to Armament Supply Officer, Fleet Train, or Superintending Armament Supply Officer, Royal Australian Naval Armament Depot, Spectacle Island, Sydney.

4590.—Armament Stores—Pistols, Signal, 1½-in., and Cartridges—Withdrawal

(A.S. 0597/45.—16 Aug. 1945.)

1½-in. signal pistols and recognition cartridges issued to H.M. ships on the Home Station for use during Overlord in accordance with Admiralty messages 051733 and 201819, May, 1944, are now no longer required and are to be landed at the nearest R.N.A. depot.

4591.—Ammunition—Primers No. 17—Mark II V.A.D. Manufacture 10/43, Lot 419—Withdrawal

(A.S. 5595/45/B.89.—16 Aug. 1945.)

All primers, electric, No. 17. Mark II-V.A.D., Lot 419, filled, V.A.D. 10/43, are to be withdrawn from the service. These primers may be found in cartridges, Q.F., 5·25-in., 4·7-in., Mark XI gun, Q.F., 4·5-in., fixed and separate loading guns.

2. Commanding officers of H.M. ships concerned are to arrange for ammunition on board to be scrutinized at the first opportunity and for any cartridges containing these primers to be landed at the nearest Naval armament depot, and replacements demanded.

3. These primers are regarded as coming under category (b), C.A.F.O. 991/42—not dangerous but may have a percentage of failures to function.

4. R.N.A. depots at home and abroad should examine stocks as soon as possible and arrange for any cartridges containing primers of this description to be re-primed and the displaced primers, together with loose primers of this lot in store and any landed by H.M. ships to be disposed of locally.

4592.—Anti-Aircraft Fire Control—Destroyer HA/LA Directors, Type K, Mark I, Mod. 0—Drilling for Changing Hand/Power Control

Ships concerned—“Mynas” and “Caesar” Flotillas

(G. 013416/45.—16 Aug. 1945.)

It has been reported that damage has occurred to the clutch gear of the elevation and training systems of the “K” tower when changing from power to hand. There is also a danger of injury occurring to the operator due to the handwheels spinning when the hand position is first engaged.

2. The reason for these occurrences is as follows: During the initial movement of the gear lever the zeroising switch operates before the intermediate dogs are disengaged from the power dogs. When zeroising occurs the moving coil hunters in the monoblocs return to the central position and in so doing cause the “E” motors to rotate, the amount and speed of rotation depending on the position of the moving coil when zeroising takes place.

Rotation of the “E” motors causes rotation of the power dogs and the intermediate dogs which are still in engagement.

If at this stage an attempt is made to put the lever quickly into hand position, the intermediate dogs, while still rotating, will try to engage the hand dogs.

3. The position of the gear lever at which zeroising and dezeroising takes place is governed primarily by the necessity for ensuring that, when changing from hand to power, the intermediate dogs and power dogs are in engagement before dezeroising takes place. No alteration to the zeroising/dezeroising position is therefore practicable.

4. Risk of damage to gear and injury to personnel can be eliminated if action is taken to ensure that the starting switch, situated to the right of the range taker is put to “Stand-by” position before any attempt is made to change from power to hand or hand to power. This ensures that the oil pressure in the power system will be reduced from 200 lbs. per square inch to 20 lb. per square inch.

4593.—Binoculars—Pattern 1900 Series—Used for Gunsighting Purposes—Modifications to

Submarines, Coastal Forces and Ships Concerned

(G. 07109/45.—16 Aug. 1945.)

Reports from H.M. submarines have revealed that shock of vibration and gunfire is liable to disturb the interocular settings of binoculars, Pattern Nos. 1900, 1900A, 1900C and 1907A, when these are used as gunsighting instruments. This occurs more particularly in older binoculars when the bearing surfaces of the hinge clamping arrangements become worn. Such changes of interocular distance seriously distract the gunlayer and trainer.

2. A simple securing bar, shown in A.F.O. Diagram 309/45, has proved effective in preventing these accidental alterations of interocular setting. The strap lugs on the binoculars provide elongated slots which, together with the clamping screws on the securing bar, allow the binoculars to be clamped for any interocular distance.

3. Securing bars of this type are to be made by Submarine Depot ships and issued to H.M. submarines.

Similar action is recommended should this trouble arise in Coastal Forces and other vessels.

4594.—Guns—Q.F. 5.25-in. Mark I, 4.5-in. Marks I, III and IV, 4-in. Marks V-V*, Vc, AV-V*, XVI* and XXI—Adapters, Rammer, for use with Back Firing Target Shell—Introduction**

(A.S. 01384/44.—16 Aug. 1945.)

So that gun cleaners may be used at Q.F. 5.25-in., 4.5-in. and 4-in. guns for ramming back firing target shell, adapters are being provided for fitting to cleaner heads in lieu of the loops now fitted. The adapter consists of a brass plate with a screwed boss to secure to the cleaner head. Adapters will be fitted by ship's staff when required. The loops will be retained on board for replacement when cleaning guns.

2. The adapters will be designated:—

“Adapter, ramming B.F.T. shell, Mark I.”

and will be allowed to ships outfitted with B.F.T. shell in the proportion of four per ship.

3. Supplies will be distributed to R.N. Armament Depots and should be demanded by ships concerned when required

4. Naval Proportion Book will be amended.

4595.—Guns—B.L., 15-in.—Revised Probable Life—REPORTS

(A.S./G. 01816/45.—16 Aug. 1945.)

The probable life of B.L. 15-in. guns is extended to 335 E.F.C. The condemning limit for mean wear at 1-in. from C. of R. will in future be 0.78-in. Alternative remaining lives, according to whether 5/10 C.R.H. shell or 4 C.R.H. shell are used, will not in future be assigned. Inaccuracy may, however, be expected with 4 C.R.H., C.P., and H.E. shell at mean wear of 0.60-in. at 1-in. from C. of R. and with 5/10 C.R.H. shell with super charges at mean wear of 0.65-in.

2. B.R. 291 has been amended.

3. The memoranda of inspection for mounted guns and guns in store should be referred to the local Inspecting Officer for amendment and for re-assessment of probable remaining life. The revised P.R.L. assigned should be reported by letter to D.A.S., Bath (copy to C.I.N.O., Bath) by ships and depots concerned.

4. E.F.C./Wear Curves at present held by Inspecting Officers should be extended as in paragraph 1. Revised Curves will be issued shortly.

(C.A.F.O. 521/45 is cancelled.)

4596.—Hydraulic Pumps—Hele-Shaw Type—Hasties'—Identification Markings

Ships concerned, Overseers, Dockyard and Repair Establishments

(G. 022182/44.—16 Aug. 1945.)

The Hastie Hele-Shaw hydraulic pump is used both for providing power for hydraulically operated gun mountings and for steering gear in H.M. ships. In both cases it can be either electrically or steam driven. In the former case it is used as a “constant pressure” pump, while in the latter case it is of the “variable delivery” type.

2. Some difficulty has been experienced in differentiating between these various pumps which, while differing to a marked extent for the different services may have the same makers size letters and number. For gun mounting sizes see Appendix A.

3. To facilitate identification arrangements have been made with the manufacturers for pumps to be marked in the future with suffixes to the pump sizes as follows:—

(SE)—To indicate electrically driven units for steering gear.

(SS)—To indicate steam driven units for steering gear.

(GE)—To indicate electrically driven units for gun mountings.

(GS)—To indicate steam driven units for gun mountings.

4. Ships and authorities concerned should therefore arrange for the suffix, (SE), (SS), (GE) or (GS) to be added to the appropriate tally plate on all pumps in service and in store and to all drawings which are held.

5. The following drawings apply to the two types of size PD.56 pump, which, however, are not used for steering gear:—

1151 DE, A.2320, A.2626—P.D.56 (GE).

1018 DE, A.2021, A.2642—P.D.56 (GS).

6. The existing markings on the various types of pump for steering gear and gun units are as follows:—

(a) Steering Gear (Hydraulic Gear) Job No.	HG
Size of Pump ...	HP or PD
Pump No. ...	K.....
(b) Gun Unit (Transmission Set) Job No.	TS
Size of Pump ...	PD
Pump No. ...	K.....

Note.—T.S. pumps for electric drive have one key on the drive shaft securing the coupling, except for those fitted in H.M.S. “Sussex”—8-in. Mark I* mountings which have two sliding keys.

T.S. pumps for turbine drive (“Tribal” class destroyers, except CANADIAN, only) have two sliding keys on drive shaft in way of coupling.

7. "Handing" of pumps denotes the position of the control spindle relative to the driving shaft, e.g., looking on the drive shaft end of pump a "left handed" pump has its control spindle on the left and vice versa. For steering gear, turbine driven sets and some electrically driven sets where two pumps are fitted as one "set" the pumps are handed.

8. The handing of these pumps may be reversed by stripping down and re-assembling with pump casing and control spindles turned through 180 degrees.

9. Where spare pumps are provided they have double control facings so that they may be fitted to either hand without having to be stripped and re-assembled.

10. Electrically driven T.S. pumps in J. K and N class and Canadian "Tribal" class are not handed and are *not* interchangeable with turbine driven T.S. pumps in other "Tribal" class destroyers.

11. In order that identification of the pumps may be facilitated and a check kept on the whereabouts of the "emergency" spares, i.e., those fitted with double control facings, a report should be forwarded to Admiralty when a pump is transferred, fitted to, or removed from a steering gear or gun unit, stating full particulars as follows:—

Job No. HG..... or TS.....
 Size of pump HP..... or PD....., with
 appropriate suffixes as referred to in paragraph 3 and 4 above.
 Pump No. K.....
 Are control faces provided on both sides of the pump casing..... ?
 If not, are control facings on right or left hand side of casing when
 viewed from driving shaft end of pump..... ?

APPENDIX A

HASTIE HELE SHAW HYDRAULIC PUMPS FOR GUN MOUNTINGS

Mounting	Ships Concerned	Pump	Suffix (GE or GS)
4.5-in. twin R.P.10, Mark II*	Light fleet carriers. "Hermes" class "Rodney" "Indefatigable" ...	PD.75	GE.
4.5-in. twin R.P.10, Mark II**		PD.75	GE
4.5-in. twin R.P.10, Mark II***		PD.75	GE
4.5-in. twin, Mark III ...	"Ark Royal" class ...	PD.75	GE
4.5-in. twin, Mark III ...	"Hecla" and "Adamant"	PD.75	GE
4.7-in. CP. twin, Mark XIX	(a) "J," "K" and "N" class destroyers and Canadian "Tribals." (b) "Tribal" class destroyers.	PD.56	GE GS
2-pdr., Mark VII*P ...		HP.6	GE
5.25-in. twin R.P.10, Mark I*	"Vanguard" ...	PD.56*	GE
Main arm't arm'd DCT ...	"King George V" "Duke of York" "Anson," "Howe"	1.5	—
8-in., Mark I*, mounting ...	H.M.S. "Sussex" ...	PD.56	GE
6-in., Mark XXIII, mountings.	"Belfast" ...	PD.120	GE
6-in., Mark XXIV, mountings.	"Tiger," "Defence," "Blake," "Hawke."	PD.166	GE

4597.—Gun Mountings—2-pdr., Mark XVI*—Link Deflector Plate—Fitting

Ships Concerned

(G. 012633/45.—16 Aug. 1945.)

In order to ensure that empty links fall clear of the mechanism of the above mounting, a link deflector plate is to be fitted in accordance with A.F.O. Diagram 312/45.

- The work is to be carried out by ships' staffs.
- The plate will be incorporated in later mountings by the manufacturers.

(A.F.O. 3561/43 is cancelled.)

4598.—Small Arms—Increase in Allowance

"Bay" Class Frigates

(G. 5014/45.—16 Aug. 1945.)

The allowance of Small Arms for "Bay" Class frigates has been under review and the following revised allowances are promulgated:—

Rifles No. 1 ...	12 in number
Lanchester machine carbines ...	12 in number
Pistols, Revolver No. 1 or 2 ...	12 in number

2. Ships concerned should demand additional weapons and relative outfits of ammunition to complete to the revised allowance from the nearest R.N. Armament Depot.

3. Stowage will be required for the following small arm ammunition boxes:—

Rifle ball (0.303-in.) ...	1 Case M.L. 1/2, C.121, 11.2 × 10.4 × 14.7-in. 8 Boxes A.S.A. 1/2 N, 10.9 × 8.4 × 7-in.
Rifle blank ...	1 Box A.S.A. 1/2 N, 10.9 × 8.4 × 7-in.
Lanchester ball (9 mm.) ...	3 Boxes A.S.A., H.29, 16.9 × 10.75 × 9.25-in.
Revolver ball (0.38-in.) ...	4 Boxes A.S.A., H.9, 8.9 × 6.7 × 4.8-in.

4. An item Classification A is to be inserted in the Class List of Alterations and Additions to cover the work involved in fitting stowage for the additional small arms and their associated S.A. boxes.

- Separate instructions are being issued for vessels under construction.
- The Proportion Book of Naval Armament Stores will be amended accordingly.

4599.—Respirators, Anti-Gas—Maintenance—Issue of Spares

Frigates

(A.S. 02012/45.—16 Aug. 1945.)

Spare anti-gas respirators (complete) and spare parts for maintenance purposes are to be allowed as shown below to frigates:—

A

Proportion allowed

- G.S. or L.T. respirator, complete with facepiece, container, haversack outfit anti-dimming. One spare to every 10 or less number of officers and ratings.
- Plugs, sealing ... One spare to every 10 or less number of officers and ratings when light type respirators are issued.

B

Spare Parts—

- For ships with complements of under 151 One anti-gas spare part chest No. 3.
 For ships with complements of 151 to 250 Two anti-gas spare part chests No. 3.

C

Tools, etc.—

- Jig fixing eyepiece ... One per ship.
 2. H.M. ships are to demand as necessary from the nearest R.N.A. depot.
 3. Naval Proportion Book will be amended.

(A.F.Os. 2629/43 and 5364/43.)

4600.—Electrical Drawings, "As-Fitted"—Instructions for Keeping Up-to-date

H.M. Ships

(T. 188/45.—16 Aug. 1945.)

It has been found impracticable during the course of the war to provide complete new electrical as-fitted drawings to H.M. Ships at the close of every refit, as provided for in paragraph 6 of Article 594 of H.D.R.—(O.U.5225).

2. It is however imperative, having regard to present and future Fleet dispositions, to have available on board adequate electrical as-fitted information in order to :—

- (i) facilitate self-maintenance ;
- (ii) facilitate minor action repairs by ships' staff, repair ships of the Fleet train, or repair bases ;
- (iii) reduce initial confusion and the need for research into existing arrangements by a Refit Authority prior to undertaking As. and As.

(Note.—The availability of clear initial information may make the difference between an important A. and A. being undertaken or not.)

3. Since it is most frequently impracticable to complete full correction of electrical "as-fitted" drawings after a war-time refit period, the greatest possible amount of "as-fitted" information should be accumulated in the ship by the joint effort of the Refitting Authority and of ships' officers.

4. For the benefit of both ships' staffs and of future Refitting Authorities, Repair Bases, and Repair Ships of the Fleet Train, the needs are :—

- (i) All "as-fitted" drawings, not fully correct, should be prominently labelled accordingly ; e.g. "CANCELLED", "PORTION MARKED IN RED SUPERSEDED, SEE DRAWING No.", etc., as may be applicable ; and suitable amendments, notes, cross-references to other drawings, etc., marked on. If this is not done by a Refit or Repair Authority, it should be done by ship's staff.
- (ii) So far as practicable, corrections should be marked on ships' copies of "as-fitted" drawings in coloured ink, or a fly drawing attached, with a cross-reference to the fly on the main drawing.
- (iii) Copies of working wiring diagrams for all fire control and communication As. and As. carried out should be obtained, fully coded, from the Refit Authority wherever practicable. These drawings should include main run diagrams and junction box connection diagrams. The absolute minimum requirement is for corrected junction box diagrams for the inside of boxes.
- (iv) The breaker book and the drawings of H.P. ring main control circuits should be kept as up-to-date as practicable on the same lines.
- (v) Other systems, e.g. gyro compass, Radar displays, should be similarly treated in accordance with their relative complications.
- (vi) Any alterations to ships' systems made by ships' staffs should be accurately shown on ships' copies of "as-fitted" drawings.

5. Every endeavour should be made by any and every authority carrying out alterations to ensure that the minimum electrical "as-fitted" information provided to a ship is the following :—

- (i) connections in junction boxes for fire control and communications ;
- (ii) connections in high-power control junction boxes ;
- (iii) breaker information.

This information should preferably be in the shape of new drawings but corrections in ink on existing drawings can be accepted where such corrections are not so profuse as to cause confusion. Copies of these drawings and/or other relevant information should be forwarded to Admiralty wherever practicable.

6. This minimum should be supplemented as far as possible by revision of :—

- (i) books, applicable to each separate system of fire control and communications, of connections inside junction boxes, fully coded ;
- (ii) position wiring diagrams for fire control and communications ;
- (iii) wiring diagrams for gyro compass, Radar displays, etc., if not included in (i) and (ii) ;
- (iv) deck plans, showing high-power distribution, sufficiently accurate so that the source of important services can be checked. This is supplementary to the breaker book.

4601.—Handbooks—U.S.A., 22.4-in., Mark 13, and Modification Torpedoes—Introduction of Ordnance Pamphlet 950 First Revision

(T. 08912/45.—16 Aug. 1945.)

Introduction of Ordnance Pamphlet First Revision has been authorized by the U.S. Authorities, and will shortly be issued to the Naval Service.

2. Distribution will be made direct from U.S.A. to the British Pacific Fleet and B.P.F. Authorities concerned. Other authorities will be supplied from S.N.S.O., Park Royal, all without demand.

3. O.P. 950 First Revision is to be mandatory on receipt, subject to paragraph 4 below.

4. B.R. 841 remains in force for the routines it covers, except that the new greases, etc., referred to in paragraph 5 below may be introduced if available. It will be amended by A.F.O. "P" Series to bring it into line with the new pamphlet in due course.

5. Attention is invited to pages 103-140 of O.P. 950 First Revision with reference to change of oil and greases for various routines.

6. Loading Drill is to be carried out in accordance with B.R. 811 (1g) as amended by A.F.O. P.657/45.

4602.—Torpedo Stores—Adapters St. No. T.66A and Tables Adjusting Gyroscopes, Marks VI and VII—Modification

(A.S. 5449/45.—16 Aug. 1945.)

Consequent upon the introduction of an A.R.K. type gyroscope for the 18-in., Mark XVII, torpedo, details of which will be issued separately, the following modifications to gyroscope equipment have been approved, viz :—

- (i) *Adapters St. No. T.66A.*—Existing cradle St. No. 1774A to be modified by reducing the fixing lugs to the shape shown in A.F.O. Diagram 304/45, Fig. 2.
- (ii) *Tables adjusting gyroscopes, Marks VI and VII.*—Existing cradle St. No. 6725 to be replaced by a new pattern cradle—this involves removing three screws (St. No. 6731), removing existing cradle, fitting the new cradle and replacing the three screws. (A.F.O. Diagram 304, Fig. 1.)

2. The modified adapters St. No. T.66A referred to in paragraph 1 (i) and the new pattern cradle referred to in paragraph 1 (ii) will be accounted for as follows, viz. :—

Section II

Adapters, holding gyroscopes St. No. T.66C

Section III

Cradles, supporting gyroscopes complete, gyro tables, Marks VI and VII. St. No. 13301

Adapters St. No. T.66A and cradles St. Nos. 1774A and 6725 will become "O.F.M."

3. Cradles St. No. 13301 are arranged with the spring supporting lugs and "silent-bloc" mountings as used in the 18-in. XII/XV type torpedo. To enable this design of cradle to be used for tabling all patterns of non-airblast gyroscopes, two types of port lugs are supplied with each cradle and they will be accounted for as follows, viz. :—

*Section V*Lugs, fixing, port, cradles (St. No. 13301) St. No. 13302
steering engine in tail.Lugs, fixing, port, cradles (St. No. 13301) St. No. 13303.
steering engine on gyroscope.

Lugs St. No. 13302 are for use with non-airblast gyroscopes arranged for steering cylinder in tail and lugs St. No. 13303 for non-airblast gyroscopes fitted with steering engine. During tabling, the lug which is not in use is to be stowed in the toolbox in the adjusting table.

4. After modification as described in paragraph 1, the items will be suitable for use with all A.R.K. type gyroscopes as well as for the services for which they are at present provided.

5. Adapters St. No. T.66A and tables adjusting gyroscopes, Marks VI and VII, carried by aircraft carriers, N.A. stations, M.A.T.M.U.s., etc., are to be modified by ships', etc., staffs under classification C of A.F.O. 3169/43.

6. Demands for the quantities of cradles St. No. 13301 required are to be forwarded to the nearest torpedo depot and supply will be made on receipt from manufacture.

7. Torpedo store accounts are to be amended as necessary.
(A.F.O. 3169/43.)

4603.—Torpedo Stores—Strainers, St. No. 2467—Fitment of Finer Mesh Gauze
(A.S. 798/45.—16 Aug. 1945.)

It has been reported that main reducer plungers of 18-in., Mark XII and Mark XV and 21-in., Mark VIII and Mark IX type torpedoes are frequently found to be scored and scratched on examination. It is considered that the cause of this scoring and scratching is almost entirely due to the presence of small particles of foreign matter in the oil as supplied from the reducer oil bottle.

2. To prevent or considerably reduce the passage of foreign matter to the reducer plungers it has been approved for 100 mesh gauze (in lieu of existing 60-mesh gauze) to be incorporated in future manufacture "Strainers, oil in reducer oil bottle, etc., St. No. 2467".

3. Existing strainers, St. No. 2467 (fitted with 60-mesh gauze) will, however, continue to be used until stocks are exhausted, but, as replacement of gauze in such strainers becomes necessary, 100-mesh gauze is to be used.

4. The stamp number of strainers fitted with 100-mesh gauze will remain as "2467".

4604.—Torpedo Tubes—21-in. A.W. Modifications to Racer Rollers—As. and As.
Cruisers and Destroyers
(T. 1072/45.—16 Aug. 1945.)

Racer rollers of 21-in. A.W. torpedo tubes are to be modified as indicated in A.F.O. Diagram 315/45 to provide lubrication to the bearings.

2. An item classification A* is to be inserted in the A. and A. lists of all ships concerned.

4604a.—Binnacles, Pattern No. 196 Series—Replacement by New Patterns
(N.S. 013140/45.—16 Aug. 1945.)

Binnacles, Pattern No. 196 series, are now obsolescent and have been replaced by new patterns as follows:—

Old Patterns	New Patterns
196Z	190
196Z3	
196SZ	
196SZ3	
	190S or
	191S

2. All vessels completing after 1st May, 1945, will be fitted with the new pattern binnacles (Pattern No. 191S in Fleet Carriers and Battleships, Pattern No. 190S in Light Fleet Carriers and Pattern No. 190 in all other ships and in landing craft concerned) except the following, which will still be fitted with binnacles Pattern Nos. 196Z or 196Z3:—

Boom vessels—"Bar Class"	4 craft
"Isles" Class danlayers	5 craft
Mooring vessels	2 craft
Rescue tugs (Diesel type)	2 craft
Fleet water carrier—R.F.A. "Spaburn"	1 craft
Fleet water carriers—"Freshet" type	3 craft
Lighters for F.A.A. duties (Type A) (previous to "Roc", "Walrus" and "Blackburn")	4 craft
Coastal salvage vessel	1 craft
Four repair ships (H.M. ships "Solway Firth", "Moray Firth", "Holm Sound" and "Cullin Sound")	4 craft
L.C.G.(L) (4), Nos. 21 to 29	9 craft
Certain R.F.As. converting from merchant tankers	

3. All binnacles, Pattern No. 196 series, will be marked "O" in the Rate Book for Naval Stores.

(A.F.O. 424/45.)

4605.—Engine Maintenance Routines
Landing Craft and Landing Barges

(D. 06824/45.—16 Aug. 1945.)

To ensure uniformity of procedure for the maintenance of the engines fitted in the above-mentioned craft maintenance charts for all engines concerned are promulgated in A.F.O. Diagram 313/45 (1-16) for the guidance of all authorities responsible for the operation of these craft.

2. It is of the utmost importance that these maintenance routines should be adhered to as failure to do so may seriously reduce the life of the engines. The extent to which these routines can be carried out during the course of actual operations will clearly depend on the circumstances, and should these be such that operating authority concerned considers it necessary to defer some of the maintenance work this should be carried out at the earliest subsequent opportunity.

3. The maintenance charts have been framed as a general guide to the work required and the intervals at which it should be carried out, but they are not intended to provide detailed information as to how the various operations are to be dealt with. Reference should in all cases be made to the engine manufacturers' instruction books for full details of each individual operation.

4. The make of engine and type of craft to which each chart in A.F.O. Diagram 313/45 (1-16) is applicable are as follows:—

Main Engines (Diesel)

(1) Paxman T.P. Marine engine	L.C.T.(2), (3), (4), (8), L.C.F.(L), L.C.G.(L), L.C.T.(R), L.C.G.(M), L.C.S.(R).
(2) G.M. Quad Marine engine	L.C.I.(L).
(3) Gray Marine engine	L.C.T.(5), L.C.M.(3), L.C.V., L.C.P.(L).

Main Engines (Petrol)

(4) Sterling Admiral Marine engine	L.C.T.(3).
(5) Hall Scott Defender	L.C.T.(1), L.C.I.(S), L.C.S.(L) (2).
(6) Hall Scott & Hudson Invader	L.C.P.(L), L.C.P.(R), L.C.V., L.C.N., etc.
(7) Chrysler Royal	L.C.P.(R), L.C.V., L.B.V., etc.
(8) Scripps V.8	L.C.A., L.C.S.(M), L.C.P.(M).
(9) Chrysler Crown	L.C.M.(1), L.C.P.(S).

Generator Engines (Diesel)

(10) Paxman auxiliary engine	L.C.G.(M), L.C.T.(8), L.C.T.(3), Sterling.
(11) Hill auxiliary engine	L.C.T.(5).
(12) Buda auxiliary engine	L.C.T.(5).
(13) G.M. auxiliary engine	L.C.I.(L).
(14) National auxiliary engine	L.C.T.(2).
(15) Fowler Sanders auxiliary engine	L.C.T.(2) and (3).
(16) Lister auxiliary engine	L.C.T.(3), (4), L.C.F.(L), L.C.T.(R), L.C.G.(L).

(A.F.Os. 6010/43 and 2761/44 are cancelled.)

4606.—Condensers—Auxiliary Exhaust Baffle Plate—Supporting of
Fleet "O" and later Classes of Destroyers

(D. 3735/45.—16 Aug. 1945.)

In certain destroyers of the Fleet "O" and later classes the auxiliary exhaust condenser baffle is not supported at the forward end with the result that the overhanging portion is liable to distort downwards until it touches and wears through the condenser tubes or breaks off altogether. The baffle should be examined at the first opportunity and a supporting angle should be secured to the condenser

shell with tap bolts as shown in A.F.O. Diagram 307/45. The bolts should be fitted from inside the condenser through tapped holes in the shell and should be riveted over nuts on the outside.

2. The work involved should be treated as a defect.

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

4606a.—Diesel Generators, General Motors, All Models 268A—Hand Priming Pumps for Lubricating Oil System

B.D.E., B.A.M., B.Y.M.S., F.T., L.S.T.(2)

(D. 03339/45.—16 Aug. 1945.)

Experience has shown the need for priming the lubricating oil system of G.M. Model 268A engines before starting. For this purpose a hand pump is to be fitted to each engine. The work is to be treated as an urgent defect and is to be carried out by ship's staffs at the first possible opportunity with the aid of the repair authority concerned. Semi-rotary hand pumps with $\frac{3}{4}$ -in. diameter suction and delivery connections for the 8 cylinder models, are available on demand from the Landing Ship Material Supply Officer, 3A, Transit Shed, Albert Dock, London.

2. A.F.O. Diagram 305/45 shows a typical arrangement. The hand pump is to be bolted in a convenient position on the engine at the blower end to suit the varying installation arrangements in the vessels concerned. The suction is to be taken from the engine side of the suction screen (on the engine sump), where a plug can be removed from the existing "T" piece and the hole tapped to accept the required size of suction pipe. The delivery is to be led into the horizontal pipe at a point before it enters the lubricating oil strainer, the horizontal pipe being removed and a saddle piece brazed on to it for the hand pump delivery connection. In order to isolate the pump when the engine is running, valves are to be fitted on either side of the hand pump. After assembly, the suction pipes are to be pressure tested to 50 lb./sq. in.

3. On completion of the work, steps are to be taken to instruct the engine room personnel in the operation of priming the engine. *The hand pump must be operated until the engine driven pump is maintaining the normal pressure.* In the event of a drop in the oil pressure, the hand pump may be used to maintain the pressure until the engine is stopped. When the hand pump is not in use, the valves on either side of the pump are to be closed in order to obviate possible air leakage into the suction side of the system.

(A.F.O. 2915/45 is cancelled.)

4607.—Establishments Controlled from R.N. Air Station, Donibristle—Addressing of Correspondence and Signals

(A/M. 2604/45.—16 Aug. 1945.)

The following establishments are controlled from R.N. Air Station, Donibristle, and have no individual facilities for dealing with correspondence or signals:—

R.N. Aircraft Repair Yard, and the storage section, Donibristle.

R.N. Ancillary Repair Depot, Douglas Works, Townhill Road, Dunfermline.

R.N. Aircraft Component Recovery Depot, Forthbank, Alloa.

R.N. Aircraft Propeller Works, Britannia Works, 54, East Dock Street, Dundee.

Engine Storage Depot, Hilton Works, Alloa.

2. In order to avoid delay and confusion all correspondence and signals concerning equipment, stores, work, buildings or other matters should be addressed to:—

The Commanding Officer,
R.N. Air Station,
Donibristle,
Dunfermline,
Fife.

4608.—Radar Offices—Removal of Unnecessary Gear—REPORT

Ships, Dockyards, and Shore Establishments concerned

(R.E. 01710/45.—16 Aug. 1945.)

Admiralty attention has been drawn to the non-removal of surplus gear from Radar offices when As. and As. are undertaken.

2. Ships' officers and dockyards are to ensure that surplus gear is removed and returned to store when the space taken up could be profitably used for servicing or other purposes.

3. Particular attention is drawn to C.A.F.Os. 861/44, and 2067/44. Schedules I to XVIII, telephone communications, R.T.U.s., B.T.U.s., range and bearing receivers, etc., in the Radar offices should be examined to see whether they are surplus to approved requirements and, where no doubt exists, they should be removed.

4. In doubtful cases, a report is to be forwarded through the administrative authority, to the Admiralty copy to the Captain Superintendent, Admiralty Signal Establishment, Haslemere, giving details of the gear and its location. If it is desired to retain any of the gear reported, brief reasons are to be stated.

(C.A.F.Os. 861/44 and 2067/44.)

4609.—Radar—Types 271Q/3Q, 274, 275, 276, 277/T/S/F, 293/M—Receiver Rectifier Unit—Replacement of Transformers

(R.E. 116/45.—16 Aug. 1945.)

Ships and establishments fitted with any of the above sets are to examine the rectifier unit in Panel L20, L25 or L26 (according to the set fitted) and are to replace transformers, Patterns W.3976 and W.3977/A by improved transformers, Patterns W.3976A and W.3977B respectively, if these replacements have not already been carried out.

2. The necessary stores are to be demanded, quoting this A.F.O. as authority, from local storing bases or, if not available, from S.N.S.O., Haslemere.

3. Transformers, Patterns W.3976 and W.3977/A are to be retained on board for use as emergency spares. They are not to be used if improved pattern transformers are available and if used they must be replaced by the improved pattern transformers as soon as possible.

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

(A.F.O. 3204/45 is cancelled.)

4609a.—U.S. Radio Equipment—Modifications to U.S. Handbook Type TDE 1/2

(A.S.E.—16 Aug. 1945.)

The following information is promulgated for the attention of those concerned.

A separate amendment will not be issued.

Figure 16.—Drawing 7300540. Upper, extreme left. Link positions for remote control. Amend to conform to table below.

Link positions for remote control

Link	Type of remote control			
	Navy		Westinghouse	
	4-wire	6-wire	4-wire	6-wire
	A.C.	D.C.		
S.209	A to B	A to C	A to B	A to B
S.210	A to C	A to C	A to B	A to C
S.211	D to E	D to F	D to E	D to E
S.212	A to C	A to B	A to C	A to C
TS.12-2 to TS.12-4 ...	OPEN	OPEN	CLOSED	CLOSED

Upper, extreme left. Rectifier M.G. and Power Supply Link positions. Single Phase A.C. 115-volt column. Amend to read :—

“ A to B
A to B
A to C
A to B
A to C
A to B
A to B
A to B
A to B
A to B
A to B

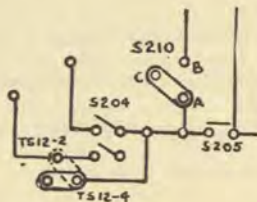
Upper, extreme left. Westinghouse Control. Under title add “ CAY—23381 ”. Amend caption below circuit to read “ TS11-32 and TS1-5 ”.

Upper, left. Navy 4-wire control. Amend title to read “ NAVY TYPE 23005. 4-wire telegraph control ”. Delete leads to terminals 1 and 3.

Upper, left. Navy 6-wire control. Amend title to read “ NAVY TYPE 23146. 6-wire telegraph control ”.

Upper, left. Change in connections for 6-wire control. Add Note :— “ Terminal board TS12 is located behind START-STOP switch panel. (See drawing 7300541 in instruction book) ”.

Figure 16.—Centre, right. Amend circuit round S204 to conform to inset below.



Lower, left. Radio phone unit. Add “ Pattern No. Navy Type 23211 or Navy Type 23172 ”.

Figure 20.—Drawing 7710307. Add following table and Note :—

“ Transmitter Link Positions

(See Drawing 7300540 and Control Units section in instruction book)

Link	4-Wire	
	A.C.	D.C.
S.209	A to B	A to C
S.210	A to C	A to C
S.211	D to E	D to F
S.212	A to C	A to B
TS12-2 to TS12-4 ...	OPEN	OPEN

Note.—Transmitter 6-wire start-stop switch S.206 cannot be used with this remote control unit ”.

Figure 21.—Drawing 7710308. Add following table :—

“ Transmitter Link Positions

(See Drawing 7300540 and Control Units Section in instruction book)

Link	6-Wire
S.209	A to B
S.210	A to B
S.211	D to E
S.212	A to C
TS12-2 to TS12-4 ...	CLOSED ”

Figure 22.—Drawing 7710309. Amend to conform to new drawing (A.F.O. Diagram 308/45 (1)).

Figure 23.—Drawing 7710310. Amend to conform to new drawing (A.F.O. Diagram 308/45 (2)).

4610.—General Requirements for the Equipment of “ Y ” Offices—Fitting-out Information

(R.E. 11090/45.—16 Aug. 1945.)

A.S.E. Installation Specification No. B.536 has been prepared to show the method of fitting and wiring “ Y ” offices.

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

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

The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with “ Y ” offices are therefore to apply to the Warship Production Superintendent of their areas for a copy of A.S.E. Specification No. B.536.

4. Consequent on certain proposed alterations of “ Y ” fitting policy since the compilation of this specification, a revised version will be issued shortly. The alterations mainly affect the arrangements in destroyers and escort carriers and the following clauses and drawings will be the subject of revision :—

(a) Clause 2.—Schedule of equipment.

(i) Fleet and Light Fleet Carriers : Delete FH4.

(ii) Escort Carriers : Delete FH4.

(iii) Destroyers : Equipment is still under consideration following proposals to fit “ Y ” Office aft in certain cases.

(b) Clause 4.—Position of office.

(c) Clause 9.—Power supplies.

(d) Drawing No. 40822 C.—Delete FH4.

(e) Drawing No. 40822 D.—Arrangement “ A ” will be omitted and arrangement “ B ” will apply to all escort carriers.

5. It is to be noted that Specification No. B.536 Preliminary issue and any advance fitting-out drawings, etc., which may already have been distributed are superseded by this specification and should be disposed of as confidential waste.

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

4611.—Wireless—Low Power Transmitters—Fitting of Additional Sets—As. and As.

Ships concerned

(R.E. 10920/45.—16 Aug. 1945.)

In Capital ships, Fleet and Light Fleet Carriers and Cruisers (except "C", "D" and "E" class Cruisers), it has been approved to fit additional low power transmitters Type(s) 60 (or equivalent) to make a total of five low power H/F transmitters.

2. The total number of low power transmitters is to be brought up to five, fitted as follows:—

B.R.R. or R.C.O.	... ..	One battery-operated (emergency) set.
U.T.R. (fitted aft)	... ..	One battery-operated and one mains-operated set.
No. 1 T.R. (fitted forward)	... ..	Two mains-operated sets.
No. 2 T.R. or L.T.R.	... ..	Two mains-operated sets.

Note.—In ships where the L.T.R. is fitted forward as an emergency T.R. it will contain only one low power mains-operated set, and the U.T.R. will contain two mains-operated sets and one battery-operated set.

These transmitters will normally be as follows:—

A.C. mains-driven	Type 60DR (C.W.S. ships).
		Type 60FR (other ships).

Battery-operated	Type 60EQR or TCS (in BRR/RCO).
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Equivalent U.S. sets (Types TCS, TCE or TDE) may be supplied depending on availability of stores.

One of these sets is provided for fire control purposes. In capital ships the existing VH/F fire control set, Type 75, becomes redundant and is to be removed and returned to the nearest storing yard to be disposed of in the most economical manner.

3. *Control Circuits.*—(i) *C.W.S. Ships.*—The Type(s) 60DR are to be wired into the C.W.S. control circuits. (In "King George V" class, C.W.S. Fleet Carriers prior to "Indefatigable" and "Implacable", and C.W.S. cruisers prior to "Minotaur" and "Tiger" classes, the C.W.S. controls and relevant transmitters should be modified as described in C.A.F.O. 2807/44 concurrently with the fitting of the additional transmitters.) Each battery-operated set will be fitted with a separate W/T and R/T control outfit and will be independent of the C.W.S. control circuits.

(ii) *Other Ships.*—The additional sets should be connected into the ship's control system where possible, otherwise separate W/T and R/T control outfits should be fitted.

4. *Aerial Trunks.*—An 8-in. unipole aerial trunk is to be provided for each additional low power transmitter fitted in a transmitter room and a 4-in. aerial trunk for the transmitter in the B.R.R. or R.C.O.

In C.W.S. ships, where two Types 60DR are fitted in one transmitter room, one of them should be arranged to use, as alternatives, its own 8-in. trunk or the Type 59D trunk.

5. *Power Supplies.*—The A.C. for the mains-driven sets should be obtained as follows:—

(a) C.W.S. ships	... ..	From boards 2 B.F., distributing, as convenient.
(b) Other ships...	... ..	From existing A.C. supply outfits where sufficient reserve of power is available from convenient outfits. Where this is not possible existing outfits should be replaced by larger outfits or additional outfits fitted.

6. The above arrangements will apply to the majority of ships concerned; any special cases will be treated individually.

7. Commanding Officers of ships concerned are to insert an item, classification "A*", in their next list of As. and As.: "To increase the number of low power H/F transmitters to make a total of five".

Notes.—(i) In "Uganda" class one single Oerlikon at fore-castle deck level is to be removed as compensation.

(ii) In "Arethusa" and "Aurora", proposals for a topweight compensation for the additional sets should be included.

8. Stores will be supplied without demand in accordance with the pertinent establishment lists when the above work is taken in hand.

9. The following is a list of principal installation specifications required:—

General Information	... ..	9001.
Type 60DR	... ..	9603.
Type 60FR	... ..	B.523.
Type 60EQR	... ..	B.495/R.1.
8-in. Unipole Aerial Trunks	... ..	9113.
4-in. Aerial Trunk Outfit TF	... ..	B.383.
C.W.S. Control Circuits	... ..	9402 and B.210.
Separated Aerial Control System	... ..	9007 and B.405.
W/T and R/T Control Outfits	... ..	B.559 and B.583.
Type TCS	... ..	B.224/R.1.
C.W.S. Power Supplies	... ..	9401, B.326 and B.385.
A.C. Supply Outfits	... ..	9171, B.189, B.240 and B.411.

Reference should also be made to all addenda to these specifications.

(C.A.F.O. 2807/44.)

(C.A.F.Os. 1877/43, 2230/43 and 2727/43 are cancelled.)

4612.—Radio Set, Type CXFR—Fitting-out Information

(R.E. 11522/45.—16 Aug. 1945.)

A.S.E. Installation, Specification No. B464/R1, has been prepared to show the method of fitting and wiring Radio Set, Type CXFR.

2. In view of the number of sets to be fitted, a limited issue of the specification has been made. Additional copies may be obtained on application to the Captain Superintendent, Admiralty Signal Establishment, Lythe Hill House, Haslemere, Surrey.

4613.—W/T—Types 607/E/F—Receiver Outfit CDR—Fitting of Guards and Clamps to Receiver, Type CR 300/1, Pattern M.500

(R.E. 11452/45.—16 Aug. 1945.)

It has been decided to fit guards and clamps to the controls of all Receivers, Type CR 300/1, Pattern M.500, whether these receivers are fitted separately, or as part of receiver outfit CDR required as an associated outfit for use with W/T sets, Types 607/E/F and 608/E/F.

2. The above modification is to be carried out by ship's staff.

3. Ships in Home waters fitted with Receivers, CR 300/1, Pattern M.500, serial number from 101 to 600 are to demand one box of parts, Pattern M.850, from S.N.S.O., Haslemere. Stocks are being supplied abroad as outlined below:—

Bombay	... ..	120 (60 for receivers fitting in Coastal Forces).
Colombo	... ..	180
Sydney	... ..	50

Receivers in store abroad should either be modified before issue or the modification parts to be supplied with receiver. Ships concerned abroad are to demand on one of the bases quoted above.

4. Box, Pattern M.850 contains all the necessary gear for modifying Receiver CR 300/1, together with instructions for fitting. After modification the pattern number of the receiver is to be amended to M.500A.

5. All receivers CR 300/1, serial numbers 601 and above, will be supplied already fitted with guards and clamps.

6. Establishment List No. E.712 has been amended.

4614.—Asdic and Hydrophone Installations—Establishment Lists

(N.S. 014935/45.—16 Aug. 1945.)

Establishment Lists of Naval Stores comprising the undermentioned Asdic and Hydrophone Installations have been prepared, and copies will be distributed to the services concerned by the Superintending Naval Store Officer, R.N. Store Depot, Copenacre, Hawthorn, Wiltshire.

List No.	Date	Description
A/S 105	25th June, 1945	Hydrophone Installation, Type 712A (Superseding Establishment List No. A/S 105, dated 22nd September, 1943.)
A/S 145	25th June, 1945	Shore Trainer for Asdic Installation, Type 147B.

4615.—Aircraft Radio—Use of Switch, Type 896, in Press-to-Transmit Installation

(N.A.R. 509/45.—16 Aug. 1945.)

It has been found that the switch, type 896 (Stores Ref. No. 10F/13238), used in certain installations equipped with press-to-transmit facilities, is unsatisfactory.

2. When the switch is being installed the full tightening of the single-hole fixing nut may fracture the moulded threading on the switch. Additionally the moulded toggle is liable to breakage.

3. Care should be taken not to overtighten the fixing nut when installing this switch and it should not be subjected to heavy handling.

4. Where it is considered that the limitations of switch, type 896, enumerated above, are operationally unacceptable reversion should be made to switches, firing, bare (Stores Ref. No. 5D/534).

5. Should it be found that the operation of the switch, firing, bare requires an excess of pressure, the plunger spring should be weakened by reducing its length and opening out as necessary.

4616.—Aircraft Radio—W/T and R/T Trainer

(N.A.R. 405/45.—16 Aug. 1945.)

Following upon proposals made by H.M.S. "Tracker" a trainer has been developed which will allow of instruction in the following subjects:—R/T, W/T, exercises involving the use of outside signals, also instruction involving the use of gramophone records. A further use for the trainer is the testing of air crews' personal microphones and telephones.

2. The trainer is primarily intended for use in the ready room of escort carriers and it is intended that the construction of the trainer should be undertaken by Air Radio Maintenance personnel in conjunction with the Air Signal Officer.

3. *Description.*—The trainer consists of an R.1116A and a buzzer unit, Type 2' which, together with their attendant batteries, should be housed in a suitable wooden case. The various controls are mounted on a metal panel or box fastened to the top of the R.1116A. Modifications made to the units allow the use of—

(a) E.M. microphones.

(b) Low impedance telephones.

(c) A common output circuit to be used for Morse, R/T, gramophone and radio.

(d) Gramophone pick-up.

A.F.O. Diagram 306/45(2) shows the full installation.

4. Parts required—

Item	Stores Ref.	Nomenclature	No. Off.
1	10D/1322	Receiver, R.1116A	1
2	10F/10158 Type 2	Buzzer valve	1
3	10K/245 Type 363	Transformer microphone (40:1 C.T. Prim)	1
4	10K/246 Type 364	Transformer output 8·57 1 Prim tapped (step down).	1
5	10F/392 Type 383	1 wafer S.P.3 position selector ...	1
6	10W/8875 Type 2297	Resistance ($\frac{1}{2}$ meg pot)... ..	1
7	10A/7741 Type F	Key, Morse	1
8	5C/430	Terminal blocks, 2-way	3
9	5C/432	Terminal blocks, 3-way	1
10	10H/488 Type 1	Plug, standard tel, plug for jacks ...	2
11	10H/1739 Type 1	(Socket) jack telephone single circuit, 2 breaks.	2
12	10H/2206 Type 359	Socket, 4-pole, jack type	2
13	10H/10991 Type 119	Plugs, micro-tel., 4 contact	1
14	10H/10252 Type 104	Plug, jack type (4 point)	2
15	10C/796 Type 847	Condenser, ·05 mfd.	1

5. *Details of modifications.*—(a) Construct a metal panel or box for mounting on the top of the R.1116A and mount items 11, 6, 5, 3 suitably spaced (see Section A of A.F.O. Diagram 306/45(1)). Wire the various components in accordance with the diagram and ensure that the panel or box is suitably bonded to the receiver.

(b) A hole is drilled in the top of the R.1116A in which a suitable grommet should be fixed. Disconnect the lead from the top cap of V6 and attach to tag 3 of the selector switch. Connect top cap of V6 to tag 4 of the selector switch. These two leads should be of unimet sheathed in 4-mm. systoflex. An additional bias lead is taken from the -1·5 volt tapping on the grid bias battery via the gramophone socket to the volume control potentiometer.

Note.—Only plug Type 10H/10252 may be used with item 11; if these plugs are not available the jacks on the metal panel must be insulated when mounted and plugs Type 10H/488 used. The metal braiding of the cable *must not* be earthed to the sleeve of the jack in this instance.

(c) The transformer, item 4, should be mounted in a suitable position. The output leads from the R.1116A are connected via a plug, Type 119 (item 13) and a terminal block (item 8) to the telephone positive and negative taps on the transformer. The output from the transformer (wired in accordance with Section B of A.F.O. Diagram 306/45(1)) is taken to the output terminal block (item 8).

(d) The telephone positive lead from the output jack within the valve buzzer is broken and an 0·05 mfd. condenser connected in series with the output jack and the output transformer.

(e) The input and output plugs should be wired to the terminal blocks as shown in the diagram.

6. *Installation.*—The trainer will operate efficiently with a maximum of twenty pupils. Pupils' keys and micro-tel. plugs should be wired in parallel, thus

allowing any number of pupils up to the maximum to take part in the exercise. Extension microphone leads should be of dumet 4 with the metal braiding earthed at convenient intervals. Microphones should be switched off when operating the Morse oscillator.

7. When using a gramophone pick-up it will be necessary to employ an external volume control. It will also be necessary to place a 50K resistor across the pick-up jack in order to safeguard V6 in R.1116A if the switch is left in the gram. position with the pick-up disconnected.

4617.—Form A. 700—Instructions for Use

(A.M.R. 579/45.—16 Aug. 1945.)

Introduction

Form A.700 is the servicing record of the aircraft and a certificate of its serviceability state. In addition to its purpose as a record of the work done on and hours flown by the aircraft, it is designed to ensure that the aircraft is in a fit condition for the operation it may undertake. To this end it certifies and records—

- (i) Certain minimum inspections as having been done.
 - (ii) Repair, replacement, periodical inspection and modification work as having been satisfactorily completed.
2. The completion of the columns of Form A.700, together with a signature or initials as appropriate, constitutes a certificate and to sign a certificate which is known to be false or without ensuring its accuracy is an offence to the prejudice of good order and Naval discipline and is punishable under the Naval Discipline Act.

3. Form A.700 is to be completed in ink or indelible pencil, and must be treated with care and kept as clean as conditions of use permit.

4. The appropriate columns (other than the pilot's acceptance column) are to be signed, not initialed.

5. Forms A.700 relating to any aircraft are to be numbered consecutively.

Preparation of Form A.700 for Use

6. Outside Front Cover and Page 1. Form A.700 is to be opened as required by an officer, or rating detailed by the officer who has the aircraft on charge, who is to insert the necessary details on the outside front cover and on page 1. The overhaul table is to be completed for all items of equipment installed in the aircraft and which have a specified life between overhaul, as promulgated in Fleet Orders. On replacement of any such items the original entries are to be crossed through and the details of the new item entered in a new line. The hours at installation and when overhaul is due are to be recorded as the airframe hours at which the installation or overhaul occurs or is due.

A blank space has been provided under the Aero Engine Type line for inclusion of the power check conditions of the engines.

7. Pages 3 and 7. Columns 11 and 12. If the maintenance orders of the unit call for a daily inspection of any special equipment not covered by columns 2-10, an appropriate heading is to be made in column 11 or 12 or both as may be required. Columns not required are to be ruled through.

8. Pages 4, 5, 8 and 9. Tank positions for fuel, and oil, and tank capacities for fuel, oil, coolant, and water injection mixture are to be entered in the appropriate columns. Where an amendment to the total fuel or oil capacity becomes necessary as a result of any addition or removal of a tank, it should be made in red ink by the rating supervising the work. In the event of the aircraft having more tanks for fuel, oil, or coolant than are columns allowed in the Form 700, the tanks are to be grouped two to a column but clearly named separately at the head of the column.

9. Page 5. The total airframe hours are to be brought forward from the previous Form A.700 and entered in the space provided at the head of column 23.

Daily Inspection Certificate. Pages 2, 3, 6 and 7.

10. Column 1 date. This is to be completed by the individual signing in column 14 on each day a daily inspection is made.

11. Columns 2-12. Daily inspections. The appropriate column is to be signed by the maintenance rating responsible on completion of the daily inspection. Such a signature will be a certificate that he has satisfactorily completed the section of the daily inspection indicated in the heading of the column in which he signs. Where more than one rating is employed on the equipment to which the column refers, the senior rating of the same category is to sign, and such a signature will be a certificate that he has supervised and accepts responsibility for the work of the other ratings concerned.

12. Column 13. The time of completion of the inspection is to be entered by the individual signing in column 14.

13. The rating signing in column 14 is to satisfy himself—

- (i) That there is no periodic inspection due.
- (ii) That all the relevant daily inspection columns have been signed by the responsible ratings.
- (iii) That the aircraft is serviceable according to the change of serviceability and repair log.
- (iv) That flying times have been brought forward correctly on pages 5 or 9, as applicable.

The rating signing in column 14 is to be known as the Daily Serviceability Inspector and his signature will certify that the above conditions are satisfied. He will normally be an Act/P.O. Air Mech. passed for P.O., P.O. A.F. (A) or (E), an Act. A.A. (4) A.E., a Sgt. Fitter II a Sgt. Fitter II (A) or (E) R.A.F., or above. Where necessary in circumstances such as those of a detached flight, written authority may be given by the Air Engineer Officer of the parent ship or unit for these duties to be carried out by any confirmed Leading Rating or Corporal R.A.F. for the period the particular circumstances render necessary.

Pilot's Acceptance and Flying Log Refuelling Certificate. Pages 4, 5, 8 and 9.

14. Columns 3, 4, 5, 6, 7, 8, 9. Fuel. The amount put into each tank as recorded by the refuelling apparatus is to be inserted on the "Put in" line of columns 3, 4, 5, 6, 7. The total fuel in each tank after refuelling measured by gauge reading or dip stick is to be inserted in the "Total" line of columns 3, 4, 5, 6, 7. The word "full" is not to be used. The total fuel in the aircraft is then to be entered in column 8 by the rating responsible for the refuelling who will then sign in column 9.

15. Columns 10, 11 and 12. Coolant. The coolant system is to be filled to capacity and the amounts put in inserted in the "Put in" line of columns 10 and 11. The word "Full" is to be inserted in the "Total" line of columns 10 and 11. When no additional coolant is found necessary on daily inspection the number "0" is to be entered in the "Put in" line of columns 10 and 11. When, owing to heat of the engines, it is not possible to check the contents of the coolant tanks, the words "not possible to inspect" are to be written across the "Put in" and "Total" lines of columns 10 and 11. The rating responsible will sign in Column 12.

16. Columns 13, 14, 15, 16, 17. Oil. All tanks are to be filled to permissible capacity. The amount put in each tank is to be entered in the "Put in" line of columns 13, 14 and 15. The total quantity of oil in each tank after refuelling, measured by dip stick if possible, is to be inserted in the "Total" line of columns 13, 14 and 15. The total oil in the aircraft is then to be entered in column 16 by the rating responsible, who will sign in Column 17.

17. Column 18. Water injection mixture. Injection fluid tanks requiring filling according to the maintenance orders of the unit are to be filled to capacity and column 18 signed by the rating responsible.

18. Columns 1 and 2. Date and time. Column 1 is to be completed by the rating responsible for fuel before, and column 2, subsequent to completion of refuelling in accordance with paragraphs 14, 15, 16, 17 above.

19. Columns 19 and 20. Armament. Columns 19 and 20 are to be completed by the ratings responsible for arming the aircraft. The signature of the rating responsible will be a certificate to the effect that he has satisfied himself that the

aircraft has been armed as ordered, and that the equipment immediately involved is functioning correctly.

20. Columns 21, 22 and 23. Flying times. Columns 21, 22 and 23 are to be completed by a Daily Serviceability Inspector on the termination of each flight.

21. Column 24. Pilot's Certificate of Acceptance. Before the commencement of each flight, the pilot is to initial column 24 which will be a certificate that he has satisfied himself from an inspection of Form A.700 that :—

- (i) The daily inspection has been recorded as complete by signature in column 14 on page 3 or 7.
- (ii) The aircraft is shown serviceable in the Change of Serviceability and Repair Log.
- (iii) The time remaining unexpired before the next periodic inspection falls due (as shown by column 23 read in conjunction with the periodic inspection table on page 1) is sufficient to enable the proposed flight to be made.
- (iv) The refuelling section has been properly completed and signed and the quantity of fuel recorded in column 8 is sufficient for the proposed flight.
- (v) Column 18 for water injection and columns 19 and 20 for armament have been completed as required.

Change of Serviceability, Periodic Inspection and Repair Log. Pages 10, 11, 12, 13, 14 and 15

22. Whenever an aircraft is unserviceable, the fact must be recorded in the Change of Serviceability and Repair Log. The officer or rating placing the aircraft unserviceable must :—

- (i) Complete columns 1-4.
- (ii) Inform the squadron engineer officer or senior maintenance rating.

23. The reasons for placing an aircraft unserviceable (which includes periodic inspections) are to be stated in specific and concise terms, e.g., "port wing tip damaged".

24. Columns 1 to 4 of the change of serviceability may be used by pilots to record unsatisfactory characteristics which do not, in their opinion, render the aircraft unserviceable, e.g., "Aircraft flying slightly port wing low". When an entry of this kind is made, the word "serviceable" is to be entered in column 5 by the pilot.

25. Column 5. When an aircraft is placed unserviceable an air engineer officer or the senior maintenance rating of the unit on whose charge the aircraft is held is to detail for the work ratings and a supervisory rating in each trade concerned according to the requirements of the inspection, modification, repair, or replacement. The ratings are responsible for completing column 5 except as paragraph 28 below in respect of the work for which they have been detailed as follows :—

- (i) Repairs and Replacements. Nomenclature and number of ancillary, or assembly, or part repaired or replaced, and brief particulars of the repair.
- (ii) The nomenclature of any modification embodied, e.g., Mod. Firefly 213, Mod. Merlin 2050, etc.
- (iii) Special Technical Instructions and Servicing Instructions. The reference and number only.
- (iv) Periodic Inspections. The period of the inspection is to be stated. If any repair or replacement is found necessary during the course of the periodic inspection the rating whose inspection reveals the defective item is to report it to the supervisory rating in charge of the particular section of the inspection, and is to record the repair or replacement found necessary as in (i) above. To assist in identifying these repairs or replacements as arising during the periodic inspection the entry recording that the inspection has been done should be the last one.

The entries in column 5 should be brief but should include operations incidental to the work required except that necessary dismantling for access purposes need not be recorded. The work is not, however, complete and may not be signed for until parts dismantled for access have been correctly re-assembled.

26. Columns 6, 7, 8. Except as paragraph 28 below, these columns are to be completed by the rating responsible for the repair, replacement or modification. The rating's signature in column 6 is a certificate that he has satisfactorily completed the work specified in column 5 (including incidental displacements and replacements) at the date and time recorded in columns 7 and 8.

For periodic inspections, column 6 is to be signed by the ratings who have carried out the various sections of the inspection. When more than one rating is responsible for any section of the inspection, the senior rating is to sign and such a signature will be a certificate that he has supervised and accepts responsibility for the work of the other ratings concerned. Any repairs or replacements done during the course of the inspection are to be recorded.

On completion of the repair, replacement, modification or inspection work, the responsible rating is to report to the supervisory rating in charge.

27. The supervisory ratings in charge of the work detailed in accordance with paragraph 25 above are responsible for :—

- (i) Progressively inspecting all repair, replacement, modification or inspection work.
- (ii) On completion verifying where the work is such as to permit of its inspection by visual or manual checks that the work has been satisfactorily completed.

The supervisory rating is a true trade supervisor and he is to sign column 9, thereby certifying that he has personally checked the work and found it satisfactory. He must be of Acting Leading Rate or Corporal, R.A.F., or above, being detailed in accordance with paragraph 25 above with reference to the importance of the job.

28. Use of Job Cards. For work carried out in maintenance or repair shops or yards and for the larger inspections, modifications and repairs carried out in aircraft carriers or air stations the procedure detailed in paragraphs 25, 26 and 27 above is not satisfactory. In such cases a procedure is to be employed as follows :—

- (i) The aircraft is to be given a job number and a master job card raised and held in the inspection department.
- (ii) From the master job card and referred to thereon, section job cards are to be raised for all workshop sections concerned.
- (iii) Section job cards to be held by the individuals detailed to supervise the work described on the card, and any operations incidental thereto, and are to be signed by the supervisors on completion of the work.
- (iv) Section job cards are to be returned to the inspection department where the master job card will be completed for signature by an inspection officer who will be responsible that all section job cards have a qualified signature.
- (v) The master job card reference number, together with necessary details which will in general conform with entries on the master job card, are to be entered in columns 5, 7 and 8 of the Form A.700 and signed for in column 9 by the inspection officer referred to in (iv) above. Column 6 will be left blank. In the event of there being no inspection organization in a ship or station these duties of the inspection officer are to be carried out by the Air Engineer Officer of the ship or station.

29. Column 10. The authorized officer or rating who signs column 10 will check the entries in the previous column as follows :—

- (i) Repairs, Replacements, Modifications, Special Technical Instructions and Servicing Instructions. Compare column 4 with column 5 to verify that the work recorded in column 5 is such as to remedy the cause of the unserviceability recorded in column 4, and that columns 1-3 and 6-9 have been completed.
- (ii) Periodic Inspection. Verify that the periodic inspection has been carried out in accordance with Maintenance Orders or the appropriate Inspection Schedule; also that the inspection has been countersigned by the supervisory rating in charge; and where the necessity for any repair or replacement is indicated on the inspection schedule, that such repair or replacement has been recorded in column 5 of the Repair and Serviceability Log and columns 6-9 completed.

His signature constitutes a certificate that he has satisfied himself on the above matters. He will normally be an Act. Air Mech. P.O. (A) or (E) passed for P.O., a P.O. A.F. (A) or (E), an Act. A.A. (4) A.E., a Sgt. Fitter II, a Sgt. Fitter II (A) or (E) R.A.F. or above.

Where necessary, in circumstances such as those of a detached flight, written authority may be given by the Air Engineer Officer of the parent ship or unit for these duties to be carried out by any confirmed Leading Rate or Corporal R.A.F. for the period the particular circumstances render necessary.

30. Replacement components and parts. It should be noted that the records made in accordance with paragraph 25 (i) above may provide a good indication of replacements required in the future. It is therefore of the greatest importance that the information be clearly recorded.

Miscellaneous Log. Page 16.

31. Scanning unit. Columns 1, 2 and 3. The record of hours run is to be completed on termination of each flight by the supervisory rating responsible.

32. Inspection checks. Columns 4, 5 and 6. Inspection checks carried out by an Air Engineer Officer or maintenance rating in accordance with N.A.M. 90 are to be recorded and signed for in columns 4, 5 and 6.

33. Dinghy Inspection and Compass Swinging. Columns 7 and 8. The date of completion of each dinghy inspection and compass swinging carried out in accordance with the cycle stated on page 1 is to be entered and signed for in columns 7 and 8.

34. Four engined aircraft. This form is not to be adapted for use with four engined aircraft for which the R.A.F. form should continue to be used.

35. The above instructions will be reprinted on a new Form A.700 which will shortly be issued and are to come into force on receipt of the new forms. Copies of the obsolete forms are to be brought to produce as paper salvage.

(A.F.Os. 872/43 and 3187/43.)

(A.F.Os. 3102/43 and 2983/44 are cancelled.)

4618.—Accelerators and Arresting Gear—Socketing of Wire Rope

Escort Carriers—American Built

(D/P. 04780/45.—16 Aug. 1945.)

U.S. Arresting Gear Bulletin No. 16, issued by the Bureau of Aeronautics, Washington, on 27th March, 1945, and recently transmitted to all American-built escort carriers serving in the British Fleet by B.A.D., Washington, gives instructions for the procedure adopted by the U.S.N. for socketing accelerator and arrester wires. The technique described in this bulletin differs considerably from the British method described in A.F.O. 2774/45.

2. A.F.O. 2774/45 is to be regarded as the British standard practice for socketing but American-built escort carriers may, if they wish, adopt the method described in Bulletin No. 16, provided that all the equipment described therein is available on board. On no account is this method to be used unless the pyrometers and templesticks required for ascertaining the metal and socket temperature are available, or if any doubt exists as to whether satisfactory joints can be made in this way.

4. The Commanding Officers of ships not yet possessing copies of Bulletin No. 16 are to demand them from Admiralty.

(B.A.D., 17 Apr. 1945, No. S.R.984/45.)

(A.F.O. 2774/45.)

4619.—Aircraft—Dinghy Packs for "K" Type Dinghy—Conversion of A Mark III to A Mark II

(N.S. Air/A.E. 7192/44.—16 Aug. 1945.)

The A Mark III dinghy pack (Stores Ref. 27C/2088) has been found unsuitable for use in all Naval aircraft, and, in accordance with instructions listed below, is to be converted to the A Mark II dinghy pack (Stores Ref. 27C/1899).

2. The modification consists of the removal of—
 - (a) the strap harness and quick release couplings;
 - (b) the strap harness housing;

and the fitment of four harness tabs in accordance with sketches illustrated in A.F.O. Diagram 314/45 (1-2).

3. The sequence of operations is as follows:—
 - (i) Remove the strap harness by cutting away stitching near the buckle.
 - (ii) Remove the strap housing by carefully cutting away stitching where attached to the pack base.
 - (iii) Mark out "harness tab" position on pack base; care to be taken in dimensioning in accordance with A.F.O. Diagram 314/45(2).
 - (iv) Mark out by metal template the exact position of rivet holes on pack base, harness tabs and fabric doublers.
 - (v) Stamp out by means of $\frac{1}{4}$ -in. diameter cutting-tool all rivet holes.
 - (vi) Assemble the harness tabs to the pack base using Burrs copper, rivets copper snaphead and fabric doublers; "burr" rivets in position. Care should be taken that "burr" is left smoothly finished.

4. The following items are required to carry out this modification:—

Stores Ref. No.	Description	No. required per set
27C/2141	Harness tab to drawing CQD/1089/2, item 28	4
28N/244	Burr, copper, 22 SWG $\times \frac{1}{8}$ -in. i/d. $\times 0.45$ -in. o/d	24
28Q/1530	Rivet, copper snaphead, $\frac{1}{8}$ -in. dia. $\times \frac{3}{8}$ -in.	12
32B/696	Fabric doublers, two-ply, 448B (pack fabric) (scrap may be used).	8 sq. ins.

5. Services concerned should forward demands to their normal source of supply of air stores quoting this order as authority for supply.

6. Alternative Method. Where sewing facilities are available the "harness tabs" may be sewn into position by box stitching, $\frac{1}{8}$ -in. $\times \frac{3}{8}$ -in., allowing $\frac{1}{8}$ -in. from the edge of the pack base, using sewing thread No. 35.

7. The contents of the dinghy pack so converted remain the same. The contents and method of packing are laid down in A.P. 1182, Vol. 1, Part 3, Section 4, chapter 5, paragraphs 13 to 36, and A.P. 1182, Vol. 1, Part 3, Section 3, Table 1.

8. These modifications are to be carried out in sections where facilities are suitable, at the discretion of the Safety Equipment Officer. If facilities do not permit this modification to be carried out in individual stations or carriers, dinghy packs A, Mark II, should be demanded as replacements. On receipt, the dinghy packs A, Mark III, are to be returned to store.

9. The relevant air publications will be amended.

(A.F.O. 6187/44 is cancelled.)

4620.—L.P. Air Compressors, Motor-driven, for Testing Depth Charge Pistols—REPORTS

"Fleet" and "Hunt" Destroyers, "River", "Loch", "Bay", "Captain" and "Colony" Class Frigates, "Black Swan" and modified "Black Swan" Sloops, "Pelican" and "Stork". Escort Maintenance Ships, Motor Craft Maintenance Ships, L.S.T. Maintenance Ships and Major Landing Craft Maintenance Ships

(T. 01053/45.—16 Aug. 1945.)

For use in connection with the periodical testing of present and prospective design depth charge pistols, a low pressure air compressor is being provided.

2. The supply has been arranged of compressor equipments, particulars of which are as follows :—

Single stage air-cooled compressor, driven by a V-belted by a $\frac{1}{2}$ B.H.P. electric motor.

Pressure rating of compressor, 150 lb. per sq. in. with pressure unloader and automatic pressure switch to cut out at 150 lb. and cut in at 120 lb.

Compressors driven respectively by 220-volt D.C., 110-volt D.C. and 117-volt. A.C. motors are being supplied.

A box containing mechanical and electrical spares, also a set of working instructions, is being supplied with each compressor.

3. Consignments of compressors in the first instance will be forwarded to :—

N.S.O. for E.O., Gun Mounting Store,
H.M. Dockyard, Colombo.

S.N.S.O. (R.N.), Sydney, for G.M.S.O.,
Gun Mounting Depot,
H.M.A. Dockyard, Sydney.

S.N.S.O. (India), for Gun Mounting Store,
R.I.N. Dockyard, Bombay.
(for R.I.N. Sloops).

A compressor with motor of appropriate voltage should be supplied to each of the vessels concerned without demand as the machines become available. The registered number of the compressor issued to the respective vessels should be reported to the Admiralty (D.T.M.), Bath.

4. Separate action will be taken by the Admiralty for ships under construction.

5. Stowage of the air compressor should be arranged in the undermentioned classes of ships in the following positions :—

" Tribal " Class Destroyers	Gunner (T) Store, Lower deck aft.
" N " Class Destroyers	Gunner's Store, Lower deck aft.
" P " Class Destroyers	Gunner (T) Store, Hold flat aft.
" Q " to " Crescent " Class Destroyers	Gunner (T) Store, below Lower deck aft.
" Battle " Class Destroyers	Gunner (T) Store, below Upper deck
" Hunt " Class, Type II	Gunner's Store, Lower deck.
" Hunt " Class, Types III and IV ...	Gunner (T) Store, below Lower deck
A/A Sloops	Depth charge pistol room.
" River ", " Loch ", " Bay ", " Cap- tain " and " Colony " Classes of Frigates.	Depth charge pistol room.

Escort, Motor Craft, Maintenance Ships Depth charge pistol room.

(A.F.O. 2448/45 is cancelled.)

4621.—Dry Batteries—Discontinuance of Supply with Packed Outfits of Stores

(N.S. 014538/45.—16 Aug. 1945.)

In view of the risk of deterioration, dry batteries of the descriptions detailed in paragraph 3 below, will be excluded from the packed outfits of stores which are prepared in the United Kingdom for issue to various services on stations abroad. The services concerned are :—

Port Parties, Molcabs, L.C.O.C. Units, L.C.R. Units, L.S.T. P/B Units,
N.B.C. and N.B.S.S.

2. When these outfits and units of stores are allocated from rear bases for operational use, dry batteries required to complete them to approved allowances, plus any additional spares considered necessary, should be obtained from the nearest (Superintending) Naval Store Officer.

3. The batteries concerned are as follows :—

Pattern	Description
14092	Battery, 6-volt Ever Ready, type R.996.
14002	Battery for Ohmmeter.
14120	Cell, dry, 1.5-volt.
14074	Battery, single cell Ever Ready, type U.2.

Army Cat. No.	Description
W.B.1870	H.T./L.T. 162/3 volt.
W.B.2730	H.T./L.T. 150/3 volt.
W.B.1502	For Army type belt lamp.
W.B.0200	Drydex, Mark II.
W.B.0205	Inert cell, S., Mark I.

4622.—Filtration Units—Replacement of Cover Plates

(T. 06083/45.—16 Aug. 1945.)

Cases have recently been discovered of damage caused to interior parts of air filtration units due to incorrect fitting in place of the tapered prefilter access covers. The correct method of replacing these covers is as follows : First place the cover 2 or 3 inches out of position towards the wide end, and then drive it into its final position where the securing bolts can be inserted.

2. By doing this, the wedge action of the angle bars welded to the inside of the cover plate presses the top edges of the felt prefilters against the vertical flanges and thus makes tight joints along these edges.

3. B.R. 1062 will be amended accordingly.

4623.—Sea Anchors—Allowance

Coastal Force Craft

(N.S. 011719/45.—16 Aug. 1945.)

Coastal Force craft allocated to the East Indies and British Pacific Fleets may carry sea anchors if considered necessary by the Commanders-in-Chief.

2. Where required, arrangements should be made for the sea anchors to be manufactured locally. Details are contained in the specification in the Appendix to this order.

3. The Establishment of Naval Stores concerned will be amended.

Appendix

Specification for Manufacture of Sea Anchor for Coastal Force Craft

Canvas	Flax, white, broad, 24-in., No. 1.
Mouth Ring	Galvanized iron hinged in centre. Diameter of mouth 5 ft., diameter of iron 1-in.
Apex Ring	Diameter of ring 10-in., diameter of iron $\frac{1}{2}$ -in.
Construction	The galvanized apex ring is sewn into the hem of the canvas at the margin of the hole in the apex. At equal distances close to this small ring make six holes in the canvas to take the end of the bridle ropes. The mouth of the bag has similar small holes about 3-in. apart to stop the canvas to tie to the large galvanized iron mouth ring; the length of the conical bag to be 7 ft. Take a piece of tarred bolt rope, take out the turns and stretch well with a tackle. Cut off three pieces each 30 ft. in length, middle them, and splice the six ends over the apex ring at equal spacing. Bring the six parts of the bridle to the mouth of the bag at equal distances apart, and sew the ropes to the canvas all along from the apex to the mouth. Stop the mouth of the bag to the iron ring, stop each part of the bridle to the iron ring, passing some turns between the strands so that it cannot slip. The six parts of the bridle will make three bights. Bring them together so as to make one large eye. Seize the parts

together, rack them so that if one should give way the other part of it cannot slip. Serve the large eye, then parcel it thickly and serve it again.

Do not put in a thimble in the eye.

N.B.—The circumference of the canvas bag should be considerably greater than that of the iron ring to allow for shrinkage when wet. The canvas should have a wide seam or tackling sewn on where each rope of the bridle is sewn to it.

* Cordage manila 4-in. × 4½-in.—45 fms.

* Cordage manila 2-in. as tripping line—50 fms.

* White sisal cordage to be used if manila is not available.

(A.F.O. 4162/42.)

(A.F.O. 3790/45 is cancelled.)

4624.—Gyro-Compass Equipment, Mark V—Spares

(N.S. 28345/45.—16 Aug. 1945.)

The following items should be added to A.F.O. 3057/45, under the heading "Additional Allowances to Fleet Flagships."

Consumable Stores

("First Outfit" and "Minimum Stock" Quantities)

Pattern 7200. Bearings, Rotor Mark VI 2

Tools and Accessories

Pattern 6031. Spanner, Box, Mark V Rotor Nut 1

Pattern 4042. Extractor, Horizontal Bearing 1

Pattern 3408. Spanner for Contactor 1

Pattern 3409. Filler for Contactor 1

2. Ships concerned in commission should adjust their stocks accordingly, demands for spares required to complete to these quantities being forwarded to ships' storing yards. Naval Store Officer, Slough, should arrange supply to H.M.S. "Vanguard" as part of the "first outfit" of spares for Mark V gyro compass equipment for this ship.

3. B.R. 358—Establishment of Naval Stores for Executive Purposes will be amended.

(A.F.O. 3057/45.)

4625.—Damage Control in H.M. Ships—Slide Off Transfers for Marking Bulkheads, Doors, Hatches, Valves, etc.—Supply

New Construction and existing Ships (White Ensign Ships only)

(N.S. 33356/44.—16 Aug. 1945.)

A standing contract (C.P. 10D/31838/44, dated 22nd December, 1944), has now been arranged with Messrs. Tenax Transfers, Ltd., of 43, Avenue Chambers, Southampton Row, London, W.C.1. for the supply of "Transflex" slide off transfers for affixing to bulkheads, doors, hatches, valves, etc.

2. The markings are to be of the standard colours and sizes for letters and numerals detailed in the Appendix to this Order.

3. The transfers which have been allocated the pattern numbers shown will be added to the authorized list of Naval stores under Subhead E, Item 12, and will be dealt with as consumable Naval stores.

4. In the case of new construction ships built by contract, the shipbuilder will arrange for the supply of the necessary transfers for marking the particular fittings. Supply of transfers to provide new construction ships concerned with an initial stock on commissioning in accordance with the quantities given in the Appendix is to be arranged by the warrant yards and supplying yards and depots in the usual manner. Ships concerned in commission should forward demands for the transfers to their storing yards or depots in accordance with the quantities given in the Appendix.

5. Supplies to yards abroad should be arranged as follows:—

From Preston to:—

Pattern No.	Denom.	Sydney	Malta	Gibraltar	Alexandria	Taranto	India
3880	No.	13,000	12,000	3,500	3,000	550	5,000
1	No.	13,000	12,000	3,500	3,000	550	5,000
2	No.	13,000	12,000	3,500	3,000	550	5,000
3	No.	13,000	12,000	3,500	3,000	550	5,000
4	Set	4,000	3,000	1,200	850	200	1,600
5	Set	13,000	12,000	3,500	3,000	550	5,000
6	No.	2,000	1,300	500	300	100	500
7	No.	2,000	1,300	500	300	100	500
8	No.	13,000	12,000	3,500	3,000	550	5,000
9	No.	4,000	3,000	1,200	850	150	1,600
3890	No.	4,000	3,000	1,200	850	150	1,600
1	No.	4,000	3,000	1,200	850	150	1,600
2	No.	4,000	3,000	1,200	850	150	1,600
2A	No.	4,000	3,000	1,200	850	150	1,600
3	Set	13,000	12,000	3,500	3,000	550	5,000
4	Set	13,000	12,000	3,500	3,000	550	5,000
5	Set	13,000	12,000	3,500	3,000	550	5,000
6	Set	13,000	12,000	3,500	3,000	550	5,000
7	No.	4,000	3,000	1,200	850	150	1,600
8	No.	4,000	3,000	1,200	850	150	1,600
9	Set	6,500	5,500	2,000	1,250	300	2,300
3900	No.	13,000	12,000	3,500	3,000	550	5,000
1	No.	13,000	12,000	3,500	3,000	550	5,000
2	No.	4,000	3,000	1,200	850	150	1,600
3	No.	4,000	3,000	1,200	850	150	1,600
4	No.	13,000	12,000	3,500	3,000	550	5,000
5	No.	13,000	12,000	3,500	3,000	550	5,000

From Severn Area to:—

Pattern No.	Denom.	Colombo	Durban	Bermuda
3880	No.	6,000	2,000	100
1	No.	6,000	2,000	100
2	No.	6,000	2,000	100
3	No.	6,000	2,000	100
4	Set	2,000	700	30
5	Set	6,000	2,000	100
6	No.	900	300	15
7	No.	900	300	15
8	No.	6,000	2,000	100
9	No.	2,000	700	25
3890	No.	2,000	700	25
1	No.	2,000	700	25
2	No.	2,000	700	25
2A	No.	2,000	700	25
3	Set	6,000	2,000	100
4	Set	6,000	2,000	100
5	Set	6,000	2,000	100
6	Set	6,000	2,000	100
7	No.	2,000	700	25
8	No.	2,000	700	25
9	Set	3,000	1,000	50
3900	No.	6,000	2,000	100
1	No.	6,000	2,000	100
2	No.	2,000	700	25
3	No.	2,000	700	25
4	No.	6,000	2,000	100
5	No.	6,000	2,000	100

6. Until required for use the transfers should be stowed by ships in the Naval stores and not in the damage control lockers.

7. Instructions for the use of the markings for which the transfers are intended are given in C.A.F.O. "P" series 219/43.

8. Directions for affixing the above transfers are as follows :—

- (1) Immerse in clean water for 15 to 20 seconds.
- (2) After removal allow 30 seconds (approximately) to elapse to enable moisture to permeate the paper backing. As soon as the film slides freely upon the paper backing by gentle pressure from the fingers it is ready for affixing.
- (3) The surface to which the transfer is to be affixed must be thoroughly clean and smooth.
- (4) Moisten this surface with water before applying film.
- (5) Slide the film on its paper backing until one edge of the film projects beyond the edge of the paper backing.
- (6) Place film with paper backing on surface to which transfer is to be affixed in approximately the position the transfer is to occupy.
- (7) Hold the projecting edge of film on the surface with one hand and slowly withdraw paper backing from underneath with the other hand.
- (8) Adjust the film into the exact position required by sliding with the fingers.
- (9) Use squeegee or any piece of plain flexible material to smooth out film, working from centre to edges, until all air and water bubbles disappear.
- (10) Leave untouched for a few hours so that transfer may become thoroughly dry and hardened.

9. The Sea Shore Establishments concerned will be amended.

Appendix

Transfers for damage control markings—first outfit quantities. For the purpose of this order the ships concerned are classified as shown below. White Ensign ships only are concerned :—

- (1) Capital ships, fleet and light fleet carriers, H.M. ships "Unicorn", "Perseus" and "Pioneer"
- (2) Cruisers over 6,000 tons, fleet and base repair ships, large depot ships, escort carriers, White Ensign ships (including landing ships) of merchant ship construction over 10,000 tons gross.
- (3) Cruisers under 6,000 tons, monitors, small depot ships, L.S.T.(1) ("Boxer" class) L.S.D., Hull repair ships, aircraft component and engine repair ships, White Ensign ships (including landing ships) of merchant ship construction between 5,000 tons and 10,000 tons gross.
- (4) Flotilla leaders, fleet destroyers, escort destroyers over 1,300 tons, fast minelayers, frigates 1,300 tons and over, sloops ("Black Swan" and modified "Black Swan" classes), "Protector" and "Guardian" cutters, L.S.T.(2) L.S.E., F.D.T.13 and 217, transport ferries, White Ensign ships (including landing ships) of merchant ship construction between 3,000 tons and 5,000 tons gross.
- (5) Escort destroyers under 1,300 tons, frigates under 1,300 tons, sloops (other than "Black Swan" classes), corvettes, fleet minesweepers, Survey ships, cable vessels over 800 tons, White Ensign ships (including landing ships) of merchant ship construction between 2,000 tons and 3,000 tons gross.

No.	Pattern No.	Description of Transfers	Denomination	Quantity per ship to ships under classification				
				1	2	3	4	5
1	3800	Red Discs with arrows ... 2-in.	No.	324	236	168	72	36
2	3881	Red Discs without arrows ... 2-in.	No.	324	236	168	72	36
3	3882	Blue Discs with arrows ... 2-in.	No.	324	236	168	72	36
4	3883	Blue Discs without arrows ... 2-in.	No.	324	236	168	72	36
5	3884	Letters, Gold with Black outline X, Y, Z, O ... 3-in.	Set	96	72	48	24	12
6	3885	Letters, Gold with Black outline X, Y, Z, O ... 1½-in.	Set	324	236	168	72	36
7	3886	"Routine" ... 2-in.	No.	36	24	18	12	6
8	3887	"May be left open" for discs 2-in.	No.	36	24	18	12	6
9	3888	Gas Symbol, Yellow Discs 2-in. diam.	No.	324	236	168	72	36
10	3889	"Action" ... 1½-in.	No.	96	72	36	18	12
11	3890	"Action" ... 1-in.	No.	96	72	36	18	12
12	3891	"2 Clips" ... 1½-in.	No.	96	72	36	18	12
13	3892	Parallel lines (to show direction for putting on clips) ... R.H.	No.	96	72	36	18	12
	3892A	Parallel lines (to show direction for putting on clips) ... L.H.	No.	96	72	36	18	12
14	3893	Letters, Gold with Black outline, A-H and J ... 1-in.	Set	324	236	168	72	36
15	3894	Letters, Gold with Black outline, A-H and J and V ... ¾-in.	Set	324	236	168	72	36
16	3895	Serial numbers 0-9, Gold with Black outline ... 1-in.	Set	324	236	168	72	36
17	3896	Serial numbers 0-9, Gold with Black outline ... ¾-in.	Set	324	236	168	72	36
18	3897	"Group", Gold with Black outline, 1 in number, to be added from "Serial Numbers", 1-in. (Pattern No. 16) ... ¾-in.	No.	96	72	36	18	12
19	3898	"Compts. Below" ... ¾-in. (Names of compts. to be added with stencils.)	No.	96	72	36	18	12
20	3899	Serial Numbers 0-9, Gold, with Black outline ... 3-in.	Set	168	108	72	36	24
21A	3900	Black circle, ½-in. wide, 4-in. int. diam., with arrow ...	No.	324	236	168	72	36
21B	3901	Black circle, ½-in. wide, 4-in. int. diam., without arrow ...	No.	324	236	168	72	36
22	3902	Green arrow, 1-in. wide at shank, 12-in. long ...	No.	96	72	36	18	12
23	3903	D.W.L., 3-in. letters, Bar 6-in. by 1½-in. ...	No.	96	72	36	18	12
24	3904	Letters, A-H, M S.V. and (O, Black (for (8) 21A and 21B) ... ¾-in.	No.	324	236	168	72	36
25	3905	Serial Nos. 0-9, ¾-in. (for (8) 21A and 21B) ...	No.	324	236	168	72	36

N.B.—The marking "Other Side" is to be done with stencils.

(C.A.F.O. "P" Series 219/43.)

(A.F.O. 3936/45 is cancelled.)

4626.—Drawings, Damage Control—Mounting of—REPORTS

(D. 08434/45.—16 Aug. 1945.)

Failures of adhesion have occurred with damage control drawings mounted on bakelite boards under the severe conditions of heat and humidity experienced in the tropics.

2. The matter has been investigated by Superintending Scientist, Portsmouth, and new types of adhesive and varnish will in future be used.

3. Cases of failure of adhesion between drawings and the boards on which they are mounted are to be reported by wire to the Admiralty, quoting this Admiralty Fleet Order, in order that new boards may be despatched with the minimum delay.

4. Commanding Officers of ships supplied with new boards after the promulgation of this order are to report after three months' tropical experience if the boards are satisfactory. Failures, before or subsequent to that date, are to be reported with a statement of the general climatic conditions experienced during the period of service.

(Portsmouth Yard Letter, dated 12 May 1945, No. 3150.)

4627.—Table Fans, 24-Volt and Spares—Allowances

Harbour Craft Bases

(N.S. 33516/44.—16 Aug. 1945.)

The allowances of 24-volt table fans and spares to bases in the Eastern Theatre, for each eight or less harbour craft (fitted with these fans) which are attached to the base, for maintenance purposes, are as follows:—

Pattern	Description	Allowance
15042	Fans, table, 24-volt, Type D.6	2
15058	Armature	1
15059	Field coils (2 per set)	1
15060	Brushes (2 per set)	4 sets
15061	Brush holders (2 per set)	1 set
15062	Gearing bushes (2 per set)	1 set

2. Bases concerned should forward demands to their storing yards accordingly.

(A.F.O. 3068/45.)

4628.—Furniture—Supply

L.C.G. (M) (I) and (I*)

(N.S. 40940/44.—16 Aug. 1945.)

Four chairs, Pel, Type R.P.6, hide, are to be allowed to each L.C.G. (M) (I) and (I*) in lieu of the four mahogany chairs, Pattern No. 692, at present allowed for use in the wardroom.

2. In addition the following furniture is to be carried:—

Item	Pattern No.	Description	Quantity
<i>E.4</i>			
1	R.P.6	Chair, Pel, leather cloth ...	3 No. (for Petty Officers' Mess)
2	R.P.6	Chair, Pel, hide	1 No. (for Commanding Officer's cabin)
3	S.755B	Desk, pedestal double, 48-in.	1 No. (for Commanding Officer's cabin)
4	S.733	Cabinet, washing	1 No. (for Commanding Officer's cabin)
5	—	Cabinet, toilet	1 No. (for Commanding Officer's cabin)
<i>E.10</i>			
6	—	Spring, interior, mattress ...	1 No. (for Commanding Officer's cabin)
<i>F.2B</i>			
7	514	Radiator	1 No. (for Commanding Officer's cabin)

3. Prefabricated Commanding Officer's cabins are being supplied to 50 of the craft concerned and the cabins will be complete with items 2 to 7 above. On the remaining 22 craft the Commanding Officer's cabin is being erected by shipbuilders and in such cases overseers concerned should inform the storing yard or depot for which particular craft supply of items 2 to 7 is required.

4. Supply of item 1 to craft in commission should be arranged by bases to which craft are allocated; storing yards should arrange supply of this item to new construction craft in the usual manner.

5. The Establishment of Stores will be amended.

4629.—Furniture—Supply

L.C.S. (R)

(N.S. 016495/44.—16 Aug. 1945.)

In addition to the four steel chairs, Pel, Type R.P.5, hide, at present allowed (1 for Commanding Officer's cabin and 3 for Wardroom), three chairs, steel, Pel type, R.P.6, leather-cloth, are to be carried in each L.C.S. (R) for use in the Petty Officers' mess.

2. Supply to craft under construction should be arranged by storing yards and depots in the usual manner; supply to other craft should be arranged by bases to which craft are allocated.

3. The Establishment of Stores will be amended.

4630.—Hoists, Electric, Overhead

American Built Escort Carriers

(D. 10257/45.—16 Aug. 1945.)

It has been reported that overhead electric hoists have frequently been damaged through the following causes:—

- (i) Opening out of the wheel bogies, allowing the hoist to fall off the rail.
- (ii) Keep plates at the end of the rail being left off or broken.
- (iii) Poor securing arrangements.

2. Opening out of the wheel bogies is probably due to overloading the hoists. On no account are these hoists to be used for *lifting* or *transporting* weights in excess of their certified working load.

Commanding Officers are to arrange for all such hoists to be tested at the first opportunity, and for the bogies to be strengthened if necessary by the fitting of welded tie plates underneath the rail and vertical web stiffeners to the sides of the bogies.

3. Commanding Officers are to ensure that the keep plates are always in position when the hoists are in use, and that they are kept in a serviceable condition. Particular attention should be given to the hinged portion of the rail in way of the lift, and a check made to see that the retaining plate operates efficiently. If it does not do so an item is to be inserted in the defect list to cover it.

4. The hoists must be carefully secured when not in use, particularly when in a seaway, wire guys being used as necessary for this purpose.

5. To protect the hoist on the fore wall deck from damage by heavy seas a steel box is to be fitted over the centre of the rail, in which the hoist can be housed when in the stowed position.

6. The work of placing these hoists in a satisfactory state of repair should be covered by an item in the defect list, and the work progressed as far as possible by ship's staff.

(F.O.C.T., 5 May, 1945, No. 1105/F.O.C.T. 346.)

4631.—Lubricating Oil for use with Cinema Equipment

(N.S./C.P. 3001/43.—16 Aug. 1945.)

Resulting from further investigation, the use of the following lubricating oils is to be discontinued. Present stocks should be issued until exhausted, but no further purchases will be made.

Pattern 931.—Oil, lubricating, for gears of cinema projectors.

Pattern 932.—Oil, lubricating, for cross boxes of cinema projectors.

2. In future either special mineral lubricating oil or oil Pattern 933 (O.E.30 H.D.) should be used for lubricating cinema projectors.

(A.F.O. 4157/44 is cancelled.)

4632.—Sensitized Photographic Materials—Limits of Useful Life

(N.S. 17861/45.—16 Aug. 1945.)

The limits of useful life of films, plates and bromide papers at overseas ports and in the theatres served by them have been estimated as follows:—

	<i>Infra red</i>		
	<i>films and plates</i>	<i>Other films and plates</i>	<i>Bromide paper</i>
	<i>Months</i>	<i>Months</i>	<i>Months</i>
Gibraltar	4	12	18
Malta... ..	3	9-12	12-18
Simonstown	4	9-12	12-18
Durban	3	9-12	12
Alexandria	3	9-12	12
Ceylon	2	9	12
Bombay	2	9	12
Sydney	3	9-12	12-18

The figures shown represent the useful life of the material from the date of emulsion coating, which should be shown on each package, and are intended principally for the guidance of (Superintending) Naval Store Officers in making issues.

2. In order to minimize wastage of these materials, the stocks held in H.M. ships should be kept to the minimum compatible with operational needs. Materials should not normally be returned as unfit for service until their useful period has been exceeded by one third, and in any case not unless they have been tested and found unsatisfactory. Caution should be exercised, however, when using materials outdated by more than one third of their useful life. It should be noted that even under identical storage conditions, the useful lives of similar emulsion grades and age may vary materially.

3. It is important that issues from dockyards and ships' stocks should be made in strict rotation.

4. Every care is to be taken to ensure cool dry storage with a minimum variation in temperature, e.g. a constant normal temperature of 70° F. is preferable to one fluctuating from 50° F. by night to 75° F. by day.

5. All sensitized materials despatched from the United Kingdom will be suitably packed for passage through tropical zones and as far as possible they should remain so packed until they are required for issue or can be suitably stored.

6. Materials unfit for service should *not* be treated as waste, but are to be securely packed and returned to the nearest (Superintending) Naval Store Officer, who may dispose of them to the local trade if the quantities, and emulsion dates, do not make it economical to return the materials to R.N. Store Depot, Stroud, for sale.

4633.—Propellers—Adoption as Standard

(L.C.N.)

(D. 11233/45.—16 Aug. 1945.)

Trials have shown that a propeller 22-in. diameter, 22-in. pitch and 190 square-in. developed blade area with three blades of usual outline and section, is suitable for use on L.C.N. fitted with Gray 64 H.N.9 engines and is to be fitted as standard to these craft.

2. Demands for these propellers should be forwarded to the Director of Combined Operations Material, Admiralty, quoting the craft numbers.

4634.—Packing Cases used for Deliveries of Machinery Items under Contract—Notification of Return of Empties

(D.N.A. 3171/45.—16 Aug. 1945.)

In order that any necessary steps may be taken to obtain credit when empty packing cases used for the delivery of *machinery* and electrical items under contract are returned to the supplying contractors, Naval establishments should in future report such returns to the Director of Navy Accounts (Branch 6A) with the following details:—

- (1) Name of supplying contractor.
- (2) Reference number of contract.
- (3) Number of packing case (if any).
- (4) Date of return to contractor.

2. This procedure does *not* apply to packing cases used for the delivery of Naval stores as regards which separate instructions have been issued.

(A.F.Os. 5446/42 and 959/45.)

4635.—Parachute Pack Elastics

(N.S. Air 7951/45.—16 Aug. 1945.)

Pack elastics (Ref. 15A/83) for use on parachutes, man-carrying, are not to be used after two years and six months from the date of manufacture, which can be determined by an examination of the coloured cotton threads which are laid parallel to the rubber strands underneath the braiding. These threads should not be confused with the coloured thread woven into the outer cover of all elastics which indicate the manufacturer of the cord. The following table shows how the age of elastics are determined:—

<i>Year</i>	<i>Colour</i>
1942	Red
1943	Green
1944	Heliotrope
1945	Yellow
1946	Blue
1947	Red
1948	Green
1949	Heliotrope

<i>Quarter</i>	<i>No. of Threads</i>
1st January—31st March	1
1st April—30th June	2
1st July—30th September	3
1st October—31st December	4

2. Pack elastics of the earliest manufacture are to be issued first. Elastics should be carefully examined at each inspection, and if any is found to be capable of extension to double its free length without permanent elongation, and no damage to the braided cotton or internal elastic is apparent on visual examination, it may be put back into service. After two years and six months from the date of manufacture, or if any defect is discovered in the intervening period, elastics should be returned as unserviceable to the appropriate Air Store Depot and replacements demanded.

3. Unserviceable elastics returned to Air Store Depots are to be disposed of as salvage and one copy of the vouchers issuing the items off charge forwarded to the Admiralty (N.S.XIA).

(A.F.O. 4316/42 is cancelled.)

4636.—Brushes, Carbon—Allowances

Motor Fishing Vessels

(N.S. 23891/45.—16 Aug. 1945.)

Spare carbon brushes are to be allowed to 90-ft. and 75-ft. motor fishing vessels as follows:—

Pattern No.	Description.	Quantities.		Remarks.
		90 ft. M.F.Vs.	75-ft. M.F.Vs.	
<i>Consumable Stores F.2A</i>				
6800	Brushes, carbon, for 5 kW. dynamo. Quality H.M.6.	A	—	A—1 set if fitted with a 5 kW. dynamo.
6796	Brushes, carbon, for 7½ kW. dynamo. Quality H.M.6.	1 set	1 set	B—1 set if fitted with a 12 kW. dynamo.
6800	Brushes, carbon, for 12 kW. dynamo. Quality H.M.6.	B	—	—

2. Bases concerned should forward demands to their storing yards or depots to complete attached craft to these quantities. Supply to vessels under construction is the liability of the electrical contractors.

3. The Establishment of Naval Stores for Motor Fishing Vessels will be amended.

4637.—Grapnels, Pattern No. 6425, for Oiling at Sea

Sloops, Fleet Minesweepers, Surveying Vessels, Corvettes, Frigates and Larger Ships

(N.S. 012879/44.—16 Aug. 1945.)

A new type of grapnel has been introduced for oiling at sea in lieu of pattern No. 1420 and has been assigned Pattern No. 6425 and will be dealt with as a permanent item of Naval stores under Subhead B.10, Part C, Contract Schedule C.5.

2. Allowances of the new grapnel to the above classes of ships will be as follows:—

Capital ships, cruisers of 6,000 tons and over, fleet and light fleet carriers	...	...	...	...	...	...	...	...	...	6
Cruisers under 6,000 tons, escort carriers, monitors, repair and depot ships, destroyers, sloops, corvettes, frigates, surveying vessels	...	...	...	...	...	...	...	...	...	4
Minesweepers ("Algerine" and "Halcyon" Classes <i>only</i>)	...	...	...	...	...	...	...	...	...	3
Landing ships ("Prins Albert" and "Prince Baudouin" <i>only</i>)	...	...	...	...	...	...	...	...	...	4

3. The allowance of grapnels, Pattern No. 1420, to ships in paragraph 2 above has been reduced as follows:—

Former Allowance

4 per ship—to include requirements for aircraft crash boats.

Revised Allowance

2 per ship, or 1 for each aircraft crash boat, whichever is the greater.

4. Ships concerned in commission should forward demands as necessary to their storing yards or depots for the grapnels, Pattern No. 6425, and on receipt of these, any grapnels, Pattern No. 1420, held in excess of the allowance in paragraph 3 above are to be returned to the dockyard. Supply to ships of new construction should be adjusted accordingly by warrant and supplying yards or depots.

5. The following quantities of grapnels, Pattern No. 6425 have been purchased from Messrs. T. B. Welling & Co., under contract dated 24th August, 1944—C.P.85769/44—for delivery to yards and depots:—

Superintending Naval Store Officer:—

Chatham	...	...	...	...	...	400
Portsmouth	...	...	...	...	...	300
Devonport	...	...	...	...	...	300
Rosyth	...	...	...	...	...	400
Severn Area	...	...	...	...	...	300
Leeds	...	...	...	...	...	400

Naval Store Officer:—

Preston	...	...	...	...	...	400
Sheerness	...	...	...	...	...	100
Carfin	...	...	...	...	...	400

6. In order to provide additional stocks of grapnels in the Mediterranean to meet demands in accordance with this Order, shipment of 60 to Superintending Naval Store Officer, Malta, should be arranged as soon as possible by Superintending Naval Store Officer, Mersey Area. Other yards abroad requiring additional quantities should forward telegraphic demands to Admiralty.

7. The Sea Store Establishments concerned will be amended.

(F.O.G.M.A., 23 Jan. 1945—72/5107.)

(A.F.O. 3312/43.)

(A.F.O. 461/45 is cancelled.)

4638.—Vices for Torpedo Purposes

(N.S. 28742/45.—16 Aug. 1945.)

In view of the extensive use of "Parkinson" vices, 3. $\frac{1}{4}$ -in., Model "F", size 6, at torpedo parting positions, Pattern No. 8097, has been allocated, and stocks will be held under Subhead B, Item 11.

2. The Authorised List of Naval Stores and Relevant Establishments of Naval Stores will be amended.

4639.—Engine Room Hatch Davit—Additional Positions—As. and As.

Submarines

(D./P. 07206/45.—16 Aug. 1945.)

Item Nos. "A" class 18; "S" class 632; "T" class 637; "U" class 587; Classification "A".

2. To facilitate the hoisting out of the Type 138BR oscillator in "A" class submarines arrangements are to be made for heel fittings to take the engine room hatch davit to be fitted on the after side of the engine room hatch in addition to the positions already arranged for at each D.S.E.A. escape hatch.

3. In "S", "T" and "U" classes, additional davit collars, sockets and bearings are to be fitted to enable the engine room hatch davit to be shipped so that it can be used for hoisting out the Type 138BR oscillator.

4. Separate action has been taken for vessels under construction.

(A.S.C.B.S., 6 Jun., 1945, No. 10051.)

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

4640.—Valves, Engine Induction—As. and As.

(Submarines)

(D/P. 06489/45.—16 Aug. 1945.)

Item No. "A" class 19 Classification "A*."

2. To improve the air flow through the telemotor operated engine induction valve in "A" class submarines, the following modifications to the valves are to be made.

(a) To fit a conical fairing piece under the valve head.

(b) To modify the gland packings and to screw the glands hard home to increase the stroke of the valve to 4-in.

3. As a safeguard, a cotter, which can only be inserted when the valve is closed, is also to be provided and fitted.

4. Particulars of the conical fairing piece and cotter are to be obtained from Director of Naval Construction, Admiralty, Bath.

5. Separate instructions have been issued by the Admiralty for vessels under construction.

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

4641.—Portable Electric Ventilating Fans, 6-in.—Revised Allowances

Capital Ships, Fleet, Light Fleet and Escort Carriers, Cruisers, Repair and Depot Ships and Netlayers

(N.S. 015196/45.—16 Aug. 1945.)

The allowances to certain of the above-mentioned classes of ships of portable electric ventilating fans, 6-in., and leather hoses, 6-in. int. dia., fitted with connections, have been increased as shown in the Appendix. The revised allowances are the total numbers to be carried in these ships for all purposes, including damage

control. A revised basis of allowances of electrical spares for these fans is also shown in the Appendix and this will apply to all ships mentioned therein, including those vessels for which allowances of fans remains unaltered.

2. Priority of supply is to be given to ships concerned operating in or proceeding to tropical waters. Ships concerned in full commission should forward demands as necessary to complete to the revised allowances to their storing yards or depots. Ships in commission (e.g. "King George V" class) already supplied with fans and hoses in excess of the revised allowances shown in the Appendix should arrange for their return to the nearest dockyard or naval store depot for re-allocation as required to meet outstanding demands from other ships. Supply to ships concerned under construction should be arranged by warrant yards and supplying yards and depots in accordance with the revised allowances.

3. When demanding additional fans to complete to the revised allowances, the name of the makers of the fans already on board should be quoted in order that fans of similar make, if available, can be supplied. When demanding sets of spares, the name of the makers of the fans for which the spares are required should be quoted.

4. Provision of fans, electrical spares, and leather hoses is being arranged at yards and depots at home and abroad.

5. B.R.321—Establishment of Naval Stores for Engineering Purposes—will be amended.

APPENDIX

Revised allowances of portable electric ventilating fans, 6-in., and associated hoses (applicable to ships in full commission only)

Type of ship	Present allowance per ship			Revised allowance per ship		
	Fans	Leather hoses		Fans	Leather hoses	
		16-ft. lengths	8-ft. lengths		16-ft. lengths	8-ft. lengths
<i>Capital Ships</i>						
"King George V" Class ...	6	24	12	18	48	36
"Vanguard" ...						
Remaining Classes ...		24	12	15	42	30
<i>Aircraft Carriers</i>						
Fleet and light fleet carriers ...	9	36	18	18	54	36
Escort carriers ...	9	36	18	12	42	24
<i>Cruisers</i>						
All Classes except "Hawkins", "C", "D", and "E" Classes.	4	—	20	8	—	40
Cruisers (other than above), repair and depot ships, net-layers.	The existing allowances of fans and hoses as shown in the Engineering Establishment (B.R. 321) remains unchanged but the revised basis of allowance of electrical spares for the fans is applicable to these ships.					

Revised basis of allowance of electrical spares

For 1-5 fans of each make ...	1 set of appropriate spares
For 6-15 fans of each make ...	2 sets of appropriate spares
For 16-40 fans of each make ...	3 sets of appropriate spares

(C.-in-C., H.F., 9 Jan., 1945, No. 50/H.F.720/110A.)

(A.F.Os. 291/43 and 5579/44 are cancelled.)

4642.—Ventilation—Openings in Upper Deck

"Algerine" Class Minesweepers

(D/M. 012336/44.—16 Aug. 1945.)

As-fitted drawings show that all ventilation openings in the upper deck of minesweepers of the "Algerine" class are fitted with watertight sluice valves or hinged watertight covers. Commanding Officers are to confirm that vessels under their command are so fitted and if not they are to insert an item Classification "A" in their list of As. and As. to cover this work.

Section 4

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

4643.—Compressed Yeast and Dried Yeast for Bread Making

(C.P. 23658/44.—16 Aug. 1945.)

Contract dated 28th July, 1942, C.P.5A/58177/42 with The Distillers Co. Ltd. 12, Torpichen Street, Edinburgh, and Extension Orders, has been further extended by C.P.5A/23658/44, dated 7th August, 1945, to cover the period of six months ending 31st January, 1946, for the supply of compressed baker's yeast and dried yeast for H.M. Naval establishments and H.M. ships at any port in England, Scotland, Wales and N. Ireland and the Isle of Man.

2. The terms and conditions of contract to be as in extension order dated 14th October, 1944, C.P.5A/23658/44.

3. To economise paper, the usual copies of the contract are not being sent to all the demanding authorities.

(A.F.O. 1897/45.)

4644.—Defective Half Boots and Shoes

H.M. Ships and H.M. Establishments in Home Waters

(V. 13/199/45.—16 Aug. 1945.)

Half boots or shoes condemned in H.M. ships and establishments in home waters due to defective material or workmanship are, pending instructions to any other effect, all to be sent to the Superintending Victualling Store Officer, H.M. Naval Victualling Depots, Midland Area, Leicester, for examination. If the examination confirms that the defects are due to faults in material or workmanship for which the contractor is liable, arrangements will be made for the boots or shoes to be repaired or replaced by the contractor, and they will be returned from Leicester to the ship or establishment from which they were received for return to the owner. It is expected that the boots or shoes will normally be returned within a fortnight from the date of receipt at Leicester.

2. Attention is drawn to the fact that in more than 50 per cent. of the footwear returned during the last nine months the defects were due to exposure of the sole leather to excessive heat, suggesting that attempts had been made to dry the footwear too quickly after getting it wet. Gratuitous replacements cannot be expected when boots and shoes have been treated in this fashion.

3. Footwear forwarded to Leicester for examination should be accompanied by a memorandum or report of survey, giving the history of the articles, the nature of the defects, and the contractor's name and year of manufacture (as stamped on the footwear). In addition, the footwear should be securely strung by the eyelets and a label attached showing the owner's name, the name of the ship or establishment and a reference to the covering memorandum. The parcel should be marked externally "For Technical Examination".

(A.F.O. 338/45 is cancelled.)

4645.—Clothing for Issue on Repayment in H.M.C. Ships—Method of Supply from R.N. Sources

(V.3/W.G.F. 360/45.—16 Aug. 1945.)

With the exception of cruisers, fleet carriers and auxiliary A.A. ships, clothing required for issue on repayment in H.M.C. ships is to be paid for in cash at the time the purchase is made.

2. Arrangements are to be made with the R.N. Base Supply Officer by the Supply Officers of H.M.C. ships other than cruisers, fleet carriers and auxiliary A.A. ships to draw clothing for issue on repayment, if stocks permit.

3. When such issue is approved the Supply Officers of such H.M.C. ships will then produce a list of the total quantity of each item of clothing required, using Form S.1048, and will pay the R.N. Supply Officer in cash for the articles required at the time of supply.

4. H.M.C. ships such as cruisers, fleet carriers and auxiliary A.A. ships will continue to demand such clothing from victualling yards as heretofore, copies of all supply notes being forwarded by the victualling yard to Naval Service Headquarters at Ottawa, Canada, in accordance with A.F.O. 3957/45.

(A.F.O. 3957/45.)

4646.—Padlocks for Travelling Bags—Addition to List of Items Obtainable on Repayment

(V.8/3437/44.—16 Aug. 1945.)

Padlocks for use with travelling bags have been added to the list of articles which may be taken up on repayment from Service stocks through the Supply Officer.

2. Stocks are at present available only at the home victualling yards and depots, but supplies will be provided at victualling yards abroad as soon as practicable.

3. Issuing prices are as follows :—

	<i>s. d.</i>
Free of purchase tax	1 4 each
Including purchase tax	1 10 each

4. Padlocks for travelling bags are to be added to the list in paragraph 3 of A.F.O. 1721/44.

(A.F.Os. 652/44, 1721/44 and 2794/45.)

4647.—Naval, including Air, Stores—Shipment to Australia—Consigning Instructions

(N.S. 02978/45.—16 Aug. 1945.)

Naval stores shipped to Sydney or Brisbane on Imperial account are to be consigned to Deputy Director of Stores (R.N.) at the port concerned, those for Fremantle should be consigned to Naval Store Officer, Fremantle.

2. All packages are to be marked "Royal Navy Stores."

3. Bills of lading, invoices and telegraphic advices of consignments should be addressed to Superintending Naval Store Officer (R.N.), Grace Buildings, York Street, Sydney, N.S.W., Superintending Naval Store Officer (R.N.), Old Courier Mail Building, Brisbane, or Naval Store Officer, Fremantle.

4. Directions for the consigning of naval stores to Sydney and Brisbane on repayment to Australian Commonwealth are given in A.F.O. 3955/45.

5. It should be noted that Superintending Naval Store Officer, Garden Island, Sydney, is not a consigning address for Royal Naval service in Australia.

(A.F.O. 3955/45.)

(A.F.O. 1772/45 is cancelled.)

4648.—Deoxidine—Care in Opening Drums

(N.S. 23376/45.—16 Aug. 1945.)

The type of steel drum in which Deoxidine (Pattern 4296) is supplied in war time is such that there is a possibility of slight attack of the metal by the acid contained in Deoxidine with the consequent generation of a small quantity of hydrogen.

2. No case has ever been recorded of a drum having burst and it is unlikely that in three months an excessive pressure would be developed. Care, however, should be taken when opening drums in case a pressure exists and, when they have been in store for over three months, should invariably be pierced before opening.

3. The quantity of hydrogen evolved is small and should not constitute a danger in itself.

(A.F.O. 3107/45.)

4649.—Uniform—Peaks for Senior Officers' Caps

(V.8/4587/44.—16 Aug. 1945.)

Gold embroidered peaks for Senior Officers' caps :—

(a) For Flag Officers and Commodores, First Class ;

(b) For Commodores, Second Class, Captains and Commanders,

have been added to the list of items of officers' clothing which may be taken up on repayment from service stocks. Supplies are now available at *H.M. Naval Victualling Depot, Midland Area, Leicester*, and will be provided at victualling yards abroad as soon as practicable.

2. It will be necessary for Senior Officers to make their own arrangements for having the peaks attached to their own caps or to new caps with plain peaks, and it is recommended that the work should be done by an expert cap maker or competent tailor.

3. Issuing prices are :—

	<i>Free of Purchase Tax</i>	<i>Including Purchase Tax</i>
	<i>£ s. d.</i>	<i>£ s. d.</i>
Peaks for Flag Officers and Commodores, First Class	1 18 6 each	2 11 4 each
Peaks for Commodores, Second Class, Captains and Commanders.	1 4 3 each	1 12 4 each

(A.F.Os. 652/44 and 1721/44.)

4650.—Supply of Bacon and Cheese—Full Addresses to be Shown on Demands

(V.14/2358/45.—16 Aug. 1945.)

Demands for cheese have been received by Area Distribution Officers of the Ministry of Food on which the address of the establishment demanding has not been shewn. The full address to which delivery is required to be made should always be shewn on demands with any special directions as to how the cheese should be consigned.

2. Attention is called to the instructions in A.F.O. 3686/45 that demands for cheese should be rendered in duplicate on Form S.549.

(A.F.O. 3405/45 and 3686/45.)

4651.—Provisions—Condemnations and Reports of Survey

(V. 10/5577/45.—16 Aug. 1945.)

A large part of the Fleet is now operating in tropical or sub-tropical waters, with the enhanced danger of deterioration in foodstuffs due to the higher temperatures experienced, and a rigid control of the turnover of stocks of provisions is therefore more necessary at the present time than ever before.

2. Supply Officers, or Commanding Officers in ships not carrying a Supply Officer, should give their attention to this matter and to ensure that the arrangements for the regulation and turnover of stocks are satisfactory.

3. Should any condemnations occur the procedures laid down in the K.R. and A.I. and the Manual of Victualling are to be carefully followed. It is important that none of the details required by the Reports of Survey Forms (S.75 and S.330) should be omitted and that as much other relevant information should be furnished as possible. Prompt Admiralty action on an accurately and speedily rendered Report of Survey will often result in an improvement in the types of provisions supplied.

4. The copy of the Reports of Surveys on provisions which is sent to the Director of Victualling should always be forwarded by air mail from stations abroad where this is possible.

5. If it is necessary to condemn, for reasons not directly attributable to the exigencies of the Service, any provisions which have been received from the N.A.A.F.I., endeavour should always be made to associate the N.A.A.F.I. representative with the Survey and to obtain his agreement to the facts recorded. (*Vide* Manual of Victualling, Chapter III, Section E, paragraph 18.)

4652.—W.R.N.S. Ratings—Kit Bags

(V./1/6464/43.—16 Aug. 1945.)

A Navy blue kit bag, fitted with a locking device, has been authorized for use by W.R.N.S. ratings and will be known as "Bag, kit, W.R.N.S."

2. The kit bags will be issued on personal loan to all *mobile* W.R.N.S. ratings now serving and entered in future, the issue being entered on their Pay and Identity Books (Form S.43A).

3. Demands for supplies required by Naval and W.R.N.S. establishments at home should be forwarded to the Director, W.R.N.S. Initial supplies are being despatched to the principal Victualling Yards abroad and particulars are being communicated to the (Superintending) Victualling Store Officers concerned.

4. A.F.O. 4224/45 is to be amended as follows:—

All Classes (A, B, C and D)

Add to Loan Issue "1 Bag, kit, W.R.N.S. (mobile ratings only)".

Paragraph 14

Add to list of items supplied on personal loan

"1 Bag, kit, W.R.N.S. (mobile ratings only)".

5. The arrangements for providing W.R.N.S. ratings drafted abroad with a special pattern *transport* kit bag (A.F.O. 4224/45, paragraph 35) are unchanged.

(A.F.O. 4224/45.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

4653.—Establishments Controlled from R.N. Air Station, Donibristle—Addressing of Correspondence and Signals

(A/M. 2604/45.—16 Aug. 1945.)

Attention is drawn to A.F.O. 4607/45 in section 3 of this issue.

(A.F.O. 4607/45.)

4654.—Australia—Distribution of Literature

(D.P.S./S.C.—16 Aug. 1945.)

Copies of an illustrated booklet "Step Ashore in Australia", specially written for Naval personnel by an Australian journalist, are being distributed with this issue of A.F.Os.

2. Distribution is based on a sliding scale depending on the number of copies of "The Dittybox" supplied to ships and establishments, and will include major anding craft, trawlers and M.T.Bs. and M.G.Bs.

3. Additional copies on a scale up to one copy per 10 officers and men borne may be demanded from the Editor of Fleet Orders, Admiralty, c/o H.M.S.O. Press, Wealdstone, Middlesex (Harrow 4660).

4655.—B.B.C. Short Waveband Chart—Interim Edition, for General Overseas Service Only—August-October, 1945

(E.F.O. 122/45.—16 Aug. 1945.)

In view of the far-reaching changes taking place in the structure of the B.B.C. programmes, and in the General Overseas Service in particular, a special interim edition of the Overseas short waveband chart is distributed with Admiralty Fleet Orders of this date.

2. Numbers of copies available will permit distribution both afloat and ashore on a scale comparable to that in force for Confidential Admiralty Fleet Orders.

(A.F.O. 3961/45.)

4656.—Amendments to Books

(E.F.O.—16 Aug. 1945.)

The undermentioned amendments (A.F.Os. P.683-703) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal N.W.10, in accordance with A.F.O. Volume, 1941, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

2. Demands from Shore Establishments in the Nore, Plymouth and Portsmouth Commands should be addressed as under:—

Nore ... Book Office, Quarry House, Aylestone Hill, Hereford.

Plymouth... Book Office, R.N. Port Library, Devonport.

Portsmouth Book Office, 54 Bedford Street, Leamington Spa, Warwickshire.

A.F.O. P.683/45.—B.R. 919(F) (1941)—Handbook on the High Angle Control System, Gyro Rate Unit Mark II and Gyro Rate Unit Box 1941—Amendment No. 5.

P.684/45.—B.R. 1220—Drill for 18-in. and 21-in. L.C. Tubes, mounted in M.T.Bs—Amendment No. 2.

P.685/45.—B.R. 671/37—Dockyard Cost Account Instructions—Amendment No. 6.

P.686/45.—B.R. 669—Instructions for the Conduct of Cash Duties, 1932.—Amendment.

A.F.O. P.687/45.—O.U. 5225—Home Dockyard Regulations—Amendment.

*P.688/45.—B.R. 377(C)—Firefly—A.S.E.—Amendment No. 21.

P.689/45.—B.R. 919(3)—Handbook on the High Angle Control System H.A.C.S. III and IIIC—1941—Amendment No. 9.

P.690/45.—B.R. 919(4)—Handbook on the High Angle Control System H.A.C.S. IV and IV*—1940—Amendment No. 13.

P.691/45.—B.R. 919(5)—Handbook on the High Angle Control System HA/LA Director Marks V and V*—1941—Amendment No. 4.

P.692/45.—B.R. 980(D) (formerly O.U. 6090(D))—R.T. No. 381 for 15-in. Guns—Amendment.

P.693/45.—B.R. 980(D) (formerly O.U. 6090(D))—R.T. No. 384 for 15-in. Guns—Amendment.

P.694/45.—B.R. 980(J) (formerly O.U. 6090(J))—R.T. No. 348 for 6-in. Guns—Amendment.

P.695/45.—B.R. 1062—Defence against Gas (Navy)—Amendment No. 1.

P.696/45.—B.R. 1203—Instructions for the Inspection of Naval Armament Stores—Amendment No. 21.

P.697/45.—B.R. 861—Drill for the Fuze-Keeping Clock, Mark II*, and Admiralty Fire Control Clock Mark III*—Amendment No. 9.

P.698/45.—B.R. 980(U) (formerly O.U. 6090(U))—R.T. No. 193 for 16-in. Guns—Amendment.

P.699/45.—B.R. 980(U) (formerly O.U. 6090(U))—R.T. No. 199 for 16-in. Guns—Amendment.

P.700/45.—B.R. 980(X)—R.T. No. 423 for 4.5-in. Guns—Amendment.

P.701/45.—B.R. 1044—Drill for the 5-in., U.S., 38-calibre, Mark XII Mod. 1 Gun on the 5-in., U.S., Mark 30, Mod. 50 Mtg—Amendment No. 4.

P.702/45.—B.R. 1054—Drill for the Fuze-Keeping Clock, Marks II* and II**, and Admiralty Fire Control Clock, Marks I and I*—Amendment No. 5.

P.703/45.—B.R. 1281(1)—Instructions for Release from the Naval Service, Part I—Amendment No. 5.

* Exceptionally A.F.O. P.688/45 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherds Bush, W., who holds the stock of the parent book.

(A.F.O. 4512/45.)

4657.—B.R. 431—Issue of "The English Heritage" (Thomas) as

(Sta. 10142/45.—16 Aug. 1945.)

Outstanding and future demands for B.R.461 will be met by the supply of "The English Heritage" (Thomas), "British Institutions of Today" being out of print.

2. Copies of the latter held by ships and establishments will not be replaced by the new book.

4658.—S.1003—Provisional Income Tax Assessment Form

(Sta. 11003/45.—16 Aug. 1945.)

A provisional Income Tax assessment form has been introduced for use in pay offices and may be demanded by ships and establishments at home from S.N.S.O., Park Royal, and abroad from local (S.) N.S.Os.

2. The form is printed in pads of 100 sheets to enable it to be made out in duplicate, one copy to be given to the taxpayer and one retained in the pay office and to accompany pay documents on discharge.

3. Should, however, any officer or rating object to information as to his private income, etc., passing from ship to ship with his pay documents, the pay office copy may be destroyed and the officer or man concerned directed to take his personal copy to the pay office in his new ship.

4. It will be noted that "wife's earned income" has not been included under item 12. The reason for this is that the earned income of practically all employed civilians is now dealt with under P.A.Y.E., so that any figure shown under item 4 would probably be *unearned* income in respect of which no relief of tax is allowed. Wife's earned income relief should, however, be claimed under item 12 in the case of women who are in the W.R.N.S., A.T.S. or W.A.A.F.

5. It is intended that Form S.1003 shall be revised and reprinted annually in the light of the Budget decisions.

4659.—Manpower—Re-allocation—Forms S.161R (Revised)

(C.W. 41005/45, C.W. 42739/45.—16 Aug. 1945.)

Attention is drawn to A.F.O. 4550/45.

(A.F.O. 4550/45.)

4660.—Air Publications Distributed During the Week Ending 4th August, 1945

(N.S. Air 8858/45.—16 Aug. 1945.)

The following Air Publications have been distributed from the R.N. Store Depot, 191A, Askew Road, Shepherds Bush, W.12.

A.P. No.	Description	Distribution
(i) Airframe and Aero-Engine Publications		
A.N. 01-190FB-2	(dated Preliminary Handbook of Erection and Maintenance Instructions for Wildcat VI Aircraft.	Initial General.
(ii) Air Diagrams		
A.D. 4320A	Ships' Recognition Merchant Type ...	Initial General.
(iii) Miscellaneous		
B.R. 1236	Hygiene of Flight ...	Initial General.

4661.—Air Publications Distributed During the Week Ending 4th August, 1945

(N.S. Air 8858/45.—16 Aug. 1945.)

The following Air Publications have been distributed from the R.N. Store Depot, 6, Murray Street, Belfast.

General Publications		
A.P. No.	Description	Distribution
A.P. 1464A, Vol. II, Part 1.	Engineering Manual, Organization and Administration.	Initial General.
A.P. 1464C, Vol. II, Part 1.	Aero-Engines and Power Plants ...	Initial General.
A.P. 1464F, Vol. II, Part 1.	Marine Craft and Marine Engines ...	Initial General.
A.P. 1464G, Vol. II, Part 1.	Ground Equipment ...	Initial General.
A.P. 1538, Vol. I	Propellers (all Types), General Information.	Initial General.
A.P. 1661H, Vol. I	P.F.F. Special Marker Equipment ...	Initial General.
A.P. 2710B, Vol. I and Vol. II, Part 3 (combined).	Gyro Gun Sight, Mark IID ...	Initial General.
A.P. 4027A	Parachute Training for Aircrew ...	Initial General.

A.P. No.	Description	Distribution
A.N. 03-5AA-17 (dated 25th March, 1945).	Handbook of Instructions with Parts Catalogue for Eclipse Type 1042 Carbon Pile Voltage Regulator.	Initial General.
A.N. 03-10EC-1 (dated 1st April, 1945).	Handbook of Instructions for Parts Catalogue for Engine-Driven Fuel Pumps (Thompson).	Initial General.
A.N.03-10LAA-1 (dated 25th March, 1945).	Parts Catalogue for Water Regulator Model A-2.	Initial General.
A.N. 03-20BA-2 (dated 25th March, 1945).	Parts Catalogue for Electric Propeller Contrystem.	Initial General.
A.N. 03-25B-9 (dated 15th March, 1945).	Handbook of Instructions with Parts Catalogue for Expander Tube Brakes (Hayes).	Initial General.

4662.—Air Radio Publication "Sun, Rain and Radio"—Distribution

(N.A.R. 594/45.—16 Aug. 1945.)

Distribution will shortly be made, from R.N. Store Depot, 191A, Askew Road, Shepherds Bush, London, of Air Ministry Pamphlet No. 176. This pamphlet, entitled "Sun, Rain and Radio," has been written as a general guide to air radio maintenance personnel proceeding to the Eastern Theatre.

2. Copies will be distributed without demand to units concerned in the Eastern Theatre on a basis of four copies for Fleet, Light Fleet and Escort Carriers and six copies for Air Stations. One copy will be issued by R.N. Camp, Townhill, to each radio mechanic (AR) and (AW) passing through the depot for passage to the Eastern Theatre.

3. Small stocks will be laid down at R.N. Store Depots, Ceylon and Sydney, from whence further quantities of the publication may be obtained.

4. "Sun, Rain and Radio" should be circulated freely to all air radio maintenance ratings. It is not accountable.

4663.—Supply Position of General Air Publications Enumerated in A.P.(N) 1

(N.S. AIR.7023/45.—16 Aug. 1945.)

The supply position at 20th July, 1945, of General Publications enumerated in A.P. (N) 1, but not at present available for full distribution, is indicated in the following lists.

2. Services not holding the allowance shown in A.P. (N) 1, for publications which are *not* included in the undermentioned lists, should ascertain despatch details from the R.N. store depot concerned.

3. The key to the notations in the "Remarks" column is as follows:—

BR	Being reprinted.
NYP	Not yet published.
NYS	Bulk supplies not yet in sight from U.S.A.

List "A"

Publications dealt with at the R.N. Store Depot, Shepherds Bush, but not available

Publications	Remarks
Technical Air Intelligence Centre Summaries ...	NYS
How to Survive on Land and Sea ...	NYS
R.N. Air Diagram A/62 ...	NYP
R.N. Air Diagram A/73 ...	NYP

List "B"

Publications dealt with at the R.N. Store Depot, Shepherds Bush, but Issued on a Rationed Basis

Publication	Remarks
P.A.P. No. 124—G.G.S., Mark IA and IB ...	BR
P.A.P. No. 127—Gridded Oblique Photography	BR

List "C"

Publications Dealt with at the R.N. Store Depot, Belfast, but not Available

A.P. No.	Remarks	A.P. No.	Remarks
113	BR	2538E, Vol. I	NYP
129	BR	2538G, Vol. I	NYP
837	BR	2538H, Vol. I	NYP
880	BR	2546B, Vol. I	NYP
957	BR	2552A	NYP
1081	BR	2554A	BR
1086, Part 3A	BR	2563B	NYP
1095A, Vol. II, Part 3 ...	NYP	2563U	NYP
1095H, Vol. II, Part 3 ...	NYP	2708A	NYP
1182C, Vol. I	BR	2817A, Vol. I	NYP
1355A to N, Vol. III ...	NYP	2850A	NYP
1374, Vol. II, Part 3 ...	BR	2876A, Vol. I	NYP
1374, Vol. III, Part 1C ...	BR	T.O. 00-55-2	NYS
1374, Vol. III, Part 1N ...	BR	Nav.-Aer. 00-80Q-6 ...	NYS
1388B, Vol. I	BR	Nav.-Aer. 00-80Q-9 ...	NYS
1464A, Vol. I	NYP	Nav.-Aer. 00-80Q-10 ...	NYS
1492A, Vol. I	NYP	Nav.-Aer. 00-80Q-11 ...	NYS
1492A, Vol. II, Part 3 ...	NYP	Nav.-Aer. 00-80Q-12 ...	NYS
1529	BR	Nav.-Aer. 00-80Q-13 ...	NYS
1538A, Vol. I	NYP	Nav.-Aer. 00-80Q-14 ...	NYS
1538H, Vol. II, Part 2 ...	NYP	Nav.-Aer. 00-80Q-15 ...	NYS
1538H, Vol. II, Part 3 ...	NYP	Nav.-Aer. 00-80Q-16 ...	NYS
1641A, Vol. I	NYP	Nav.-Aer. 00-80Q-17 ...	NYS
1654	NYP	Nav.-Aer. 00-80Q-19 ...	NYS
1659F, Vol. I	BR	Nav.-Aer. 00-80Q-22 ...	NYS
1661G, Vol. I	BR	Nav.-Aer. 00-80V-60 ...	NYS
1680	NYP	T.O. 03-1-6	NYS
1730B, Vol. I	BR	T.O. 03-5-9	NYS
1732A, Vol. I	BR	T.O. 03-5-26	NYS
1732B, Vol. I	BR	T.O. 03-5-27	NYS
1766Q	BR	T.O. 03-5-58	NYS
1766X	NYP	T.O. 03-5AA-1	NYS
1766Z	NYP	Nav.-Aer. 03-5AA-515 ...	NYS
1803A, Vol. I	NYP	Nav.-Aer. 03-5AA-519 ...	NYS
*1809B to P, Vols. I, II Part 1, II Part 2, and II Part 3 ...	NYP	Nav.-Aer. 03-5AA-525 ...	NYS
2034B, Vol. I	NYP	T.O. 03-5AB-4	NYS
2135A, Vol. I	NYP	Nav.-Aer. 03-5AD-519 ...	NYS
2162A	NYP	Nav.-Aer. 03-5C-505 ...	NYS
2239A	NYP	Nav.-Aer. 03-5CA-517 ...	NYS
2240, Vol. I	BR	A.N. 03-5CC-6	NYS
2305B, Vol. I	BR	T.O. 03-5DA-2	NYS
2306C, Vol. I	NYP	T.O. 03-5DA-3	NYS
2306D, Vol. I	NYP	T.O. 03-5DC-9	NYS
2306E, Vol. I	NYP	Nav.-Aer. 03-5DC-541 ...	NYS
2306H, Vol. I	NYP	Nav.-Aer. 03-5H-507 ...	NYS
2311	BR	T.O. 03-10B-2	NYS
2330A	BR	T.O. 03-10B-3	NYS
2457A, Vol. I	BR	T.O. 03-10BA-3	NYS
2486B, Vol. II, Part 3 ...	NYP	T.O. 03-10BC-1	NYS
2486C, Vol. II, Part 3 ...	NYP	A.N. 03-10-BC-3	NYS
2486D, Vol. II, Part 3 ...	NYP	A.N. 03-10BC-4	NYS
2486E, Vol. I	NYP	Nav.-Aer. 03-10BQ-62 ...	NYS
2486E, Vol. II, Part 3 ...	NYP	Nav.-Aer. 03-10BQ-64 ...	NYS
2486F, Vol. I	NYP	Nav.-Aer. 03-10BQ-65 ...	NYS
2486F, Vol. II, Part 3 ...	NYP	Nav.-Aer. 03-10BQ-68 ...	NYS
2486G, Vol. I	NYP	T.O. 03-10GB-1	NYS
2486G, Vol. II, Part 3 ...	NYP	T.O. 03-15-9	NYS
2518A, Vol. I	NYP	T.O. 03-20B-32	NYS
		A.N. 03-20BK-1	NYS

*A.P. 1803B, Volume I, A.P. 1803D, Volume I, and A.P. 1803F, Volume I, only are available.

List "C"—contd.

A.P. No.	Remarks	A.P. No.	Remarks
A.N. 03-20CC-2 ...	NYS	Nav.-Aer. 05-20QR-751 ...	NYS
T.O. 03-20CC-11 ...	NYS	Nav.-Aer. 05-20QR-752 ...	NYS
Nav.-Aer. 03-20E-502 ...	NYS	Nav.-Aer. 05-40-618 ...	NYS
A.N. 03-25B-10 ...	NYS	A.N. 05-40B-6 ...	NYS
Nav.-Aer. 03-30-524 ...	NYS	A.N. 05-40B-12 ...	NYS
T.O. 03-30CH-1 ...	NYS	A.N. 05-55A-1 ...	NYS
Nav.-Aer. 03-35B-501 ...	NYS	T.O. 05-70C-5 ...	NYS
T.O. 03-50-3 ...	NYS	Nav.-Aer. 05-70D-516 ...	NYS
T.O. 04-1-8 ...	NYS	T.O. 08-10-108 ...	NYS
Nav.-Aer. 04-10-503 ...	NYS	A.N. 08-25-16 ...	NYS
Nav.-Aer. 05-1-508 ...	NYS	T.O. 10-10A-11 ...	NYS
Nav.-Aer. 05-1-571 ...	NYS	A.N. 10-10AC-25 ...	NYS
T.O. 05-5-9 ...	NYS	Nav.-Aer. 11-1-506 ...	NYS
A.N. 05-5C-2 ...	NYS	T.O. 11-20-19 ...	NYS
Nav.-Aer. 05-10-510 ...	NYS	T.O. 11-35-21 ...	NYS
Nav.-Aer. 05-10-544 ...	NYS	Nav.-Aer. 19-1-520 ...	NYS
Nav.-Aer. 05-15-542 ...	NYS	Technical Note 46/44 ...	NYS
T.O. 05-20A-4 ...	NYS		

List "D"

Publications dealt with at the R.N. Store Depot, Belfast, but Issued on a Rationed Basis

A.P. No.	Remarks
1086, Part 5A ...	BR
1269 ...	BR
1186D, Volume I ...	BR
1374, Volume II, Part 2 ...	BR
1374, Volume III, Part 1 U ...	BR
1538C, Volume II, Part 3 ...	BR
1538D, Volume II, Part 3 ...	BR
1641B, Volume II, Part 3 ...	BR
1661C, Volume I ...	BR
1982A ...	BR

(A.F.O. 3985/45 is cancelled.)

4664.—U.S. Radio Equipment—Modifications to U.S. Handbook Type TDE 1/2

(A.S.E.—16 Aug. 1945.)

Attention is drawn to A.F.O. 4609a. in Section 3 of this issue.

4665.—Prevention of Delays to C.S.N. Telegrams

(M. 2294/45.—16 Aug. 1945.)

Attention is drawn to A.F.O. 2583/44, which makes it clear that the concession telegram scheme may not be used for messages of a non-urgent nature, such as congratulatory telegrams, and that terms of endearment are not permitted. Delay is sometimes caused to permissible messages because their text does not reveal their urgency. For instance, "Our thoughts are always with you" is a permissible message to a person who is seriously ill, but might equally well be intended for a birthday greeting. Naval personnel should therefore advise their correspondents that, if their message does not indicate its urgency, the text of the message should begin with a word descriptive of the real reason for the telegram, such as "Illness."

2. Authorities responsible for the examination of concession telegrams are authorized to pass messages which appear to contravene the instructions about terms of endearment and length of message contained in paras. 8 and 9 of A.F.O. 2583/44, if it is obvious, either by the use of the word "Illness," or other prefix or from other evidence, that the circumstances warrant the further concession.

3. When quotas of C.S.N. forms are issued in future to the next-of-kin or nominated correspondents, a slip in the following form should be enclosed:—

"The concession telegram scheme may not be used for messages of a non-urgent nature, such as congratulatory telegrams, and messages may be stopped if their text does not reveal their urgency.

If, therefore, the message is not self-explanatory, the sender should commence the text with a word descriptive of the real reason for the telegram, such as "Illness."

4. When supplying any extra forms, where anxiety regarding the condition of a wounded or sick man is involved, the authorities concerned should include the word "Illness" in the appropriate place on the form issued.

(A.F.O. 2583/44.)

C.-in-C., South Atlantic, No. 763/1589, 15 June, 1945.)

(A.F.O. 3896/44 is cancelled.)

Section 6.—SHORE ESTABLISHMENTS

4666.—Shore Type Sector Lights—R.N. Air Stations—Modification from Battery to Mains Supply

(NS/D.027666/44.—16 Aug. 1945.)

It has been decided that at those R.N. air stations at which an airfield lighting (Naval) system is installed, two of the three battery-operated sector lights supplied are to be equipped with additional lamp platforms and 250-watt projector lamps A.P.6855, to enable the light to be supplied from the permanent mains.

Note.—The term battery-operated applies also to those sector lights which are provided with a 12-volt supply from a portable transformer.

2. Where sector lights manufactured by firms other than Messrs. Westinghouse Brake and Signal Co. have been supplied, the conversion of the lights for mains supply is to be undertaken by station staffs assisted by local dockyard officers as required. A.F.O. Diagram 310/45 shows the new lamp platform, etc., required for the conversion of these lights. The arrangements shown on this diagram are not suitable for converting the sector lights manufactured by Messrs. Westinghouse, Brake and Signal Co. A new lamp platform, to which Pattern 17138 has been allotted, has been introduced under Subhead F2B, for the purpose of converting sector lights Pattern 17018 manufactured by Messrs. Westinghouse Co.

3. For each sector light manufactured by Messrs. Westinghouse Co., already supplied to stations, an additional lamp platform, Pattern 17138, and two 250-watt lamps, Pattern 6855, should be demanded from store. The lamp platforms will be issued as they become available from the manufacturer and should be used for converting two of the sector lights held on the station to mains operation, the third sector light being retained as battery-operated with its lamp platform stowed inside.

4. When converted to mains operation or equipped with the necessary lamp platform to enable conversion to be made, the designation of the sector light is to be modified locally from Pattern 17018 to Pattern 17018A.

5. Future issues of sector lights from all manufacturers will be supplied complete with the additional lamp platform, Pattern 17138, stowed inside the lantern and will be designated Pattern 17018A.

6. When the sector lights are converted to main supply, the 12-volt 60-watt lamps and platforms are to be retained in order that the lights can be re-converted for use with batteries in the event of failure of the mains supply. For this purpose the 60-watt lamp platforms of the sector lights referred to in paragraph 2, will require to be fitted with extension collars as shown in A.F.O. Diagram 310/45.

7. A stock of 12-volt 60-watt lamps, Pattern 16038, and the required number of batteries, Pattern 1352, are also to be retained for emergency use.

8. The accuracy of the sector light beams is to be checked after modification in accordance with the instructions issued in C.A.F.O. 241/43.

9. It should be noted that the foregoing arrangements apply only to shore type sector lights as used at R.N. air stations.

10. Requirements of platforms, Pattern 17138, at Home dockyards and depots should be obtained under the centralized allocation scheme.

11. The following initial shipments of Pattern 17138 should be made to Yards abroad :—

<i>From Stroud</i>	<i>From Preston</i>
Superintending Naval Store Officer, Ceylon 10	Superintending Naval Store Officer, Malta 2
Deputy Director of Stores (R.N.), Sydney 6	Superintending Naval Store Officer, Alexandria 4
Superintending Naval Store Officer, Durban 6	

(C.A.F.O. 241/43.)

(A.F.O. 2954/44 is cancelled.)

4667.—Income Tax—Pay-as-you-Earn System of Collection—Civilian Employees Discharged to Pension

(D.N.A. 29230/45.—16 Aug. 1945.)

Instances have occurred of late receipt by H.M. Paymaster General of Parts 2 and 3 of Form P.45 giving particulars of emoluments and income tax of civilian employees discharged to pension. Form P.45 should be completed and Parts 2 and 3 sent to H.M. Paymaster General, Somerset House, Strand, London, W.C.2, immediately after the final payment of salary or wages has been made.

4668.—Simplified Control Procedure for Light Metals—Aluminium, Magnesium and Silicon

(P. 9878/45.—16 Aug. 1945.)

The procedure for obtaining supplies of aluminium and light alloys described in Appendix "C" of A.F.O. 297/41 has been modified and the following notes on the new control procedure are promulgated for information.

As from August 1st, 1945, a simplified procedure for control of both raw and fabricated light metals will be introduced. The object of this note is to show how the change will affect fabricators, other consumers of raw material, secondary smelters, and scrap metal merchants.

1. *Aluminium.*—The Control of Aluminium (Nos. 5–6) Orders, 1940–45, will remain in force; any transaction now subject to licence will, therefore, continue to require authorization.

Running licences will, however, be issued to all consumers and smelters, conferring freedom to purchase and use unwrought aluminium and aluminium alloys and scrap in any desired amounts, and from any domestic supplier (except for virgin aluminium, where M.A.P. will continue to be the sole trader. The serial numbers of these licences will need to be quoted to, and requested by, suppliers as authority for transactions.

Exporters of wrought aluminium and aluminium alloys will still need to apply for individual licences authorizing them to dispose of material to persons outside the United Kingdom.

Licensing of fabrication by individual factories will continue. Existing licences under the Light Metals and Alloys Fabrication (No. 1) Order, 1941, will remain valid.

Simplified control of fabrication will permit :—

(a) Consumers to place orders direct with fabricators.

(b) Fabricators to accept Service, Civil and Export orders and quote deliveries without prior reference to control for approval of use or authorization of fabrication and delivery.

The aluminium house programme will continue to be planned as a special requirement, and orders will be placed on fabricators in accordance with control allocations. Other special requirements may have to be similarly planned in the future.

The general intention is to permit a return to free competition and the normal commercial relationship between consumer and producer. In the event of any fabricator becoming so overloaded as to endanger his delivery of materials to meet his obligations for Service requirements, it may, however, be necessary for Control to investigate the position with the fabricator and take action to ensure supplies.

2. *Magnesium.*—The Control of Magnesium (No. 4) Order, 1942, will remain in force. No change is contemplated in the present procedure covering monthly licences for acquisition and use of raw material. Simplified control procedure for magnesium fabrication will be the same as described above for aluminium.

3. *Silicon.*—The Control of Silicon (No. 1) Order, 1940, is to be revoked, whereupon it will cease to be necessary to apply for licences to acquire and use metallic silicon. M.A.P. will continue to trade as at present, and any person wishing to acquire will simply send his order to the Light Metals Control.

4. *Returns.*—It will be necessary for the Control to be continuously informed of the consumption and stocks of raw aluminium and magnesium and of the output and loading position for fabricated materials. This will be done by means of monthly returns from fabricators, other consumers of raw material, secondary smelters, and scrap metal merchants. Printed forms for these returns will be issued by the Light Metals Control.

These returns are basically the same as those rendered throughout the war period by a number of the larger consumers, but simplified as far as possible consistent with provision of the necessary basic information.

In the case of consumers of magnesium, the present form, M.C.F. 7, will be discontinued, and a stock return only will be required from selected firms, on a form to be provided by the Light Metals Control.

No returns will be called for in the case of silicon.

5. *Location of the Light Metals Control.*—The headquarters of the simplified control organization will continue to be at the present address at Banbury, but the simplified procedure for the four fabrication controls will be carried out by one section of the organization, which will be established at the following address and will commence operation on September 1st :—

Ministry of Aircraft Production,
Light Metals Control, Section LM2,
The Vale, Edgbaston Park Road,
Birmingham, 15.

Telegrams : Litaloy, Birmingham.

Telephone : Edgbaston, 3602/6.

The four fabrication controls will continue to operate from their present offices during August, after which they will be closed down.

All matters now handled from Banbury will, therefore, continue so, except for the simplified procedure for sheet and strip control, which will be carried out from the above address in Birmingham from September 1st onwards.

(Appendix "C" of A.F.O. 297/41 is cancelled.)

4669.—Naval Stores for Tropical Packaging

(N.S. 23376/45.—16 Aug. 1945.)

With reference to A.F.O. 3107/45 the undermentioned additional items of Naval Stores for Tropical Packaging have been added to the Authorized List for Naval Stores under the Subheads and Items detailed below:—

Sub- Pattern

<i>head</i>	<i>No.</i>	<i>Description</i>	<i>Spec.</i>	<i>Use and Application</i>	<i>Denom.</i>
E.7	1168	Composition preservative, spraying, PX-4.	C.S.1663	An oil film, only suitable for unexposed internal surfaces where the solvent would not evaporate or would be harmful, or where delicate mechanism requires low viscosity material.	Gallons
E.8	1061	Mineral jelly, beeswaxed, PX-11.	C.S.2296	Used on surfaces where solvent removal is not permissible or where its lubricating properties render its removal unnecessary. Applied hot, gives a more durable film than Pattern S90 mineral jelly.	Lbs.

2. Home Yards and Depots should forward Supplementary Demands (Form D.273) to arrive at Admiralty within fourteen days of the date of this Order for twelve months' estimated requirements and six months' reserve of these items.

(A.F.O. 3107/45.)