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RESTRICTED(FOR OFFICIAL USE ONLY)*Not to be communicated to anyone outside H.M. Service***ADMIRALTY FLEET ORDERS**

ADMIRALTY, S.W.1,
7th September, 1944.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

H. V. Markham

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

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

HEAD OF "P" BRANCH

ADMIRALTY FLEET ORDERS

No.	Subject.
4683.	Valves—Thermionic and similar Stores for W/T Radar, Cinema, etc., Services Accounting and Storing—Institution of New Item, F.A. under Vote 8/II—REPORTS. (<i>Issued separately on 31st August, 1944.</i>)

7th September, 1944.

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

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

4684. Defence Regulations—Protected Areas—Relaxation of.
4685. Aircraft—Definition and Recording of Flying Time.

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

4686. Honours and Awards—"London Gazette" Supplement of 29th August, 1944.
4687. Honours and Awards—1939-43 Star—Issue of Ribbon.
4688. Africa Star—Issue of Ribbon to W.R.N.S.
4689. Promotion of Temporary Reserve Officers to the Rank of Commander.
4690. Examinations for the Ranks of Paymaster Lieutenant Commander, Paymaster Sub-Lieutenant, Warrant Writer, Warrant Supply Officer, Warrant Cook and Warrant Steward, R.N.
4691. Warrant Officers selected for direct Promotion to Lieutenant, R.N.—Qualifying Course.
4692. Promotions from Lower Deck to Permanent Commissions (Executive and Air Branches).
4693. A/S Fixed Defence Ratings—Temporary Commissions in the Special Branch of the R.N.V.R.
4694. Naval and Marine Officers—Retention of Acting Higher Rank.
4695. R.N. Officers in U.S.N. Ships and Establishments—Messing.
4696. Gunner (T)—Upper Age Limit for Appointment.
4697. Royal Marines—Restriction of Extra Duty Pay for Mechanical Road Transport Driving.
4698. Accelerated Promotion.
4699. Admiralty Surgeon and Agent (Dundee).
4700. Hotel and Restaurant Cookery Examinations—Expenditure of Service Provisions.
4701. Admiralty Agreement T.124 and Variants—Pay of Engine Room Storekeepers.
4702. T.124T Personnel—Medical Examination and Standard of Fitness.
4703. Orders made by the Admiralty under the Visiting Forces (British Commonwealth) Act, 1933, in relation to the Canadian Military Forces.
4704. Subsistence Charges for British Officers on U.S. Naval Transports.
4705. W.R.N.S. Ratings—Liability to Serve Overseas.
4706. W.R.N.S. Switchboard Operators—Training.
4707. W.R.N.S. Hairdressers—Advancement.
4708. Amendments to Complement—H.M. Destroyers.
4709. Naval Air Stations Complement Committee.
4710. Royal Naval Air Units—Current Scales of Manning.
4711. Engine Room Ratings qualified in H.P.E.—Increase in numbers borne.
4712. Supply Ratings Charge Allowance.
4713. Extra Duty Pay—R.M. Clerks—Carrier Borne Air Liaison Sections.
4714. Passage to U.K. of Naval Personnel in Transports.
4715. Small Arms—Accidents.
4716. Service after completing time for Pension—Option of counting for increase of Pension.
4717. Supplies of Foreign Currency to Ships on Passage.
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4719. Smallpox Cases—Cancellation of Leave.
4720. Clothing Rationing.
4721. No. 1 R.N. Orthopaedic Rehabilitation Centre.
4722. Services Committee for the Welfare of the Forces.
4723. Family Welfare Sections.
4724. Languages "From Scratch".

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

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

4725. Aircraft—Guns, 0.303-in. Browning, with Mark I Transporter Ramps and Cams.
4726. Aircraft—Guns, Hispano 20-mm.—Gauges Plug and Adaptor.
4727. Aircraft—Pistols, signal, 1½-in., No. 3, Mark I—Provision of a Safety Catch.
4728. Ammunition—General—Grenades No. 36M—Removal of Waterproofing before Priming.
4729. Ammunition—Fuzes, Primers and Tubes—Primers No. 17 P.L. 1941, B.R. 9/41, Lots 142, 143, 144—No further reports required.
4730. Ammunition—Fuzes, Primers and Tubes—Fuzes, Time, No. 125, Mark I—Restriction Removed.
4731. Ammunition—Magazines—Ventilation in Action.
4732. Ammunition—Pyrotechnics and Rockets, Signal—Star Shell with Parachutes—all Calibres—Minimum Ranges and Height at which Satisfactory Functioning can be expected.
4733. Ammunition—20 mm. Oerlikon H.E./Incendiary, Lot N.F.B. 44—Withdrawal.
4734. Ammunition—20 mm. Oerlikon—Clearing Charges—One Round Magazine for use with—Introduction.
4735. Ammunition Supply—Ready Use and Magazine Lockers—Oerlikon R.U. Lockers, Patterns 7103 and 7104—Stowing of Clearing Charges and One-Round Magazine—As. and As.
4736. Binoculars, Telescopes—Director and Gun Sighting Instruments—Anti-Misting Compounds—Use of Anti-Dimming Outfit, Mark VI, in lieu of "Kleersite".
4737. Guns—General—Introduction of "Crossley" Pattern Obturators for B.L. Guns, 8-in. and below.
4738. Guns—0.5-in. Browning, M.2—Pin, Cocking, Lever, Design B. 147762-6.
4739. Guns—20 mm. Oerlikon—Introduction of Popples in lieu of Plungers in Double Loading Stop, Pt. IV.
4740. Guns—B.L., 6-in., Marks XXIII and XXIII* Breech Mechanism—Modifications and Adjustments to Prevent Scoring.
4741. Gun Mountings—4.7-in. C.P. Twin, Mark XIX—Fitting of Hand Fuze Setting Tray—REPORTS.
4742. Gun Mountings—4-in. H.A. Twin, Mark XIX, including R.P. 50 series—Modification for Lubrication of Sight Trunnion Bracket.
4743. Gun Mountings—20 mm., Mark VIIA—Arrangements for Drainage of Pedestals.
4744. Gun Mountings—20 mm., Mark IX Twin Mountings—Safety Depression Gear—Securing of Cam Roller Pin.
4745. Projectors—Rocket—2-in. Rocket Flares—Fitting in Coastal Force Craft.
4746. Target Indicating Systems—Bearing Indicator, Mark II—Introduction.
Torpedo.—(Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)
4747. Aircraft Torpedoes—18-in., Marks XII and XV type—Reversion to Plunger Operated Valve in Depth Gear Weight Locking Catch and Rectification of Defects in Ball-valve Type.
4748. Depth Charge Releasing Rails—Distortion.
4749. Engines, 18-in., Marks XII-XV; 21-in., Marks VIII-VIII**, IX-IX** and IX** N.A.B.—Introduction of Strengthened Design of Crankshaft Cam.
4750. Gyroscopes, U.S.A., Mark 12, Mod. 1—Securing of Gymbal Ring during Transport.
4751. Torpedoes—18-in., Marks XII/XV—Monoplane Air Tail, Mark IV—Modification to Strengthen and Improve Jig Testing, R.A.F. Ref. 12E/402.
4752. Torpedoes—18-in., Marks XII and XV—Allowance to Training Units of Spare Tails and Transmission Gearing.
4753. Torpedo Blowing and Collision Heads—Revised Allowances.
4754. Torpedo Igniters, Mark XI—Disposal when Fired or Removed from Torpedoes.
4755. Torpedo Tubes, L.C., 18-in.—Modification to Internal Diameter—As. and As.
4756. Torpedo Stores—Spanners, St. No. 29A—Allowance.
4757. Under-water Weapons—Serviceability of—Responsibility of Naval Ordnance Inspecting Officers.
Engineer.—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.)
4758. I.C. Engines and Spare Components—Preservative Materials—Supply Arrangements.
4759. Paxman T.P.M. 12 Engines Fitted in L.C.T., L.C.G.(M), etc.—Big End Bearings.
4760. Boilers—Tubing of Superheaters.
4761. Boilers—Modernization of Oil Burning Equipment—As. and As.
4762. Gearbox—Main Drive Gear Thrust Ball Bearings.
4763. Attached Fuel Boost Pumps on General Motors, Diesels—Reduction of Wear of Bush and Trunnion supporting Idler Pinion.
4764. Reducing the Risk of Fire in the Engine Room on L.C.T.(3)s Petrol.
4765. Replace Parts of Methyl Bromide Fire Extinguishers—Supply.

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

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

- 4766. Centralized Wireless Systems—Responsibility for Maintenance.
- 4767. H/F D/F Outfit FH4—Repairs to Defective Apparatus.
- 4768. Mersey Area—Control of W/T and Radar Stocks.
- 4769. Radar Indicator Outfit JK (Skiatron)—Fitting-out Information.
- 4770. Radar Type 242 with Type 273Q/QR—Modification to Power Supply.
- 4771. Radar Types 282/3/4/5—Amplifiers M53 Pattern W.1333A and M68 Pattern W.7825—Fuses.
- 4772. Radar—Mounting of Receiver P51 in Type 277 Prefabricated Corvette Type Office.
- 4773. Type 60EQR Wireless Installation—Fitting-out Information.
- 4774. Radio Valves—Protection during Transit.
- 4775. W/T and Radar Safety Enclosures.
- 4776. W/T Receiver—AR88LF.

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

- 4777. Valve V.T.60, Pattern C.V.1060—Issue of Valve, Type 807, Pattern C.V.124 in lieu.

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

- 4778. Avenger Aircraft—Arrester Hook Switch.
- 4779. Aircraft Steel Tubing—Protection from Corrosion.
- 4780. Aircraft Stores Establishment (B.R.377/378 Series)—Classification of Stores.
- 4781. Butt Welded Lathe and Turning Tools and Blanks.
- 4782. Carbon Brushes, Pattern 9129A and Brush-holders, Pattern 9095—Supply of Spares.
- 4783. Clocks, Pattern 727—Allowances.
- 4784. Compressed Asbestos Fibre Jointing—Second Grade Quality.
- 4785. Electric Cable, Pattern 13470—Introduction.
- 4786. Electric Toasters—Precautions to be taken against Overheating.
- 4787. Flying Clothing and Stocks—Bermuda.
- 4788. Hose Adaptors, etc.—Allowances.
- 4789. Hose, Canvas, for Washdeck and Firefighting—Supply of.
- 4790. H.P. Air Compressors—Alternative Circulating Water Arrangements—As. and As.
- 4791. L.C.T. (4)—Limitation of Load.
- 4792. Minor Landing Craft—Firefighting Equipment.
- 4793. Naval Stores Supplied from U.K. to Canada—Consigning Instructions.
- 4794. T.B.R. Squadron on A/S Operations—Binoculars for Air Gunners.
- 4795. Return of Steam and Motor Boats by H.M. Ships to H.M. Dockyards—Procedure.
- 4796. Radar, W/T, A/S, etc., Spares—Stowage of.
- 4797. Shades, Front Glass, Red—Allowances.
- 4798. Ship's Boats—Lifesaving Equipment.
- 4799. Stiff Nuts—Section 28M—Similarity in Part Numbers.
- 4800. Ventilation Trunking to W/T Offices in Destroyers—As. and As.

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

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

- 4801. Officers' Gilt Buttons.
- 4802. Officers' Mess Traps—Replacement Allowances for 1944. (*Sea-going Ships (excluding Submarines)*).
- 4803. Officers' Mess Traps—Replacement Allowances for 1944. (*Royal Naval Barracks, Colleges, Hospitals, Stationary Ships and other Shore Establishments*).
- 4804. Officers' Mess Traps—Replacement Allowances for 1944. (*H.M. Submarines*).
- 4805. Chief Petty Officers' and Petty Officers' Mess Utensils—Replacement Allowances for 1944.
- 4806. Seamen's Mess Utensils—Replacement Allowances.
- 4807. Camp Equipment—Issues to Naval Officers and Officers and Ratings of W.R.N.S.
- 4808. Leather Sea-Boots—Economy.
- 4809. Victualling Arrangements—Christmas, 1944—Supply of Poultry.
- 4810. Victualling Store Accounts (Implements and Mess Utensils, and Officers' Mess Traps).
- 4811. R.N. Air Stations—Scale of Allowances of Clocks.
- 4812. Naval Stores, Machinery, etc.—Shipment of—Documentation.
- 4813. Supplies of Stores to Allied Warships and Armed Forces—Valued Reports.
- 4814. Stores for Vessels Refitting at Belfast—Addressing.
- 4815. Rolls Royce Merlin and Griffon Cylinder Blocks—Transportation Bases.
- 4816. Wairus and Seafire/Spitfire Interchangeable Spares—Re-referencing.
- 4817. H.M.S. "Collingwood" and H.M.C.S. "Collingwood"—Address.
- 4818. Swill—Disposal.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

- 4819. Amendments to Books.
- 4820. A.M.S.Is.
- 4821. Air Letter Forms—Supply to H.M. Ships Proceeding Overseas.
- 4822. Ammunition Labels—Form O.6—Additions.
- 4823. B.R. 847 (44)—Handbook for the 2-pdr., Mark VIII Gun on the Mark VII and VII*P Mountings—Issue.
- 4824. B.R. 1025 (44)—Small Ships' Accountant Manual—Distribution.
- 4825. B.R. 1209 (Restricted) Pamphlet for 3-in., 50-Cal. Fire Control Equipment and Arrangements for American Built D.Es. and P.Fs.—Issue.
- 4826. C.B. 4302—Declassification.
- 4827. Forms O.2 (O)—Introduction.
- 4828. Medical and Hospital Consultants.
- 4829. Navy List—To be Published Quarterly in Three Volumes.
- 4830. Office of the Ordnance Consulting Officer for India—Change of Address.
- 4831. Correspondence for H.M. Ships bearing Place Names.
- 4832. H.M.S. "Collingwood" and H.M.C.S. "Collingwood"—Address.

SECTION 6.—SHORE ESTABLISHMENTS

- 4833. Annual Leave for Temporary Juvenile Civilian Non-Industrial Staffs.
- 4834. Clerical and Typing Staffs under the age of 18 years—Hours of Attendance.
- 4835. Promotion of Clerical Assistants (Treasury and Departmental) to the Clerical Staff.
- 4836. Paying Officers for Civilian Staff employed Abroad.
- 4837. Electrodes—Approved Types.
- 4838. Training Devices using 35-mm. Inflammable Film—Fire Precautions.
- 4839. Mortars M.L. 3-in., and M.L. 2-in. Gauges, Testing Straightness of Bore—Introduction.
- 4840. Telephone Switchboards Owned by G.P.O.—Supervision of Operating Procedure.
- 4841. Merchant Ships Supplies and Services—Accounting—REPORTS.
- 4842. Lead Rates for Semi-skilled Grades in Admiralty War-time Establishments.
- 4843. Rates of Pay of Female Industrial Canteen Staff.
- 4844. Discharges of Workpeople.
- 4845. The Royal Naval Scientific Service.

(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.

4684.—Defence Regulations—Protected Areas—Relaxation of (N.L. 3304/44.—7 Sep. 1944.)

All the remaining protected area restrictions in England ceased on the 25th August, 1944. An order to this effect has been made by the Secretary of State for War and from the 25th August, the only remaining protected area in the United Kingdom will be that consisting of the counties of Orkney and Shetland. Permits are still required for entry into that area.

(A.F.Os. 1642/44, 3787a/44 and 4342/44 are cancelled.)

4685.—Aircraft—Definition and Recording of Flying Time (A.M.R./A/15/44.—7 Sep. 1944.)

Flying time is at present defined as the period during which an aircraft is in motion, i.e. from the time the chocks are withdrawn or brakes released or moorings dropped and the aircraft starts to taxi, until it finally returns to rest or takes up its moorings after flight.

2. Flying time defined as above, includes taxi-ing and thus misrepresents the actual airborne time, particularly as under modern conditions of airfield layout an appreciable period of time is spent in taxi-ing. It has therefore times are to be reckoned for *all purposes* as the time from which an aircraft has been decided, for the sake of uniformity, that *as from 1st May, 1944*, flying becomes airborne until the time it touches down on land or water. The only exception to this will be that when undertaking circuits and landings the flying time will be reckoned as the time from the initial take-off to the final landing.

3. Flying time reckoned as directed in paragraph 2 above is to be recorded in the pilot's log book, the aircraft servicing form (Form 700), log cards (Form 701) and all other records of flying time, and is to be the only time used in calculating when periodic inspection of aircraft and overhaul of engines are due.

(A.F.O. 1906/44 is cancelled.)

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

*4686.—Honours and Awards—"London Gazette" Supplement of 29th August, 1944 (H. & A.—7 Sep. 1944.)

ADMIRALTY,

Whitehall,
29th August, 1944.

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

For gallantry, skill, determination and undaunted devotion to duty during the initial landings of Allied Forces on the coast of Normandy:—

Second Bar to the Distinguished Service Order:

Commander Ian Hamilton Bockett-Pugh, D.S.O., R.N. (Yelverton).

To be a Companion of the Distinguished Service Order:—

Captain William Ronald Christopher Leggatt, R.N. (Liphook).

Second Bar to the Distinguished Service Cross

Acting Temporary Lieutenant-Commander Donald Gould Bradford, D.S.C., R.N.R. (Bolton).

Bar to the Distinguished Service Cross

Acting Lieutenant-Commander Edward Findlay Gueritz, D.S.C., R.N. (Cheltenham).

The Distinguished Service Cross

Acting Temporary Lieutenant-Commander Arnold George Nyburg, R.N.V.R. (Harrow).

Acting Temporary Lieutenant-Commander Charles Anthony Law, R.C.N.V.R. (Berlin, U.S.A.).

Temporary Lieutenant William Beynon, R.N.V.R. (Mumbles, Swansea).

Acting Lieutenant Robert Edward Billington, R.N.V.R.

Temporary Lieutenant Geoffrey William Claydon, R.N.V.R. (Finchley).

Temporary Lieutenant Cecil William Ford, R.N.V.R. (Elstree).

Temporary Lieutenant Stuart David Marshall, R.N.V.R. (Cheltenham).

Temporary Acting Lieutenant Neil Black Livingstone Wallace, R.N.V.R. (Hyndland, Glasgow).

Temporary Sub-Lieutenant Arthur Sydney Granger Bromiley, R.N.V.R. (Leigh-on-Sea).

Temporary Sub-Lieutenant Douglas Ivor Jones, R.N.V.R. (Maida Vale).

Temporary Sub-Lieutenant Donald Charles Murray, R.N.V.R. (Purley).

Mr. Charles Frederick Fowler, Temporary Midshipman, R.N.V.R. (Liverpool).

The Conspicuous Gallantry Medal.

Petty Officer Ronald Harry George McKinlay, P/JX.245579.

Petty Officer McKinlay was put ashore between noon and 1400 hours on 6th June. Finding himself at some distance from his pre-arranged destination he made his way along the beach and took charge of a party of Naval ratings and Army ranks who were bound for the same point. Single-handed, he silenced two enemy strong points on the way with hand grenades. Later, on an open stretch of sand which was under fire from enemy snipers, disregarding his own safety, he went to the rescue of a wounded man and brought him safely to cover.

The Distinguished Service Medal

Acting Chief Motor Mechanic John Shiell Simmister, P/MX.79033 (Newcastle-on-Tyne).

Petty Officer Frank Bertie Coombes, P/JX.141370 (Sheffield).

Petty Officer John George Huntley, P/JX.144754 (Weymouth).

Petty Officer Motor Mechanic Harold John Wright, P/MX.125927 (Cambridge).

Corporal (Temporary) (Acting Temporary Lance Sergeant) Keith May Briggs, R.M., Po.X.3095 (T).

Corporal (Temporary) Alfred Eric Poulson, R.M., Ex.5056 (Bradford).

Leading Seaman Raymond William Henry Roberts, C/JX.315938 (London).

Leading Seaman William Reid, R.C.N.V.R., V.32837 (Calgary, Alberta).

Acting Temporary Leading Seaman John Thomas Charlton, P/JX.166457 (Sunderland).

Leading Stoker Sidney Ernest Peel, D/KX.129758.

Acting Leading Stoker James Gamble, D/KX.106041 (Chorlton-cum-Hardy).

Able Seaman Arthur Hirst, P/JX.399104 (Birmingham).

Able Seaman George Albert Wells, P/JX.429679 (Twickenham).

Able Seaman William Bushfield, R.C.N.V.R., V.4657 (Stratford, Ontario).

Able Seaman James Wright, R.C.N.V.R., V.26288 (New Glasgow, Nova Scotia).

Acting Temporary Corporal George Stanley Pargeter, R.M., Ply.X.111730 (Warwick).

Marine (Acting Temporary Corporal) George Ernest Tandy, R.M., Ch.X.110723 (London, S.E.7).

Marine (Lance Corporal) John Edward Davison, R.M., P/X.111856 (Newcastle-on-Tyne).

Ordinary Seaman Jack Franks, C/JX.376267.

Ordinary Seaman William Dublack, R.C.N.V.R., V.47341 (St. Catherines, Ontario).

Sick Berth Attendant Emlyn Jones, D/MX.81752 (Nantymoaie).

Mention in Despatches (Posthumous)

Temporary Sub-Lieutenant Kenneth Keyes, R.N.V.R.
 Temporary Sub-Lieutenant Richard Michael Pirrie, R.A.N.V.R. (Melbourne).
 Leading Seaman Patrick Moran, P/JX.170231.
 Able Seaman George Lea, D/JX.362781.
 Marine Alec Walter Orton, Ply.X.112489 (Nuneaton).
 Ordinary Seaman Frederick Thomas Armstrong, R.C.N.V.R., V.51371 (Utterson, Ontario).

Mention in Despatches

Acting Leading Stoker John Anderson Black, P/KX.103381 (Leeds).
 Able Seaman A S Bazley, R.C.N.V.R., V.37024 (Toronto).

Such further awards as His Majesty may be graciously pleased to approve for this operation will be published in due course.

For gallant and distinguished services while operating with the Army during the successful landings in Normandy.

To be a Companion of the Distinguished Service Order

Captain (Acting Lieutenant-Colonel) James Louis Moulton, R.M.

The Military Cross

Captain (Acting Lieutenant-Colonel) Thomas Malcolm Gray, R.M.
 Temporary Captain (Acting Temporary Major) John Lee, R.M.
 Temporary Captain (Acting Temporary Major) John Nicholson Rushforth, R.M.
 Temporary Captain Lyle Louwrens Archibald McKay, S.A.U.D.F.
 Lieutenant (Acting Captain) Terence Morton Patrick Stevens, R.M.
 Temporary Lieutenant (Acting Temporary Captain) Roderick Gimson Mackenzie R.M.
 Temporary Lieutenant (Acting Temporary Captain) Kenneth Reginald Maurice Perrott, R.M.
 Temporary Lieutenant Cecil Arthur Douglas Bircher, S.A.U.D.F.

The Military Medal

Sergeant (Temporary) (Acting Temporary Colour Sergeant) Russell John Wither, R.M., Ch./X.2244.
 Sergeant George Jones, R.M., Ply./X.109237.
 Corporal (Temporary) (Acting Temporary Quartermaster Sergeant) Rutter Thomas Clark, R.M., Po./X.100345.
 Corporal (Temporary) (Acting Temporary Sergeant) Albert Brown, R.M., Po./X.4113.
 Corporal (Temporary) (Acting Temporary Sergeant) Samuel Cooper, R.M., Po./X.105978.
 Marine (Acting Temporary Sergeant) Jeffery Noel Kay, R.M., Ply./X.109571.
 Marine (Acting Temporary Sergeant) John Clive Stringer, R.M., Po./X.112235.
 Marine Norman Green, R.M., Ply./X.106617.
 Marine Thomas Vardy, R.M., Ply./X.103900.

For outstanding courage, skill and devotion to duty in H.M. Ships "Tartar," "Ashanti," "Eskimo," "Javelin," and H.M. Canadian Ships "Haida" and "Huron" in action with German destroyers:

Bar to the Distinguished Service Order

Commander Basil Jones, D.S.O., D.S.C., R.N. (Twyford).

To be a Companion of the Distinguished Service Order

Lieutenant-Commander John Richards Barnes, R.N. (Plymouth).

Bar to the Distinguished Service Cross

Lieutenant-Commander Herbert Sharples Rayner, D.S.C., R.C.N. (Bedford, Nova Scotia).

The Distinguished Service Cross

Commander Henry George De Wolf, D.S.O., R.C.N. (Bedford, Nova Scotia).
 Acting Lieutenant-Commander Charles Needham Mawer, R.C.N.V.R. (Calgary).
 Lieutenant Patrick David Budge, R.C.N. (Halifax, Nova Scotia).
 Sub-Lieutenant David James Bent, R.N. (Alverstone).
 Sub-Lieutenant John William Nevill Watkins, R.N. (Parkstone).

Bar to the Distinguished Service Medal

Chief Petty Officer Douglas Abbott, D.S.M., R.C.N.2479.

The Distinguished Service Medal

Chief Petty Officer Leonard Pentlow, B.E.M., C/J.97501 (Kettering).
 Chief Stoker Bertram George Payne, D/K.61859 (Bristol).
 Chief Petty Officer Telegraphist Leonard Sidney Stone, R.C.N., 2178 (Victoria, British Columbia).
 Chief Ordnance Artificer Magnus Pedersen, R.C.N.V.R., V.11549 (Victoria, British Columbia).
 Temporary Chief Ordnance Artificer James Marvin Haywood, R.C.N., 40727 (Halifax, Nova Scotia).
 Petty Officer David Swanson Taylor, R.C.N., 3393 (New Westminster, British Columbia).
 Stoker Petty Officer Robert Edgar, C/KX.77097 (Glasgow).
 Acting Stoker Petty Officer Tom Ogden, D/KX.87448 (Plymouth).
 Leading Seaman Harry King Scholes, C/JX.233993.
 Temporary Acting Leading Signalman William Charles Rogers, D/SSX.35009 (Amersham).
 Able Seaman Peter Paul Wispinski, R.C.N.V.R., V.43955.

Mention in Despatches

Lieutenant-Commander Peter Barthrop North Lewis, D.S.C., R.N. (Binford).
 Lieutenant-Commander Erroll Norman Sinclair, R.N.
 Lieutenant-Commander (E) Bernard Selwyn Padfield, R.N. (Plymstock).
 Lieutenant John Crispo Leckie Annesley, R.C.N. (Montreal).
 Lieutenant Raymond Phillips, R.C.N. (Ottawa).
 Temporary Lieutenant Alan Graeme Watson, R.C.N.V.R. (Toronto).
 Lieutenant (E) Geoffrey Phillips, R.C.N. (Ottawa).
 Temporary Surgeon Lieutenant Elijah Fowler, M.B., Ch.B., R.N.V.R. (Aberdeen).
 Mr. Edwin George Boyling, D.S.M., Gunner (T), R.N. (Rottingdean).
 Chief Petty Officer James Douglas Arthur Rhodes, D/J.60051 (Harrogate).
 Chief Petty Officer Torpedo Coxswain Robert Alexander Barker, R.C.N., 2112 (Esquimalt, British Columbia).
 Temporary Chief Petty Officer Charles Philip Burch, R.C.N., X.2016 (London, England).
 Acting Chief Petty Officer Gaston Marcel Thomasset, R.C.N., 3396 (Fife Lake, Canada).
 Chief Stoker Frederick James Heaver, C/K.63807 (Gravesend).
 Ordnance Artificer Fourth Class Arthur T. Davies, D/MX.60564 (Newport, Mon.).
 Petty Officer Telegraphist Leo Henry Flanagan, D.S.M., D/J.76653.
 Petty Officer Herbert George Thurtle, C/JX.143478 (Caister-on-Sea).
 Yeoman of Signals Alfred John Andrews, R.C.N., 2946 (Calgary).
 Petty Officer Telegraphist William Joseph Henry Wilson, R.C.N., 3062 (Windsor, Ontario).
 Temporary Acting Leading Stoker Alexander Mann McHenry, C/KX.117120 (Greenock).
 Leading Seaman Peter Artmont, R.C.N.V.R., V.17281 (London, Ontario).
 Able Seaman Harry Peter Burch, C/JX.201059 (Sydenham).
 Able Seaman George Henry Rooke, D/JX.303070 (Newport, Mon.).
 Able Seaman Benjamin Paul Honsinger, R.C.N.V.R., V.19515.
 Able Seaman John Manning, R.C.N.V.R., V.18448 (Oshawa, Ontario).
 Able Seaman James Tweedie, R.C.N.V.R., V.05718 (Verdun, Quebec).
 Signalman George Henry Mannix, R.C.N., 4760 (Saanich, British Columbia).
 Supply Assistant John Lockhart McCartney, R.C.N.V.R., V.43125 (St. John, New Brunswick).

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

Bar to the Distinguished Service Cross

Lieutenant-Commander Anthony Foster Collett, D.S.C., R.N. (Cheltenham).

The Distinguished Service Cross

Lieutenant (E) John Andrew Smith, R.N. (Barrow-in-Furness).

The Distinguished Service Medal

Acting Chief Petty Officer Frederick Cyril Fleming, D/JX.125855 (Blyth).
 Chief Engine Room Artificer William George Wright, C/MX.48335 (Southsea).
 Petty Officer Telegraphist Edgar Glyn Moore, D/JX.135514 (Porth).
 Leading Seaman John Bertie Coss, P/JX.145667 (Kidderminster).

Mention in Despatches

Lieutenant Charles Philip Bowers, R.N. (Solihull).
 Lieutenant George Edward Day, S.A.N.F. (V) (East London, South Africa).
 Chief Stoker George Edward Bertram Sherval, P/K.62760 (Reading).
 Acting Temporary Leading Seaman Leslie James Enticknap, P/JX.153022 (Aldershot).
 Leading Stoker William Charles Harvey, D/KX.88143 (Bodmin).
 Acting Leading Stoker Thomas Gadney, C/KX.136673 (Abbey Wood).
 Able Seaman John Green, D/JX.347766 (Oldham).

For outstanding skill and determination in H.M. Ships "Kilmarnock,"
 "Aubretia" and "Blackfly" in anti-U-Boat operations:

The Distinguished Service Cross

Temporary Acting Lieutenant-Commander Kenneth Binfield Brown, R.N.V.R. (Swannington).

The Distinguished Service Medal

Able Seaman Douglas Leonard Ridler, D/JX.302865 (Box).

Mention in Despatches

Temporary Acting Lieutenant-Commander Alwyn Phillips Hughes, D.S.C., R.N.R. (Neath).
 Temporary Sub-Lieutenant Brian Basil Stanion, R.N.V.R. (Manchester).
 Leading Seaman John Walter Martin, LT/X.19377A.
 Able Seaman George Campbell Miller, D/JX.302694 (Edinburgh).

For bravery and undaunted devotion to duty in important and hazardous minelaying operations:

Bar to the Distinguished Service Cross

Temporary Acting Lieutenant-Commander Thomas Nelson Cartwright, D.S.C., R.N.V.R.
 Acting Temporary Lieutenant-Commander Harold Thomas Kemsley, D.S.C., R.N.V.R.

The Distinguished Service Cross

Temporary Lieutenant Frank Otto Stoe Man, R.N.V.R. (Epsom).

The Distinguished Service Medal

Acting Petty Officer Joseph Cecil Back, D/JX.129363 (Exmouth).
 Acting Leading Seaman Frederick Charles Henry Fildew, D/JX.129173 (Exeter).

Mention in Despatches

Temporary Lieutenant Robert William Alfred Winter, R.N.V.R. (Richmond).
 Temporary Sub-Lieutenant Donald Louis Cranefield, R.N.V.R. (Welling).
 Petty Officer Motor Mechanic John Robert Bateman, P/MX.502752 (Newcastle).
 Petty Officer Motor Mechanic Alexander Baxter, P/MX.78834 (Glasgow).
 Leading Seaman James Frederick Shiret, D.S.M., C/JX.168490 (London).
 Leading Telegraphist James William Pearson, P/JX.153914 (Middlesbrough).
 Stoker First Class Edwin George Stanley Buck, C/KX.121347 (Great Yarmouth).
 Stoker First Class Arthur Vincent Kelly, D/KX.127419.
 Stoker First Class Frank Godfrey Sketchley, D/KX.156167 (Birmingham).
 Able Seaman Harold Armstrong, C/JX.319244 (Leicester).
 Able Seaman William MacLean, P/CD/X.2165 (Glasgow).

For distinguished services in H.M.S. "Prince Leopold" in the successful landing operations in Sicily, the Messina Straits, Salerno and Normandy:

The Distinguished Service Cross

Temporary Lieutenant Herbert Antony Carter, R.N.V.R. (Poole)

Mention in Despatches

Petty Officer Raymond Joseph Goldfinch, P/JX.183298 (Swanscombe).
 Leading Seaman Robert Frederick Jarvis, LT/JX.203690 (Lowestoft).
 Temporary Acting Leading Stoker Charles Henry Collins Willmott, D/KX.122271 (Plymouth).
 Signalman Robert Norris Quinn, D/JX.247634 (Walsall).

For gallant and distinguished service while operating with the Army in Italy:

The Military Cross

Second Lieutenant (Temporary Lieutenant) John George Burton, R.M.

Mention in Despatches

Lieutenant (Acting Major) Neil Stanley Eustace Maude, R.M.
 Temporary Lieutenant Raymond Neale, R.M.
 Temporary Lieutenant John Aubrey Smith, R.M.
 Sergeant (Temporary Company Sergeant Major) G. Malcolm, Ply./X.639, R.M.
 Sergeant (Temporary) (Acting Temporary Company Sergeant Major) Kenneth Scott Hawkins, Ch./X.1120, R.M.
 Marine (Temporary Corporal) G. Cooper, Ply./X.104215, R.M.
 Corporal (Temporary) (Acting Temporary Sergeant) Henry William Hill, Ex.5515, R.M.
 Temporary Corporal (Acting Temporary Sergeant) Ernest Arthur Kinnear, Po./X.105560, R.M.
 Marine Corporal (Temporary) John Richard Henry Mitchell, Ch./X.103988, R.M.
 Marine R. L. Enghland, Ply./X.110069, R.M.
 Marine George Frank Forbes Jockam, Ch./X.111805, R.M.
 Marine C. G. Strong, Ply./X.109036, R.M.

For skill and devotion to duty in H.M.S. "Ashanti" and the Polish submarine "Piorun" in a successful engagement with enemy mine-sweepers:

The Distinguished Service Medal

Petty Officer Telegraphist George Henry Steers, C/JX.144847 (Westgate-on-Sea).

Mention in Despatches

Lieutenant Terence Thornton Lewin, D.S.C., R.N. (North Harrow).
 Stoker Petty Officer Harry Whincup, C/KX.86900 (Southbourne).
 Temporary Leading Telegraphist Robert Phillip Williams, D/JX.158204 (Barrow-in-Furness).
 Able Seaman William Leonard Clements, C/J.92467 (Lamberhurst).
 Engine Room Artificer Fourth Class Dudley Hulme, C/MX.68311 (Pavell, Nr. Hull).

For undaunted courage, skill and determination in the daring attack on the German battleship "Tirpitz" on the 3rd April, 1944:—

The Distinguished Service Medal

Leading Airman, Telegraphist Air Gunner Ernest Carroll FAA/FX.96245 (Crewe).

For distinguished services in the field while operating with the Army:

The Military Medal

Acting Temporary Sergeant Richard Douglas French, R.M., Ex.3226.

For gallant and distinguished services:

The Distinguished Service Medal

Ordnance Artificer Third Class Henry William Cantle, C/MX.59277.

Mention in Despatches (Posthumous)

Temporary Sub-Lieutenant Cornelius Lyons Page, R.A.N.V.R.

Mention in Despatches

Lieutenant Ian Lauchan Mackay McGeogh, D.S.O., R.N.
 Leading Airman John Redmond Fallon, FAA/FX.77301.

For courage and coolness under fire in a special operation in the Mediterranean—

The Distinguished Service Medal

Corporal (Temporary) (Acting Temporary Sergeant) Horace Alan Long, R.M., Ch.X.3206.



The following image is
reproduced from a
damaged original.

Any inconvenience is
regretted.

For great skill and devotion to duty in the care of survivors from ships which were sunk on the hazardous passage to North Russia :

Mention in Despatches

Temporary Surgeon Lieutenant Alexander Finlayson, M.B., Ch.B., R.N.V.R. (Glasgow).

For skill and devotion to duty in H.M.S. "Rowley" during a night action with enemy aircraft :

Mention in Despatches

Leading Seaman Frederick Owen Denton Blacknell, C/JX.313306.

For skill and determination while operating from H.M.S. "Pursuer" in shooting down an enemy aircraft :

Mention in Despatches

Temporary Lieutenant (A) Alexander Crichton Martin, R.N.Z.N.V.R. (Auckland, New Zealand).

Temporary Sub-Lieutenant (A) Denis Symons, R.N.V.R. (Mitcham).

For outstanding devotion to duty during a successful air/sea rescue in rough weather :—

Mention in Despatches

Telegraphist Robert Mair Topping, P/JX.310437 (Glasgow).

Stoker Frederick Arthur James Morris, P/KX.132555 (Reading).

For bravery and skill in rescuing the pilot of a crashed and burning aircraft :

Commendation

Acting Lieutenant-Commander Wilfred Neville Waller, R.N.

Temporary Lieutenant (A) Donald James Henry Nairn, R.N.Z.N.V.R.

***4687.—Honours and Awards—1939-43 Star—Issue of Ribbon**

(H. & A. 360/43 : H. & A. 760/43.—7 Sep. 1944.)

A.F.O. 660/44 is to be amended as follows :—

Paragraph 3 (a) (iii)—

Read " From 10th June 1940 : Anywhere at sea, or "

(A.F.O. 660/44.)

***4688.—Africa Star—Issue of Ribbon to W.R.N.S.**

(H. & A.—7 Sep. 1944.)

The Women's Royal Naval Service does not normally serve afloat, and so does not qualify by sea service for the 1939-43 Star. Any changes that may be made in the conditions governing the award of that Star for sea service will not therefore normally affect the Women's Royal Naval Service by rendering members of that Service ineligible for the Africa Star through qualification for the 1939-43 Star.

2. The ribbon of the Africa Star, therefore, should be issued now to officers and ratings of the Women's Royal Naval Service who have qualified for the Star by service ashore or in harbour, having been appointed or drafted for such service, in

From To

- | | | | | |
|---|-----|-----|-----------------|-----------------|
| (i) North Africa, west of the Suez Canal and the Red Sea | ... | ... | 10th June, 1940 | 12th May, 1943 |
| (ii) Abyssinia (including attack on Moyale, Elwak and Kassala, Italian Somaliland, and Eritrea) | ... | ... | 10th June, 1940 | 27th Nov., 1941 |
| (Personnel serving under the command of General Cunningham and General Platt) | | | | |
| (iii) British Somaliland | ... | ... | 4th Aug., 1940 | 19th Aug., 1940 |
| (iv) Malta | ... | ... | 10th June, 1940 | 12th May, 1943 |

provided that they are not qualified for the 1939-43 Star by shore service in areas and between the dates that qualify the Army.

(A.F.Os. 3653/43 and 4209/44.)

4689.—Promotion of Temporary Reserve Officers to the Rank of Commander

(C.W. 41992/44.—7 Sep. 1944.)

Their Lordships have approved the promotion of the following officers to the rank (or relative rank) of Temporary Commander to date 31st July, 1944 :—

For promotion to Temporary Commander, R.N.R.

Temporary Acting Lieutenant-Commander Alexander Harper Turner, D.S.C., R.N.R.—"Vernon".

Temporary Acting Lieutenant-Commander John Stanley Roe, D.S.C., R.N.R.—"Jasper".

Temporary Acting Commander Philip John Bowen Oakley, R.N.R.—"Victory"

For promotion to Temporary Commander, R.N.V.R.

Temporary Acting Lieutenant-Commander Arthur Douglas Sharp, R.N.V.R.—"St. Christopher".

Temporary Acting Lieutenant-Commander Rupert Henry Marchington, M.B.E., R.N.V.R.—"Ness".

For promotion to Temporary Commander (E), R.N.R.

Temporary Acting Commander (E) George Symington, R.N.R.—"Nile".

For promotion to Temporary Surgeon Commander, R.N.V.R.

Temporary Acting Surgeon Lieutenant-Commander Cecil Henry Terry, F.R.C.S., B.Ch., B.M., M.R.C.S., L.R.C.P., R.N.V.R.—"Blenheim".

For promotion to Temporary Commander (A), R.N.V.R.

Temporary Acting Lieutenant-Commander (A) Edward Graham Johnstone, D.S.C., R.N.V.R.—"Blackcap".

Temporary Acting Lieutenant-Commander (A) Harry Thomas Molyneux, M.C., R.N.V.R.—"Vulture".

Temporary Acting Lieutenant-Commander (A) Charles Rowland Hodgson, R.N.V.R.—"Heron".

For promotion to Temporary Commander (Sp.), R.N.V.R.

Temporary Acting Commander (Sp.) Guy Erskine Hughes, B.A., R.N.V.R.—"President".

4690.—Examinations for the Ranks of Paymaster Lieutenant-Commander, Paymaster Sub-Lieutenant, Warrant Writer, Warrant Supply Officer, Warrant Cook and Warrant Steward, R.N.

(C.W. 47353/44.—7 Sep. 1944.)

A.F.O. 2704/44 is to be amended as follows :—

Paragraph 55. The sentence " Such of these ratings as are within seven years of pension may be promoted to Temporary Warrant rank under A.F.O. 2039/44 " should appear as the second sentence of Clause (a) and not in Clause (b) as printed.

(A.F.O. 2704/44.)

(A.F.O. 2976/44 is cancelled.)

691.—Warrant Officers Selected for Direct Promotion to Lieutenant, R.N.—Qualifying Course

(C.W. 38393/44.—7 Sep. 1944.)

A.F.O. 430/42 is to be amended as follows :—

(a) Signals. Subheading W/T. Delete " Two days general service officers R.D.F. course ".

(b) Add " Separat course. Radar. Length of course—1 week for all officers Syllabus as arranged by the Captain, Radar Training ".

(A.F.O. 4360/42.)

*4692.—Promotions from Lower Deck to Permanent Commissions (Executive and Air Branches)

(C.W. 47743/44.—7 Sep. 1944.)

The undermentioned promotions to the rank of Acting Sub-Lieutenant, R.N., have been made, to date 1st September, 1944:—

Daubney, John William	...	A/P.O.(Ty)	...	P/JX. 157423
Hindes, Frederick Joseph	...	Ldg.Sea.	...	C/JX. 163534
Wadley, Roy Alister	...	A/P.O.(Ty)	...	C/JX. 182076
Blacklock, John Hatley	...	Ldg.Sea.	...	D/JX. 163714
Hunt, Arthur Reginald	...	Ldg.Sea.	...	C/JX. 188445

2. The undermentioned promotion to the rank of Acting Sub-Lieutenant R.C.N., has been made, to date 1st September, 1944:—

Howe, J. P.	...	A/P.O.(Ty)	...	R.C.N. 4219
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3. The undermentioned promotions to the rank of Sub-Lieutenant (A) have been made, to date 1st September, 1944:—

Breese, John E.	...	C.P.O.(A)	...	FX. 76488
Thomson, Frederick John	...	C.P.O.(A)	...	FX. 77746

4. The undermentioned promotions to the rank of Acting Sub-Lieutenant (A) have been made, to date 1st September, 1944:—

Miller, Gordon George Ralph	...	P.O.A.M. (E)	...	FX. 79839
Wolverson, Richard Munrow	...	P.O.	...	FX. 75644
Bell, William John Kenneth	...	A/P.O.A.M. (E)	...	FX. 78721

(A.F.Os. 147/44 and 148/44.)

4693.—A/S Fixed Defence Ratings—Temporary Commissions in the Special Branch of the R.N.V.R.

(C.W. 42288/44.—7 Sep. 1944.)

With reference to A.F.O. 4405/43, present requirements for A/S Fixed Defence Officers are now fully met and no further candidates can be accepted.

2. Forms C.W.1 (T) still outstanding under this order are, therefore, now cancelled. If any of these candidates are considered suitable for recommendation for executive or executive-special branch commissions it is open to their Commanding Officers to commence a fresh Form C.W.1 (T) on their behalf under the terms of A.F.Os. 1163/43 and 1916/44.

(A.F.Os. 1163/43 and 1916/44.)

(A.F.O. 4405/43 is cancelled.)

4694.—Naval and Marine Officers—Retention of Acting Higher Rank

(C.W. 34511/44.—7 Sep. 1944.)

With effect from 1st July, 1944, Naval and Marine Officers holding paid acting higher rank granted in respect of a particular appointment will retain such acting rank, with the pay thereof, when sick, wounded, or injured, through any cause not within the officer's own control, for a maximum period of four months from the date of being checked sick.

2. This rule applies to all officers checked sick on or after 1st July, 1944. Officers checked sick prior to 1st July, 1944, who were still retaining their acting rank under the provisions of A.F.O. 3898/43, will have the period of retention of rank extended to a maximum of four months, but officers who had already relinquished acting rank under A.F.O. 3898/43 will not be reinstated.

3. The effect of the new regulation of the corresponding rules for Naval ratings and Marines is under consideration, and further Orders will be issued.

(A.F.O. 3898/43.)

4695.—R.N. Officers in U.S.N. Ships and Establishments—Messing

See AFO 2033/46 (C.W. 27169/44.—7 Sep. 1944.)

R.N. Officers messed in U.S.N. Ships and Establishments are responsible for meeting their own mess bills direct, and may for such periods be credited with a special D.M.S. of 2s. 0d. a day irrespective of rank. Liaison Officers should, however, receive allowances in accordance with A.F.O. 927/44.

2. Attention is drawn to the necessity for Officers to meet such bills in cash, save in the most exceptional circumstances. Where this is impossible, however, because they are, e.g. survivors or escaped prisoners of war, or, owing to currency restrictions, have not sufficient funds, the following procedure will be adopted. A detailed mess bill will be made out, showing the value of (a) messing, and (b) extras, e.g. cigarettes, etc., and signed by the Officer as a charge against his account. The officer's normal mess subscription (K.R. & A.I., Article 623), together with the value of any extras consumed, will then in due course be charged against his pay account.

(A.F.O. 927/44.)

*4696.—Gunner (T)—Upper Age Limit for Appointment

(C.W. 39908/44.—7 Sep. 1944.)

As from 7th September 1944, the extension of the upper age limit for promotion to Gunner (T), R.N., to 40 will cease and candidates will not be eligible for appointment to that rank if over 35 years of age.

2. Candidates who are already on the roster for Gunner (T), however, or who have passed the seamanship examination for Warrant rank before 7th September, 1944, will still be accepted for promotion up to the age of 40.

3. Should the number of candidates qualifying for Gunner (T) under paragraph 1 above prove insufficient, it may be necessary for the regulation to be again reviewed.

(A.F.O. 543/39 is cancelled.)

697.—Royal Marines—Restriction of Extra Duty Pay for Mechanical Road Transport Driving

(N. 17217/44.—7 Sep. 1944.)

It is notified that A.F.O. 4347/44, paragraph 12, last sentence, precluding the grant of extra duty pay for acting as M.T. Drivers to Royal Marines entered after 25th June, 1944, applies to all Marines entered after that date, not to Tradesmen only, and irrespective of whether they entered expressly for the duty or entered for general service and were or are subsequently employed as M.T. Drivers.

2. The date of entry of all Marines now in receipt of extra duty pay as M.T. Drivers accordingly to be verified and should it be found that payment is being made to any man entered after 25th June, 1940, it is to be stopped forthwith.

3. The date of entry is also to be verified, in future, before any payment of extra duty pay for Mechanical Transport driving is authorized in the case of a Royal Marine.

4. Marines, other than Tradesmen, entered on or before 25th June, 1940, continue to be eligible for extra duty pay under K.R. & A.I., Appendix XVII, Part 3, No. 5, which will be amended.

(A.C.O.S. No. 863/O.S.391/93, 14 Jul. 1944.)

(K.R. & A.I., Appendix XVII, Part 3, No. 57).

(A.F.O. 4347/44.)

***4698.—Accelerated Promotion**

(C.W. 48524/44.—7 Sep. 1944.)

With reference to A.F.O. 4067/44, the following Sub-Lieutenants have been promoted from the dates shown :—

Executive

B. W. B. Dawes ...	"Kenya" ...	1st September, 1944.
R. J. Phelps ...	"Windsor" ...	1st September, 1944.
C. H. Rosser ...	"Colonsay" for "Property" ...	1st September, 1944.
M. W. Tedcastle ...	"Copra" (L.C.T. (R)), "457" in cd.) ...	1st September, 1944.
R. Ballantine ...	"Mosquito" ...	1st September, 1944.
W. L. Stewart ...	"Copra" (L.C.T.) ...	1st September, 1944.
P. W. Payne ...	"Bressay" ...	1st September, 1944.
J. L. Cooke ...	"Copra" (L.C.T.) ...	1st September, 1944.
J. D. Whyte ...	"Copra" ...	1st September, 1944.
J. W. H. Berry ...	"Copra" (L.C.I.) ...	1st September, 1944.
A. George ...	"Blackbird" ...	1st September, 1944.
R. Gear-Evans ...	"Diadem" ...	1st September, 1944.
F. A. H. Gibbins ...	"Copra" ...	1st September, 1944.
D. R. H. Parrott ...	"Copra" (L.C.T.) ...	1st September, 1944.
T. Finlayson ...	"Haarlem" ...	1st September, 1944.
J. A. Boden-Tebbutt ...	"Leith" ...	1st September, 1944.
D. G. Gill ...	"Beehive" ...	1st September, 1944.
H. J. Woodward ...	"Sandwich" ...	1st September, 1944.
T. I. G. Sothcott ...	"Ludlow" ...	1st September, 1944.
W. L. Roberts ...	"Epping" (for B.Y.M.S. "22") ...	1st September, 1944.
E. G. Roberts ...	"Hawthorn" ...	1st September, 1944.
G. M. McDougall ...	"Tulip" ...	1st September, 1944.
C. A. Kroon ...	"Campbell" ...	1st September, 1944.
H. H. H. Bayley ...	"Pembroke IV" (for L.S.T. "365") ...	1st September, 1944.
G. W. Tyrwhitt-Drake ...	"Mantis" for M.T.Bs. ...	1st September, 1944.
F. J. A. Shults ...	"Lanka" ...	1st September, 1944.
C. M. Radcliffe ...	"Colne" ...	1st September, 1944.
T. Q. King ...	"Copra" (L.C.I.(S) "533" in cd.) ...	1st September, 1944.
Herbert King ...	"Westray" ...	1st September, 1944.
C. I. Walker ...	"Copra" (L.C.(I)) ...	1st September, 1944.
<i>Flying</i>		
R. D. Wood ...	"Stalker" ...	1st September, 1944.
R. O. Steel ...	"Striker" ...	1st September, 1944.
L. D. Durno ...	"Victorious" ...	1st September, 1944.
<i>Engineering</i>		
P. K. Dewhurst ...	"Adventure" ...	1st September, 1944.
S. D. Tweddle ...	525 L.C.A. Flotilla ...	1st September, 1944.
W. M. Charles ...	"Malagas" ...	1st September, 1944.
C. I. W. James ...	"Beehive" ...	1st September, 1944.
J. H. Howarth ...	"Victory IV" ...	1st September, 1944.
<i>Air Engineering</i>		
F. V. K. Sutton ...	"President" ...	1st September, 1944.
<i>Electrical</i>		
G. R. Small ...	"Braganza II" ...	1st September, 1944.
J. O. Trundle ...	"Fabius" ...	1st September, 1944.
G. Hoey ...	"Pembroke" ...	1st September, 1944.
E. L. McKibbin ...	"Woolverstone" ...	1st September, 1944.
E. G. Butterworth ...	"Martello" ...	1st September, 1944.
<i>Accountant</i>		
E. C. Cronin ...	"Hornet" ...	1st September, 1944.
H. Orbell ...	"Victory IV" ...	1st September, 1944.
L. W. Burrows ...	"Skirmisher" ...	1st September, 1944.
D. W. Mills ...	"Diadem" ...	1st September, 1944.
L. C. Pegg ...	"Nemo" ...	1st September, 1944.
E. Arnold ...	"Odyssey" ...	1st September, 1944.
B. J. Drew ...	"Eland" ...	1st September, 1944.

Special

C. Will ...	"Drake" ...	1st September, 1944.
E. A. Bromfield ...	"Royal Arthur" ...	1st September, 1944.
K. P. Ney ...	"Roberts" ...	1st September, 1944.
T. P. R. Laslett ...	"President" (N.I.D.) ...	1st September, 1944.
Frank Taylor ...	"President" (N.I.D.) ...	1st September, 1944.
G. P. Rattue (Sp. Cy.) ...	"St. Angelo" ...	1st September, 1944.
M. J. Ashburst ...	"Scotia" ...	1st September, 1944.
W. E. Lewis ...	"Duke of York" ...	1st September, 1944.
C. C. H. Washtell ...	"Victory IV" ...	1st September, 1944.
D. H. Davenport ...	"President" ...	1st September, 1944.
E. W. Sims ...	"Hathi" ...	1st September, 1944.
M. D. MacLennan ...	"Odyssey" ...	1st September, 1944.
L. A. Francis ...	"President" (P.D.) ...	1st September, 1944.

Executive (S.A.N.F. (V))

D. A. Gorton ...	"Mosquito" ...	1st September, 1944.
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Executive (R.A.N.)

A. Olliffe ...	"Fal" ...	1st September, 1944.
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Executive (R.N.Z.N.V.R.)

J. W. Gordon ...	M.T.B. "687" ...	1st September, 1944.
C. G. Goldsmith ...	M.T.B. "723" ...	1st September, 1944.
A. G. Anderson ...	"Prodigal" ...	1st September, 1944.
J. F. Ingham ...	"Copra" ...	1st September, 1944.

Flying (R.N.Z.N.V.R.)

A. Sharpe ...	"Searcher" ...	1st September, 1944.
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Special (R.N.Z.N.V.R.)

D. G. Francis ...	"Odyssey" ...	1st September, 1944.
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2. With reference to A.F.O. 4067/44, paragraph 5, the following Sub-Lieutenants have been promoted from the dates shown :—

Executive

R. Lamb ...	"Drake IV" ...	1st September, 1944.
R. N. Perham ...	"Malabar" ...	1st September, 1944.

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

4. Recommendations for accelerated promotion to Lieutenant and Acting Lieutenant of Reserve Officers are considered monthly. Those received up to and including the 15th of each month are dealt with at the end of that month, and the names of selected officers are published in the first A.F.O. of the following month. No individual replies are made to recommending authorities stating whether an officer has been selected or not.

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

4699.—Admiralty Surgeon and Agent (Dundee)

(C.E. 9906/44.—7 Sep. 1944.)

Mr. A. J. E. Mills, M.B., Ch.B., of 8 Clarendon Terrace, Perth Road, Dundee (Telephone, Dundee 67558) has been appointed Admiralty Surgeon and Agent for Dundee, to date 1st July, 1944, vice Mr. S. W. Rintoul.

A.F.O. 5879/44.

4700.—Hotel and Restaurant Cookery Examinations—Expenditure of Service Provisions

(V. 2/5131/44.—7 Sep. 1944.)

With reference to the arrangements for the examination of Naval personnel in Hotel and Restaurant Cookery under the auspices of the City and Guilds of London Institute, any service foodstuffs expended on the practical work, referred to in paragraph 6 of A.F.O. 3811/44, in Naval Establishments used as examination centres, are to be taken off charge in the Provision Account, supported by certificate quoting this Order.

2. In order to avoid waste of food it is essential that the service foodstuffs expended in this connection should be dealt with, so far as practicable, in either of the following ways :—

- (i) consumed in Naval messes ;
- (ii) used to make up dishes for Naval instructional purposes ;
- (iii) transferred to charitable organizations.

(A.F.O. 3811/44.)

4701.—Admiralty Agreement T.124 and Variants—Pay of Engine Room Storekeepers
(N.21335/44.—7 Sep. 1944.)

Consequent on a decision of the National Maritime Board the pay of Engine Room Storekeepers engaged on Admiralty Agreement T.124 and variants is to be increased to the rate applicable to Donkeymen, namely, £15 12s. 6d. a month, with effect from the 1st September, 1944.

This Order does not apply to

- (1) Lascars and Asiatics.
- (2) Personnel signed on Agreement T.124 abroad at local or Dominion rates of pay.

A.F.O. 5737/44

4702.—T.124T Personnel—Medical Examination and Standard of Fitness
(M.D.G.—7 Sep. 1944.)

Experience has shown that examining Medical Officers have not apparently correctly envisaged the type of employment for which personnel were being engaged. This has resulted in many rejections at the Final Medical Examination and cases of early breakdown and discharge.

2. Personnel engaged on T.124T Agreement for service in H.M. rescue tugs are called upon to perform long stretches of arduous duty at sea—there are no harbour nor shore service duties.

The strenuous nature of H.M. Rescue Tug Service should be kept in mind by Examining Medical Officers of candidates and A.F.O. 2469/40, paragraph 4, interpreted accordingly.

(A.F.O. 2469/40.)

4703.—Orders Made by the Admiralty under the Visiting Forces (British Commonwealth) Act, 1933, in Relation to the Canadian Military Forces
(N.L. 17961/43.—7 Sep. 1944.)

The following Orders which have been made by Their Lordships under the Visiting Forces (British Commonwealth) Act, 1933, are promulgated for information, together with a copy of an Order made by the Canadian authorities under the corresponding Canadian enactments.

I. Order made by the Admiralty under Section 4(2)(i) of the Visiting Forces (British Commonwealth) Act, 1933

WHEREAS the Chief of Staff at Canadian Military Headquarters in Great Britain in pursuance of his powers under the Designation of the Minister of National Defence of 23 February, 1944, and Order-in-Council (PC 3464) of 29 April, 1943, which was enacted under Section 6(5) of the Visiting Forces (British Commonwealth) Act, Chapter 21 of the Statutes of Canada, 1933, and the War Measures Act, Chapter 206 Revised Statutes of Canada, 1927, has by Order dated 17 March, 1944, placed at the disposal of the Admiralty for the purpose of being attached temporarily to the Naval Forces of His Majesty raised in the United Kingdom under Section 4(2)(i) of the Visiting Forces (British Commonwealth) Act, 1933 (23 George V, Chapter 6) every member of the Military Forces of His Majesty raised in Canada which are controlled and administered by or through Canadian Military Headquarters in Great Britain during such period as whether within or without the United Kingdom he is on the staff of or a patient in any hospital or convalescent establishment which is part of the said Naval Forces raised in the United Kingdom.

NOW, therefore, in pursuance of the powers vested in them by the said Section 4(2)(i) of the Visiting Forces (British Commonwealth) Act, 1933 (23 George V, Chapter 6) the Lords Commissioners of the Admiralty hereby attach temporarily to the Naval Forces of His Majesty raised in and serving either within or without the United Kingdom every member of the said Military Forces of His Majesty raised in Canada which are controlled and administered by or through Canadian Military Headquarters in Great Britain during the period for which and in the circumstances under which he is as aforesaid placed at their disposal.

Given under our hand this 20th day of June, 1944.

A. F. E. PALLISER

A. U. WILLIS

BY COMMAND OF THEIR LORDSHIPS,
H. V. MARKHAM.

Explanation

(i) The appropriate Canadian Service Authorities made an Order of Disposal dated March 17th, 1944, placing at the disposal of the Admiralty for the purpose of being temporarily attached to His Majesty's Naval Forces raised in the United Kingdom every member of the Military Forces of His Majesty raised in Canada which are controlled and administered by or through Canadian Military Headquarters in Britain during such period as whether within or without the United Kingdom he is on the staff of or a patient in any hospital or convalescent establishment.

(ii) The Admiralty Order attaches temporarily to the Naval forces every member of the said Canadian military forces during the period that he has been so placed at the disposal of the Admiralty, i.e., while he is on the staff of or a patient in any hospital or convalescent establishment which is part of the Naval forces of His Majesty raised in the United Kingdom.

(iii) The effect of attaching these members of the Canadian military forces is that while so attached they are made subject to the Naval Discipline Act and also have like powers of command and punishment over members of His Majesty's Navy as if they were members of the Navy holding relative rank. In the unlikely event of it being necessary for sentence of death to be passed by Court Martial on any member of the Canadian military forces while so attached to His Majesty's Naval Forces, the sentence is not to be carried out whether abroad or in the United Kingdom until it has been confirmed by the Admiralty.

II. Order made by the Admiralty under Section 4(2)(ii) of the Visiting Forces (British Commonwealth) Act, 1933

BY virtue of the powers vested in them by Section 4(2)(ii) of the Visiting Forces (British Commonwealth) Act, 1933, the Lords Commissioners of the Admiralty hereby place at the disposal of the Canadian Service Authorities for the purpose of being attached temporarily by those Authorities to the Military Forces of His Majesty raised in Canada which are controlled and administered by or through Canadian Military Headquarters in Great Britain :—

All members of the Naval Forces of His Majesty raised in the United Kingdom whenever and for so long as whether within or without the United Kingdom they may be on the staff of or patients in any hospital or convalescent establishment which belongs to or is under the control of the said Military Forces raised in Canada which are controlled and administered by or through Canadian Military Headquarters in Great Britain.

Given under our hand this 20th day of June, 1944.

A. F. E. PALLISER.

A. U. WILLIS.

BY COMMAND OF THEIR LORDSHIPS,
H. V. MARKHAM.

Order of attachment made by the Canadian Authorities (being the Counterpart of the Admiralty Order of attachment shown in paragraph I)

WHEREAS the Lords Commissioners of the Admiralty have by Order of 20 June, 1944, placed at the disposal of the Canadian Service Authorities for the purpose of being attached temporarily by those Authorities to the

Military Forces of His Majesty raised in Canada which are controlled and administered by or through Canadian Military Headquarters in Great Britain :—

All members of the Naval Forces of His Majesty raised in the United Kingdom whenever and for so long as whether within or without the United Kingdom they may be on the staff of or patients in any hospital or convalescent establishment which belongs to or is under the control of the said Military Forces raised in Canada which are controlled and administered by or through Canadian Military Headquarters in Great Britain.

AND whereas I, the Chief of Staff at the said Canadian Military Headquarters am an appropriate Canadian Service Authority under the Designation of the Minister of National Defence of 23 February, 1944, made pursuant to Order-in-Council (PC 3464) of 29 April, 1943, which was enacted under the Visiting Forces (British Commonwealth) Act, Chapter 21 of the Statutes of Canada, 1933, and the War Measures Act, Chapter 206 Revised Statutes of Canada, 1927, for the purpose of effecting such attachment to the said Military Forces raised in Canada which are controlled and administered by or through the said Canadian Military Headquarters.

NOW, therefore, in pursuance of the power so vested in me I hereby attach temporarily to the said Military Forces raised in Canada which are controlled and administered by or through the said Canadian Military Headquarters every member of the Naval Forces of His Majesty raised in the United Kingdom during the period for which and in the circumstances under which he is as aforesaid placed at the disposal of the said Canadian Service Authorities.

Signed at London in the United Kingdom this 20th day of June, 1944.

K. STUART,

Lieutenant-General.

Chief of Staff,

CANADIAN MILITARY HEADQUARTERS.

Explanation

(i) This Order is the Admiralty counterpart of the above-mentioned Canadian Order of March 17th, 1944. It places members of the Navy at the disposal of the Canadian Service Authorities for the purpose of being attached temporarily by those Authorities to the specified Canadian military forces, for so long as whether within or without the United Kingdom they may be on the staff of or patients in any hospital or convalescent establishment which belongs to or is under the control of the said Canadian military forces.

(ii) The Canadian Order of the 20th June, 1944, temporarily attaches Naval personnel while so placed at the disposal of the Canadian Service Authorities to the specified Canadian military forces. While so attached, the Naval personnel will be subject to Canadian military law and will have the same powers of command and punishment as if they were members of the said Canadian military forces of relative rank.

III. *Order made by the Admiralty under Section 4(5) of the Visiting Forces (British Commonwealth) Act, 1933*

BY virtue of the powers vested in them by Section 4(5) of the Visiting Forces (British Commonwealth) Act, 1933, the Lords Commissioners of the Admiralty hereby declare that :—

Members of His Majesty's Naval Forces raised in and serving within or without the United Kingdom shall be deemed for the purposes of Section 4 of the said Act to be serving together with the members of His Majesty's Military Forces raised in Canada which are controlled and administered by or through Canadian Military Headquarters in Great Britain whenever any members of the said Naval and the said Military Forces are serving at the same time in the same place.

Given under our hand this 20th day of June, 1944.

A. F. E. PALLISER.

A. U. WILLIS.

BY COMMAND OF THEIR LORDSHIPS,

H. V. MARKHAM.

Explanation

(i) This Order is complimentary to a similar Order which has been made by the Canadian authorities, and the effect of the two Orders is that any member of the specified Canadian military forces will be treated as and have over Naval personnel the same powers of command (but not of punishment) as if they were members of His Majesty's Naval Forces of relative rank, whenever they are serving in the same place as these Naval forces. Similarly, when so serving, Naval personnel will have the same powers of command (but not of punishment) over members of the specified Canadian military forces as if they were members of those forces of relative rank.

(ii) In particular, Provost and Regulating personnel of each of the forces will have powers of command over personnel of the other force.

N.B.—It should be particularly noted that each of the above-mentioned Orders applies only to members of the Canadian military forces which are controlled or administered by or through the Canadian Military Headquarters in Britain. These forces are confined to those serving in the United Kingdom or the Continent of Europe. The above Orders have no application to members of the Canadian military forces serving elsewhere.

4704.—Subsistence Charges for British Officers on U.S. Naval Transports

(C.W. 35677/44.—7 Sep. 1944.)

With reference to the U.S. Naval Regulations which call for the payment of messing and laundry charges for each British officer embarked on U.S. Naval transports, it has been decided that the following procedure regarding the collection and payment of these amounts to the U.S. Naval representative on board shall be adopted in future :—

(1) *Messing Charges*

(a) Individual British officers and parties up to 12 in number will pay the appropriate messing charges to the ship's mess officer on board. These officers should be warned beforehand of the charges in order that they may have sufficient funds in hand to meet them. On completion of the voyage, claims for the refund of such charges should be forwarded to the appropriate Accountant Officer, receipts for the payments being enclosed in support. These claims should be settled by the Accountant Officers concerned on the basis of the amount actually disbursed by the individual concerned, in sterling (normally 5s. 0d. a day) as a charge to Vote 11.N.3.

(b) In the case of parties of British officers of over 12 in number payment for messing charges will be made by the British Officer Commanding Troops (i.e. normally an Army officer) out of the Voyage Imprest Account as a charge to War Office Votes, no adjustment being necessary between the Departments.

(c) Should a Naval officer using Naval funds at any time be Officer Commanding Troops and in charge of the Voyage Imprest Account, the position in (1) (b) above will be reversed, and payment of messing charges for both Army and Naval officers will be made by him out of the Voyage Imprest Account as a charge to Vote 11.N.3, no adjustment being necessary with the War Office. A certificate giving details of the number of British officers embarked and the period during which they were messaged on board will be handed to the U.S. Naval representative when payment is made, and a copy enclosed with the Voyage Imprest Account. The total amount paid out of the Voyage Imprest Account should be charged to Vote 11.N.3.

(2) *Laundry Charges*

These charges are in respect of personal laundry and are due to be paid by the officers concerned. The amounts will be collected from the officers for payment to the laundry service on board under arrangements to be made by Officer Commanding Troops. Such charges in respect of personal laundry subscriptions are inadmissible against public funds and must not be met from the Voyage Imprest Account.

4705.—W.R.N.S. Ratings—Liability to Serve Overseas

(N. 11574/44.—7 Sep. 1944.)

The instructions in A.F.O. 4419/43, paragraph 1, for completing the amended Question 13 on the W.R.N.S. Enrolment Form (S.1521) are cancelled. In view of the difficulty of binding the forms with slips attached, the amendment, which merely involves deletion of the phrase "within the United Kingdom", is in future to be made and initialled in ink by the recruit herself.

(A.F.Os. 4419/43 and 3386/44.)

4706.—W.R.N.S. Switchboard Operators—Training

(N. 5693/44.—7 Sep. 1944.)

Details of the training of all classes of W.R.N.S. telephone switchboard operators is set out below. Training is given at the Telephone School, W.R.N.S. Central Training Depot, Westfield College, London, N.W.3.

2. There are three types of courses :—

A. Initial training courses which include :—

- (i) New entry courses.
- (ii) Change of category courses.

B. Refresher courses.

C. Supervisors' courses.

Course A.

3. Course A is a three weeks' course comprising a study of the telephone operating procedure as set forth in B.R. 845, together with practical training in both multiple and non-multiple switchboards. A study is made of all types of P.B.Xs. and practical experience is given on the more usual types.

4. An assessment is made at the end of the course, taking into account both theoretical and practical ability, and a recommendation is made, where necessary, as to the type of P.B.X. to which an operator should be drafted.

5. New entry ratings failing the course will be re-registered at the Central Training Depot.

6. Before an application for transfer to the Switchboard Operator category is forwarded, the rating concerned is to be tested locally by the travelling supervisor. Attention is, however, drawn to A.F.O. 1170/43, paragraph 1. Ratings in this category must show initiative, be able to stand up to strain, be courteous, patient and have clear speaking voices. For example, Wrens (G.D.) who have operated the smaller boards under the terms of A.F.O. 5201/43 may be suitable candidates. As from the date of this Order, all ratings whose transfer to the Switchboard Operator category is approved will be required to take Course A (ii).

7. Ratings who fail to reach the required standard will be dealt with in accordance with A.F.O. 1170/43, paragraphs 8 and 9.

8. Names of candidates for Course A (ii) should be forwarded to the Superintendent, W.R.N.S. (Training), who will notify Commands of the dates of the courses.

Course B.

9. Course B has been initiated primarily for switchboard operators who have had no specialized training and all switchboard operators, whether mobile or immobile, who have not had centralized training should take this course. It consists of one week's general training, concentrating on the more essential aspects of the telephone procedure, and includes practical training on a multiple switchboard.

10. It is particularly recommended that, wherever a non-multiple P.B.X. is being replaced by a multiple board, operators should take this course before the installation of the new P.B.X.

11. Ratings will be given an assessment at the end of the course and recommendation will be made as to the type of switchboard for which they are considered most useful.

12. Ratings who fail the course will be dealt with as follows :—

- (a) Ratings who are considered to be unsuitable for switchboard operating will be reported as such to the establishment whence they have come,

with a view to their being reverted to the lower unspecialized rate of pay. If so reverted, arrangements should be made for their remuster in an appropriate category.

- (b) Ratings who are found to have insufficient basic training will be expected to take the full training course A at a later date. Names of such ratings are to be given to the Superintendent, W.R.N.S. (Training), who will advise Commands of the date of the course. If immobile ratings are not prepared to take the three weeks' course, they will have to remuster.

13. Names of candidates for Course B are to be forwarded to the Superintendent, W.R.N.S. (Training), who will notify Commands of the dates of the course.

Course C.

14. Course C is for Leading and P.O. Wrens and is intended to ensure that these higher ratings have the knowledge to carry out the duties of supervisors as distinct from operators. It is desirable that, as far as possible, all Leading and P.O. Wrens should take the course as opportunity offers. The course is of one week's duration and ratings will be classified according to the type of P.B.X. for which it is considered they are most suitable. On return to Commands, arrangements should be made, as far as possible, to see that the ratings are on appropriate switchboards.

15. Names of candidates for Course C are to be forwarded to the Superintendent, W.R.N.S. (Training), who will notify Commands of the dates of the courses.

16. No professional qualification in this category is required for advancement which is governed by the rules in A.F.O. 4864/42.

17. Switchboard Operator is to be added to the list of categories in the Appendix to A.F.O. 1179/43 from which transfer may not be made without prior Admiralty approval.

(B.R. 845.)

(A.F.Os. 4864/42, 1179/43 and 5201/43.)

*4707.—W.R.N.S. Hairdressers—Advancement

(N. 15811/44.—7 Sep. 1944.)

Wren Hairdressers are now eligible for advancement to Leading Wren by their Commanding Officers on completion of 18 months' service in the category if recommended, and provided their conduct has been continuously "Very Good" for six months immediately preceding advancement. Ratings with more than 18 months service as Hairdressers may be advanced retrospectively from the date of qualifying, provided they would have been recommended at that time.

4708.—Amendments to Complement

H.M. Destroyers

(N. 25654/43.—7 Sep. 1944.)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(A.F.O. 4462/44 is cancelled.)

4709.—Naval Air Stations Complement Committee

(N. 20354/44.—7 Sep. 1944.)

A committee has been appointed with the following terms of reference:—

(1) To examine the manning of Naval Air Stations; and to submit recommendations aimed at ensuring that they are manned with the minimum personnel to carry out their functions in the most economical manner.

(2) To draw up proposals for the complements of Naval Air Stations.

2. The committee will not be required to go into questions of complement of Air Technical ratings for maintenance purposes, which have recently been considered as the result of the recommendations of another Committee, except in so far as these affect the general manning of stations.

3. The membership of the Committee will be:—

Vice Admiral Sir W. E. C. Tait, K.C.B., M.V.O. (Chairman).

Captain C. P. Clarke, D.S.O., R.N.

Lieutenant Commander (A) H. Colville-Stewart, R.N.V.R.
Paymaster Lieutenant J. P. Banbury, R.N., H.M.S. "Daedalus",
will be Secretary of the Committee.

4. All facilities are to be given to the Committee in its work.

4710.—Royal Naval Air Units—Current Scales of Manning

(N.14277/44.—7 Sep. 1944.)

The following amendment is to be made to A.F.O. 1759/44 on the above subject:—

Table 1. After last Fighter—Column B, add new column.

Type of Squadron	Fighter	
	2-Seater	Reconnaissance (Firefly)
No. of I.E. Aircraft	...	12
Lt.-Cmdr. Lt. Sub.-Lt. (P) or (A)	...	12
Lt.-Cmdr. Lt. Sub.-Lt. (O) or (A)	...	12
Ch. or Petty Officer or C.P.O. or P.O. Airman (GD)	...	1
Leading Seaman or Leading Airman (GD)	...	2
A.B. or Ord. Seaman or Naval Airman (GD)	...	10
C.P.O. or P.O. Airman (TAG 1 or 2)	...	—
P.O. or Leading Airman (TAG 3)	...	—
Leading Writer	...	1
Leading Supply Assistant	...	1
Supply Assistant	...	1
Cook	...	2
Leading Steward	...	1
Steward or Asst. Steward	...	7
Leading Photo. or Photo.	...	1
Lt. or Sub.-Lt. (E) or (A) (A/E) or Cd. or Wt. Aircraft Officer	...	1
Air Artificer (A.E.)	...	2
Air Artificer (O)	...	1
Leading or Air Fitter (A)	...	3
Leading or Air Fitter (E)	...	3
Leading or Air Fitter (O)	...	2
Leading or Air Fitter (L)	...	1
P.O. or Leading Radio Mechanic (A.R.)	...	—
P.O. or Leading Radio Mechanic (A.W.)	...	5
C.P.O. Air Mechanic (A) or (E)	...	1
P.O. Air Mechanic (A)	...	1
P.O. Air Mechanic (E)	...	1
P.O. Air Mechanic (O)	...	1
P.O. Air Mechanic (L)	...	1
Leading Air Mechanic (A)	...	3
Leading Air Mechanic (E)	...	3
Leading Air Mechanic (O)	...	2
Leading Air Mechanic (L)	...	1
Air Mechanic (A)	...	12
Air Mechanic (E)	...	12
Air Mechanic (O)	...	10
Air Mechanic (L)	...	4

If fitted with F.24 Camera.

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(A.F.O. 1759/44.)

4711.—Engine Room Ratings Qualified in H.P.E.—Increase in Numbers Borne

(N. 1897/44.—7 Sep. 1944.)

Representations have been made from time to time that the numbers of Engine Room ratings qualified in H.P.E., borne in ships, have been inadequate to deal with the increasing amount of maintenance of electrical machinery under the jurisdiction of the Engineer Officer.

2. To provide an electrical party large enough to carry out this maintenance under all conditions, especially when additional assistance becomes necessary, it is the intention to increase the numbers of H.P.E. ratings borne without substantive increase in complement.

3. For normal requirements, some of these ratings can be employed on ordinary ship's staff maintenance at the discretion of the Engineer Officer.

4. The increased numbers of qualified ratings proposed are not immediately available, but action has been taken to increase the numbers of Engine Room ratings to be trained in H.P.E., so that when available they will be drafted to the ships concerned in lieu of equivalent ratings not trained in H.P.E.

5. In each of the following classes of ships, the total number of Engine Room ratings qualified in H.P.E. to be allowed in complement will be two E.R.A., two Leading Stokers and four Stokers:—

Capital ships.	Light fleet carriers.
Cruisers.	Fleet repair ships.
Fleet carriers.	Aircraft repair and maintenance ships.

Schemes of complement are to be amended accordingly without increase in substantive numbers.

4712.—Supply Ratings Charge Allowance

(D.N.A. 8941/44.—7 Sep. 1944.)

The conditions for payment of charge allowance to Supply Ratings as laid down in K.R. & A.I., Appendix XVII, Part 3, No. 107A, have been modified.

2. In future the allowance will only be payable if *independent* provision and clothing accounts are rendered *direct to the Admiralty*. The other requirements of the regulation remain unchanged.

3. The necessary amendment to K.R. & A.I., Appendix XVII, will be promulgated in due course.

(K.R. & A.I., Appendix XVII, Part 3, No. 107A.)

4713.—Extra Duty Pay—R.M. Clerks—Carrier Borne Air Liaison Sections

(N. 21152/44.—7 Sep. 1944.)

Approval is given for payment of extra duty pay of 6d. a day to R.M. ranks employed on clerical duties in Carrier Borne Air Liaison Sections while performing such duties. Payment will be restricted to clerks allowed within the war establishment of the sections and will take effect from the date of appointment.

4714.—Passage to U.K. of Naval Personnel in Transports

(N. 18888/44.—7 Sep. 1944.)

Embarkations

Senior Naval Officers of ports abroad should inform Admiralty by signal, repeated to the Flag Officer in Charge of the port of destination, or if not known, to the Flag Officers in Charge, Greenock and Liverpool, whenever Naval personnel embark in transports for passage to U.K., either at the port of origin or intermediate ports.

2. A P/L signal should be sent in the form indicated below, followed by a coded trailer giving the name of the transport (A.F.O. S.10/44, paragraph 211, refers):—

A.F.O. 4714/44—Embarkations for Passage.

- (a) Number of Naval officers (excluding invalids).
- (b) Total number of ratings (excluding invalids).
- (c) Number of ratings for each port, division or establishment (grand total should agree with (b)).
- (d) Invalid officers (cot cases).
- (e) Invalid officers (non-cot).
- (f) Invalid ratings (cot).
- (g) Invalid ratings (non-cot).

Disembarkations

3. Similar information should be signalled in the following form of personnel previously reported as on passage who may be disembarked at intermediate ports for transhipment or other reasons:—

- (h) Officers.
- (i) Ratings (specifying number for each depot).
- (j) Officer invalids (cot).
- (k) Officer invalids (non-cot).
- (l) Rating invalids (cot).
- (m) Rating invalids (non-cot).

4. Personnel of the W.R.N.S. included under (a) to (g) and (h) to (m) above should be specially indicated.

5. Instructions concerning similar signals about personnel on passage in H.M. ships and Merchant ships other than transports are contained in A.F.O. 3814/43.

(K.R. & A.I., Art. 832 and 832A.)

(A.F.O. 3814/43.)

4715.—Small Arms—Accidents

(N.L./G.D. 033/44.—7 Sep. 1944.)

Their Lordships note with concern that the number of fatal accidents with small arms continues to rise. In almost every case the accident would have been avoided if the firer had observed the elementary rules for safety when handling any rifle, pistol or machine gun, viz. :—

- (1) Never point a gun at a friend.
- (2) Don't stand in front of the muzzle.
- (3) When you pick up a gun, don't assume it is unloaded; make sure.
- (4) Don't leave a loaded gun lying about.
- (5) Don't play about with a gun you don't understand. If you have to handle one, keep it pointing safe.
- (6) Remember, more accidents are caused by pistols than by any other weapon.

The elementary rules are capable of wide expansion but should be understood and acted on in their simplest form by every officer and man who wears a uniform.

2. The accident is almost always caused by a light-hearted fool who, by failure to observe the above rules, frequently kills himself, but more often shoots his messmate.

3. The largest single preventable cause of accident is the issue of loaded pistols to sentries in circumstances where a cudgel or sidearms would have been a better selection. Officers should be guided in this respect by orders from the Commander-in-Chief or Administrative authority.

4. Their Lordships are aware that the vast majority of officers, petty officers and men understand and observe the rules of commonsense when handling arms. They ask for their renewed co-operation by supervision and example in reducing this waste of life.

AFO 4878/44

5. Attention is called to the following points which were issued in A.F.O. 561/44 and are reprinted for convenience:—

- (a) No man should be allowed to handle a lethal weapon until it is certain that he understands how it works. This order applies even to rifles, and more so to less common weapons such as Sten guns and foreign arms.
- (b) Sentries should be posted in an orthodox manner by a responsible rating. If sentries relieve each other at their own convenience and without supervision, an accident will occur sooner or later.
- (c) Sentries should not be allowed to carry loaded weapons except under exceptional circumstances and particular care must then be taken to enforce safety precautions.
- (d) Certain weapons, including revolvers and Sten guns, are liable to fire if dropped with a round in the chamber. In the case of revolvers, this danger can be obviated if the chamber under the hammer (i.e., at 12 o'clock) is kept unloaded. This precaution will not prevent the revolver from firing if the trigger is pulled.
- (e) Sentries should normally be armed with rifles, which are less dangerous to friendly personnel than other weapons. Moreover, a rifle is fitted with a safety device in the form of a safety catch and magazine cut-off.
- (f) Ammunition issued to sentries should be carefully accounted for.
- (g) Skylarking with weapons, believed to be unloaded, is a fruitful cause of accidents.

(A.F.O. 564/44 is cancelled.)

4716.—Service after Completing Time for Pension—Option of Counting for Increase of Pension

(P.M. 32/41.—7 Sep. 1944.)

Naval ratings and Royal Marines who complete time for Long Service Pension during the present war may be given the option of either:—

- (a) Receiving pension based on service up to date of completion of time for pension, in addition to pay; further service *not* to reckon for increase of pension.

(Alternative methods of payment of pension are contained in K.R. & A.I., Art. 1996 (2).)

or

- (b) Not drawing pension while serving; further war service to count for increase of pension under normal regulations.

2. It should be fully understood that a choice once made cannot be altered later, and that alternative (b) is conditional on the man's continuing to serve on his active service engagement for the remaining period of the emergency.

3. It is generally more beneficial to continue to serve on pay plus pension if the pension drawn during further service is invested permanently by the pensioner. (Attention is drawn to the service facilities afforded for the purchase of National Savings Certificates (A.F.O. 173/44).)

4. It should be noted, however, that in the event of promotion to temporary warrant rank after completing time for pension, (i) those who have elected to serve as pensioners will be eligible for the benefits laid down in paragraph 9 (a) of A.F.O. 1107/40, (ii) those who have elected to serve on as active service ratings will be eligible for the benefits laid down in paragraph 9 (b) of A.F.O. 1107/40.

5. The rates of pension earned by service up to the date of completing time for pension will be safeguarded to men under the provisions of K.R. & A.I., Art. 1995 (3) to the extent therein prescribed, whichever alternative is chosen.

6. The option referred to in paragraph 1, which may be exercised at any time within three months after completing time for pension, should be exercised definitely in every case. Men who elect alternative (a) should apply for pension in the usual manner, and those who elect alternative (b) should notify the Director of Navy Accounts accordingly. Where neither application for pension nor notification is received, the man concerned will be deemed to have accepted alternative (b) and pension will normally be awarded until the end of the war.

7. Detained pay will not be payable to men who are detained after completing time for pension during the war, whichever alternative is chosen.

(K.R. & A.I., Articles 1995 (3).)

(A.F.Os. 1107/40 and 173/44.)

(A.F.Os. 1386/41 and 6006/42 are cancelled.)

4717.—Supplies of Foreign Currency to Ships on Passage

(M. 057537/44.—7 Sep. 1944.)

Their Lordships attention has been drawn to the fact that the necessity for complying with the regulations laid down in A.F.O. 3624/40 dealing with the prohibition of the use of Bank of England notes on shore abroad, has resulted in delays in granting shore leave when ships arrive at foreign ports.

2. Every effort should, therefore, be made to arrange the necessary exchange of currency as quickly as possible, especially where the ship's stay in port is likely to be brief. If there is any doubt whether the Accountant Officer or his representative will be able to obtain local currency in time to pay or change money before leave is granted, a signal should be sent by the ship for currency to be sent out to it.

(A.F.O. 3624/40.)

4718.—Transfer to Dominion Navies in War Time

(N. 19520/44.—7 Sept. 1944.)

Referring to A.F.O. 2715/43, paragraph 4 (e), Commanding Officers should satisfy themselves that any compassionate grounds quoted are genuine before sending any application to the Admiralty.

(A.F.O. 2715/43.)

4719.—Smallpox Cases—Cancellation of Leave

(M.D.G. 15749/44.—7 Sep. 1944.)

Naval ratings who have been in contact with smallpox abroad or whilst on passage and arrive in the United Kingdom within the incubation period of the disease are not to be allowed to proceed on long leave until 16 days have elapsed since such contact.

2. As no depot accommodation exists for officers they may be allowed to proceed on leave provided they have been warned of the risk of developing smallpox during the above period.

(A.G.M. Home 884 A.Z. is cancelled.)

4720.—Clothing Rationing

(V. 11/6178/44.—7 Sep. 1944.)

The following amendments should be made to A.F.O. 5817/43:—
Paragraph 46, lines 7 and 8. The address of the Board of Trade should be amended to read as follows:—

Board of Trade,
Area Collecting Office,
40, Whiteladies Road,
Bristol, S.

Appendix E. Delete London address

(A.F.Os. 5317/43 and 2849/44.)

4721.—No. 1 R.N. Orthopaedic Rehabilitation Centre

(M.D.G. 8997/44.—7 Sep. 1944.)

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

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

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

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

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

6. The address of the Centre is:—

No. 1 R.N. Orthopaedic Rehabilitation Centre,
St. Felix School, Southwold, Suffolk.
(Telephone No.: Southwold 2336.)
(A.F.Os. 1940/44 and 4475/44 are cancelled.)

***4722.—Services Committee for the Welfare of the Forces**

(N. 11328/41.—7 Sep. 1944.)

In order to pool the resources and information of all the fighting services in matters of welfare, a Services Committee for the Welfare of the Forces (S.C.W.F.) has been set up. Its terms of reference are "to consider and make recommendations upon matters directly and indirectly affecting the welfare of the officers and men of the three services and of their families". The welfare of the Women's Auxiliary Services will come within the scope of the Committee. The Admiralty representatives on the Committee will consider the interests of the Merchant Navy in any matters which may concern it and represent them to the responsible departments. The members of the Committee are the Director of Welfare Services and Assistant Director of Welfare Services, Admiralty, the Director and Deputy Director of Army Welfare Services, War Office, and the Director and Deputy Director of Air Force Welfare, Air Ministry, with a secretary provided by the Admiralty.

2. The Committee will consider questions of recreation, leave, canteens, entertainments, social activities, lectures, travelling facilities, etc. It will also keep before it questions of welfare which may affect the families and homes of ratings. By sharing information and facilities it is hoped that each service will obtain the maximum advantage from their combined resources and experience. It is hoped also that a great saving of time and money may be achieved by collaboration.

3. Commanders-in-Chief, Flag Officers-in-Charge, and Naval Officers-in-Charge are requested to give full facilities to officers of the other services who visit their Commands on behalf of the Committee, and to do all they can to help the co-operation and sharing of resources in matters of welfare which are the object of the Committee.

4. It is not intended that the establishment of this Committee should in any way supplant the responsibility of Flag and Commanding Officers for the maintenance of discipline and morale among officers and men under their command.

(A.F.O. 3142/41 is cancelled.)

***4723.—Family Welfare Sections**

(N.16365/44.—7 Sep. 1944.)

The attention of all officers and men is directed to the Family Welfare Sections, which, in the interests of Naval ratings and their families, are established at each of the three home ports and also at the Patrol Service Central Depot, Lowestoft, at Rosyth and Liverpool.

2. The primary purpose of these Sections is to give advice and assistance to ratings wherever they may be serving or to their wives and families in any domestic troubles or difficulties which may arise. They not only ensure that such

difficulties are dealt with in a minimum of time, but also that they are dealt with by experienced and sympathetic persons.

3. Any requests or enquiries from serving ratings on domestic affairs should be made by them through their Commanding Officer, who should in turn communicate, as necessary, with the Commodore of the rating's depot. The latter will pass the matter on to the Family Welfare Section.

4. Commanding Officers may institute without delay any enquiries or arrangements for the well-being of men's families, on behalf of men who desire advice or assistance, through these Family Welfare Sections, and the services of these Sections should be utilized by Commanding Officers without hesitation.

5. All men are advised to inform their wives or dependants that in case of their death or injury they, that is their wives or dependants, should communicate with the Family Welfare Section at their depot and, should they require any information or advice as regards marriage allowance or allotments, they should communicate with the Commodore of the rating's depot and not with the Admiralty unless they are required to answer a direct communication from the Admiralty.

6. Each Section, other than that at Liverpool, is available to all ratings whose depot is at that port. The Liverpool Section is available to all ratings stationed at Liverpool, those with families resident in the area of Liverpool Sub-Command and all ratings serving in ships based on Liverpool.

7. The Section at Liverpool works in close co-operation with the other Family Welfare Sections and full information is in each case exchanged between the Liverpool Section and the Family Welfare Section at the rating's depot.

(A.F.Os. 2028/42, 1798/44.)

(A.F.O. 2279/55 is cancelled.)

***4724.—Languages "From Scratch"**

(N. 14556/44.—7 Sep. 1944.)

Small elementary text books, written specially for H.M. Forces, are available in the following languages:—

French
Spanish
German
Russian
Italian
Arabic

2. These books are intended for class use but would be of value to those who have to work without an instructor.

3. Copies of text books should be demanded by Commanding Officers from the Director, Education Department, Admiralty, S.W.1. They need not be taken on charge and may be issued on loan to officers or ratings or sold at 6d. per copy. Receipts should be brought to account in the Cash Account or, in small ships, through the Contingent Account.

Note.—The Arabic text book is still in preparation and demands for this may not be met for some time after the date of this Order.

(A.F.O. 1938/44 is cancelled.)

No 669/45.

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

4725.—Aircraft—Guns, 0·303-in., Browning, with Mark I Transporter Ramps and Cams

(A.S./G. 8885/42.—7 Sep. 1944.)

It has been decided that all 0·303-in. Browning guns in operational aircraft should be fitted with Mark II transporter ramps, rear cams and springs, as in Leaflet A.P. 1641C/D8-W.

2. H.M. Ships, R.N. Air Stations and Repair Yards, etc., should examine 0·303-in. Browning guns in operational aircraft and any held fitted with Mark I transporter ramps and/or cams should be exchanged at the appropriate R.N. Armament Depot. Mark I springs fitted in guns should be exchanged for Mark II springs if the gun does not require to be exchanged.

3. Guns in training aircraft will not be exchanged, but all future issues of guns will be of the modified type, whether for training or operational aircraft.

4. Guns held by Stations and Carriers as maintenance outfit should be exchanged as necessary, together with spare breech covers (with Mark I cams) and transporter springs, Mark I.

5. R.N. Armament Depots should ensure that all guns issued in future have Mark II transporter ramps, cams and springs.

4726.—Aircraft—Guns, Hispano, 20-mm.—Gauges, Plug and Adaptor

(A.S. 2303/43.—7 Sep. 1944.)

Gauges, plug and adaptor, R.A.F., Ref. 8D/2292, are unsuitable for Naval service, and all such gauges held by H.M. Ships, and R.N. Air Stations, Repair Yards, etc., should be returned to the appropriate Naval Armament Depot.

2. A new gauge, plug and adaptor, Mark II, R.A.F., Ref. 8D/2533, has been introduced for detecting coppering in barrels, but will be used by R.N. Armament Depots and Inspecting Officers only, and will not be issued to Ships and Air Stations, etc.

3. If the gauge fails to pass through the bore, barrels should be treated in accordance with A.P. 1641F, BI-W.

4. Supply of gauges to Inspecting Officers will be arranged without demand.

5. Disposal instructions regarding old type gauge, Ref. 8D/2292, will be given to R.N. Armament Depots later.

4727.—Aircraft—Pistols, Signal, 1½-in., No. 3, Mark I—Provision of a Safety Catch

(A.S. 4441/42.—7 Sep. 1944.)

A.F.O. 3831/44 applies to pistols carried for aircraft use only. No. 3, Mark I pistols, held for deck use, are not to be exchanged.

2. Any demands outstanding at R.N. Armament Depots for pistols, signal, 1½-in., No. 3, Mark I* or No. 4, Mark I* under A.F.O. 3831/44, other than for use in aircraft, should be cancelled. Any unmodified pistols for deck use, landed by ships to R.N. Armament Depot, should be returned.

(A.F.O. 3831/44.)

4728.—Ammunition—General—Grenades No. 36M—Removal of Waterproofing before Priming

(A.S. 8491/44.—7 Sep. 1944.)

Reports have recently been received of missfires occurring with the No. 36M grenade which upon investigation have been found to be due to the waterproofing compound around the striker immediately outside the body of the grenade.

2. Attention is drawn to B.R.787, Small Arms Training, Vol. I, Pamphlet No. 13, page 4, paragraph 4.

3. Before priming (inserting the detonator) all signs of waterproofing and/or grease are to be removed from around the striker outside the body and under the striker lever. The striker should then be tested for freedom in accordance with B.R.787, page 4, paragraph 4 (iii).

4. In future 36M grenades will be issued to ships with the striker waterproofed by lightly applying Cooper's Grease No. 4 or D.T.D.143C Grease. This should be removed before priming but the mechanism need not be stripped if the striker is free. Separate instructions have been issued to R.N.A. depots as to this.

4729.—Ammunition—Fuzes, Primers and Tubes—Primers No. 17, P.L. 1941, B.R. 9/41, Lots 142, 143, 144—No Further Reports Required

(A.S. 6622/43.—7 Sep. 1944.)

With reference to A.F.O. 5356/43, a sufficient quantity of Primers, No. 7 P.L. 1941, B.R.9/41, Lots 142, 143 and 144, has been obtained and no further reports of quantities becoming available are required.

(A.F.O. 5356/43 is cancelled.)

4730.—Ammunition—Fuzes, Primers and Tubes—Fuzes, Time, No. 125, Mark I— Restriction Removed

(A.S./G. 4353/43/B.89.—7 Sep. 1944.)

The restriction placed upon certain lots of fuzes, time, No. 125, Mark I, in C.A.F.O. 67/44 is hereby removed.

2. Critical examination and proof of samples of the fuze lots concerned having revealed no defects, the fuzes may be issued for unrestricted use.

(C.A.F.O. 67/44 is cancelled.)

4731.—Ammunition—Magazines—Ventilation in Action

(G. 01823/44.—7 Sep. 1944.)

Experience has shown that even in very cold weather the magazine ventilation in heavy gun B.L. magazines, where B.L. charges are handled bare, must be kept running continuously on the closed circuit so long as the magazine crew are closed up at action stations. N.M. and E.R., Article 197, refers. The running of the magazine ventilation on closed circuit is acceptable from the damage control aspect as regards watertight integrity.

2. In the interest of consistent ballistic performance it is necessary that all magazine compartments of the same armament should be kept at the same temperature.

3. Ventilation on "open circuit" (when permissible) or "closed circuit" should be worked with this end in view. The "cooling" system should be operated in conjunction with "closed circuit" ventilation when necessary for the efficiency of personnel or to meet the requirement in paragraph 2.

4732.—Ammunition—Pyrotechnics and Rockets, Signal—Star Shell with Parachutes—all Calibres—Minimum Ranges and Height at which Satisfactory Functioning can be Expected

(G. 02040/44.—7 Sep. 1944.)

Cases have been reported in which the parachutes of star shell have failed, resulting in too rapid descent of the star. Enquiry has shown that some of the shell had been set to burst at so short a range that satisfactory functioning should not be expected.

2. Two natures of parachutes are to be found in some calibres of shell, the original type and a much stronger type recently introduced and now in production. Shell containing this latter are marked with a green star on a white background in place of the normal red star on a white background.

3. The following table shows, for each calibre and for each of the types of parachute, the minimum range for correct functioning with the present star shell charges. If fuzes are set to burst at shorter ranges, parachute failures are likely to occur.

4. The heights at which the shell should be set to burst are shown in the last column. These heights are selected to give the best illumination of the target consistent with the minimum dazzling of director crews, and are intended to cause the star to cease to burn when it has fallen to about 200 ft. from the water. They differ in detail from the standard "2,000 ft. height of burst" for which most ships have calculated the ranges to set on the range dials of the star shell guns and some revision of the "ranges to set" will be necessary.

Equipment.	Old Type Parachute.	New Type (Green Star).	Height at which Burst should occur.
	Yards.	Yards.	Feet.
Q.F., 5.25 in., Mark I	6,200	2,600	2,200
Q.F., 4.7 in., Mark XI	4,200	1,100	2,200
B.L., 4.7 in., Marks I* and II	1,800	1,000	2,200
Q.F., 4.7 in., Marks IX and XII			
Q.F., 4.7 in., Mark VIII	1,800	1,000	2,200
Q.F., 4.5 in., Marks I, III and IV	3,200	1,000	1,700
Q.F., 4 in., Mark XIX	1,000	1,000	1,700
Q.F., 4 in., Mark XVI	1,700	1,000	1,700
Q.F., 4 in., Marks IV, V and XII	1,000	—	1,700
Q.F., 3 in., 20 cwt.	1,000	—	1,200
Q.F., 12 pdr.	1,000	—	1,200

(C.A.F.Os. 1145/40, 1863/41, A.F.Os. 972/44 and 4104/44 are cancelled.)

4733.—Ammunition—20-mm. Oerlikon H.E/Incendiary, Lot N.F.B.44—Withdrawal
(A.S. 02199/44.—7 Sep. 1944.)

20 mm. Oerlikon H.E/Incendiary ammunition of lot N.F.B.44 is to be withdrawn from service owing to excessive liability to prematures.

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

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

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

4734.—Ammunition—20-mm. Oerlikon—Clearing Charges—One-Round Magazine for Use With—Introduction

(G. 3398/44.—7 Sep. 1944.)

To facilitate the use of clearing charges in Oerlikon guns, a one-round magazine will shortly be available for issue to ships in the proportion of one per Oerlikon gun. The magazine is suitable for use on any mark of gun.

2. Ships should demand their requirements of these magazines from the nearest N.A. depot. Supplies will be sent to all N.A. depots as soon as received from manufacture.

Naval Proportion Book will be amended.

3. *Description.*—The upper part of the magazine has a cover which forms a hand grip.

The lower part of the one-round magazine is similar to the mouthpiece of the ordinary magazine, so that it will fit in place of the latter, and is shipped in precisely the same manner.

Within the magazine is a pusher plate, supported by two helical springs. One end of the pusher plate is shaped to engage the magazine interlock lever when the clearing charge has left the magazine.

4. *Stowage.*—Ready use lockers will be fitted with a container in one corner to hold the one-round magazine, which should be kept stowed with a clearing

charge ready in position. A rack holding 6 clearing charges stowed base up will also be provided in the locker. For modifications to the existing lockers see A.F.O. 4735/44.

5. *To load the magazine.*—Place the magazine on its back, press down on the centre of the pusher plate and insert a clearing charge with the base toward the magazine interlock projection, the clearing charge having been previously lightly greased.

6. *Greasing of clearing charges.*—Clearing charges stowed in the R.U. locker, whether contained in the one-round magazine or in the rack to be provided, are to be ready greased. In greasing, it is important that only a light coat of grease be applied, and that neither the neck of the case, nor the base, be greased.

7. *Method of use.*—(a) If the gun has been heated by firing more than 240 rounds, first release the recoiling parts so that the breech of the gun is masked as much as possible in the event of the shell "cooling off," and second, thoroughly cool the rear end of the barrel with water. Then cock the gun.

(b) Remove any propellant or foreign matter in the chamber or body of the gun.

(c) Cock the magazine catch lever, set safety catch to "safe," and ship the magazine, engaging the trunnions first, and then press hard down on the rear to trip the catch.

(d) Lay the gun on a safe bearing and elevation, put the safety catch to "fire," and press the trigger.

(e) The charge will clear the bore, but may or may not re-cock the gun, depending on the position of the separated shell in the bore.

(f) If the gun is in the cocked position, remove the one-round magazine, ship a full magazine and continue firing.

(g) If the gun requires re-cocking, re-cock, and inspect the bore before shipping a new magazine.

Note.—Mark II clearing charges are suitable for all barrels.

Mark I clearing charges are suitable for British Marks II, III, III* barrels only.

(On issue of the one-round magazine, paragraphs 2, 3 and 4 of A.F.O. 3399/44 are automatically cancelled.)

(A.F.Os. 3399/44 and 4735/44)

4735.—Ammunition Supply—Ready Use and Magazine Lockers—Oerlikon R.U. Lockers, Patterns 7103 and 7104—Stowage of Clearing Charges and One-Round Magazine—As. and As.

Ships concerned, P.S.Os. and E.R.Os.

(G. 07917/44.—7 Sep. 1944.)

Stowage for clearing charges and one-round magazines should be provided in R.U. lockers, as shown in A.F.O. Diagram 289/44 (Drawing D.N.C. 2A/1086).

2. An item should be included in the current list of alterations and additions to cover the work involved if beyond the capacity of ship's staff.

3. Base staffs should arrange for lockers in D.E.M.S. to be modified at the first opportunity.

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

(This Order is to be retained until complied with)

4736.—Binoculars, Telescopes—Director and Gun Sighting Instruments—Anti-Misting Compounds—Use of Anti-Dimming Outfit, Mark VI, in Lieu of "Kleersite"

(G. 010349/43.—7 Sep. 1944.)

Misting problems are always likely to occur in optical instruments fitted with rubber eye- or face-pieces; in these cases the warm eye in close proximity to a cold surface produces a misting or steaming effect; without eye- or face-pieces, ventilation of the space between the eye and the glass surface largely prevents this. An anti-mistant may, therefore, be used with advantage upon the eye-pieces of all range-finders, inclinometers, director-sighting instruments and gun-sighting telescopes and binoculars, when these instruments are fitted with rubber eye- or face-pieces.

2. "Kleersite" anti-misting compound has hitherto been issued to H.M. ships but, as a result of recent trials at sea, has now been proved to be inferior as an anti-mistant to Anti-dimming Outfit, Mark VI, which is provided with general service respirators, anti-gas. (Note.—"Kleersite" supplied as Naval stores is a paste which is applied in small quantities and then polished, while the anti-dimming outfit, Mark VI, supplied as armament stores, consists of an impregnated cloth with which the glass surface is polished).

3. No further purchases of "Kleersite" will be made, but issues will continue for general use until present stocks are exhausted.

4. As considerable importance is attached to the use of the most efficient anti-mistant with director-sighting instruments, Anti-dimming Outfit, Mark VI, is to be used for this purpose, even though stocks of "Kleersite" may still be available.

5. Arrangements are to be made for small stocks of Anti-dimming Outfits, Mark VI, from the spares carried on board, to be available in the central stores for use for gunnery purposes in H.M. ships.

6. The necessary amendments will be made to the Establishment of Naval Stores.

(A.F.O. 56/39 is cancelled.)

4737.—Guns—General—Introduction of "Crossley" Pattern Obturators for B.L. Guns 8 in. and below

Cancelled by
AFO 6237/44.

(G. 030/44.—7 Sep. 1944.)

A new type of Obturator for B.L. guns, known as the Crossley Pattern, is now in production, and will be issued to the Fleet as supplies become available.

2. Approval for the use of this pattern of obturator is at present confined to B.L. guns 8 in. and below, but trials are in hand to extend its use to larger calibre guns.

3. The salient features of the Crossley pattern obturator are :—

(i) As in the present Service obturator, the base material for the pad is asbestos fibre, but the binding material is Neoprene instead of rape oil. The asbestos cloth cover, which is also impregnated with Neoprene, has a fine wire woven into it.

(ii) No copper protecting disc is used.

(iii) The front and rear rings, outer, are made up of a number of separate segments (three for guns 8 in. and below, four for guns between 6 in. and 12 in., and six for guns 12 in. and above) with scarf joints between them.

(iv) The front and rear rings, outer, and rear ring, inner, are moulded to the pad, so that the whole obturator is in one piece.

4. The advantages of the Crossley pattern obturator are :—

(i) Compact construction.

(ii) There is no tendency for the pad to swell, due to either oxidation or absorption of oil. Obturator presses, are, therefore, not required.

(iii) The tendency for the pad to swell with the heat of firing is very much less than with asbestos/rape oil pads, and "Sticky pad" trouble should not be experienced.

(iv) The obturator will function correctly at the pressures of the lowest charges used in Naval Service at temperatures down to -30°F . without special precautions, other than the use of low temperature lubricant, vide paragraph 13.

Adjustment

5. Except in B.L. 6 in. Mark XXIII and 7.5 in. Mark VI guns, the obturator should be assembled with the minimum number of adjusting discs which will cause a slight resistance to be felt just before the breech is fully locked.

6. Power worked breech mechanisms should be adjusted with the mechanism in Hand working.

7. In order to ensure proper closing of the breech by its own momentum, obturators of B.L. 6 in. Mark XXIII and 7.5 in. Mark VI guns should be adjusted as above, after which one disc adjusting obturator should be removed.

8. The ordinary disc, adjusting obturator, as used with asbestos/rape oil pads, is used. When assembled, it is important that the disc should not stand proud of the rear ring, outer, or the edge may turn over the rear ring and prevent it seating correctly.

Thickness Limits

9. Obturators for guns 6 in. and below should be within $\begin{matrix} +.015 \\ -.02 \end{matrix}$ of plan thickness, those for guns above 6 in. $\begin{matrix} +.03 \\ -.02 \end{matrix}$. Obturators outside these limits should be returned to a Naval Armament Depot.

Maintenance

10. Crossley obturators supplied to ships as spare will be issued in special plastic containers, and should be kept in these when not assembled in a gun.

11. Obturators should be handled with care to avoid damage to the sealing face, or loosening of rings.

12. Crossley obturators should on no account be placed in presses. When ships are outfitted with Crossley obturators, any obturator presses and thickness gauges on board should be returned to store. Naval Proportion Book will be amended.

13. On assembly, and on all occasions of stripping the mechanism, the whole obturator should be lightly smeared with the oil used for general lubrication of the mechanism, *i.e.*, G.S. mineral oil or D.T.D. 44D according to the temperature. If this is not practicable before firing, the sealing face of the obturator should be so treated. This should also be done as opportunity offers during prolonged periods of firing. Any good quality grease or Petroleum jelly may be used as an alternative lubricant at normal temperatures, but a non-freezing oil is essential at low temperature.

Obturators in store should similarly be kept lightly lubricated.

Supply

14. In the first instance, distribution of Crossley obturators to H.M. Ships will be arranged by the Admiralty, ship by ship, for guns B.L. 8 in., 6-in., Marks XXIII and XII, 4.7-in. Marks I. and II and 4-in. Mark IX only.

15. The present allowance of spare obturators to ships will continue to apply for Crossley obturators. Ships should not normally carry a mixed outfit of asbestos/rape oil, and Crossley obturators.

16. Crossley obturators should normally be transported in the special plastic containers referred to in para. 10 above. Before shipment overseas, N.A. Depots should seal the joint between the lid and body of the container, and over the head of the securing screw with High Melting Point Wax.

17. For transport in home waters, if the special containers are not available, great care is necessary to ensure that steel rings are not subjected to pressure which may loosen them, and that sharp edges of rings of one obturator cannot damage another. Existing Obturator boxes may be used, provided that :

(a) *In metal boxes*—steps are taken to ensure that the lid is not exerting pressure on the obturator.

(b) *In wooden boxes*—a sleeve is fitted over the central screw which is a sufficiently neat fit both over the screw and on the internal diameter of the obturator to prevent sideways movement, and of such length that the obturators are neither under compression, nor have undue vertical movement. Also that a sheet of plywood, cardboard, or similar material is placed between obturators to prevent the front ring of one obturator damaging another.

18. The nomenclature of the new obturators and special containers will be :—

O.B.L. inch :—

Obturator Crossley Mark.....

Case Obturator.

4738.—Guns—0.5-in Browning M.2—Pin, Cocking, Lever, Design B.147762-6

(A.S./G.08167/44.—7 Sep. 1944.)

A number of cocking lever pins to the above design as shown on inset on A.F.O. Diagram No. 279/44 have recently been issued for service.

2. It has been found that, due to the excess metal on the lower forward edge of the pin coming into contact with the rear face of the barrel extension, difficulty may be experienced in the correct breeching up of the gun.

3. To overcome this the modification shown in A.F.O. Diagram No. 279/44 is to be carried out where necessary by R.N.A.D. or base staffs for "deck" guns, and by staffs of H.M. ships and R.N. air stations, etc., for aircraft guns.

4739.—Guns—20-mm., Oerlikon—Introduction of Popples in Lieu of Plungers in Double Loading Stop, Part IV

(A.S./G. 8068/42.—7 Sep. 1944.)

Popples have been introduced for current manufacture to supersede the plunger hitherto fitted in Part IV of the double loading stops of 20-mm. Oerlikon guns. Plungers already fitted to guns will not be replaced until they become unserviceable. No gun should, however, be fitted with a plunger on one side and a popple on the other.

2. The popples are easier to assemble than plungers.

3. The nomenclature of the new items is :—

Popple, double loading stop, Part IV, item 641.

Spring, popple loading stop, Part IV, item 642.

It should be noted that the new spring (item 642) for the popple is not interchangeable with the spring (item 613) hitherto used with the plunger. The two springs can be distinguished as follows :—

Popple spring (item 642), plunger spring (item 613)

	Item No.	Initial Load.	Length with Initial Load.	Maximum Load.	Length with Maximum Load.	Free Length.	Section of Coils.
O.F.M. 22.6.43	613	lb. 2.5 ± .13	mm. 23.0	3 ± .15	mm. 19.0	mm. 45.0	0.75
	642	2.4 ± .14	22.4	3 ± .17	18.6	38.9	0.914

	No. of Coils.	Mean Diameter.	No. of Effective Coils.	Wound.
Item 613	22.5	mm. 5.1	21	L.R.
Item 642	16.5	6.86	15	L.R.

4. The allowance of spare parts is amended as under :—

Spring, plunger, double loading stop, Part IV } 2 per gun according to
or } the type fitted in
Spring, popple, double loading stop, Part IV } guns mounted.

5. Naval Proportion Book will be amended.

4740.—Guns—B.L., 6-in., Marks XXIII and XXIII*, Breech Mechanism—Modifications and Adjustments to Prevent Scoring

(A.S. 3409/44.—7 Sep. 1944.)

To prevent scoring of breech threads, all B.L., 6-in., Marks XXIII and XXIII* guns manufactured since 1938 have had the leading edges of breech screw and breech bush threads chamfered off.

2. Should scoring of threads be experienced in guns of earlier manufacture, the leading edges of the breech screw threads only should be modified by R.N. armament depots in accordance with Instructional Print N.O.D.2196/67, Item 2. Copies of this print should be amended under date 10th June, 1942, to cover Mark XXIII* guns.

3. The cam rotating breech screw of right guns is incorrectly designed to obtain correct engagement of the threads of breech screw and breech bush. A Mark III design will come into service in due course in which this error is corrected.

4. Marks I and II cams, rotating, breech screw, for right guns, are to be modified by R.N. armament depots by fitting a mild steel shim 0.036-in. thick (20 S.W.G.) under the cam as shown on Instructional Print N.O.D.2196/103. The shim should be sweated to the cam. The fitting of this shim may result in a foul between the roller on the breech screw and the face of the cam. All cams should, at the same time, therefore, be modified by relieving the edge to a depth of 0.015 in., as indicated on N.O.D.2196/103.

5. The mark of cams so adjusted should be advanced to Mark I* or II* as appropriate.

6. At both right and left guns the face of the carrier must be adjusted so that, with the breech screw fully closed, there is clearance of 0.005 in. between it and the breech face of the gun, with the carrier pulled back.

7. The breech mechanisms of all B.L., 6 in., Marks XXIII-XXIII* guns mounted and in store are to be adjusted accordingly at the first opportunity. Spare cams, rotating, R.H., in store and carried by ships should be modified.

(A.F.O. 2818/38).

(A.F.O. 3803/39 is cancelled.)

4741.—Gun Mountings—4.7-in. C.P. Twin, Mark XIX—Fitting of Hand Fuze-Setting Tray—REPORTS

"Tribal", "J", "K" and "N" Class Destroyers : Dockyards and Repair Establishments

(G. 011667/44.—7 Sep. 1944.)

The hand fuze setting trays for the above mountings, referred to in paragraph 9 of A.F.O. 696/44 are now becoming available at the Gun Mounting Store, Coventry. A.F.O. Diagram No. 284/44 (G.R. 6796) shows the new tray for the left-hand gun fitted in position on the rear of the shield. The tray consists of a chuck, mounted on springs, which houses the setting key. The round is supported by a set of four rollers, the lower two taking the weight and the upper two acting as guides. The whole is mounted on a bracket which slopes forward at 10° and secures to the gun shield. Illumination is provided by a lamp. Admiralty pattern No. 5779.

2. The chuck is arranged so that it can mount either :—

(i) The special key for the No. 198 fuze as supplied for the 4.7-in., Mark XVIII.

(ii) The existing hand fuze setting keys, Nos. 127, Mark II and 153 Mark II for fuzes Nos. 206, 207 or 211.

It is necessary to modify the existing hand fuze setting keys as shown in A.F.O. Diagram No. 284/44 and to use an adaptor ring.

3. The round is placed in the tray by the fuze setting number and launched forward into the key, red spot uppermost, and turned by hand in a clockwise direction until the required fuze is set. It is necessary to watch the red spot on the fuze as the round is turned in order to make sure that the stud has gripped.

4. Commanding Officers of ships concerned should make arrangements for this tray to be fitted, the work being carried out by ship's staff with the assistance of dockyards and repair establishments if necessary. Two trays should be demanded for each mounting from the Gun Mounting Store, Coventry. If any of the 4.7-in., Mark XIX mountings are used for starshell firing or the ship concerned is still using fuzes No. 198 it should be stated when the trays are demanded how many of the special keys for 198 fuzes are required. The number of these special keys is limited and they should only be demanded if there is a definite requirement for them.

5. The following modifications are necessary when the tray is fitted.

- (i) The existing hand fuze setting keys should have the fittings removed and then be machined to fit in the adaptor ring and drilled for the securing bolt as indicated in A.F.O. Diagram 284/44.
- (ii) The magnifying unit removed from the key should be mounted on the sliding band as shown in A.F.O. Diagram 284/44.
- (iii) The gunshield should be stiffened locally by the addition of a $2\frac{1}{2}$ -in. \times $2\frac{1}{2}$ -in. \times $\frac{1}{4}$ -in. "T" bar riveted to the inside as shown on the diagram.
- (iv) The beading on the edge of the shield should be cut away locally as required.
- (v) The fuze receivers, A.P. 9480 or 9802, should be re-positioned as indicated in the diagram and it may be found necessary to replace the existing Pattern No. 4503 cable wiring to the instrument from the fixed structure junction box via the mounting cable gland plate by a longer length of cable.
- (vi) The existing plug boxes, wiring and lamp fitting for the fuze keys should be removed, and a connection from the existing night sight and illumination connections should then be used for supply to the new lamp fitting, Pattern No. 5779, using cable, Pattern No. 4521D.
- (vii) The canvas cover should be cut away to allow the tray to protrude and a suitable extra cover added for the tray.

6. All items rendered redundant as the result of this new fitting should be removed from the mounting and landed at the first opportunity.

7. The register number of mountings fitted should be reported to the Admiralty, when this modification has been carried out.

(A.F.O. 696/44.)

4742.—Gun Mountings—4-in. H.A., Twin Mark XIX, Including R.P.50 Series—Modification for Lubrication of Sight Trunnion Bracket

Ships concerned, H.M. Dockyards and Repair Establishments

(G. 1878/44.—7 Sep. 1944.)

Reports from sea indicate that the grease nipple provided at the top of the housing for the ball bearing in the sight trunnion bracket on the trainers' side (plate 35 B.R. 257) is inadequate to enable this housing to be completely charged with grease.

2. In order to ensure satisfactory lubrication of this bearing an Enots grease nipple, A/Pattern No. 4147, should be fitted at the bottom of the sight trunnion bracket cover, R.H. side only, and positioned 2-4-in. from the centre of the cover.

3. If time does not allow of dismantling the sighting gear to remove the cover completely to drill and tap the hole for the grease nipple, great care should be taken to ensure that no swarf is allowed to get into the housing.

The cover should be wedged back as far as possible from the housing to drill and tap the hole.

The cover must on no account be drilled and tapped in position.

4. Commanding Officers of ships concerned should arrange for this modification to be carried out by ships' staff at the first available opportunity.

5. The bearings of the sight trunnions and other lubricating points on the sights should be covered by the weekly routine greasing.

6. Authorities holding copies of drawing No. N.10938 and N.10938F and N.10935 should modify them accordingly.

(B.R. 257.)

4743.—Gun Mountings—20-mm. Mark VIIA—Arrangements for Drainage of Pedestals

H.M. Ships, Dockyards, Depots and Bases concerned

(G. 015584/44.—7 Sep. 1944.)

On 20-mm. Mark VIIA mountings, Registered Nos. 9001 to 9491 inclusive, the drainage grooves have been omitted from the pedestals.

2. In order to provide necessary drainage for the mountings affected, holes as indicated on Fig. 1, A.F.O. Diagram 288/44 (G.R. 6735) should be drilled in the pedestals.

3. The work involved is to be treated as a defect and an appropriate item should be inserted in the defect list.

As an interim measure, until such time as it is found possible to carry out this work, drain holes as indicated on Fig. 2 of the same diagram should be drilled in the pedestals by ship's staffs.

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

4744.—Gun Mountings—20-m.m. Mark IX, Twin Mountings—Safety Depression Gear—Securing of Cam Roller Pin

Ships, H.M. Dockyards, Bases and F.O.G.M.Os. concerned

(G. 015414/44.—7 Sep. 1944.)

It has been found that on the safety depression gear of some 20-mm., Mark IX, twin mountings, the pin carrying the cam roller has not been fixed to the roller carrier other than by being a drive fit.

2. All mountings should, therefore, be inspected, and where necessary the pin should be secured by either a fillet weld where the collar faces on to the roller carriers, as shown on A.F.O. Diagram 285/44 (Dr. No. G.R.6731), or by pinning through the side of the roller carrier.

3. The work involved should be carried out by dockyard or base staff.

4745.—Projectors, Rocket, 2-in. Rocket Flares—Fitting in Coastal Force Craft

See AFO 4989/44.

(G. 09174/44.—7 Sep. 1944.)

Two inch rocket flares, for illuminating purposes, and the corresponding projectors, are now being issued without demand, to Coastal Force bases, for fitting in Coastal Force craft, and the following instructions are issued for guidance in fitting, care and maintenance, etc.

2. *Projectors, Positions, Fitting, Maintenance, etc.*

A. *Positions*

(i) In boats which carry a 2-pdr. XVI or 6-pdr. VII mounting forward, the projector will be fitted to the forward powered mounting.

(ii) In M.T.Bs. which do not carry a powered mounting forward the projector will be carried on short pedestal mountings fitted on saddles over the forward end of the torpedo tubes, port and starboard. A step is to be fitted for loading. This is to be positioned at the height of the top of the torpedo tube girder and is to be 9-in. wide and to extend for 2 ft. 3 in. forward from the after end of the base of the pedestal saddle. This step is to be supplied from local sources.

(iii) In B type M.Ls. the projectors will be carried on small pedestal mountings, fitted on low stools, port and starboard of the forward corners of the bridge. Low stools will be supplied by Admiralty from the Fairmile Marine Co., without demand on agreed priorities, these to be positioned as shown on A.F.O. Diagram 287/44(1) (D.N.C. 28/A/1944).

B. *Fitting*

(i) *2-pdr. XVI mounting.*—Rails, complete with all the necessary brackets and electrical fittings for attachment to the mounting, and including training housing stop modification parts, are being supplied by Marine Mountings, Ltd., in accordance with agreed priorities.

Marine Mountings, Ltd., have been instructed—

(a) to arrange for their outside staff to fit all mechanical and electrical components to the mounting and

(b) to prepare the mounting for the electrical wiring and assist in the wiring as much as possible.

(ii) *6-pdr. VII mounting.*—Rails, complete with all the necessary brackets and electrical fittings for attachment to the mounting, are being supplied by Marine Mountings, Ltd., in accordance with agreed priorities.

Marine Mountings, Ltd., have been instructed to make arrangements for their outside staff to fit the complete equipment to the mounting, including the electrical wiring as far as the slip ring box.

(iii) *Pedestal mounting.*—Projectors should be fitted in accordance with A.F.O. Diagram 287/44(2) (Drawing G.R. 6756).

When fitted on saddles over the torpedo tubes, it is essential that the projectors be secured in such a manner as to ensure that when the pointer is reading 0° the projector is in the fore and aft line of the boat, allowance being made for the angling of the torpedo tubes.

C. Maintenance of Projectors

Projectors should be well painted before fitting, but care should be taken to keep the electrical contacts free from paint.

Projector rails should at all times be covered with a coating of Cooper's grease.

Particular attention should be paid to the regular lubrication of the projector

3. Allowances, Stowage and Maintenance of Rockets

A. Allowances

- (i) Outfit 30 per ship (20 to be carried on board and 10 at the base).
- (ii) Drill. One per ship (to be carried at base and issued when required).
- (iii) Practice. (To be taken from outfit.)
- (iv) Spare fins, five per ship. (To be carried at base and issued when required.)

B. Stowage

(i) *In "B" type M.Ls.*—Rockets should be stowed as indicated in A.F.O. Diagram 287/44(3) (Drawing D.N.C. 28/A/1933). Clips and head chocks as indicated on A.F.O. Diagram 287/44(4) (Drawing D.N.C. 28/A/1926) will be supplied by the Admiralty without demand on agreed priorities. The chocks to receive the heels of the rockets are to be made and supplied locally.

(ii) *"C" type M.G.Bs.*—The rockets should be stowed alongside the bridge and charthouse as indicated on A.F.O. Diagram 287/44(5) (Drawing D.N.C. 28/A/1936). The clips and head chocks will be supplied by the Admiralty without demand, but the chocks to receive the heels of the rockets must be made and supplied locally.

(iii) *"D" type M.T.Bs.*—Stowage for the rockets is to be arranged as shown on A.F.O. Diagram 287/44(6) (Fairmile Marine Cos. drawing D.243). The frames for supporting the clips, together with the clips, head chocks, pads for securing to the deck and all fastenings, will be supplied by the Fairmile Marine Co., without demand, on agreed priorities.

(iv) *70-ft. M.T.Bs.*—The rockets are to be stowed in lockers one on each side of the bridge, each locker to hold 10. The lockers will be supplied by Admiralty from Messrs. Vosper on agreed priorities without demand, and will be made in the form shown in A.F.O. Diagram 287/44 (7) (Drawing D.N.C. 28/A/1950).

(v) *71 ft. 6 in. M.T.Bs.*—(a) *With canopy.*—The rockets are to be stowed as indicated on A.F.O. Diagram 287/44(8) (Drawing D.N.C. 28/A/1935). The lockers and clips required will be supplied by the Admiralty without demand, on agreed priorities.

(b) *Without canopy.*—The rockets are to be stowed as indicated on A.F.O. Diagram 287/44(9) (Drawing D.N.C. 28/A/1995). The lockers and clips required will be supplied by the Admiralty without demand but the frame for supporting the clips is to be provided locally.

(vi) *M.T.Bs. 379-395.*—The rockets are to be stowed in lockers each to hold 10 of the form shown in A.F.O. Diagram 287/44(7) (Drawing D.N.C. 28/A/1950). These lockers are to be positioned one on the port and one on the starboard side of the bridge structure. These lockers will be supplied by Admiralty without demand, if the boats are not previously fitted before delivery.

(vii) *S.G.Bs.*—The rockets are to be stowed in lockers, each to hold 10 of the form shown in A.F.O. Diagram 287/44(7) (Drawing D.N.C. 28/A/1950). These lockers are to be placed under the Oerlikon platforms opening forward. One Oerlikon locker on each side of the craft will need consequent resiting.

C. Maintenance of Rockets

All rockets are to be given a coating of D.T.D. 143C or Cooper's grease over the entire surface before being placed in the rack stowage or ready use lockers.

When placed in rack stowage, the rockets are to be provided with canvas covers, as shown in A.F.O. Diagram 287/44(10) (Drawing U.P.4).

On return to harbour the rockets should be carefully cleaned, disassembled and tested electrically for continuity and earth before replacement in their stowage, any rockets found defective being returned to the nearest armament depot in their package. For electrical testing routine see C.F.T.M. Nos. 564 and 346. For division of responsibility in Departments in Coastal Force bases for the electrical testing routine, see C.F.T.M. 1225.

4. Wiring of Projectors and Communications

(a) Typical wiring arrangements for the projector firing circuits and communications are shown in drawings D.E.E. 12465R/1 and D.E.E. 12466, copies of which may be obtained on application to the Director of Electrical Engineering (D.E.E.) Department, Admiralty, Technical College, Bath.

(b) The 5-amp. fused supply to the firing circuit as shown and referred to in the drawings quoted in (a) above, is to be obtained as follows for the various classes of craft :—

	Class	Fuzed supply to be taken from
1	Fairmile "C" Class M.G.Bs. ...	Spare fuze way from either port or starboard distribution boxes in engine room.
2	Fairmile "B" Class M/Ls. ...	The 3-in. C.A.V. exhaustor fuzes in the engine room are to be disconnected from the port and starboard distribution boxes and reconnected to J.B.I. in the engine room port. Then as for "C" Class M.G.Bs.
3	Fairmile "D" Class M.T.Bs. 601-640 ex 632.	Spare fuze way "H" in the wheelhouse fuze board.
4	Fairmile "D" Class M.T.Bs. 632, 641-696.	Spare fuze way in 24-volt switchboard via J.B.9 in the engine room.
5	Fairmile "D" Class M.T.Bs. 697 et seq.	Spare fuze way in 24-volt fuze panel.
6	70-ft. M.T.Bs. Vosper (prior to Number 347).	Spare fuze way in control panel in engine room.
7	71 ft. 6-in. M.T.Bs. power boat (prior to Number 458).	Spare fuze way in the main fuze panel in the lobby.
8	1942 Programme—M.T.Bs. 347-362.	Spare fuze way in F.B.I. in the engine room.
9	1943 Programme—M.T.Bs. 379-395, 424-429, 458-489.	Spare fuze way in F.B.4 in the crew space.
10	S.G.Bs.	At present these craft have an insulated two-wire 24-volt electrical installation. In order to fit rocket flare projector firing circuits it will be necessary to place an earth on the negative side of the system, and this should be done at the battery by means of a conductor of not less than 10 amps. capacity. The supply for the firing circuit is to be taken in cable A.P. 13050D from the positive bus bar of the 24-volt fuze panel through a fuze box, A.P. 8191 to the existing gun junction box, and thence to a spare slip ring of the 6-pdr. mounting.

5. Precautions when Firing

The safety firing switch must be to "SAFE" when loading the rocket into the projector.

Before firing the projector on the 2-pdr. or 6-pdr. mounting, the firing number must look at one of the two "check-fire" lamps fitted on the forward corners of the bridge, to ascertain whether or not he has to continue firing.

As a safeguard against the remote chance of injury due to flying particles, the firing number should always wear a steel helmet, and at the moment of firing should face forward, and turn his head down and away from the rocket.

For precautions to be taken to ensure that flame-proof gauzes to petrol compartment and fuel tank vents are in position, see C.F.T.M. 1497.

6. Disposal of Holman, Mark III Equipment

Holman projectors, Mark III and ancillary equipment are to be landed on the fitting of 2-in. rocket flare projectors in Coastal Force craft.

Disposal of equipment is to be made as follows:—

- (i) Holman, Mark III projectors, and associated stores—to nearest R.N. Armament Depot or O.C.A.S.
- (ii) Ready use lockers for projectiles, illuminating, and cartridges, impulse—to nearest R.N. Store Depot or Dockyard.
- (iii) Gunnery control communications to Holman, Mark III projectors, to be retained in base as spares.

(C.F.T.Ms. 346, 564, 1225 and 1497.)

4746.—Target Indicating Systems—Bearing Indicator Mark II—Introduction

(G. 018406/43.—7 Sep. 1944.)

To meet a need for the simplest type of Magslip bearing indicator the bearing indicator Mark II has been designed. The indicator consists of a 360° sector value magslip pointer and contains no mechanical pointer, cut-lamp or dial illumination lamp. The dial of the instrument is reversible so that the bearing indicator can be used for true or relative bearings—see paragraph 3 below.

2. The indicator will be used for a number of services for which a more complex instrument is unnecessary, chiefly in conjunction with the changes in target indication arrangements consequent on the fitting of T.I.U. Mark II. At present the uses visualized are:—

- (a) On the fixed structure of U.S. Mark 51 director platform to receive relative bearing from the T.I.U. Mark II. These directors have no black pointer drive.
- (b) In the T.S. of capital ships and cruisers not fitted with A.F.C.Ts. to receive relative bearing from the T.I.U. These indicators will also be fitted temporarily in ships with A.F.C.Ts. until bearing matching receivers Mark II are available.
- (c) If the type 285 remote bearing tube in destroyers, etc. is fitted in the T.S. or 285 office a bearing indicator Mark II will be required near the R.T.U. Mark V. Trials are in hand to decide this point.

3. If it is required, for some future service to use this instrument for receiving true bearing the dial, which is graduated from 0° to 180° Red and Green, can be reversed to show graduations from 0° to 360°. To reverse the dial:—

- (i) Open the hinged front of the indicator.
- (ii) Remove the magslip supporting plate, slacken the small screw in the hub of the pointer, and pull the pointer complete with its hub off the spindle.
- (iii) Detach the dial, reverse and replace over the dowel pin.
- (iv) Slacken the screws securing the magslip case to the supporting plate and, with current on, replace the pointer on the spindle as closely as possible to its lining-up position, and secure so as to leave a clearance of 0.05-in. between the pointer and the dial.
- (v) With the current still on, replace the supporting plate and, by means of the stator pinion, make the final adjustment to the pointer.
- (vi) Tighten the screws securing the magslip case to the supporting plate, and close and secure the front of the indicator.

4. The bearing indicators Mark II are being dealt with as Naval Stores under Subhead F.1.B, part I of the Rate Book and pattern number 10031 has been assigned to them.

5. Allocation of these instruments to ships will, in the first place, be arranged by the Director of Naval Ordnance.

4747.—Aircraft Torpedoes—18-in., Marks XII and XV Type—Reversion to Plunger Operated Valve in Depth Gear Weight Locking Catch and Rectification of Defects in Ball-valve Type

(A.S. 8471/44.—7 Sep. 1944.)

The design of depth gear weight locking catch operated by a ball valve is unsatisfactory and has been withdrawn from manufacture; all current and future production is to the original design, with plunger-operation.

2. Ball-valve type catches fitted in existing 18-in., Marks XII and XV type torpedoes are being withdrawn and converted to or replaced by plunger-operated catches under classification "C" of A.F.O. 3169/43. The corresponding T.D.I. is 1797.

3. Detailed Reg. Nos. are as follows for

(a) Torpedoes fitted with ball-valve type catches:—

18-in. A.W. Marks XII**—XII*** ... 2201–2646 inclusive.

18-in. A.W., Mark XV ... 1–47 inclusive and 1,000–1349 inclusive.

(b) Torpedoes fitted with plunger type catches:—

18-in. A.W. Mark XV ... Reg. No. 48 and onwards to 999.

Reg. No. 1350 onwards.

(c) 18-in. Marks XII–XV A.A. Torpedoes:—

No details can be given.

4. Where the ball-valve type catch is still fitted, attention is called to certain defects which may present themselves and to the remedial measures which can be taken against them.

5. Instances have been reported of oil leakage through the anti-cushioning hole "A" of depth-locking catches fitted with ball valves as shown in A.F.O. Diagram 281/44, Fig. 1, oil thus obtaining access to the balance chamber with the possibility, in serious cases, of coming into contact with the india-rubber diaphragm of the depth gear itself. It should also be noted that a leaking gear may result in the torpedo being run with the oil bottle partly empty. Besides possible starvation of engine and tail lubrication, this affects the time of operation of the weight locking gear due to time required to build up pressure in the bottle.

6. It is observed that even in a perfect weight locking unit of this type a momentary squirt of oil through the hole "A" must occur whilst the ball valve (item 2, Fig. 1) is passing from its lower to its upper seat during functioning, but such leakage will not be of a serious nature.

7. Where serious leakage is occurring, however, the most likely cause is considered to be due to the toe "B" (Fig. 1) of the catch lever when in its down position resting on the surface "C" of the catch plate on the depth gear pendulum when in its locked position. This would prevent the spring, item 5, exerting any downward pressure on the ball valve, item 2, thus allowing leakage of oil from the engine oil bottle past the ball and so through hole "A".

8. In order to ensure that clearance exists between "B" and "C" prior to unlocking, the following examinations and, if necessary, adjustments are to be made by ships' staffs concerned:—

- (a) Remove the depth gear and centralize the weight by fitting a transporting screw. Measure the height from the face of the depth gear seat to the face "C" as shown in Fig. 3, and, if necessary, adjust this height to within the dimensional limits shown by filing the catch plate face "C".

- (b) Whilst the depth gear is removed, with the catch lever, item 4, Fig. 2, of the locking unit pressed down, measure the height from the torpedo depth gear seating face to the underside of the toe "B", and, if necessary adjust this height to within the dimensional limits shown by filing the toe "B", which, during manufacture, is left long for this purpose.

After any necessary correction as above there will be a minimum clearance between "B" and "C" of 0.04-in. when the depth-gear pendulum is in the locked position.

9. If, after action as outlined in paragraph 8 has been taken the weight locking gear is still subject to serious leakage, the cause is probably due to a defective ball valve, valve seat, spring or plug joint, in which case a probable cure can be effected by—

- (a) fitting a new $\frac{3}{8}$ -in. diameter bronze or steel ball, St. No. 2037, if the existing ball is damaged or corroded;
- (b) lightly tapping the steel ball on to the valve seats to ensure a smooth and correctly shaped face.

10. Other possible defects are :—

- (a) Tripping lanyard too taut, preventing the spring seating the ball on its lower seat.
- (b) Weak, distorted or too long a spring. This causes insufficient pull to seat ball against residual pressure, or if the spring is too long, actually holds the catch up.

These can be cured by refitting or renewing the tripping lanyard and/or fitting a new spring. Arrangements have now been made to supply wire and springs in spare gear chests.

11. Whatever the cause of oil leakage, most of it escapes via the leak hole above the ball and below the operating plunger. Due to the clearance round the latter, it has been found possible to blank the leak hole without affecting the operation of the gear.

12. The leakage of oil from a well-fitted gear is negligible, but it is still further reduced by blanking the leak hole, which can easily be done with solder. In the case of a badly fitted gear, leakage is very considerably reduced by blanking the leak hole, but some oil will still escape via the plunger, depending on the cause of the leak and the fit of the plunger. This applies to the ball type only and ships or stations may do this for torpedoes on board, if desired.

13. Any unit which cannot be made effective by the foregoing means should be removed and returned to a torpedo depot for repair. A replace catch unit of the plunger type should be demanded in lieu.

(A.F.O. 3169/43.)

(A.F.Os. 3954/43, 5360/43 and 5736/43 are cancelled.)

4748.—Depth Charge Releasing Rails—Distortion

All Ships concerned

(T. 1491/44.—7 Sep. 1944.)

Reports have been received of the depth charge releasing rails becoming distorted and unserviceable due to items of gear and equipment being stowed on top of the rails without separate support.

2. The practice of stowing any type of gear or equipment on top of the depth charge releasing rails is normally to be discontinued, but where no possible alternative stowage is available, provision is to be made to fit adequate support, clear of the rails in every respect, which must not prevent free and easy access to the pistols and primers of charges in the rails.

3. All ships fitted with depth charge releasing rails are to examine the rails where items of gear are stowed on top of the rails without distinct or separate support clear of the rails and to take action to provide alternative stowage; where the latter is impracticable, an item is to be inserted in next list of As. and As., classification "A", for additional stowage arrangements to be fitted over the top of the rails and stating for what items stowage is required.

4749.—Engines, 18-in., Marks XII-XV : 21-in., Marks VIII-VIII**, IX-IX** and IX** N.A.B.—Introduction of Strengthened Design of Crank Shaft Cam

(A.S. 8617/44.—7 Sep. 1944.)

Cases of cracked engine cams have become more frequent of late and strengthened designs of cams for crank shafts of 18-in., Marks XII-XII***, XV, 21-in., Marks VIII-VIII** and Marks IX-IX** engines are being introduced for future manufacture. These cams will have a toe extending the full width; at the base of the keyway, radii have been introduced to dispense with the sharp corners, the use of which may have been a contributory factor in the cracking of cams

2. In the case of each of the 21-in. cams, flats have been provided across the outside diameter and a sketch showing details of the new design 21-in. (typical) cam is as shown on A.F.O. Diagram 286/44.

3. The new cams will be accounted for as :—

Section V—

Cam, engine, 21-in., Marks VIII**, IX**, IX** N.A.B., St. No. 8004A.

Cam, engine, 21-in., Mark VIII, St. No. 2437A.

Cam, engine, 21-in., Marks VIII*-IX-IX*, St. No. 1822A.

Cam engine, 18-in., Marks XII/XV types, St. No. 5439A.

4. The existing cams, St. Nos. 5439, 1822, 2437 and 8004, are declared O.F.M., but stocks may be used up until exhausted. Care should be taken on assembly that the drive fit is not such that a weakness at the sharp corners of the keyways might develop.

5. Torpedo Depot Instruction No. 1976, corresponding to this instruction, has been issued.

4750.—Gyroscopes, U.S.A., Mark 12, Mod. I—Securing of Gymbal Ring During Transport

(T. 09101/44.—7 Sep. 1944.)

It has been decided to replace the light twine lashing referred to in C.A.F.O. 309/44 by the fitment of a metal clip.

2. With the gyroscope installed in its "container tin for U.S.A. Gyro" the clip fits over the top ball race with its arms engaging over the inner gymbal and is kept in place by the spring in the lid of the inner container.

3. The clip, which will be supplied, should always be in position when gyroscopes are being transported.

4. Pending availability of the clips, the inner gymbal ring is to be secured against movement by light twine lashing.

5. Demands for the clips required which will be known as :—

Clip, securing, inner gymbal, 22.4-in. U.S.A., Mark 12—St. No. T.527 should be forwarded to the nearest torpedo depot and supply will be made on receipt from manufacturer.

(C.A.F.O. 309/44 is cancelled.)

4751.—Torpedoes—18-in. Marks XII/XV—Monoplane Air Tail Mark IV—Modification to Strengthen and Improve Jig Testing R.A.F. Ref. 12E/402

(A.S. 5815/44.—7 Sep. 1944.)

The jig testing M.A.T. Mark IV has been found not entirely satisfactory, due to slackness which develops during use. To prevent "springing", the vertical bracket of the cruciform mounting is to be strengthened by the addition of "welded-on" web plates; in addition, an inertia weight stop is to be fitted to prevent accidental release of the M.A.T. Mark IV from the jig during test routines. Details are in the attached sketch.

2. The procedure for effecting the modifications, which are to be carried out under Classification "C" of A.F.O. 3169/43, is :—

- (i) Remove the vertical and horizontal brackets by first removing the central castellated nut and washer.

- (ii) From the vertical bracket remove the rubber stop.
- (iii) Weld, in position as shown on A.F.O. Diagram, 282/44, the webs items 3 and 4, which are to be manufactured by ship or base staff. If difficulty is experienced in carrying out this operation, assistance may be sought from the nearest torpedo depot. (See also paragraph 4.)
- (iv) Replace rubber stop on vertical bracket.
- (v) From the horizontal bracket remove the guide block, discarding the four in number 6 B.A. bolts and spring washers at present used for holding it.
- (vi) Dismantle the horizontal bracket locking mechanism by removing the 1/16-in. dia. taper pin used for holding the locking dog in position. Discard the existing knurled head locking pin.
- (vii) Manufacture on board, or at base, the plate item 5, and weld in position on the horizontal bracket (see arrangement). Drill the four holes for securing the plate to the bracket using 4 B.A. drill size, and the existing 6 B.A. holes as a guide to position.
- (viii) Open out the four existing 6 B.A. holes in the guide block ((v) above to) 4 B.A. size.
- (ix) Manufacture pin locking, item 6, and re-assemble the locking mechanism. The hole for the taper pin at present used is to be drilled and reamed in the new locking pin using the existing hole in the dog as a guide.
- (x) Secure the locking mechanism complete on to the horizontal bracket using 4 B.A. bolts and spring washers to hold the guide block. These items are to be obtained from Naval Stores if not available on board. (Note.—The pin will protrude 0.53-in. beyond the dogs.)
- (xi) Drill two holes in the horizontal bracket to suit the holes in the stop plate block item 1. The hole for the 4 B.A. screw is to be positioned 8.625-in. from the centre of the locking mechanism ((x) above) and 0.50-in. in from the edge of the bracket.
- (xii) Manufacture the inertia weight stop plate and block, items 2 and 1, and assemble in position as shown in the arrangement.
- (xiii) Re-assemble the horizontal and vertical brackets to the jig.

3. In the arrangement drawing, the inertia weight stop is shown in the position taken up during gyro test, but it may be swung through 90° to lie parallel with the horizontal bracket when testing the operation of the inertia release gear.

4. In the event of this modification being beyond the capacity of ship's staff, the jig should be exchanged for a modified jig, drawn from the nearest torpedo depot at the first opportunity.

(A.F.O. 3169/43.)

4752.—Torpedoes—18-in., Marks XII and XV—Allowance to Training Units of Spare Tails and Transmission Gearing

(A.S. 05160/43.—7 Sep. 1944.)

To minimize delays in repair of 18-in. Marks XII and XV type torpedoes at certain R.N. Air Stations, items as shown in the following table will be allowed to the stations indicated.

2. The tails will be either bronze or steel, whichever type is available, but wherever possible, bronze tails will be issued. They will have standard fittings for air tails attached; in the case of steel tails the fulcrum bracket St. No. 981 will not be sweated. Each tail, when issued, will be accompanied by fittings for attaching either the M.A.T., Marks I or IV.

3. Torpedoes fitted by Training Units with a new tail are to be used for training purposes only, and a notification accordingly is to be made on page 9 of the History Sheet. A complete overhaul and re-range will be necessary before such torpedoes are used for operational purposes.

4. Stations are to return replaced parts to Depot, when new parts are fitted.

5. Instructions for fitting replace tail units, gearing, shafting, etc., are being issued in the A.F.O. "P" Series as an amendment to B.R. 635

No.	Item	Description	St. No.	Naval Air Stations										
				Fearn	Lee	Inskip	Ronaldsway	Hatston	Machrihanish	Katakurunda	China Bay	Tanga	Wingfield	Craig
1	Tails, complete, less items shown below.	Steel or bronze		3	3	3	3	4	5	5	5	5	5	6
2	Propellers	8724 and 8725A		3	3	3	3	4	5	5	5	5	5	6
3	Shafts, crown, wheel	6120 or 6120A		3	3	3	3	4	5	5	5	5	5	6
4	Shafts, crown, wheel	8705		3	3	3	3	4	5	5	5	5	5	6
5	Shafts, sleeve	5551 or 8706		3	3	3	3	4	5	5	5	5	5	6
6	Crossheads, complete	5454 or 8707		3	3	3	3	4	5	5	5	5	5	6
7	Washers, distance, for crosshead, 0.24-in. finished thickness.			6	6	6	6	8	10	10	10	10	12	
8	Washers, thrust, loose (steel), plain, shafts sleeve, 0.081-in. finished thickness.													
9	Washers, thrust, loose (bronze), recessed, shafts sleeve, 0.081-in. finished thickness.													
10	Washers, thrust, loose, shafts, crown wheel, 0.162-in. finished thickness.													
11	Washers, thrust, fixed, shafts crown wheel.	5996	...	3	3	3	3	4	5	5	5	5	6	
12	Keys, propeller	5354	...	6	6	6	6	8	10	10	10	10	12	
13	Nuts, bushes and screws	Bronze or steel	...	6	6	6	6	8	10	10	10	10	12	

—See A.F.O. No. 5739/43.

Note.—Shafts, crown, wheel, St. No. 6120 or 6120A must be mated with Shafts, propeller, St. No. 6121; and Shafts, crown, wheel, St. No. 8705 must be mated with Shafts, propeller, 8704.

(A.F.O. 5739/43.)

(A.F.Os. 2752/44 and 3536/44 are cancelled.)

4753.—Torpedo Blowing and Collision Heads—Revised Allowances

(A.S. 9870/44.—7 Sep. 1944.)

A.F.O. 2755/43 is to be amended as follows, viz. :—

*Depot Ships or Bases for Destroyers with 21-in., Mark IX Type Torpedoes—**For “ (a) Home Fleet Depot Ship ”**Read “ (a) Home Fleet Depot Ship.**Depot Ships for Destroyers attached to the Eastern Fleet.”**(A.F.O. 2755/43.)***4754.—Torpedo Igniters, Mark XI—Disposal When Fired or Removed from Torpedoes**

(A.S. 8923/44.—7 Sep. 1944.)

The torpedo maintenance regulations at present state that all fired igniters, and unfired igniters removed from torpedoes when due for renewal, are to be returned to the nearest Naval Armament Depot for refilling.

2. It is not desired to continue the practice of re-conditioning and refilling igniters.

3. Igniters removed from torpedoes under the conditions referred to in paragraph 1 are not therefore to be returned, but are to be thrown overboard. Unfired igniters should be thrown overboard in deep water if possible.

4. Igniters are still to be returned under the following conditions:—

(a) Missfired igniters.

(b) Igniters which appear by visual inspection to be defective.

These are to be dealt with, as at present, in accordance with the instructions in the torpedo maintenance regulations, Torpedo Firing Manual and Naval Magazine and Explosive regulations.

5. The torpedo maintenance regulations are being amended in accordance with paragraph 3 above.

4755.—Torpedo Tubes, L.C., 18-in.—Modification to Internal Diameter—As. and As.*Coastal Craft and Repair Yards concerned*

(T. 01884/44.—7 Sep. 1944.)

18-in. L.C. torpedo tubes which have an internal diameter greater than 17·8-in. are to have a strip of steel, 1 in. wide, 6 in. long, welded to the interior surface of the tube opposite the side stop, the foremost end of the strip to be in line with the face of the side stop.

2. The strip is then to be ground to leave an effective diameter of tube of 17·8-in.

3. The modification is to be carried out by repair yards when M.T.Bs. are undergoing refit an A. and A. item, classification “A*”, will be raised for classes of M.T.Bs. affected.

4. On the first occasion of loading a torpedo after the above modification, the tube should be carefully checked to see that there is no distortion as a result of welding, that the air lever will engage correctly with the tripper and that all access fittings are in correct alignment.

4756.—Torpedo Stores—Spanners, St. No. 29A—Allowance—*Depot Ships for Destroyers and Submarines*

(A.S. 01040/42.—7 Sep. 1944.)

The following item, viz. :—

Section II

Spanners, box, air stop valve—St. No. 29A—will be allowed to depot ships for destroyers and submarines in the proportion of 12 per ship.

2. Ships concerned are to adjust to the new allowance from the nearest torpedo depot.

4757.—Under-water Weapons—Serviceability of—Responsibility of Naval Ordnance Inspecting Officers

(T. 1563/44.—7 Sep. 1944.)

In C.A.F.O. 415A/44 and amendment C.A.F.O. 873/44 the addresses are given of Naval Ordnance Inspecting Officers who are specially appointed for duty at Fleet bases. It is felt that it may not be generally realized that these officers, in addition to their ordnance gunnery duties, are also responsible, through C.I.N.O., to the Director of Torpedoes and Mining for the serviceability of all under-water weapons issued from Naval Armament Depots.

2. Where defects in such under-water weapons occur and are considered to be due to defective manufacture or testing before issue, it is desirable, particularly abroad, that these officers should be consulted, where available, since in such cases it is most important that the exact nature of the defect should be established as soon as possible in order that action to prevent its repetition in stores under manufacture or test can be taken.

3. Paragraph 2 above is not intended in any way to modify existing procedure whereby reports of such failure are sent through the administrative authority to the Director of Torpedoes and Mining, Admiralty, or to supersede the system whereby officers from H.M.S. “Vernon” carry out, on behalf of the Director of Torpedoes and Mining, investigation from the user’s point of view of defects reported.

4. It will be clear from the above that it is not intended that reports of all failures should be forwarded to the Fleet Naval Inspecting Officer, but only those in which material failures have occurred or are suspected.

*(C.A.F.Os. 415A/44 and 873/44.)***4758.—I.C. Engines and Spare Components—Preservative Materials—Supply Arrangements**

(N.S. 016546/44.—7 Sep. 1944.)

Supplies of the following preservative materials, which have been assigned the pattern numbers indicated, have been arranged for delivery to yards and depots as follows :—

Pattern No. 1177.	Solution, metal preservative.—C.S. 1746A (Subhead E.9).				
Pattern No. 1178.	Composition, rust preservative.—C.S. 1033A (Subhead E.9).				
Pattern No. 1179.	De-watering oil (Subhead E.9).				
Pattern No. 861.	Grease G.S.—C.S. 881E (Subhead E.8).				
Pattern No. 1180.	Pigmented lanoline resin solution.—D.T.D. 279B. (Subhead E.9).				
	Pattern 1177	Pattern 1178	Pattern 1179	Pattern 861	Pattern 1180
	galls.	galls.	galls.	cwts.	galls.
Chatham	...	...	...	...	...
Sheerness	...	...	...	...	...
Portsmouth	...	...	...	...	...
Devonport	...	...	...	...	...
Rosyth	...	...	...	...	...
Preston	...	...	...	...	...
Stroud	...	...	...	...	...
West Riding	...	...	...	...	...
Carfin	...	...	...	...	...
L.C.M.S. Depot, Staines, Building III	300	150	300	3	30

2. The following quantities are to be shipped by Superintending Naval Store Officer, Mersey Area, to yards abroad as shown to meet initial requirements of authorized services and to provide stocks.

	Pattern 1177	Pattern 1178	Pattern 1179	Pattern 861	Pattern 1180
	galls.	galls.	galls.	cwts.	galls.
Gibraltar	600	600	600	6	24
Levant	950	950	950	9½	42
Malta	800	800	800	8	34
Bermuda	500	500	500	5	20
Simonstown	500	500	500	5	20
Durban	500	500	500	5	20
Colombo	550	550	550	5½	22
Bombay	400	400	400	4	20
Freetown	100	100	100	1	4
Kilindini	50	50	50	½	2

3. The initial supply quantities for establishments concerned are as follows:—

	Pattern 1177	Pattern 1178	Pattern 1179	Pattern 861	Pattern 1180
	galls.	galls.	galls.	cwts.	galls.
Coastal Force Spare Gear Depots and Overhaul Establishments. Landing Craft Material Supply Depots.	200	200	200	2	10
Engine Reconditioning Depots controlled by D.C.O.M.	50	25	50	½	5
Admiralty Machinery Depot, Erith...	200	200	200	2	10
Admiralty I.C.E. Depot, c/o Southern Railway, Botley, Hants.	200	200	200	2	10
Coastal Force bases	50	50	50	½	2
Landing Craft bases at home (see paragraph 4) and abroad.	50	50	50	½	2

4. Supplies of these materials to Landing Craft bases at home are to be restricted to the following:—

H.M.S. "Hopetoun"	H.M.S. "Northney"	H.M.S. "Cricket"
"Stopford"	"Sea Serpent"	"Mastodon"
"St. Clement"	"Porcupine"	"Tormentor"
"St. Mathew"	"Manatee"	"Tennyson"
"Mylodon"	"Turtle"	"Foliot I"
"Woolverstone"	"Squid"	"Dinosaur II"
"Helder"	"Medina"	"Quebec"
"Wildfire III"	"Dragonfly"	C.O.M.U. Calshot
"Robertson"	"Lizard"	L.C.M.B. "Monck"

Landing Craft Experimental Base, Appledore.

5. Services concerned are to demand the quantities shown in paragraph 3 from the appropriate (Superintending) Naval Store Officers. Subsequent requirements of landing craft engine reconditioning depots should be drawn from L.C.M.S.O., Staines.

6. Patterns 1177, 1178 and 1179 are being supplied, 50 per cent. in 1 gallon containers and 50 per cent. in 1 quart containers. Pattern 1180 is being supplied in 1 gallon containers and Pattern 861 in 7 lb. tins.

7. The Rate Book for Naval Stores will be amended.

(A.F.Os. 3701/44 and 3841/44.)

4759.—Paxman T.P.M.12 Engines fitted in L.C.T., L.C.G.(M), etc.—Big End Bearings

(D.C.O.M. 4532/44.—7 Sep. 1944.)

Cases have occurred during 1,000 hour overhauls of Paxman T.P.12M engines when big end bearings with copper lead lining inside and out have been renewed unnecessarily.

2. Big end bearings having copper lead outer linings should be examined, but if they are in apparently satisfactory condition they need not be renewed. The instruction that big end bearings should be renewed still stands for bearings having whitmetal outer linings, irrespective of apparent condition.

3. The maintenance chart issued with A.F.O. 6010/43 (A.F.O. diagram 372/43 (3) is to be amended as follows:—

Column "After every 1,000 hours", item "In and Ex valves, bearings, main and connecting rod"—

Delete "Renew big end bearings", substitute "Examine big end bearings. White metal backed bearings are to be renewed".

(A.F.Os. 6010/43 and 3163/44.)

4760.—Boilers—Tubing of Superheaters

(D. 13738/44.—7 Sep. 1944.)

A number of reports have been received indicating the necessity for early retubing of superheaters owing to external wastage of tube ends adjacent to tube plates due to tube end leakage.

2. With a view to avoiding the possibility of disturbing the expanded joints when belling the tube ends, the following procedure should be adopted when retubing superheaters:—

(a) Prior to belling all tubes should be adequately expanded to ensure support during the belling operation.

(b) All tubes are to be again expanded after belling.

4761.—Boilers—Modernization of Oil Burning Equipment—As. and As.

(H.M.S. "King George V" class)

(D. 017789/44.—7 Sep. 1944.)

Recent trials carried out in H.M.S. "King George V" have shown considerably improved oil burning conditions in two boilers fitted with a new Admiralty design of oil burning register and sprayer known as the Admiralty 1943 type, and arrangements will be made accordingly to alter the remaining boilers in this ship similarly as opportunity offers.

2. This alteration is also to be applied to all ships of the class.

3. The commanding officers are to include in their lists of As. and As. an item, classification "A," to provide for the modernization of the oil burning equipment and the fitting of new oil burning registers and sprayers of Admiralty 1943 type to all boilers.

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

4762.—Gearbox—Main Drive Gear Thrust Ball Bearings

L.C.I. (L)

(D/D.C.O.M. 4248/44.—7 Sep. 1944.)

Operating experience has shown that the life of the main drive gear thrust ball bearings, Part No. 6147092, in the gear boxes of the above-mentioned vessels, is limited to approximately 2,000 hours when severe operating conditions exist.

2. The following procedure is to be carried out in all L.C.I. (L) on each occasion of removing main engines for 2,000 hour overhaul, or if the total running hours exceed 1,500 when main engines have to be removed for defects:—

(a) The double row, matched set, main drive gear thrust ball bearing, Part No. 6147092, is to be removed from the gear box. Precautions must be taken to see that the two rows of bearings are not separated and mixed with another set.

(b) The set of bearings is to be inspected and, if in a satisfactory condition, replaced in the gear box with the complete assembly turned end for end so the forward thrust is taken on the bearing formerly taking the astern thrust. Extreme care must be taken that the two bearings are still installed back to back as outlined in instruction manual.

(c) The race of the bearings is to be marked to indicate that the bearings have been reversed.

4763.—Attached Fuel Boost Pumps on General Motors, Diesels—Reduction of Wear of Bush and Trunnion Supporting Idler Pinion

DBEs, BAMs, and AMs, BATs, and ATRs, LST(2), BYMS, BECs, and other Lease Lend Ships

(D.10348/44.—7 Sep. 1944.)

Experience with the "gear in mesh" design of pump, set out in A.F.O. Diagram No. 280/44, has shown that initial wear in the idler bush and trunnion is caused by local accumulation of sludge containing abrasive matter and consequent starvation of the trunnion bearing surface.

2. Wear may be obviated by the provision of a restricted supply of filtered fuel through the centre of the trunnion pin and fuel pump cover, by drilling and fitting these with a small adaptor and length of pipe from the gauge connection and stopcock on the engine side of the fuel filter. This will keep the trunnion flushed with clean fuel and increase the life of the working parts. Only a very little clean fuel under pressure is required.

3. Only a small amount of material and labour is required and the work is to be treated as a defect which may be carried out by the ship's staff at the earliest opportunity.

4. Frequent examination of fuel strainers, sludge and water drains between supply tank and booster pump will assist also in overcoming the initial cause of trouble.

4764.—Reducing the Risk of Fire in the Engine Room on L.C.T.(3)s Petrol

(D.C.O.M./P.06946/44.—7 Sep. 1944.)

In order to reduce the risk of fire in the engine rooms on L.C.T.(3)s petrol, the following precautions are to be observed:—

(a) The protective insulating tape on all exposed electrical connections on 24-volt starter, dynamo or associated electrical equipment on the main engines or the 30-k.W. generating set to be replaced after refit and maintained in good condition.

(b) When any work is to be undertaken in the engine room and a "petrol-free" certificate has not been issued, both links are to be removed from the main battery link box, after the normal precautions for ventilating the engine room have been taken and before any such work is commenced. The links are only to be replaced when the work is completed or as necessary during the period required to start the main engines or 30-k.W. generating set.

2. A suitable instruction notice in the sense of paragraph (b) is to be fitted in a prominent position in the engine room.

4765.—Replace Parts of Methyl Bromide Fire Extinguishers—Supply

(D/D.C.O.M. 4031/44.—7 Sep. 1944.)

Arrangements have been made with Messrs. The National Fire Protection Co., Ltd., Petersham Road, Richmond, Surrey, to hold available complete sets of methyl bromide remote controlled fire extinguishing equipment suitable for the following types of petrol-engined craft:—

Fairmiles "B", "D" and "H".
60 ft. C.T.
L.C.P.(S).
M.A./S.B.
L.C.T.
L.B.O.
British Power boats 71 ft. 6 in. M.T.B.
L.C.A.
L.C.M.
Vosper 1943 M.T.B.
Samuel Whites M.T.B.

2. Demands for replace parts or for replace sets of equipment are to be forwarded by repair authorities to The National Fire Protection Co., Ltd., who will supply from stock.

3. The financial transaction involved will be dealt with at the Admiralty and claims are not to be accepted for any items or sets demanded and supplied by this contractor.

Copies of demands are to be forwarded to the Admiralty for information.

4. Replace parts or complete replacement sets are not to be demanded if defective parts are readily repairable without extending dates of completion of vessels concerned.

(A.F.O. 3712/44 is cancelled.)

4766.—Centralized Wireless Systems—Responsibility for Maintenance

(R.E. 10534/44.—7 Sep. 1944.)

In ships fitted with centralized wireless systems, the Torpedo Officer is to have charge of and be responsible for the supply, both D.C. and A.C., as far as the input terminals of the power distribution boards in the various wireless offices. This will include the A.C. voltage control devices.

Cancelled **4767.—H/F D/F Outfit FH4—Repairs to Defective Apparatus**

by AFo 5207/46.

(R.E. 12187/44.—7 Sep. 1944.)

With reference to C.A.F.O. 1432/43, paragraph 7, when either the receiver unit FHB, Pattern W.6142/A or the power unit FHB, Pattern W.6143, become defective, and when it is beyond the capacity of ship or base staffs to rectify, both units should be returned to the Plessey Co., Vicarage Lane, Ilford, Essex.

In addition, the following articles included in the outfit should also be returned as they are specially matched to the receiver unit, and direct replacement by articles bearing serial numbers other than those of the receiver and power units would lead to inaccuracies in results:—

Pattern W.5424 set of 10 aerial coils in box.

Pattern W.5423 set of 15 R/F coils in box.

2. It is essential that all the apparatus should be carefully packed, if possible in its original packing. If wood-wool or similar packing material is used, the instruments should first be wrapped in paper, but it is preferable to use some other form of packing.

3. The boxes of coils should be packed for transport as follows:—

The stowage box consists of a wooden box and steel cover, the latter being used as a fixing plate for the coil box when fitted to a bulkhead. For transport, two metal strips fixed to the cover by four bolts should be removed and placed inside the cover lengthwise, the cover then used as a lid for the coil box being screwed down with four wood screws.

4. A label should be attached to the receiver unit FHB, Pattern W.6142 (or other defective units returned), in every case giving brief details of the defects concerned, viz. "intermittent", "low sensitivity on range 2", etc.

5. The valves in the receiver unit and power unit should *not* be removed when returning the units. The valves in the power unit should be secured in place for transport by insertion of a pad of corrugated paper over the valves.

6. These instructions apply *only* to the plug-in model (Pattern W.6142/A) receiver comprised in D/F outfit FH4 and will not apply for the switched model (Pattern 54535) receiver comprised in D/F outfit FH4 for which separate instructions will be issued.

(C.A.F.O. 1432/43.)

4768.—Mersey Area—Control of W/T and Radar Stocks

(N.S. 26632/44.—7 Sep. 1944.)

The control of W/T and Radar stores under FIA/I and F.4 in the Mersey Area is now vested in the Liverpool office.

2. All correspondence and demands relating to these stores should be addressed to Superintending Naval Store Officer, Mersey Area, Royal Liver Building, Liverpool, 3.

3. Bulk stocks are held at Mossley, and ready-use stocks at West Float, Birkenhead. The ready-use stock previously held at Preston has been withdrawn.

4769.—Radar Indicator Outfit JK (Skiatron)—Fitting-out Information

(R.E. 12332/44.—7 Sep. 1944.)

A.S.E. Preliminary Specification No. B.325, issue 2, has been prepared to show the method of fitting and wiring Radar indicator outfit JK (Skiatron).

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

3. Copies of the Specifications have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London, South Wales, Belfast, Scottish and North Eastern Areas; Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Radar indicator outfit JK (Skiatron) are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.325, issue 2 in accordance with the procedure laid down in A.F.O. 790/40.

4. It is to be noted that B.325/43 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.)

4770.—Radar, Type 242 with Type 273Q/QR—Modification to Power Supply

(R.E. 02469/44.—7 Sep. 1944.)

The power supply outfit used with Type 273 has four independently switched outputs. These are shown in Specification B.214/42 connected to:—

- (a) Rectifier unit.
- (b) Receiver.
- (c) Transmitter in parallel with Type 242.
- (d) Panel L17/L18 in the T.S.

2. These connections do not permit power to Type 242 to be switched off while 273 is on. In order to make this possible and to provide separate fusing for Type 242, the wiring is to be changed by ship's staff so that outputs (c) and (d) are connected thus:—

- (c) Transmitter in parallel with L17/L18.
- (d) Type 242.

3. Specification B.214/42 is being amended.

4771.—Radar Types 282/3/4/5—Amplifiers M53, Pattern W.1333A and M68, Pattern W.7825—Fuses

(R.E. 65/44.—7 Sep. 1944.)

It has been found that the fuse rating of 3 amperes, specified for the mains fuses in amplifiers M53 and M68, is too high and is not sufficient protection for the H.T. transformers in these equipments.

2. Amplifiers M53 and M68 are to be re-fused with 1 amp. fusewire, Pattern 2027, which should be demanded from the nearest storing yard.

3. The relevant establishment list has been amended.

4772.—Radar—Mounting of Receiver P51 in Type 277 Prefabricated Corvette Type Offices

(R.E. 02659/44.—7 Sep. 1944.)

The receiver P51 in prefabricated 277 offices is not required to be mounted on the special bracket according to instructions promulgated in A.F.O. 3556/44.

2. Ships fitted with a Type 277 prefabricated office should not take action on A.F.O. 3556/44.

(A.F.O. 3556/44.)

4773.—Type 60 EQR Wireless Installation—Fitting-Out Information

(R.E. 12280/44.—7 Sep. 1944.)

A.S.E. Installation Specification No. B.495 has been prepared to show the method of fitting and wiring Type 60 EQR wireless installation with battery outfits BBq or BBr.

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

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London, South Wales, Belfast, Scottish and North Eastern Areas; Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Type 60 EQR are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.495 in accordance with the procedure laid down in A.F.O. 790/40.

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

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

4774.—Radio Valves—Protection during Transit

(N.S. 29142/44.—7 Sep. 1944.)

The attention of all concerned is drawn to the necessity for the careful handling and packing of radio valves—particularly those of the larger types and cathode ray tubes—during all stages of their movements.

2. The presents methods of packing, especially for shipment overseas, are being examined by a special committee. It is clear, however, that some time must elapse before adequate methods can be devised, accepted and adopted. During this period it will be necessary to rely on methods of packing considerably below the desired standard, but all possible action is to be taken to improve the handling and packing of these valves with a view to a reduction in the rate of breakage.

4775.—W/T and Radar Safety Enclosures

(R.E. 12411/44.—7 Sep. 1944.)

Instances have occurred of safety devices having been deliberately rendered inoperative, with resultant severe electric shock and burns to personnel who were unaware of the fact and might have been killed.

2. If it is essential to render safety devices inoperative the subsequent work inside the safety enclosure is to be done by or supervised by an officer and the safety arrangements are to be resumed as soon as the work is completed.

(A.F.O. 1350/43 is cancelled.)

4776.—W/T Receiver—AR.88 L.F.

(R.E.12357/44.—7 Sep. 1944.)

Quantities of receivers AR.88 L.F. are at present available and may be issued in lieu of Pattern W.2835A receivers B.28, according to the stock position.

2. This receiver compares favourably in most respects with Receiver B.28 and in particular it incorporates a noise limiter, which is equally as effective as any form of R.I.S. Its frequency stability is also better than in the B.28.

3. The A.R.88 L.F.'s major disadvantages are:—

(a) The type of aerial coupling varies over the frequency range and is not suitable for use on either series or parallel aerial exchanges unless a separate aerial is used for each receiver A.R.88.

An exception to this rule is that if the external link on the receiver aerial-earth terminal board is removed, and the twin feeder from the aerial exchange connected to the aerial terminal and the adjacent unmarked terminal, the A.R.88 can be used on its H/F ranges only, with series aerial exchanges (Patterns 24, 4036, 4043) in conjunction with other receivers on the same aerial.

(b) The loudspeaker output has a 2.5 ohm. impedance. It cannot, therefore, be used with normal Service loudspeaker unless a direct connection is made to the moving coil.

(c) The depth from front to back is 4-in. greater than that of the B.28 and this makes it more difficult to accommodate in a modern cramped W/T office.

4. Dimensions.

19½-in. wide × 19¼-in. deep (plus 3-in. for access at rear) × 11-in. high (excluding resilient mountings)

Weight — 100-lb.

Power — 100-watts at 230-v., 50-cycles.

Frequency range — 73–550Kc/s and 1.5–30.5 mc/s.

5. Fitting out details are shown on A.F.O. Diagram 283/44 (A.S.E. Drawing 40300.)

4777.—Valve V.T.60, Pattern C.V.1060—Issue of Valve, Type 807, Pattern C.V.124 in Lieu*Vessels fitted with A/S sets, Types 136, 147B, and "Q" attachment*

(N.S. 011172/44.—7 Sep. 1944.)

Valve, Type 807, Pattern C.V.124, may be used as an alternative to Valve, V.T.60, Pattern C.V.1060, by ships fitted with asdic equipment, Types 136, 147B and "Q" attachment.

2. The alternative valve will be included in the pertinent A/S Establishment Lists in due course.

4778.—Avenger Aircraft—Arrester Hook Switch

(A.01389/44.—7 Sep. 1944.)

Prior to landing on a carrier, pilots of Avenger aircraft should check that the arrester hook switch is in the hook-out position. A further check should then be made to confirm that the emergency control cannot be pulled through a complete stroke (*i.e.*, 10 inches).

2. A.P. 238 (Pilot's Notes) will be amended accordingly.

3. The above supersedes R Message No. 352R.

4779.—Aircraft Steel Tubing—Protection from Corrosion

(N.S. Air 12419/44.—7 Sep. 1944.)

Supplies of cadmium for the protection of steel tubing in aircraft from corrosion have become increasingly difficult to obtain, and as a result, the R.A.F. has now decided to dismantle the plant from which cadmium-coated and stove-enamelled materials have been obtained in the past for Naval and R.A.F. use.

2. Zinc coating has been approved as a suitable substitute for Naval purposes, and tubing protected in this way will be supplied in future against demands for cadmium-coated and stove-enamelled tubing. The same R.A.F. reference numbers will be used for zinc-coated tubing as are used for cadmium-coated material of the appropriate size. Demands should be restricted to cases where the protected tubing is absolutely essential, and in any case are not to be preferred to replace plain tubing which has been fitted in the aircraft by the manufacturer.

3. Aircraft Store Establishments will be amended, and meanwhile existing copies should be altered in manuscript.

4780.—Aircraft Stores Establishment (B.R.377/378 Series)—Classification of Stores

(N.S. Air. 10534/44.—7 Sep. 1944.)

In order to simplify the layout of the Aircraft Stores Establishments and to avoid much unnecessary clerical work which is at present inevitable owing to the distinction which is drawn between permanent and consumable stores, it has been decided to extend to all sections of the Aircraft Stores Establishments the principle of re-grouping permanent and consumable stores into one list in reference number order. This will be undertaken as opportunities for revision and reprint occur.

2. All items which are to be treated as *permanent* will be indicated by the letter "P"

3. All the remaining items in the Establishments will be *consumable*. Those, however, which were transferred by A.F.O. 1238/44 from the permanent to the consumable category and designated "P" items will in future be known as "starred" items, and will be marked "C*" in the Establishments. The remainder of the consumable items will bear no special indication of classification.

4. Although all the starred items will henceforth be classed as consumable it is manifestly impracticable to permit services to hold stocks of the more important items, *e.g.*, main planes, oleo legs, in excess of the quantities authorized.

5. Items classified "C*" are to be dealt with as follows:—

(a) They are to be supplied by R.N. Store Depots as consumable stores up to the quantities shown in the *Aircraft Stores Establishments*, subject, for Home Stations and Repair Yards, to A.F.O. 77/44. Stocks must not exceed the quantities authorized.

(b) Accounting by ships and stations will be on consumable ledger pages.

(c) They are to be *issued outright* from ledger charge by the Accountant Officer (S) on supply from main store under any of the following categories, viz.:—

(i) initial supply—S.156 to be used;

(ii) in replacement of unserviceable items returned—exchange voucher procedure to be used (*see* B.R.4, Article 41A) except that the Form S.1091 is to be endorsed "unserviceable item not for ledger action";

(iii) in replacement of unserviceable items *not returnable, i.e.*, reduced to produce or thrown overboard (*see* B.R.4, Part II, Article 190). S.156 is to be used and the reason why an unserviceable item is not being returned in lieu is to be stated;

(iv) in replacement of losses and deficiencies—S.156 is to be used.

(d) Returns of serviceable starred items are to be supported by Form S.1091. Returns of unserviceable starred items for which replacements are not wanted do not require any supporting document.

(e) Demands S.134d on Air Store Depots to *replenish within, or to complete to, the authorized allowances* are to show in the appropriate spaces (i) the quantity allowed, (ii) the number held on board at the date of rendering the demand, and (iii) whether the items are required in lieu

of unserviceable articles available for return or to replace items written off charge. These demands are to be rendered immediately issue has been made in order to maintain the stock authorized.

- (f) Demands for quantities *in excess of allowances* may be forwarded direct to the appropriate R.N. Store Depot for compliance, but they are to be signed by the Commanding Officer, and are to show full reasons for the requirement together with the particulars of stock, past expenditure, etc., as provided for on Forms S.134d.
- (g) Although no internal accounting action is required under these instructions in connection with the return of unserviceable starred items, the responsibility for labelling unserviceable items, showing reference and part numbers, description and whether considered to be repairable, still devolves on the returning officer as at present laid down for returns of permanent items.

6. The existing instructions concerning the supply and accounting for permanent and consumable (other than starred) items remain unaltered.

7. It is essential that *all* equipment, whether classified Permanent, Consumable* or Consumable, shall be returned to the Accountant Officer (S) if it is considered to be repairable or to have any value as arisings or salvage.

Returns to R.N. Store Depots and H.M. Dockyards

8. Returns of repairable items of starred equipment are to be made on Form S.331 or other appropriate voucher which, in view of the fact that the store account has already been credited, are to be marked "NOT FOR STORE LEDGER". Ships' copies of these forms are to be filed separately in chronological order and held available for reference whenever required. The temporary arrangements for the disposal of ships' vouchers authorized under A.F.O. 2776/43 will, however, apply as long as they remain in force.

9. Services are to ensure that full receipts are obtained in respect of items returned on Forms S.331, etc., and, unless they are concurred in any important differences, *e.g.*, valuable and important equipment or where the value exceeds £5, are to be made the subject of correspondence with the pertinent store depot. Where such differences cannot be reconciled, they are to be treated as losses in transit, the store account being adjusted by Form S.148, a copy of which is to be forwarded to the Admiralty (D. of S.) with all the relevant correspondence. Where the differences in the quantity returned by the service and that received by the Store Depot are of a minor character, the store account should be adjusted by the use of Form S.147, a cross reference being made thereon to the pertinent S.331.

No. 2710/F.O.C.T. 401, 6 Jun. 1944

281/E.C. 462/7, 27 May 1944.

N.A.S. (North) 1926/626/8, 15 Jun. 1944.

Implacable No. S.3/153, 20 Jun. 1944.

(A.F.O.s 2776/43 and 77/44.)

(A.F.O. 1238/44 is cancelled.)

4781.—Butt Welded Lathe and Turning Tools and Blanks

(N.S. 30388/44.—7 Sep. 1944.)

In order to comply with the Control of Machine Tools (Cutting Tools) No. 2 Order, an extract of which is given below, butt welded high speed tools and blanks should be used to the fullest possible extent, and high speed steel in bar form ordered in future only to meet special requirements:—

Extract:—

"No cutting tool capable of being used with a machine tool, made from square or rectangular material, with a cross section of above $\frac{1}{2}$ in., or circular section exceeding $\frac{3}{8}$ in. diameter, is to be made otherwise than by welding or brazing the operative portion of the tool, known as high speed steel, to a shank portion, which will be of steel containing no tungsten, vanadium or cobalt—except under the authority of, and in accordance with the licence granted, or a special or general direction issued by the Ministry of Supply.

"The operative portion of the tool or blank will be approximately $\frac{1}{4}$ th the overall length of the tool supplied."

2. Arrangements should be made by Home Dockyards for standard butt welded high speed tools and blanks which it is not desired to manufacture locally, to be obtained as Naval Stores under Subhead B11 from the undermentioned firms who are now supplying high speed steel bar and substitutes under standing contracts:—

Portsmouth	Messrs. Samuel Osborn & Co.
Chatham	Messrs. J. J. Saville.
Devonport	Messrs. Firth and John Brown Ltd.
Rosyth	Messrs. Arthur Balfour.
Sheerness	Messrs. B. K. Morton.

3. Until standing contracts for butt welded tools and blanks are placed, requirements should be obtained by local purchase. If difficulty is experienced at any home dockyard in obtaining butt welded tools or blanks from the firms who normally supply high speed steel under standing contract, any of the firms shown above may be approached, or Admiralty instructions requested as to other sources of supply.

4. Requirements at *other* Admiralty establishments at home should be met by demanding from the nearest dockyard.

5. Ships should demand on their storing yards as required.

6. Demands for these tools and blanks for yards abroad should be forwarded with the periodical demands for high speed steel to the Admiralty.

7. Information as to the shapes and sizes of standard butt welded tools and blanks available for supply by the firms referred to above is given in the appendix to this Order.

8. *Devonport only.*—Proposals for the addition of these items to Contract Schedule 54 and the Authorized List of Naval Stores should be forwarded in due course.

APPENDIX

Particulars of High Speed Butt Welded Lathe and Planer Tools

Shank	Section	$\frac{1}{2}$ in. sq.	$\frac{3}{8}$ in. sq.	$\frac{1}{2}$ in. \times $\frac{3}{8}$ in.	$\frac{3}{4}$ in. sq.	1 \times $\frac{1}{2}$ in.																																																							
	Length	4 in.	4 $\frac{1}{2}$ in.	5 $\frac{1}{2}$ in. 8 in.	4 $\frac{1}{2}$ in. 5 in.	8 in.																																																							
Standard shapes for general purposes	1 to 28, 37 to 40, 43, 47 to 49	1 to 28, 37, 38, 43, 47 to 49	1 to 28, 37, 38, 43, 47 to 49	1 to 43, 45 to 49	50, 52, 53	33, 34, 41 to 43	47, 48, 49	1 to 28, 37, 38, 43																																																					
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	Length	4 $\frac{1}{2}$ in. 8 in.	8 in. 10 in.	5 $\frac{1}{2}$ in.	5 $\frac{1}{2}$ in. 10 in.	10 in. 10 in.	12 in.																																																						
Standard shapes for general purposes	35, 36	1 to 34, 37 to 43, 45 to 47	1 to 43, 45 to 49	50, 52, 53	33, 34, 41, 42, 47	35	1 to 28, 35 to 38, 43, 45 to 47	1 to 32, 35 to 38, 43, 45 to 47	50, 52, 53																																																				
		<table border="1"> <thead> <tr> <th rowspan="2">Shank</th> <th>Section</th> <th>1$\frac{1}{2}$ in. \times 1 in.</th> <th>1$\frac{1}{2}$ in. sq.</th> <th>1$\frac{1}{2}$ in. sq.</th> <th>1$\frac{3}{4}$ in. \times 1$\frac{1}{2}$ in.</th> <th colspan="2">2 in \times 1$\frac{1}{2}$ in.</th> </tr> <tr> <th>Length</th> <td>12 in. 14 in.</td> <td>12 in.</td> <td>12 in.</td> <td>14 in.</td> <td colspan="2">16 in.</td> </tr> </thead> <tbody> <tr> <td rowspan="2">Standard shapes for heavy duty</td> <td rowspan="2">1 to 32, 35 to 40, 43, 45 to 47</td> <td>50, 52, 53</td> <td>1 to 28, 37, 38, 43, 47</td> <td>1 to 28, 37, 38, 43, 47</td> <td>1 to 28, 37, 38, 43, 47</td> <td>1 to 28, 37, 38, 43, 47</td> <td>1 to 28, 37, 38, 43, 47</td> </tr> </tbody> </table>							Shank	Section	1 $\frac{1}{2}$ in. \times 1 in.	1 $\frac{1}{2}$ in. sq.	1 $\frac{1}{2}$ in. sq.	1 $\frac{3}{4}$ in. \times 1 $\frac{1}{2}$ in.	2 in \times 1 $\frac{1}{2}$ in.		Length	12 in. 14 in.	12 in.	12 in.	14 in.	16 in.		Standard shapes for heavy duty	1 to 32, 35 to 40, 43, 45 to 47	50, 52, 53	1 to 28, 37, 38, 43, 47	1 to 28, 37, 38, 43, 47	1 to 28, 37, 38, 43, 47	1 to 28, 37, 38, 43, 47	1 to 28, 37, 38, 43, 47																														
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Particulars of High Speed Butt Welded Rectangular Blanks for Lathe and Planer Tools

Section	Lengths	
	Overall	High Speed Steel
$\frac{1}{2} \times \frac{1}{2}$	4	$\frac{1}{2}$
$\frac{5}{8} \times \frac{5}{8}$	4 $\frac{1}{2}$	$\frac{5}{8}$
$\frac{3}{4} \times \frac{3}{4}$	6	$\frac{3}{4}$
$\frac{7}{8} \times \frac{7}{8}$	8	$\frac{7}{8}$
1 x 1	8	1
1 $\frac{1}{4}$ x 1 $\frac{1}{4}$	12	1 $\frac{1}{4}$
1 $\frac{1}{2}$ x 1 $\frac{1}{2}$	12	1 $\frac{1}{2}$
$\frac{3}{4} \times \frac{3}{8}$	5 $\frac{1}{2}$	$\frac{3}{8}$

Section	Lengths	
	Overall	High Speed Steel
1 x $\frac{1}{2}$	8	$\frac{1}{2}$
1 x $\frac{3}{8}$	8	$\frac{3}{8}$
1 x $\frac{3}{4}$	8	$\frac{3}{4}$
1 $\frac{1}{4}$ x $\frac{3}{4}$	10	1 $\frac{1}{4}$
1 $\frac{1}{4}$ x $\frac{7}{8}$	10	1 $\frac{1}{4}$
1 $\frac{1}{2}$ x 1	12	1 $\frac{1}{2}$
1 $\frac{3}{4}$ x 1 $\frac{1}{4}$	14	1 $\frac{3}{4}$
2 x 1 $\frac{1}{2}$	16	2

4782.—Carbon Brushes, Pattern 9129A and Brush-holders, Pattern 9095—Supply of Spares

(Coastal Force Bases.)

(N.S./C.F.M. 2043/44.—7 Sep. 1944.)

The following are to be held by Coastal Force Bases for replacements when necessary of carbon brushes and brush-holders of slip ring assemblies of small power-operated gun mountings in Coastal Force craft. The initial supplies should be on the basis shown in paragraph 2.

Subhead	Pattern	Description	Quantity per Flotilla
F.2A	9129A	Carbon brushes ...	6
F.1B	9095	Brush-holders ...	2
F.2A	9129A	Carbon brushes ...	18
F.1B	9095	Brush-holders ...	6

R.M.Ls., "C" class M.G.Bs.,
 71 $\frac{1}{2}$ ft. M.T.Bs. and M.T.Bs.
 424-429 and 523-538 (1
 mounting per craft).
 "D" class M.T.Bs. (24 V and
 220V craft) (4 mountings per
 craft).

3. Bases concerned should forward demands to their storing yards or depots accordingly.

4. The Establishments of Naval Stores concerned will be amended.

4783.—Clocks, Pattern 727—Allowances

Fleet, Light Fleet and Escort Carriers

(N.S. 14652/44.—7 Sep. 1944.)

One clock, Pattern 727, is to be allowed to fleet, light fleet and escort carriers for each of the following positions:—

- (a) Operations room.
- (b) Briefing room.
- (c) Each ready room.
- (d) Military plotting room (assault escort carriers only).

2. One clock, Pattern 724, is already allowed to aircraft carriers for the operations room and one for the fighter or T.B.R. ready room. This allowance is now withdrawn but where clocks, Pattern 724, have been supplied for these positions they are to be retained in part satisfaction of the allowance referred to in paragraph 1 above.

3. Ships concerned in commission should forward demands to their supplying yards or depots accordingly, but, in view of the production situation, supply should not be hastened. Supply to ships concerned under construction should be arranged by the warrant yard and supplying yards or depots in the usual manner.

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

4784.—Compressed Asbestos Fibre Jointing—Second Grade Quality

(D. 9064/44.—7 Sep. 1944.)

In order to conserve rubber, arrangements have been made to debase a percentage of the normal C.A.F. jointing by the substitution of GR-S synthetic rubber for some of the crude rubber used in the mix.

2. This debased jointing will be called 2nd Grade C.A.F. and in order to distinguish it from normal C.A.F. jointing it will be of a distinctive colour either of a bluish-green or of a yellowish tinge. It proved impossible to standardize on the colour because of the different plasticizers used by the various manufacturers.

As an additional and more definite precaution, the figure "2" is stamped on each 6-in. square of one side of the sheeting.

3. The jointing will be suitable for saturated steam services up to 100 lb./in.², exhaust steam, L.P. water services and all other L.P. services in which C.A.F. jointing was formerly used.

It will not be supplied graphited for the time being.

4. Twenty-five per cent of all Yard demands of thicknesses up to and including $\frac{1}{16}$ -in., 50 per cent. of $\frac{3}{32}$ -in. and $\frac{1}{8}$ -in. thicknesses and 75 per cent. of $\frac{3}{16}$ -in. and $\frac{1}{4}$ -in. thicknesses are being met in this second grade jointing but this figure is purely arbitrary as it was impossible to estimate how much of the jointing requirements could be met in this grade. When making demands for jointing, ships should state the maximum amount of this grade that they can take, in order to fulfil their anticipated requirements and to assist in the saving of crude rubber.

5. Second grade is supplied in the same thicknesses as normal grade.

6. As a first supply—

560 lb. of $\frac{1}{4}$ -in. thick.
1,120 lb. of $\frac{3}{32}$ -in. thick.
2,240 lb. of $\frac{1}{8}$ -in. thick.
4,480 lb. of $\frac{3}{16}$ -in. thick.

have been ordered under C.P. 19117/44 of 25th March, 1944, in part satisfaction of the 9th War Demand requirements from each of the following firms for distribution as shown:—

Messrs. R. Klinger, Ltd.	To Chatham.
Messrs. J. Walker & Co., Ltd.	To Portsmouth.
Messrs. Beldam Asbestos Co., Ltd.	To Devonport.
Messrs. Turner Bros. Asbestos Co., Ltd.	To Rosyth.

4785.—Electric Cable, Pattern 13470—Introduction

(N.S. 23466/44.—7 Sep. 1944.)

Electric cable, Pattern 13470, single core, air space insulated, 1/0.44-in. self-locating conductor, L.A. and T.R.S. sheathed, required for use in connection with W/T and Radar equipment has been added to the Rate Book of Naval Stores under Subhead FIC, Part 1, page 1377 (new edition).

2. Arrangements have been made for the purchase from Messrs. Siemens Bros., Ltd., under C.P. 75263/44 of 10,000 yards for distribution as follows and deliveries have commenced:—

Carfin	500 yds.	Mersey	500 yds.
Chatham	500 yds.	Rosyth	500 yds.
Portsmouth	500 yds.	Newcastle	500 yds.
Devonport	500 yds.	West Riding	500 yds.
Severn (Dafen)	500 yds.	Glossop	5,500 yds.

4786.—Electric Toasters—Precautions to be taken against Overheating

(N.S./T. 1468/44.—7 Sep. 1944.)

A report received from sea has indicated that considerable distortion of the grids of electric toasters has occurred caused by overheating due to leaving the toaster switched "ON" when not in use.

2. The heating elements of electric toasters have a high loading in order to permit of the following rates of toasting :—

200 slices per hour for 4-way toasters.

450 slices per hour for 8-way toasters.

3. Whilst toasting operations are in progress, the internal heat is kept within a safe limit by the frequent withdrawal of the toast racks, but should the toaster be left switched "ON" when not toasting and with the toast racks inserted, damage and failure of the heating elements and distortion of the grids are liable to occur.

4. Ships' staffs are to ensure that toasters are switched "OFF" when toasting is not in progress.

5. In future supplies, it has been arranged for a warning tally to be affixed by the manufacturer on all electric toasters, bearing the words :—

"Caution.—The toaster must be switched "OFF" when toasting is not in progress."

4787.—Flying Clothing and Stocks—Bermuda

(V. 9/5112/44.—7 Sep. 1944.)

In view of the reduction of R.N. Air Station, Bermuda, to care and maintenance, vide A.F.O. 1463/44, it is no longer considered necessary to maintain stocks of flying clothing at H.M. Naval Victualling Yard, Bermuda, and arrangements have been made for all stocks to be withdrawn.

(A.F.O. 1463/44.)

4788.—Hose Adaptors, etc.—Allowances*Ships fitted with Instantaneous Couplings*

(N.S. 17901/43.—7 Sep. 1944.)

The following amendments should be made to the Appendix to A.F.O. 4155/44 :—

Item 3 (Branch Pipe, Pattern 1552, etc.)—Delete all particulars.

Item 4 Diffuser (Jet/Spray) Nozzle, Pattern 1563—Delete the allowance shown, i.e. "50 per cent. of total number of fire main hose connections, etc....." and "A.F.O. 3981/43" in "Remarks" column. Substitute the following :—

"One for each fire main hose connection (A.F.O. 4004/44)".

Item 24 (Cap, Pattern 1550)—Amend "remarks" to read "As required for item 19 and fresh water hoses".

Item 25 (Cap, Pattern 1551)—Amend "remarks" to read "As required for items 16 and 20, and fresh water hoses".

(A.F.Os. 4004/44 and 4155/44.)

4789.—Hose, Canvas, for Washdeck and Fire-fighting—Supply of*L.C.M. (I)*

(N.S. 21327/44.—7 Sep. 1944.)

Each L.C.M. (I) should carry the following equipment as part of the minimum outfit of stores :—

B.8 (Permanent)

Hose, canvas, 1½-in., No. 1 size, 40-ft. length, with screw coupling. 1 No.

B.9 (Permanent)

Nozzles, No. 1 size screw 1 No.

2. Bases should arrange supply to craft attached which are not already equipped. Storing yards responsible for supplying minimum outfits to builders for new construction L.C.M. (I) should include these items in the outfits.

3. The Establishment of Stores will be amended.

4790.—H.P. Air Compressors—Alternative Circulating Water Arrangements—As. and As.*"Porpoise," "Rorqual," "Severn" and "Clyde"*

(D. 012731/44.—7 Sep. 1944.)

Minelayer and "River" classes, Item Number 519, Classification A.*

2. Arrangements are to be provided to enable the H.P. air compressors to be run in emergency when the submarine is at depths in excess of 120 ft.

3. In the above-mentioned submarines the following work is to be carried out :—
"Rorqual"

(a) A 1-in. bore water suction pipe to be led from the lowest portion of "W" compensating tank 129-135 to a S.D.V. and tee piece in the compressor circulating water suction.

(b) A 1-in. bore return pipe to be led from a tee piece and S.D.V. in the compressor circulating water discharge pipe to the top of "W" compensating tank.

(c) To assist the compressor circulating water pump in obtaining the necessary suction an air boost of 5 lb. per sq. in. is to be provided for "W" compensating tank, taken off the blow to slop drain tank with a shut-off cock tested to 50 lb. per sq. in.

"Severn" and "Clyde"

Similar arrangements to those for "Rorqual" are to be fitted to provide an alternative suction from "W" compensating tank 147-155 except that a 1½-in. suction and 1-in. return pipe should be fitted. No special air boost arrangements are required as a 50 lb. per sq. in. blow is already fitted to this tank.

"Porpoise"

(a) A 1½-in. bore water suction pipe to be led from the lowest portion of No. 5 mine compensating tank 126-130 with a S.D.V. to a tee piece with 1-in. bore pipes led to the circulating water suction of the respective compressors.

(b) A 1-in. bore pipe to be led from the circulating water discharge of each compressor through a common tee piece and a S.D.V. to a 1½-in. bore return pipe at the top of No. 5 mine compensating tank.

(c) A 5-lb. per sq. in. pressure boost off the blow to slop drain tank, as for "Rorqual," to be fitted to No. 5 mine compensating tank.

(A.F.O. 2260/44.)

*(This Order is to be retained until complied with.)***4791.—L.C.T.(4)—Limitation of Load**

(D.C.O.M. 3140/44.—7 Sep. 1944.)

In L.C.T.(4) which have been fully-stiffened for ocean voyages and fitted for tropical service the cargo load should not exceed 240 tons.

This figure is exclusive of oil fuel but includes fresh water carried in No. D.B.12 tank and any ballast water in the double bottom or wing tanks.

4792.—Minor Landing Craft—Firefighting Equipment

(N.S. 28495/44.—7 Sep. 1944.)

A.F.O. 4403/44 is to be amended as follows :—The allowance of Pattern 4728, Refill for Pyrene extinguisher to all L.C.P. and L.C.V. is to be 1 only.

(A.F.O. 4403/44.)

4793.—Naval Stores Supplied from U.K. to Canada—Consigning Instructions

(M.A.S. 424/44.—7 Sep. 1944.)

The following are the addresses to which certain groups of Naval Stores shipped to Canada are in future to be consigned.

(i) *W/T, Radar and V/S stores supplied against Canadian Government Requisitions* :—

Naval Store Officer,
625, St. Maurice Street,
Montreal,
Quebec.

(ii) *A/S and E/S stores supplied against Canadian Government Requisitions* :—

Naval Store Officer,
4590, St. Denis Street,
Montreal,
Quebec.

All vouchers and packing cases for the stores under (i) and (ii) should be clearly marked with the Canadian Government Requisition No.

(iii) *All stores on Imperial account consigned to Canadian Naval Bases under (C)A.F.Os. as reserves for R.N. purposes* :—

Naval Store Officer of the Base.

Packing cases containing these stores should be marked "Admiralty Reserve" and the (C)A.F.O. quoted on the packing notes.

(iv) *All A/S, W/T, Radar and V/S stores shipped for R.N. New Construction in Canada* :—

British Admiralty Stores,
355, Logan Avenue,
Toronto,
Ontario.

4794.—T.B.R. Squadron on A/S Operations—Binoculars for Air Gunners

(N.S. 18306/44.—7 Sep. 1944.)

To enable Telegraphist Air Gunners to participate in keeping an efficient submarine look-out while on anti-submarine operations, six additional binoculars will be supplied as squadron mobile equipment.

2. These will be Army Type number 2, and are to be held by the Squadron Commander for issue to the Telegraphist Air Gunners before each flight.

3. Parent ships should demand in the usual manner.

4. The Aircraft Store Establishment will be amended.

4795.—Return of Steam and Motor Boats by H.M. Ships to H.M. Dockyards—Procedure

(N.S./D.6566/44.—7 Sep. 1944.)

Considerable inconvenience and delay, involving much correspondence, have been caused by H.M. ships and services returning steam and motor boats, outright, without their spare gear, etc.

2. The following procedure is, therefore, to be strictly complied with. If, however, there are circumstances which prevent compliance, a statement is to be forwarded giving the reasons for the departure from these instructions.

- (a) Ships and services returning steam and motor boats should communicate with the Admiral Superintendent of the dockyard concerned stating the provisional date and time of arrival of the boats, together with authority for landing, in order that arrangements may be made for the representatives of the various departments to be present for checking fixtures and spare gear immediately the boat arrives. The ships and services returning the boats should furnish full particulars of actual despatch.

(b) The Form D.320B (Spare Gear List) and Fixtures List D.6c, together with drawings, etc., relating to the boat should accompany the Requisition for Survey forms S.331, and should be forwarded to the Superintending Naval Store Officer concerned, together with a copy of the communication to the Admiral Superintendent referred to in (a) above.

(c) All spare gear should be locked up in the spare gear box, duly labelled with the number of the boat, and the keys forwarded immediately by registered post to the Superintending Naval Store Officer on despatch of the boat.

(d) In view of the Home Dockyard Regulations, Art. 882A, all magnetos, vaporizers, coils, valuable articles and any portable equipment essential to the satisfactory operation of the craft, liable to misappropriation should be removed from the boat, packed separately together with any defective parts and consigned to the Superintending Naval Store Officer. The case should contain a list showing its contents and be suitably tallied with the number of the boat to which the articles belong. On despatch, a copy of the list of the contents of the case should be sent by post to the Superintending Naval Store Officer. This list should bear a reference to the Requisition for Survey forms S.331 (see (b) above).

(e) If an engine to be landed is incomplete, *i.e.*, any spare gear, etc., missing, a statement should accompany the Form S.331 giving a list of the missing items and the reason why they are not being landed.

(f) If motor or steam boats are landed for *repair only* the Requisition for Survey forms S.331 should be endorsed accordingly.

(g) If boats are landed *out-right*, the forms S.331 should state clearly what sea stores belonging to the boats have been returned, *e.g.*, navigational lanterns, boat's anchor, klaxon horn, etc., etc.

(h) Steps should be taken to ensure that all spare gear, sea stores and other equipment, except as stated in paragraph (d), returned with the boat are secured and locked in the cabin where practicable to avoid the possibility of pilfering during transit. The cabin keys should be forwarded with the keys referred to at (c) above to the Superintending Naval Store Officer.

3. Attention is also directed to the instructions contained in the Naval Storekeeping Manual, B.R.4, Article 56, regarding the procedure to be followed when power boats are transferred between H.M. ships and establishments.

4796.—Radar, W/T, A/S, etc., Spares—Stowage of

New Construction H.M. Ships

(N.S. 28947/44.—7 Sep. 1944.)

It has been brought to notice that spares for Radar, W/T, A/S, Gyro and other similar equipments supplied by storing yards and depots for H.M. ships building at contractors' yards, are being collected from Radio Equipment Assistants, Asdic Installation Officers, etc., and stowed in unauthorized storages by the respective departmental officers of the ships.

2. This procedure is contrary to the principles of the centralized Naval storekeeping system laid down in the Naval Storekeeping Manual, B.R.4, and the practice is to cease forthwith.

3. It is pointed out that special stowages are provided in the Naval storerooms for the spares in question, and Radio Equipment Assistants, Asdic Installation Officers, etc., should ensure in future that the stores are handed over to the Accountant/Accounting Officer during the initial stowing of the vessel with her first outfit of Naval stores.

4797.—Shades, Front Glass, Red—Allowances

Ships and services concerned

(N.S. 19267/44.—7 Sep. 1944.)

It has been found that intermediate signalling lanterns, pattern W.2174, do not function satisfactorily in the same manner as Aldis lanterns, pattern 5110E, fitted with shades, front glass, red. (Air Ministry reference 5A/1152.)

2. The allowances of shades to ships provided with intermediate signalling lanterns as well as Aldis lanterns, were withdrawn, but in view of paragraph 1 above, ships and services concerned may demand them, if required, on the following basis:—

	<i>First supply quantity</i>
Capital ships, cruisers, aircraft-carriers, repair and depot ships ...	4
All other ships to which Aldis lanterns are allowed ...	2
Port War Signal Stations and Shore Signal Stations ...	2

3. The shades will be supplied in boxes, Air Ministry reference No. 5A/1674, and demands should include the boxes on the basis of one box for every two shades.

4. Warrant and supplying yards or depots are to arrange supply in the usual manner to new construction vessels.

5. The Establishments of Naval Stores concerned will be amended.

(*C. in-C., E.F. 533/E.F./332/4—14 Mar. 1944.*)

(*A.F.O. 2870/43 is cancelled.*)

4798.—Ship's Boats—Life-saving Equipment

(N.L. 10624/44.—7 Sep. 1944.)

Four lives were recently lost when a ship's motor boat sank as a result of a collision. The subsequent Board of Inquiry established that no life-saving gear of any kind was on board the boat at the time.

2. Commanding Officers should ensure that ship's boats are equipped with a lifebelt for each member of a boat's crew.

3. Attention is drawn to the Seamanship Manual, Volume 1, Chapter 8 (Miscellaneous Fittings for Steam and Motor Boats).

4799.—Stiff Nuts—Section 28M—Similarity in Part Numbers

(N.S. Air 7713/44.—7 Sep. 1944.)

It is essential that when submitting demands for

- (i) Simmonds type double anchor stiff nuts and
- (ii) GKN and Oddie type plates, single anchor stiff nuts,

that the correct stores references are quoted. If the stores references are not known, the full description must be given as these items cannot be correctly identified when part numbers only are quoted.

2. The following illustrates how confusion may arise if the part number only is quoted:—

<i>Simmonds type nuts</i>	<i>GKN and Oddie type nuts</i>	<i>Part No. for both</i>
(Stores Ref. 28M/5929)	(Stores Ref. 28M/8987)	
Nuts, stiff:—	Nuts, stiff:—	AG/3
Light alloy, double anchor, 6 B.A.	Plates, single anchor, for thin nuts, stiff, light alloy, 6 B.A.	

4800.—Ventilation Trunking to W/T Offices in Destroyers—A's. and A's.

(D. 3062/44.—7 Sep. 1944.)

Reports have been received of considerable leakage of water into the main W/T offices of certain destroyers through the two ventilation trunks which are fitted as natural supplies and which terminate in cowls on "B" gun deck.

2. These trunks are not effective as natural supplies and are to be removed. The openings in the sides of the main W/T office pierced for the trunks are to be fitted with baffle boxes to serve as natural exhausts from the office.

3. No alteration is required where the existing natural supply trunks end in water, excluding mushroom tops or where water leakage has not been experienced.

4. The Commanding Officers of ships concerned are to insert an item in their lists of A's. and A's., classification "A", to cover the work involved.

5. Special instructions will be issued by the Admiralty for ships under construction.

(*Commodore(D) H.F., 21 Feb., 1944, No. 123/H.D. 316.*)

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

Section 4

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

4801.—Officers' Gilt Buttons

(V.8/5756/44.—7 Sep. 1944.)

Gilt crown and anchor buttons, size 1 ($\frac{1}{16}$ in. diameter) and size 3 ($\frac{3}{16}$ in. diameter) for officers below the rank of Commodore, 1st Class, have been added to the list of items which may be taken up on repayment from Service stocks. Supplies are available now at the victualling yards or depots at home at which officers' clothing is stocked, and will be provided at victualling yards abroad as soon as possible. Demands should be limited to actual requirements.

2. The issuing prices are as follows:—

Prices, including purchase tax—

Size 1	4d. each.
Size 3	3d. each.

Prices, free of purchase tax—

Size 1	3d. each.
Size 3	2d. each.

3. Attention is drawn to A.F.O. 652/44, paragraphs 3 and 4.

(*A.F.Os. 652/44 and 654/44.*)

4802.—Officers' Mess Traps—Replacement Allowances for 1944

Sea-going Ships (excluding Submarines)

(V. 5/6302/44.—7 Sep. 1944.)

For the financial year 1944 the authorized allowances in Seagoing Ships for the replacement of articles in the consumable sections of the scales shown in A.F.O. 94/42 and articles in the permanent sections of those scales which are marked with an asterisk are:—

	£	s.	d.
Flag Officer	21	10	0
Commodore or Captain	14	15	0
Flag Captain, Commander or Lieutenant-Commander in Command.	10	5	0

Ward Room Messes

Mess of one Officer	3	13	0
Mess of two Officers	6	5	0
For every Officer borne in excess of two... ..	1	2	6

Gun Room Messes

Mess of one Officer	3	8	0
For every Officer borne in excess of one	1	1	6

Warrant Officers' Messes

Mess of one Officer	4	0	0
For every Officer borne in excess of one	17	6	0

2. The allowances are to be based on the average daily number of Officers borne in each mess.

3. The articles drawn against these allowances are to be valued at the Victualling Rate Book prices for 1944-45.

(*A.F.Os. 94/42 and 3746/43.*)

4803.—Officers' Mess Traps—Replacement Allowances for 1944

Royal Naval Barracks, Colleges, Hospitals, Stationary Ships and other Shore Establishments.

(V. 5/6302/44.—7 Sep. 1944.)

For the financial year 1944 the authorized allowances in messes in H.M. Ships and Establishments mentioned above, for the replacement of articles in the consumable sections of the scale shown in A.F.O. 94/42 and articles in the permanent sections of those scales which are marked with an asterisk are:—

	£	s.	d.
Captain, R.N.	12	7	6
<i>Ward Room Messes</i>			
Mess of one Officer	3	1	0
Mess of two Officers	5	3	6
For every Officer borne in excess of two... ..	14	6	
<i>Gun Room Messes</i>			
Mess of one Officer	2	16	6
For every Officer borne in excess of one	14	0	
<i>Warrant Officers' Messes</i>			
Mess of one Officer	3	6	6
For every Officer borne in excess of one	11	0	

H.M. Ships and Establishments (except R.N. College, Eaton Hall, Cheshire and R.M. Military School, Thurlestone).

2. The allowances are to be based on the average daily number of Royal Naval and Royal Marine Officers borne in each mess during the 12 months ended 31st March, 1944. Where Naval and Marine Officers on the Active List are honorary members of a mess, one half of the above allowances may be claimed for them. No allowances are to be claimed in respect of other honorary members.

R.N. College, Eaton Hall, Cheshire.

R.M. Military School, Thurlestone.

3. The allowances are to be calculated on the number of cadets borne during the preceding term.

4. Where supplies in excess of the allowances are drawn or are required on 31st March, 1945, to complete the set of replaceable articles to the full scale allowed, the Commanding Officer is to report the value of such excess (giving reasons) to the Admiralty (Director of Victualling) when forwarding the annual Officers' mess traps accounts.

5. The articles drawn against the allowances are to be valued at the Victualling Rate Book prices for 1944-45.

(A.F.Os. 94/42 and 3744/43.)

4804.—Officers' Mess Traps—Replacement Allowances for 1944

H.M. Submarines

(V. 5/6302/44.—7 Sep. 1944.)

For the financial year 1944 the authorized allowances in H.M. submarines for the replacement of consumable items in the scales shown in A.F.O. 94/42 are:—

	Per quarter	£	s.	d.
"H" and "Unity" classes	1	4	6	
"L" and "P.551" classes	1	15	6	
"O", "P", "R", "Porpoise", "Swordfish", "Thames", "Triton", "1940s" and "A" classes	2	14	6	

2. The articles drawn against these allowances are to be valued at the Victualling Rate Book prices for 1944-45.

(A.F.O. 94/42 and 3745/43.)

4805.—Chief Petty Officers' and Petty Officers' Mess Utensils—Replacement Allowances for 1944

(V. 5/6302/44.—7 Sep. 1944.)

For the financial year 1944, the authorized allowance for the replacement of consumable articles in the scale of mess utensils for Chief Petty Officers' and Petty Officers' messes shown in A.F.O. 94/42 will be 9s. 3d. for each Chief Petty Officer or Petty Officer in the messes.

2. The articles drawn against this allowance are to be valued at the Victualling Rate Book prices for 1944-45.

(A.F.Os. 94/42 and 3746a/43.)

4806.—Seamen's Mess Utensils—Replacement Allowances

(V. 5/6302/44.—7 Sep. 1944.)

It has been decided to introduce an annual money allowance to cover replacements of breakages and losses of consumable items of seamen's mess utensils. The instructions contained in B.R. 93, Manual of Victualling, Chapter XIII, Section E, are suspended in so far as they relate to the replacement of these items in kind.

2. The allowance is intended to cover all breakages and losses other than those due to neglect, the value of which has been recovered from the individual or mess concerned.

3. For the financial year 1944 the authorized allowance for the replacement of consumable articles in the scale of mess utensils for seamen's messes shown in A.F.O. 94/42 will be 5s. 8d. for each seaman in the messes.

4. The articles drawn against this allowance are to be valued at the Victualling Rate Book prices for 1944-45.

(A.F.O. 94/42.)

4807.—Camp Equipment—Issues to Naval Officers and Officers and Ratings of W.R.N.S.

See AFO 1955/45.

(N.S. 35428/43.—7 Sep. 1944.)

Revised arrangements for the issue of camp equipment are as follows:—

A free issue will be made to Naval officers serving with Royal Marine units, and to Naval officers and officers and ratings of W.R.N.S. when special circumstances of their employment, which are to be reported on the relevant demand, render it necessary. Demands for camp equipment are to be made on the authority of the Commanding Officer, supported by a certificate, that the recipient has not previously had a free issue or a cash grant in lieu.

2. For Naval officers the kit will consist of the following articles:—

Bedstead (X chair, Pattern No. 2)	Chair (X chair, Pattern No. 8)
Bag for	Bucket, canvas, water
Canvas bath and wash basin	Pattern 37 pillow
Bag for	Valise, with lock or cord

This equipment may be augmented, if the Commanding Officer considers it necessary, by the addition of two brown army blankets, two Pattern 37A pillow covers, a seaman's hammock mattress, and a sandfly or mosquito net. All issues to Naval officers are to be reported to the Director of Navy Accounts (Branch 4A (O.G.)) immediately they are made.

3. For officers and ratings of W.R.N.S. the kit is to be similar to that shown in paragraph 2 above, with the addition of the following articles:—

Pattern 37	Mattress, seaman's hammock	1
	Covers for pillows	2
	Blankets, brown army	2
Pattern 34	Sheets	3
Pattern T.341	Towels, bath	2
Pattern T.343	Towels, hand	2
Pattern 25	Coverlets	2
	Sandfly or mosquito nets (whichever is necessary, if either.)	

4. The issue of all kits to officers and ratings of W.R.N.S. will be recorded by the issuing officer in the Naval Pay and Identity Book (S.43a) of the individuals, and in the remarks column of the ledger of the ship or establishment concerned. This entry will be carried forward, from ledger to ledger, and on transfer lists (S.45), until the equipment is withdrawn.

5. When the conditions necessitating the issue of a kit no longer prevail, the kit is to be withdrawn, a corresponding notation made in the pay book and the ledger entry cancelled. Where the pay book is ultimately surrendered, notations therein are to be checked against ledger entries to ensure that kits have been returned and that credit has been given.

6. Grants in respect of the purchase of camp kits will no longer be made, but sums already paid will not be recovered.

(A.F.O. 1742/43, sub-paragraph relative to Naval officers not serving with Royal Marine units, is cancelled.)

4808.—Leather Sea Boots—Economy

(V. 9/5389/43.—7 Sep. 1944.)

Leather sea-boots are frequently returned to the victualling yards in a condition which necessitates scrapping sooner than should be necessary. These boots are not only costly but their production requires specially skilled labour and uses material which is already scarce.

2. If sea-boots are not properly cared for, the leather soon deteriorates and they become hard and uncomfortable to wear. To prevent this, they should be regularly treated with dubbin or other suitable grease both while in store and in use; dubbin for the purpose can be demanded from the victualling yards. Sea-boots that are not in use should be kept clean and if they become wet they should be dried slowly.

3. It is also essential that sea-boots which become worn should be returned to a victualling yard while still in a repairable condition. The extent to which repairs can be executed is necessarily limited to replacement of the outer sole or heel and to minor restitching or patching. Boots should not, therefore, be worn down below the outer sole. If the leather should become hardened, the boots should be bumped out with paper to their proper shape and the leather revived by a generous use of dubbin or grease.

4. Sea-boots returned to victualling yards should be tied together in pairs.

4809.—Victualling Arrangements—Christmas, 1944—Supply of Poultry

(V. 25505/44.—7 Sep. 1944.)

The Ministry of Food has made a special allocation of turkeys to N.A.A.F.I. for supply to H.M. Forces at Christmas on a basis which is expected to provide about 5 ozs. a head, and H.M. ships and establishments in home waters which are victualled from service sources should make early application to N.A.A.F.I. for their requirements.

2. In view of the foregoing arrangements the purchase by Accountant Officers or messes (including officers' messes) of poultry from sources other than N.A.A.F.I. is to be avoided, in order that the civilian population may receive an equitable share of the available supplies.

4810.—Victualling Store Accounts (Implements and Mess Utensils, and Officers' Mess Traps)

(V3/5964/44.—7 Sep. 1944.)

In view of doubts that have arisen it is notified that, for the purpose of K.R. & A.I., Article 1891, seagoing ships are not regarded as being in continuous commission during war time. The Implement and Mess Trap accounts of such vessels need, therefore, only be rendered in accordance with the instructions laid down in the article quoted.

(K.R. & A.I., Art. 1891.)

(C.-in-C., Eastern Fleet No. 826/E.F.430/19 of 18 Apr. 1944.)

4811.—R.N. Air Stations—Scale of Allowances of Clocks

(N.S. 31136/44.—7 Sep. 1944.)

Requirements of clocks for R.N. Air Stations are to be based generally on the following scale :—

Four—Main Office Block. *One*—each self-contained Office Block, Meteorological Office, Officers' Mess, Officers' Ante-room, Guard Room, Class and Lecture Rooms, Sick Quarters, Galley, Officers' and Ratings' Sleeping Blocks, S.D.O., W/T Transmitting and Receiving Rooms, Teleprinter Room, Telephone Exchange, Motor Transport Section, Gymnasium, Operational Control Room, Operational Office and Commanding Officer's Official Quarters. (W.R.N.S. Blocks, etc., where applicable, to be dealt with as above.)

Note.—Clocks are not provided for Canteens, Ratings' Mess, Recreation Rooms, Dining Halls and Offices other than those mentioned above.

2. Clocks are in short supply and while the above scale should be worked to as a guide for the equipment of new stations, etc., they should not be demanded for use in positions in which they are not essential. Demands for any requirements not covered by the approved scale but which are considered necessary for special reasons, also requirements of clocks of R.A.F. pattern, where this type is essential, should be forwarded to the Admiralty (Director of Stores). Such demands should be forwarded through the Administrative Authority accompanied by a statement establishing the necessity for supply.

3. The list referred to in A.F.O. 1408/44 should be amended to include clocks on the basis shown in paragraph 1.

4. The supply of synchronous electric clocks to shore establishments is governed by A.F.O. 1753/44.

(A.F.Os. 1408/44 and 1753/44.)

4812.—Naval Stores, Machinery, etc.—Shipment of—Documentation

(N.S. 886/43.—7 Sep. 1944.)

Efforts have been made to improve the transmission of shipping and accounting documents. The following information concerns the methods now in use.

A. For shipments generally

(i) The consignee's copy of the Bill of Lading is sent in the freightship itself.

(ii) A packing note is enclosed in each package, giving details of the contents and the service for which they are intended. In addition, the quadruplicate copy of the accounting voucher is enclosed in the case.

(iii) Accounting vouchers or reference sheets, as indicated below, are sent to consignees by Air Mail when packages leave yards or depots, it being assumed that shipment will be effected in the ship for which packages are sent forward. These papers give full particulars of the service for which packages are intended and of the pattern numbers and descriptions of the stores shipped. For yards and bases where there is a "D" account, the triplicate copy of the accounting voucher (D.66) is used, annotated with the names of the freightships. Where there is no "D" account a reference sheet is used giving similar information.

(iv) An extra copy of the packing note is forwarded to the *ultimate* consignee by post, as an *advance voucher only*. This voucher contains no particulars of despatch.

(v) Messages giving particulars of freightship, package numbers and brief descriptions of stores for particular ships and services are forwarded from the Admiralty by means of a non-confidential portion in plain language, followed by a coded or cypher trailer.

B. Special arrangements for shipments to particular destinations

Alexandria and Durban only

An advance (additional copy of the Bill of Lading is sent by Air Mail as soon as the consignments leave yards and depots. This shows the services for which packages are intended.

Note.—When the microgram service is well established, despatch of similar shipping documents by Air Mail will be discontinued.

- Kilindini, Durban, Malta, Bombay and Alexandria.* Microgram copies of Bills of Lading showing services and packing notes (for stores for stock) are forwarded from the Admiralty.
- Ceylon* Microgram copies of Bills of Lading showing services are forwarded from the Admiralty.
- Durban only* Messages giving brief details and tonnages of stores for stock with particulars of heavy lifts are also sent.
- For H.M. Ships refitting in America (A.F.O. 5699/42) and at other Yards Abroad (C.A.F.O. 435/42)* (i) Copies of Bills of Lading and packing notes are forwarded by Air Mail. These indicate the Request Number (America) or Job No. (other Yards Abroad) and the symbol \diamond_R followed by the item number of the Defect List or Alterations and Additions for which intended, \diamond_M for ships' own use or \diamond_P (America only) for "Pools", i.e., stocks for use during refits of a class of ships, etc.
- (ii) Supply notes (Forms S.134d) are forwarded to Ship's Accountant Officer, or to British Admiralty Delegation in the case of "Pool" stocks.

(C.A.F.O. 435/42 and A.F.O. 5699/42.)

(A.F.O. 5134/43 is cancelled.)

4813.—Supplies of Stores to Allied Warships and Armed Forces—Valued Reports

(V. 3/6230/44.—7 Sep. 1944.)

Many of the reports received from H.M. ships and establishments, etc., of stores supplied to allied warships and armed forces in respect of which no charge is to be made do not show the value of the supplies as required by the instructions in the relevant Admiralty Fleet Orders quoted below. It is essential that this information shall be furnished. If difficulty is experienced or delay involved in assessing the actual cost an approximate value should be assigned.

2. Care should be taken, however, to see that no price is inserted in any invoice or transfer document handed to allied personnel.

(A.F.Os. 4553/42, 4554/42, 885/44, 1047/44, 3211/44, 3959/44.)

4814.—Stores for Vessels Refitting at Belfast—Addressing

(N.S./D. 017124/44.—7 Sep. 1944.)

In future, all Vote 8 Stores for H.M. ships refitting at Belfast, as well as stores for Emergency Repair Overseers for E.R. Job Numbers, should be forwarded addressed as follows:—

P.E.R.O. (Hull, Engineering or Electrical, as applicable),
King's Works,
Messrs. Harland & Wolff, Ltd.,
Belfast.

For E.R.

(A.F.O. 3740/43 is cancelled.)

4815.—Rolls Royce Merlin and Griffon Cylinder Blocks—Transportation Bases

(N.S. Air 11722/44.—7 Sep. 1944.)

The transportation bases for Merlin and Griffon cylinder blocks are detailed below. To avoid distortion and damage these cylinder blocks are invariably to be stored, packed and transported only on the base on which they were originally delivered:—

Merlin—

Ref. 36DD/40742, cylinder block, L.H., one piece ...	} Transportation base, 36DD/40953.
Ref. 36DD/40743, cylinder block, R.H., one piece ...	
Ref. 36DD/53360, cylinder block, L.H., two piece ...	
Ref. 36DD/53361, cylinder block, R.H., two piece ...	

Griffon—

Ref. 36HH/8440, cylinder block, L.H. ...	} Transportation base. 36HH/54856.
Ref. 36HH/8441, cylinder block, R.H. ...	

2. For accounting purposes at R.N. store depots, it should be the rule that bases delivered with cylinder blocks are not to be taken on or issued off charge as separate items; only spare bases are to be so accounted for.

4816.—Walrus and Seafire/Spitfire Interchangeable Spares—Re-referencing.

(N.S. Air 5747/43.—7 Sep. 1944.)

With reference to the re-allocation of reference numbers, as shown in the appendix to A.F.O. 5136/43, to items interchangeable between Walrus, Seafire/Spitfire and Sea-Otter aircraft, owing to the limited production capacity remaining under the Walrus contract, and the large R.A.F. requirements of these items used on Spitfire aircraft, it is no longer possible for Air Ministry to obtain such requirements under the Walrus contract and reference numbers.

2. Until such times, therefore, as Admiralty deliveries under the existing Walrus contract are completed, these spares will bear both a 26AJ (Spitfire) and a 26B (Walrus) reference number, as shown in Appendix I to this A.F.O. When deliveries from the Walrus contract are complete, future supplies will be provided only to the Spitfire reference number.

3. Until the Walrus reference numbers become obsolete, however, duplicate stockholding must be avoided and stocks in R.N. store depots, aircraft carriers, stations and repair or maintenance yards should be held only under the 26AJ (Spitfire) number. Stocks now held under the 26B reference number should, therefore, be transferred forthwith to the 26AJ number and supplies and future demands made accordingly. Vouchers for deliveries or returns quoting the reference 26B number should be amended to the 26AJ number.

4. Pending publication of official amendment lists, spare part schedules should be amended in manuscript.

5. Since the publication of A.F.O. 5136/43, amendment has also been made to the section and/or reference numbers of certain A.G.S. and other items shown in the appendix to the order, and these should be now re-referenced in accordance with Appendix II of this A.F.O. where not already done.

APPENDIX I

Old Ref. No.	Part No.	Ref No. allocated by A.F.O. 5136/43	Further reference number now allocated
351	D.248/22/7352	26B/33675	26AJ/47500
696	22144/103	26B/33701	26AJ/47501
730	VGS.929/A/50	26B/33703	26AJ/47502
738	VGS.929/B	26B/33704	26AJ/47503
741	VGS.4181/3	26B/33705	26AJ/47504
744	VGS.929/D	26B/33707	26AJ/47505
745	VGS.929/C	26B/33708	26AJ/47506
780	22344/135	26B/33709	26AJ/47507
882	23036/679	26B/33710	26AJ/47508
1126	D.248/21/7350	26B/33724	26AJ/47509
1192	SP.1628/5	26B/33727	26AJ/47510
1196	D.248/13/7352	26B/33728	26AJ/47511

APPENDIX I—contd.

Old Ref. No.	Part No.	Ref. No. allocated by A.F.O. 5136/43	Further reference number now allocated
1478	Temax 31	26B/33745	26AJ/47512
3031	PE.73	26B/33783	26AJ/47513
3032	PE.75	26B/33784	26AJ/47514
3033	SK.1448/3	26B/33785	26AJ/47515
3034	SK.1448/4	26B/33786	26AJ/47516
3035	SK.1448/5	26B/33787	26AJ/47517
3036	SK.1448/6	26B/33788	26AJ/47518
3037	SK.1448/7	26B/33789	26AJ/47519
3038	SK.1448/8	26B/33790	26AJ/47520
4208	SS.248/23/7352	Identical with Ref. 360 transferred to 26AJ/45073	
6041	SP561/5454	26B/33806	26AJ/47521
6044	SP.563/5454	26B/33807	26AJ/47522
6137	VGS.754/0/5	26B/33809	26AJ/47523
6986	SP.7/4445	26B/33813	26AJ/47525
8044	SP.409/5215	26B/33833	26AJ/47527
8164	17133/339	26B/33838	26AJ/47528
8536	23033/1201	26B/33846	26AJ/47529
14377	23027/Sht.181	26B/33852	26AJ/47540
14879	23033/1203	26B/33854	26AJ/47541
14880	23033/1205	26B/33855	26AJ/47542
14881	23033/1207	26B/33856	26AJ/47543
16250	VGS.4204/15	26B/33861	26AJ/47544
16275	SP.5/4445	26B/33862	26AJ/47545
16371	VGS.4204/11	26B/33863	26AJ/47546
16485	Ross Courtney	26B/33864	26AJ/47547
17977	22434/47	26B/33866	26AJ/47548
17978	22434/59	26B/33867	26AJ/47549
18699	22336/475	26B/33869	26AJ/47550
18705	23036/1655	26B/33870	26AJ/47551
18733	23036/1687	26B/33871	26AJ/47552

APPENDIX II

Old Ref. No.	Ref No. allocated by A.F.O. 5136/43	Now referenced as
82	28C/6043	28W/6043
186	28/6387	5K/2347
272	28C/6359	28S/6359
343	28C/6579	28S/6579
347	28C/6175	28S/6175
364	28C/6378	28S/6378
368	28C/6042	28W/6042
379	26B/33685	} Items now cancelled.
380	26B/33686	
381	26B/33687	
382	26B/33688	
695	28B/7849	28P/7849
760	28/6386	5K/2346
1060	28B/-AGS.502/24	28P/-A.G.S.502/24
1120	28C/6350	28S/6350
1122	28C/6577	28S/6577
1128	28C/6360	28S/6360
1203	26EM/39287	26B/13097
1266	28C/6205	28W/6205
1272	28C/6044	28W/6044
1274	28C/6045	28W/6045
1390	28C/6219	28W/6219
1536	28B/8287	28P/8287
1564	28C/6217	28W/6217
1740	28/6384	5K/209
1858	26B/33764	28W/6043 (Identical with old ref. 82.)
1942	26B/33769	5K/2345 (Identical with old ref. 182.)

APPENDIX II—contd.

Old Ref. No.	Part No.	Ref. No. allocated by A.F.O. 5136/43	Further reference number now allocated
2198	28C/6457		28S/6457
2280	28C/6220		28W/6220
2282	28C/6221		28W/6221
4182	28C/6349		28S/6349
4188	28C/6363		28S/6363
4192	28C/6456		28S/6456
4194	28C/6346		28S/6346
4204	28C/6428		28S/6428
4206	28C/6375		28S/6375
5800	26B/33803		26EM/39409
5952	28C/6524		28S/6524
7072	28C/6218		28W/6218
7144	28C/6112		28S/6112
7770	28C/6419		28S/6419
8130	28B/7964		28P/7964
8190	28C/6362		28S/6362
8878	28C/6450		28S/6450

(A.F.O. 5136/43.)

4817.—H.M.S. "Collingwood" and H.M.C.S. "Collingwood"—Address

(M. 1849/44.—7 Sep. 1944.)

Attention is drawn to A.F.O. 4832/44 in Section 5 of this week's issue.

(A.F.O. 4832/44)

4818.—Swill—Disposal

(V/W.P.O. 1178/44.—7 Sep. 1944.)

The Ministry of Supply has drawn attention to the fact that difficulties and delays are occurring in some areas in which concentrator plants have been recently brought into operation.

2. Under the terms set out in A.F.O. 1267/44 (paragraphs 4, 12 and 13) all swill must be offered at the controlled price to the local authority operating a concentrator plant. Care should be taken, therefore, to terminate existing contracts in good time so as to enable this to be done without undue delay.

The Kitchen Waste (Licensing of Private Collectors) (Consolidation and Extension) Order, 1944 (a) has been amended by the addition at the end of the Second Schedule to that Order of Part E as follows:—

Part E (operative from 1st November, 1944)

- The area comprising the County Borough of Swansea and the Borough of Neath.
- The area comprising the County Borough of Gloucester.
- The area comprising the County Borough of Portsmouth.
- The area comprising the County Borough of Bournemouth and the boroughs of Christchurch and Poole.
- The area comprising the Borough of St. Albans and the Urban District of Welwyn Garden City.
- The area comprising the Borough of Haslingden.
- The area comprising the Borough of Kidderminster.
- The area comprising the Borough of Mansfield.
- The area comprising the Borough of Southall.
- The area comprising the urban districts of Baldock, Hitchin, Letchworth and Stevenage.
- The area comprising the Urban District of Havant and Waterloo.
- The area comprising the Urban District of Camborne and Redruth.
- The area comprising the Urban District of St. Austell.

(A.F.O. 1267/44.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

4819.—Amendments to Books

(E.F.O.—7 Sep. 1944.)

The undermentioned amendments (A.F.Os. P.566-601/44) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elvedon Road, Park Royal, N.W.10, in accordance with A.F.O. Volume 1941, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

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

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

- A.F.O. *P.566/44.**—B.R. 377 (General)—A.S.E.—Amendment No. 7.
***P.567/44.**—B.R. 377 (General)—A.S.E.—Amendment No. 8.
***P.568/44.**—B.R. 377 (General)—A.S.E.—Amendment No. 9.
***P.569/44.**—B.R. 377 (General)—A.S.E.—Amendment No. 10.
***P.570/44.**—B.R. 377 (A)—Swordfish A.S.E.—Amendment No. 4.
***P.571/44.**—B.R. 378 (General)—A.S.E.—Amendment No. 42.
***P.572/44.**—B.R. 378 (General)—A.S.E.—Amendment No. 43.
***P.573/44.**—B.R. 378 (General)—A.S.E.—Amendment No. 44.
***P.574/44.**—B.R. 378 (General)—A.S.E.—Amendment No. 45.
***P.575/44.**—B.R. 378 (General)—A.S.E.—Amendment No. 46.
P.576/44.—B.R. 46A—Admiralty Manual of Navigation 1938, Vol. III—Amendment No. 5.
P.577/44.—B.R. 127—Photographic Views of British and Foreign Warships—Amendment No. 3.
P.578/44.—B.R. 236.—Turret Gun Drill for 14 in. B.L. Mark VII Guns on Twin Mark II and Quadruple Mark III Mountings—1942—Amendment No. 4.
P.579/44.—B.R. 257.—Handbook for the 4 in. Q.F. Mark XVI* Gun on the H.A. Twin Mark XIX and Single Mark XX Mountings—1941—Amendment No. 8.
P.580/44.—B.R. 291—Tables showing particulars in regard to Naval Ordnance, 1942—Amendment No. 21.
P.581/44.—B.R. 312—Turret Gun Drill for 15 in. Mark I Guns on Twin Mark I/N Mountings—1938—Amendment No. 12.
P.582/44.—B.R. 615 (C)—Lecture Notes for Instruction of C.R.3s. Qualifying at Sea—Amendment No. 1.
P.583/44.—B.R. 626—Drill for 4-in. Mark XVI* Q.F. Semi-Automatic Guns on H.A. Twin Mark XIX Mounting—1942—Amendment No. 6.
P.584/44.—B.R. 772—Maintenance of Torpedo Tubes in Submarines fitted with H.P. Firing Gear—Amendment No. 8.
P.585/44.—B.R. 796/42—Handbook of Periodical Maintenance Routines for 21-in. Mark VIII** Torpedoes—Amendment No. 12.
P.586/44.—B.R. 859—Regulations for Maintenance of 21-in. Mark VIII-VIII** Torpedoes—Amendment No. 9.
P.587/44.—B.R. 862—Naval Magazine and Explosives Regulations, 1941—Amendment No. 16.
P.588/44.—B.R. 915—Handbook for 5.25-in. Q.F. Mark I Gun on H.A./L.A. Twin, Marks I and II Mountings—1941—Amendment No. 14.
P.589/44.—B.R. 917—Handbook for 4.5-in. Q.F. Mark I (N), III (N) Guns on the Twin Mark II B.D. and Mark III U.D. Mountings—1940—Amendment No. 13.
P.590/44.—B.R. 965—Handbook for the 4.7-in. Q.F. Guns Marks IX and IX* on C.P. Mark XIV and C.P. (S) Mark XVI Mountings—1933—Amendment No. 7.
P.591/44.—B.R. 965 (1)—Handbook for the 4.7-in. Q.F. Mark IX* Guns on C.P. Mark XVII Mountings. Addendum No. 1 to the Handbook for 4.7-in. Q.F. Marks IX and IX* Guns on the C.P. Mark XIV and C.P. (S) Mark XVI Mountings, 1933—1934—Amendment No. 4.

- A.F.O. P.592/44.**—B.R. 966.—Handbook for the 4.7-in. Q.F. Gun Mark IX** on C.P. Mark XVIII Mounting—1938—Amendment No. 3.
P.593/44.—B.R. 967—Handbook for 4.7-in. Q.F. Mark XII, XII* Guns on C.P. Twin Mark XIX Mounting—1939—Amendment No. 6.
P.594/44.—B.R. 1036—Regulations for Maintenance of 18-in. Duplex Pistols Marks I and II—Amendment No. 1.
P.595/44.—B.R. 1061—Drill for 4.7-in. Q.F. Mark IX** Gun on C.P. Mark XXII Mounting and 4.5-in. Q.F. Mark IV Gun on C.P. Mark V Mounting—1944—Amendment No. 1.
P.596/44.—B.R. 1203 (formerly O.U. 5378/1940)—Instructions for the Inspection of Naval Armament Stores—Amendment No. 15.
P.597/44.—O.U.5332/37—Procedure for Supervision of Ships and Vessels Building and Completing at Contractors' Yards—Amendment No. 25.
P.598/44.—O.U. 5449—Regulations for Maintenance of 21-in. Mark II-V Torpedoes—Amendment.
P.599/44.—O.U. 5450—Regulations for Maintenance of 21-in. Mark IV*S and S.O. Torpedoes in Submarines—Amendment.
P.600/44.—O.U. 6341 (2)—Regulations for Maintenance of 21-in. L.C. Marks I, II, II* and Vosper L.C. Torpedo Tubes (Cordite Impulse) in M.T.Bs. and S.G.Bs—Amendment No. 22.
P.601/44.—O.U. 6341 (3)—Regulations for Maintenance of 18-in. L.C. Mark II Torpedo Tubes (Powder Impulse) in M.T.Bs. and 18 in. troughs—Amendment No. 13.

** Exceptionally A.F.Os. P.566-575 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. 4659/44.)

4820.—A.M.S.Is.

(E.F.O.—7 Sep. 1944.)

Admiralty Merchant Shipping Instructions Nos. 44-47/44 are being distributed concurrently with this issue of A.F.Os.

(A.F.O. 4657/44.)

4821.—Air Letter Forms—Supply to H.M. Ships Proceeding Overseas

(M. 1488/44.—7 Sep. 1944.)

H.M. ships proceeding to overseas stations from which the special forces Air Letter Service operates can now obtain up to one month's supply of Air Letter Forms (Army Forms W.3077 and W.3077A) from the Naval Store Depot, Park Royal, before leaving the United Kingdom. These should be demanded in the proportion of four Ordinary Air Letter Forms (Army Form W.3077) to one Privilege Air Letter Form (Army Form W.3077A).

2. The appropriate standing instructions in Home Commands are to be noted accordingly.

4822.—Ammunition Labels—Form O.6—Additions

(Sta. 16649/44.—7 Sep. 1944.)

Serial No.	Description	Where used	Page in Form O.6	Sta. No.
N.505A	Classification of Explosives :— Group 6 (size 1½ in. × 1½ in.)	For use where 3 in. × 3 in. label is too large.	39	Sta. 16649/44

2. Labels should be demanded as necessary from N.A.S.O., Finchfield House, Compton, Wolverhampton.

4823.—B.R.847(44)—Handbook for the 2-pdr., Mark VIII Gun on the Mark VII and VII*P Mountings—Issue

(G. 6271/43.—7 Sep. 1944.)

The above-mentioned book is now in the press and copies will be issued, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, N.W.10, when supplies become available, in accordance with the following establishment, viz. :—

Copies

Commanders-in-Chief and Flag Officers afloat	1
Flag Officers-in-Charge at Home	1
Battleships	2*
Battle Cruisers	2*
Cruisers	3*
A.A. Cruisers	2*
Fleet Carriers	2*
Light Fleet Carriers	4*
Escort Carriers	3*
Destroyer Depot Ships	3*
Submarine Depot Ships	3
Base Ships	3*
Escort Base Ships	3*
Aircraft Repair Ships	3*
Fleet Repair Ships	2*
A.A. Ships	2*
Fighter Direction Ships	2*
Accommodation Ships	2*
Destroyers	2*
Gunboats	2*
Monitors	3*
Minelayers	2*
L.S.I(L)	2*
Sloops	2*
Frigates	2*
Captain, H.M.S. "Excellent"	50
Captain (G), H.M. Gunnery School, Devonport	25
Captain (G), R.N. Gunnery School, Chatham	12
General Officer Commanding Royal Marines	8
Official Secretary, Office of High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1	10
D.A. Algiers	3
Captain "F", Mediterranean	2
Dockyards—	
Portsmouth	5
Devonport	5
Chatham	5
Sheerness	5
Rosyth	3
Orkneys	1
Pembroke	2
Malta	4
Gibraltar	3
Alexandria	2
Bermuda	3
Durban	2
Ceylon	1
Kilindini	2
E.O. for Gun Mountings, Alexandria	1
R.N. College, Greenwich	1
Commandant, Military College of Science, Queen's Road, Penkhull, Stoke-on-Trent, Staffs	1

Gun Mounting Overseers—

Copies

N.E. Area, Barrow	} 1 each
Woolwich, Crayford	
West Midlands	
East Midlands	
Parkhead and Coventry	
B.A.T.M.	2
B.A.D.	1
R.A.M.S.R.	1
D.N.O., Washington	1
Secretary to Naval Board (N.D.A.), Ottawa, Canada (4 for H.M.C.S. "Cornwallis" and 4 for H.M.C.S. "Naden")	25
C.O. Northern A.A. Range, Scapa	2
C.O. A.A. Range, Trincomalee	2
C.O. A.A. Range, Colombo	2
C.O. A.A. Range, Malta	2
C.O. A.A. Range, Alexandria	2
Secretary, Navy Office, Wellington, New Zealand	5
Secretary, Navy Office, Melbourne (including 2 for Flinders Gunnery School)	10

Fitting Out Gun Mounting Overseers—

Liverpool, Glasgow, Belfast, Middlesbrough, Newcastle-on-Tyne, Hull, Cardiff, Avonmouth, Barrow, Leith, Aberdeen, Southampton, Falmouth, London and Lowestoft	1 each
Senior Fitting Out Gunnery Officer, Humber Area, Hull	1
B.N.L.O. French Naval Headquarters	1
Naval Staff Library, Admiralty	1
Armament Supply Depots and Establishments	} As necessary
Inspectors of Naval Ordnance	

*Ships fitted with the 2-pdr., Mark VIII Gun on the Mark VII and VII*P Mountings.

2. This book supersedes B.R.847—Preliminary Pamphlet for 2-pdr. Mounting—Mark VII(P) (Power Operated) 1943 and O.U. 6357(2)—Addendum No. 2 to O.U. 6357—for the Mark VII Mounting—copies of which should be disposed of in accordance with B.R.1—B.R. and I.D. Catalogue—when copies of B.R.847/44 are received. With reference to paragraph 3 of A.F.O. 1623/43 all copies of O.U.6357 are now obsolete and can be disposed of in accordance with the instructions in O.U.2A—O.U. Catalogue.

(A.F.O. 1623/43.)

(A.F.O. 6291/43 is cancelled.)

4824.—B.R. 1025(44)—Small Ships' Accountant Manual—Distribution

(P.D.G.—7 Sep. 1944.)

B.R.1025 (44)—Small Ships' Accountant Manual (short title—S.S.A.M.)—has now been printed and will be distributed without demand on the basis of two copies to all ships down to and including minesweepers, and one copy to all Flag Officers for their information.

2. The Manual is not applicable to Landing craft.

3. Additional copies will be supplied to distributing authorities to meet demands for extra copies.

4. Suggestions for improvement of the Manual will be welcomed and may be sent to the Paymaster Director General, Admiralty.

4825.—B.R. 1209 (Restricted) Pamphlet for 3-inch, 50 Cal. Fire Control Equipment and Arrangements for American Built D.Es. and P.Fs.—Issue

(G. 012988/44.—7 Sep. 1944.)

The above-mentioned publication has been added to B.R.1—B.R. Catalogue, and will be issued without demand by the Superintending Naval Store Officer, R.N. Store Depot, Park Royal, to the following services:—

	<i>Copies</i>
Commander-in-Chief, Western Approaches	1
Captains (D) :—	
Liverpool, Greenock, Belfast	1 each
D.Es. ("Captain" Class Frigates)	1
P.F. ("Colony" Class Frigate), H.M.S. "Anguilla"	1
Captain (G), R.N. Gunnery School, Chatham	1
Captain (G), H.M. Gunnery School, Devonport	1

2. All P.Fs. ("Colony" Class Frigates), except H.M.S. "Anguilla", have already been supplied with this pamphlet and should insert the number "B.R. 1209" and "Restricted (For Official Use Only)" on the cover of their copy.

4826.—C.B. 4302—Declassification

(G.B. 2953/44.—7 Sep. 1944.)

C.B. 4302 has been declassified to the Books of Reference (Restricted) series and allotted the number B.R. 847 (1) (Restricted).

4827.—Forms O.2 (O)—Introduction

(AS/Sta. 16417/44.—7 Sep. 1944.)

Additional printed voucher forms (O.2 series) have been introduced, and should be added to Form O.1, page 1, as follows:—

- O.2 (O) Guns, Machine, Vickers, 0·303-in. (outside)
- O.2 (O) Guns, Machine, Vickers, 0·303-in. (inside)

2. One outside sheet and one inside sheet constitute a complete printed voucher.

3. These forms are made up into pads of 60 sheets each. Demands should be addressed to Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, for supply to be made when available, and an initial supply to main depots abroad will be arranged without demand.

See AFO 167/405 **4828.—Medical and Hospital Consultants**

(M.D.G. 56152/43 ; M.D.G. 44819/44.—7 Sep. 1944.)

The following Naval Consultants are available, and Medical Officers should communicate with the appropriate Medical Officer-in-Charge (or direct to private address, where shown), when cases arise in which their services are required:—

Surgery—

- Tempy. Surgeon Rear-Admiral C. P. G. Wakeley, C.B., D.Sc., F.R.C.S., F.A.C.S., F.R.A.C.S., R.N. Hospital, Haslar (Portsmouth Dockyard, Extension 4321.)
- Tempy. Surgeon Rear-Admiral R. J. Wilan, M.V.O., O.B.E., V.D., M.S., F.R.C.S., c/o Naval Health Office, Rosyth. (Edinburgh Trunks 39.)
- Tempy. Surgeon Rear-Admiral Gordon-Taylor, C.B., O.B.E., M.S., M.B., F.R.C.S., R.N. Hospital, Chatham. (Chatham Dockyard, Extension 28.)

Orthopaedic Surgery—

- Tempy. Surgeon Rear-Admiral R. Milne, M.D., M.S., F.R.C.S. (75, Portland Place, London, W.1.) (Welbeck 1020.)

Neuro-Surgery—

- Tempy. Surgeon Captain L. C. Rogers, M.Sc., F.R.C.S., F.R.A.C.S., F.A.C.S., R.N.V.R., R.N. Auxiliary Hospital, Barrow Gurney. (Long Ashton, (Bristol) 3163.)

Medicine—

- Tempy. Surgeon Rear-Admiral R. A. Rowlands, O.B.E., M.D., R.N. Hospital, Haslar (Portsmouth Dockyard 4321.)
- Tempy. Surgeon Rear-Admiral J. W. McNee, D.S.O., D.Sc., M.D., F.R.C.P., (c/o The Gardiner Institute of Medicine, University of Glasgow, 50, Church Street, Glasgow, W.1.)

Neurology—

- Tempy. Surgeon Captain M. Critchley, M.D., F.R.C.P., R.N.V.R., R.N. Auxiliary Hospital, Barrow Gurney. (Long Ashton (Bristol) 3163.)

Psychological Medicine—

- Tempy. Surgeon Captain D. Curran, F.R.C.P., M.B., B.Ch., D.P.M., R.N.V.R., c/o Admiralty Medical Board, Room 936, Ninth Floor, Queen Anne's Mansions, London, S.W.1.

Radiology—

- Tempy. Surgeon-Commander A. R. Thomas, B.Ch., M.R.C.S., L.R.C.P., D.M.R.E., R.N.V.R., R.N. Auxiliary Hospital, Newton Abbot. (Newton Abbot 912.)

Diseases of the Chest—

- Tempy. Surgeon Captain W. D. W. Brooks, D.M., F.R.C.P., R.N.V.R., R.N. Hospital, Chatham. (Chatham Dockyard, Extension 28.)

Genito-Urinary Disease—

- Tempy. Surgeon Commander S. G. Sandrey, F.R.C.S., R.N.V.R., R.N. Hospital Haslar. (Portsmouth Dockyard, Extension 4321.)

Veneral Diseases—

- Surgeon Captain T. R. L. Jones, R.N., R.N. Sick Quarters, Queen Alexandra Hospital, Cosham, Hants. (Cosham 76076.)

Medical Statistics—

- Tempy. Surgeon Commander J. A. F. Roberts, M.D., D.Sc., F.R.C.S. (Ed.), R.N.V.R., Medical Department, Admiralty, 64 St. James's Street, London, S.W.1. (Regent 7481.)

2. The following Civil Consultants are available for consultation in the United Kingdom. The Medical Director-General is the authority for arranging cases for consultation, and Medical Officers-in-Charge are required to forward details of each case in accordance with the regulations laid down in B.R. 677—Instructions for Naval Hospitals, etc., Article 86 (see also B.R. 677(2) and relevant Admiralty Fleet Orders). Exceptions to this procedure can only be made with the permission of the Medical Director-General, as noted in the following list.

3. The following constitutes a list of the Civil Consultants:—

ENGLAND

Mental and Neurological Diseases—

- Sir Hubert Bond, K.B.E., D.Sc., M.D., F.R.C.P. Telephone: Whitehall 7010
Board of Control (London Office: 25, Victoria Street, S.W.1). Ext. 122-123

Diseases of the Ear, Nose and Throat—

- G. W. Carte, Esq., F.R.C.S., Telephone: Welbeck 6860
16, Upper Wimpole Street, W.1.
- L. Colledge, Esq., F.R.C.S., Telephone: Welbeck 4971
2, Upper Wimpole Street, W.1.

Anaesthetics—

- I. W. Magill, Esq., M.B., B.Ch., D.A., 149 Harley Street, W.1. Telephone: Welbeck 4444

Pathology (Morbid Histology)—

- W. W. Woods, Esq., M.R.C.S., L.R.C.P. Telephone: Bishopsgate 8333
c/o London Hospital. (Specimens should be sent direct.)

Dentistry—

- Sir Norman Bennett, Kt., M.A., M.B., L.D.S., etc. Telephone: Langham 2453
57, Harley Street, W.1.

Ophthalmology—

- Sir Arnold Lawson, K.B.E.,
12, Harley Street, W.1. Langham 1232
F. A. Williamson Noble, F.R.C.S.,
27, Harley Street, W.1. Langham 1631

Plastic Surgery—

- Sir Harold Gillies, Kt., C.B.E., F.R.C.S.
149, Harley Street, W.1. Welbeck 4444

*Gynaecology—**London—*

- J. P. Hedley, Esq., M.D., F.R.C.P., F.R.C.S., F.R.C.O.G.,
17, Bentinck Street, London, W.1. Langham 3432
Dame Louise McIlroy, D.B.E., M.D., F.R.C.P., F.R.C.O.G.,
115a, Harley Street, W.1. Welbeck 8010

Plymouth—

- J. W. G. Riddell, Esq., M.C., M.D., F.R.C.S., M.R.C.O.G.,
9, The Crescent, Plymouth. Plymouth 4565

Liverpool—

- Prof. A. L. Robinson, F.R.C.S., F.C.O.G.,
63, Rodney Street, Liverpool. Liverpool, Royal 8061

Bristol—

- H. L. Shepherd, Esq., M.B., Ch.B., F.R.C.O.G.,
79, Pembroke Road, Clifton, Bristol. Bristol 36463

Tropical Medicine—

- Sir Philip Manson-Bahr, K.C.M.G., D.S.O., M.A., M.D., F.R.C.P.,
149, Harley Street, W.1. Welbeck 4444

Dermatology—

- H. W. Barber, M.A., M.B., F.R.C.P.,
7, Devonshire Place, London, W.1. Welbeck 9727

Radio-therapy and Physio-therapy—

- J. E. Carter Braine, Esq., M.D., F.R.C.S.,
55, Wimpole Street, W.1. Welbeck 8607

Special Consultant for Rehabilitation Scheme

- H. E. Moore, Esq., M.B., Ch.B. (Surgeon to L.M.S. Railway),
1, Wellington Villas, Crewe.

Radiology—

- H. K. Graham-Hodgson, Esq., (C.V.O., M.D., F.R.C.P.,
X-Ray Department, Middlesex Hospital, Mortimer Street, W.1. Museum 8333

Medical Statistics—

- M. Greenwood, Esq., F.R.S., D.Sc., F.R.C.P.,
London School of Hygiene and Tropical Medicine, Keppel Street
(Gower Street), W.C.1. Museum 3041

SCOTLAND

Surgery—

- Sir John Fraser, K.C.V.O., M.C., M.D., Ch.M.,
20, Moray Place, Edinburgh. Edinburgh 22814

*Gynaecology—**Edinburgh and East of Scotland—*

- Prof. R. W. Johnstone, C.B.E., F.A.S.C., F.C.O.G.,
26, Palmerston Place, Edinburgh. Edinburgh 23377

(Authority to arrange consultations is delegated to
Senior Medical Officer, H.M.S. "Cochrane".)

Glasgow and West of Scotland.

- D. McIntyre, Esq., M.B.E., F.R.S.(Edin.), F.R.C.S.(Edin.), M.D., F.R.C.O.G.,
9, Park Circus,
Glasgow; C.3. Douglas, Edinburgh 4741

Dentistry—

- A. C. Hutchinson, Esq., M.D.S.,
31, Chambers Street, Edinburgh. Edinburgh 22711

Ophthalmology—

- J. Marshall, Esq., M.B., Ch.B., D.O.M.S.,
11, Clairmount Gardens, Glasgow, C.3. Douglas, Edinburgh 4318

NORTHERN IRELAND

Medicine—

- S. T. Turkington, M.D.,
14, University Square, Belfast. Belfast 24396

Surgery—

- C. J. A. Woodside, M.B., F.R.C.S.I.,
3, Elmwood Avenue, Belfast. Belfast 26931

Gynaecology—

- Prof. C. G. Lowry, M.D., F.R.C.S., F.R.C.O.G.,
12, University Square, Belfast. Belfast 21959

4. When cases of urgency arise, the services of Consultants under the Emergency Medical Service Scheme of the Ministry of Health (E.M.S. Scheme) are available. Application should be made to the Regional Hospital Officers or Group Officers (London Sectors).

5. Abroad, the services of the nearest Naval, Military or Air Force specialist available should be utilised, but where one is not available, the Medical Officers-in-Charge of R.N. Hospitals, Hospital Ships and R.N. Auxiliary Hospitals abroad, and Fleet Medical Officers, are authorised to call in a civilian consultant under the conditions laid down in Instructions to Naval Hospitals, Article 86 (4) as amended by A.F.O. P.345/36.

6. The Consulting Radiological Engineer is available for Home Hospitals, etc.:-

- C. Morgan Davies, Esq., A.M.I.E.E.,
Ruskin House, Abbots Road, Abbot's Langley, Herts. Kings Langley 7919

(A.F.Os. 1793/44, 1933/44 and 3516/44.)

(A.F.Os. 5818/43 and 406/44 are cancelled.)

4829.—Navy List—To be Published Quarterly in Three Volumes

(C W 15964/44—7 Sep 1944)

Owing to editorial and printing difficulties the Navy List will be published quarterly in future instead of every two months. In order to effect the change-over the June edition will be published as usual, there will be no August edition, and the first quarterly edition will be that for October, corrected up to and including 30th September, 1944.

2. In view of the considerable growth of the Navy List it will be published in three volumes commencing with the October edition, the contents being:—

Volume 1—R.N., R.N.R., R.N.V.R. and W.R.N.S. Indexes.

Volume 2—R.N., R.N.R., R.N.V.R. and W.R.N.S. Seniority Lists.

Volume 3—Civil Departments and Lists of Ships and Establishments, etc.

3. Division has been made in this manner in order to effect a saving of labour, paper and transport as many Establishments and Departments will not require all three volumes. The Distribution List has accordingly been revised to that end and many users will not be supplied in future with a complete edition of three volumes. Any users who can dispense with volumes over and above those curtailed by this revision are requested to inform the Keeper of Stationery and Printing, Admiralty, as soon as possible after the October edition has been published.

4830.—Office of the Ordnance Consulting Officer for India—Change of Address
(M. 1979/44.—7 Sep. 1944.)

As from 1st September, 1944, the location and address of the office of the Ordnance Consulting Officer for India will be as follows:—

Ordnance Consulting Officer for India,
Duffield House,
Stoke Green,
Slough, Bucks.
Telephone No. : Slough 22294 (3 lines).

4831.—Correspondence for H.M. Ships Bearing Place Names

(M. 1913/44.—7 Sep. 1944.)

Attention is drawn to A.F.O. 5929/43. Since the commissioning of H.M.S. "Kilmarnock", a considerable quantity of mail has been received on board intended for the town of Kilmarnock, the R.N.A. Hospital, and the Royal Marine base at Kilmarnock.

2. To avoid unnecessary delays in delivery, correspondence intended for Naval Authorities and Establishments should include the county or country, as well as the post town, in the address.

(A.F.Os. 649/43 and 5929/43.)

4832.—H.M.S. "Collingwood" and H.M.C.S. "Collingwood"—Address

(M. 1849/44.—7 Sep. 1944.)

Correspondence and stores for H.M.C.S. "Collingwood" are constantly being received in H.M.S. "Collingwood," and vice versa. Attention is directed to the correct addresses for these ships, i.e. :—

H.M.S. "Collingwood,"
Fareham,
Hants *for stores and correspondence*
H.M.C.S. "Collingwood,"
c/o G.P.O.,
London, F.C.1 *for correspondence*

2. Application for the address for stores for the Canadian ship should be made to the Director of Stores (IF), Admiralty, on each occasion it is required.

Section 6.—SHORE ESTABLISHMENTS

4833.—Annual Leave for Temporary Juvenile Civilian Non-Industrial Staffs

(C.E. 54974/44.—7 Sep. 1944.)

Under normal arrangements, temporary staff who become entitled to not less than 18 days' annual leave at age 18 are allowed only 12 days' annual leave so long as they are under the age of 18.

2. It has now been decided that, as a purely wartime concession, an additional 6 days' annual leave may be granted to those juveniles, aged 17, who would normally become entitled to not less than 18 days' annual leave at age 18.

3. This arrangement will apply during the current leave year, and it is hoped that establishments will find it possible to allow the juveniles concerned to have two "breaks" in the year—of which one should, wherever practicable, be a consecutive fortnight.

(A.F.O. 4675/44.)

4834.—Clerical and Typing Staffs Under the Age of 18 Years—Hours of Attendance

(C.E. 57518/43.—7 Sep. 1944.)

The question of the hours of attendance of clerical and typing staffs under the age of 18 has been under consideration.

2. The normal hours of attendance of staff aged 16 should not exceed 44 a week, and those of staff aged 17 should not exceed 48 a week. Where hours in excess of those quoted are being worked establishments should investigate the position with a view to effecting a reduction.

3. Young people of 16 and 17 should in no circumstances be required to work more than 49 and 51 hours a week respectively. If this cannot be achieved without an increase in staff the facts should be reported to the Admiralty, Bath (C.E. Branch II) for consideration.

4. Establishments are reminded that juveniles under 16 should not ordinarily be made to work more than 39 hours a week, exclusive of time spent on general education.

(A.F.Os. 2445/43 and 4027/43.)

4835.—Promotion of Clerical Assistants (Treasury and Departmental) to the Clerical Class

(C.E. 14498/44.—7 Sep. 1944.)

For the period of the war the normal peacetime procedure for the promotion of Clerical Assistants (Treasury and Departmental) to the Clerical Class has been suspended. The instructions which remain operative regarding the wartime promotion of Clerical Assistants have been consolidated and are promulgated below.

2. Reviews are now held regularly at six monthly intervals when Heads of Establishments may recommend for acting promotion to the Clerical Class any Clerical Assistants or Departmental Clerical Assistants, Grade I (including those retained on marriage in a temporary capacity) who are not less than 18 years of age and are considered to have reached the standards necessary for such promotion. Candidates may also be nominated by the Staff Side of the Admiralty Administrative Whitley Council.

3. Recommendations should be forwarded to the Admiralty for review and should reach C.E.II., Bath, not later than the 15th May and 15th November each year in order that candidates may, if selected, be placed on trial on Departmental Clerical Officer duties as from the 1st July and 1st January as a regular routine. No candidate is, however, to be placed on trial until selection is promulgated in C.E. Appointments List.

4. Recommendations should include the following information in respect of each candidate :—

- (a) Full name.
- (b) Where serving.
- (c) Date of birth.
- (d) Full particulars of all Government service.
- (e) Whether the candidate is potentially qualified to perform the full duties of the Clerical Class, and
- (f) Whether a change of duties to work appropriate to the Clerical Class can be arranged within the candidate's present Department or whether transfer to another Department would be necessary.

5. All other qualifications being equal, candidates will be selected in order of seniority.

6. Normally, Clerical Assistants over the age of 50 will not be selected for promotion under this scheme but cases of exceptional merit may be specially represented for consideration.

7. Clerical Assistants on loan to the Admiralty from other Government Departments are eligible equally with Admiralty staff for consideration for acting promotion under the terms of this A.F.O.

8. Officers who are placed on trial for promotion to the Clerical Class should continue to receive during the period of trial the remuneration appropriate to their substantive rank. The promotion of Clerical Assistants who successfully complete the trial period will, however, be antedated for pay purposes to the date of commencement of that period.

Note.—The duties of Clerical Assistants, Grade I, will comprise the work formerly allocated to Writing Assistants, together with simpler Clerical duties hitherto falling within the scope of the general Clerical Class. The duties will thus comprise work preliminary to machine operations (punching, tabulating, etc.), and copying and transcribing work (writing out acknowledgements, filling up forms, warrants and bills), the addressing of letters; the counting and routine examination of postal orders, insurance cards, etc.; the casting and preparation of schedules and lists, and the writing up of simple cards; the custody of card indexes; the preparation, verification and scrutiny of straightforward documents, statistics and records, etc.; the preparation of other documents, etc.; subject to check; simple arithmetical calculations with or without the aid of office machinery, the simpler forms of registry work; simple correspondence of the stock letter and printed form type under well defined general instructions; and the operation of office machines where convenient.

2. The above is a description rather than a rigid definition, and other duties in keeping with the tenor of this general description but not superior thereto may also be assigned to Clerical Assistants.

(A.F.O's. 3099/41, 960/42 and 1614/42 are cancelled.)

4836.—Paying Officers for Civilian Staff Employed Abroad

(D.N.A.20208/43.—7 Sep. 1944.)

Attention is drawn to the fact that Transfer Documents (Forms D.135) for industrial personnel appointed to Australia, New Zealand, Canada or the United States of America, are to be forwarded to the Director of Navy Accounts, Branch 5, in accordance with A.F.O. 2'43/44.

2. It is important that Forms D.135 for such personnel should be rendered promptly.

(A.F.Os. 2143/44 and 3606/44.)

4837.—Electrodes—Approved Types

(N.S./C.P. 75260/42.—7 Sep. 1944.)

The following types of electrodes are approved for Admiralty work :—

Firm.	Type of Electrode.
The Sure-Arc Electrode Co., Ltd. ...	Overhead for the vertical welding of mild steel only.
	Speed arc for down hand welding only on both mild steel and D.W. quality steel.
	Deependarc for down hand welding only on both mild steel and D.W. steel.

4838.—Training Devices Using 35-mm. Inflammable Film—Fire Precautions

(N.L./C.E.-in-C. 04994/44.—7 Sep. 1944.)

While A.A. dome teachers and other fixed training apparatus involving the use of 35-mm. film cannot be categorically classed as cinemas, the inherent fire risk nevertheless exists in the use and handling of inflammable film.

2. The fire precaution measures laid down in A.F.O. 5938/43 for 35-mm. cinema projection equipment are to be observed in so far as they are applicable and practicable, particularly as regards storage of film, re-wind rooms and exit doors.

3. This Order has no application to Portobels or still projectors or other units employing non-inflammable film.

(A.F.O. 5938/43)

4839.—Mortars, M.L. 3-in. and M.L. 2-in. Gauges, Testing Straightness of Bore—Introduction

(A.S. 10630/42.—7 Sep. 1944.)

The following gauges, testing straightness of bore, are being introduced into Naval service for use in R.N. armament depots :—

Gauge, straightness of bore, M.L. 3-in. mortar, Mark I	For M.L. 3-in. Mark II mortars with Mark IA barrels
Gauge, straightness of bore, M.L. 3-in. mortar, Mark II	For M.L. 3-in. Mark II mortars with Mark I barrels
Gauge, straightness of bore, M.L. 2-in. mortar, Mark II	For all M.L. 2-in. mortars

2. These gauges are used to test the straightness of the barrels; the M.L. 2-in. mortar being P.C. if the gauge will not pass down the bore; the M.L. 3-in. mortar is similarly condemned if the gauge will not pass down the barrel to 35 in. from the muzzle.

3. The gauge for the M.L. 2-in. mortar can also be used for testing the eccentricity of the firing pin, by inserting plasticine or wax in the recess in the end of the gauge.

4. The gauges will, when available, be issued to R.N.A. depots without demand.

4840.—Telephone Switchboards Owned by G.P.O.—Supervision of Operating Procedure

Shore Establishments

(D. 17318/43.—7 Sep. 1944.)

In the case of Admiralty telephone switchboards owned and maintained by G.P.O., but manned by Admiralty civilian personnel, where it is ascertained that faulty operating procedure is followed, early arrangements should be made to approach the appropriate G.P.O. Telephone Manager for the attendance of a G.P.O. Travelling Supervisor to give such advice as will lead to the rectification of the faults.

2. If the boards concerned are connected to the long distance Naval telephone network, and the faulty procedure extends to that network, a request should be made to the administrative authority concerned (C.A.F.O. 333/44 refers) for the attendance and advice of a Chief Wren Travelling Telephone Supervisor with specialist knowledge of the operating procedure over that network.

3. The pamphlet entitled "Telephone Switchboard Operating" (B.R.845), referred to in A.F.O. 3001/43, has recently been reprinted in a more permanent form and authorities concerned should demand from the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, copies required for guidance on the switchboards referred to above.

(A.F.O. 3001/43 and C.A.F.O. 333/44.)

4841.—Merchant Ships' Supplies and Services—Accounting—REPORTS

(W.G.F. 148/43.—7 Sep. 1944.)

A.F.O. 4439/44 is to be amended as follows:—

Paragraph 2, second line—

For "paragraph 6" read "paragraph 3".

(A.F.O. 4439/44.)

4842.—Lead Rates for Semi-skilled Grades in Admiralty War-Time Establishments

(L.6507/44.—7 Sep. 1944.)

The following additional "lead" rates for semi-skilled grades, as set out below, have been agreed with the Trade Unions concerned as being applicable at the Admiralty establishments referred to in paragraph 1 of A.F.O. 3101/44, viz. :—

Grade	Lead rate over ordinary labourers' rate for the establishment	
	s.	d.
Domestic boiler attendant	3	0
Destructor attendant	5	0
Depot truck driver	6	0
Pump attendant	6	0
Plant attendant	6	0
Loco. fireman	6	0
Despatch rider	8	6
Loco. driver—		
Narrow gauge	10	0
Broad gauge	12	0
Crane driver—		
Driver of cranes of lifting capacity of up to and including 2 tons.	8	0
Driver of cranes with a lifting capacity of over 2 tons and up to and including 6 tons.	10	0

(Note.—Any cases of drivers of cranes with lifting capacity of over 6 tons should be reported.)

Slinger (fully qualified) 6 0 to 9 0

(Note.—Simple duties connected with slinging would be remunerated at the 3s. 0d. rate as in A.F.O. 3101/44, paragraph 2 (c).)

2. The following rates of charge pay are appropriate for chargehands of unskilled and semi-skilled grades at these establishments, viz. :—

Where 10 men or more are supervised ... 6s. a week over the rate of the highest paid man in the gang.

Where less than 10 men are supervised ... 4s. a week over the rate of the highest paid man in the gang.

3. Heads of Establishments should review the lead rates at present being paid to any employees of the above-mentioned grades. Where an increase is necessary to bring the rate up to that authorized above, payment should be made as from the beginning of the first full pay period following the date of this Order. Any employee whose existing lead rate (or charge pay) is higher than that authorized above, may be allowed to retain the existing rate on a personal basis.

4. Any case of doubt or difficulty should be reported to the Secretary of the Admiralty (L. Branch).

(A.F.Os. 3101/44 and 4197/44.)

4843.—Rates of Pay of Female Industrial Canteen Staff

(L. 9178/44.—7 Sep. 1944.)

Following an agreement reached by the Ministry of Supply with the trade unions concerned, the wages of female industrial canteen workers employed in canteens operated by the Admiralty under paragraphs 3 (ii), 6 and 7 of A.F.O. 3515/43 are to be revised as follows:—

Grade.	New Rate or Range.				Present Rate or Range.	
	London Area.		Provinces.		s.	d.
Supervisor	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Assistant Supervisor	83 0	to 93 0	73 0	to 83 0	67 0	to 77 0
Cooks	63 0	to 73 0	63 0	to 68 0	57 0	to 62 0
Assistant Cooks	4s. a week above rates of other canteen workers shown below.				4s. a week above rates of other canteen workers shown below.	
Cashiers						

Other Canteen Workers.	Age.	Weekly Rate.		Age.	Weekly Rate.	
		London Area.	Provinces.		London Area.	Provinces.
Attendants Waitresses, Cleaners, etc.		s. d.	s. d.		s. d.	s. d.
	15 years	26 6	26 6	15 years	23 6	23 6
	16 years	31 0	31 0	16 years	27 0	27 0
	17 years	36 0	36 0	17 years	31 0	31 0
	18 years	48 6	48 6	18 years	42 6	42 6
	19 years	51 0	51 0	19 years	45 0	45 0
	20 years	53 6	53 6	20 years	47 6	47 6
	21 years and over	58 0	56 0	21 years and over	52 0	50 0

2. These increases will take effect from the beginning of the full pay period in which 18th August, 1944, fell.

3. All other working conditions for these grades (working hours, overtime and additional pay, general conditions of service) remain as set out in A.F.Os. 1279/43 and 3015/43.

(A.F.Os. 1279/43, 3015/43 and 3515/43.)

4844.—Discharges of Workpeople

(L. 8596/44.—7 Sep. 1944.)

The procedure laid down in Home Dockyard Regulations, Article 52, paragraph 2, is to be followed in all cases of discharge authorized under C.A.F.O. 907/44.

2. The requisite notifications should include an indication whether the ground of discharge falls under the head of paragraph 4 (a) or paragraph 4 (b) of the C.A.F.O.

(C.A.F.O. 907/44.)

†4845.—The Royal Naval Scientific Service

(C.E. 56887/44.—7 Sep. 1944.)

See AFO 5058/46.

Their Lordships have had under consideration the steps necessary to ensure the permanent provision for the Navy of the service which it needs in the fields of research, experimental design and development, in view of the ever growing importance of this work. They have therefore decided that scientists and engineers engaged in research, experimental design and development, that is to say, broadly speaking the personnel now enrolled in the Admiralty Scientific, Technical and Chemical Pools shall be reorganized as the Royal Naval Scientific Service. This Service will incorporate grades corresponding to the Officer, Assistant and Artificer classes of the present Admiralty Pools.

2. The Head of the Royal Naval Scientific Service will be the Director of Scientific Research.

3. This reorganization must naturally be a gradual process and further orders on the subject will be issued from time to time. In the meantime the following statements may be taken as indicating Their Lordships' intention to give the R.N.S.S. the status and responsibilities commensurate with its high importance.

- (a) Special attention will be paid to the conditions of service of the R.N.S.S. and to the provision of laboratory and all other necessary facilities.
- (b) It will be the responsibility of the Director of Scientific Research as Head of the Royal Naval Scientific Service to ensure that after entry, its members get such further training and varied experience as will best fit them for the full range of their duties.
- (c) It is the intention that as a rule Officers of the R.N.S.S. should have training and experience at sea, and that during such time they would wear the uniform of their equivalent Naval rank.
- (d) It is intended that so far as security considerations permit, members of the R.N.S.S. should contribute to the discussions of the learned Institutions, thus enabling them to further the reputation of the Navy for high quality scientific and engineering work, and to contribute to advances in these subjects for the benefit of the nation as a whole.