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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
30th August, 1945.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

H. V. Markham

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

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

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ADMIRALTY FLEET ORDERS

No. Subject.

30th August, 1945.

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 4972. Books of Reference—B.R.1000 (Restricted)—40-mm. A.A. Gun—Description and Operation (O.P. 820A)—Withdrawal.
 4973. Books of Reference—B.R.1034 (10)—Handbook of Components and Testing Apparatus for Independent Mines—Charge Cases and Fittings—Issue.
 4974. Books of Reference—B.R.1273—Machinery Information Book L.C.M.(7)—Issue.
 4975. Books of Reference—B.R.1285 (Restricted)—Handbook for the Ordnance, Q.F., 40-mm., Mark I, on Mountings, 40-mm., A.A., Marks I, IA, IB, II and III, and Platforms, 40 mm., A.A. Mountings, Marks I and II, 1941—Issue.
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(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.

*†4831.—Victory over Japan—Message from H.M. The King

(M. 07918/45.—30 Aug. 1945.)

The following message from His Majesty the King to his Navies, Armies and Air Forces throughout the Empire is promulgated:—

"The surrender of Japan has brought to a victorious end the war which has engaged our full fighting strength all over the world. I send my heartfelt congratulations to the men and women of my Navies, Armies and Air Forces throughout the British Commonwealth and Empire.

Through the long years of the grim struggle with our enemies in the West and in the East, your unflinching resolution and indomitable courage in the face of manifold adversity have earned you the eternal gratitude of your countrymen.

Many of your comrades have fallen in the fight. With you, I grieve for their loss, for the sufferings of the wounded and for the sorrows of the bereaved. With you, I look forward to the safe homecoming of those who have had to endure captivity.

By God's mercy, the forces of evil have been overthrown. But many tasks remain to be accomplished if the full blessings of peace are to be restored to a suffering world.

It is the duty of each one of us to ensure that your comrades have not died in vain, and that your own hard-won achievements are not lost to the cause of Freedom, in which you undertook them.

On behalf of all my peoples, I thank you. God bless you all.

GEORGE R.I."

4832.—Congratulatory Message from First Sea Lord to Fleet Admiral Ernest J. King, Commander-in-Chief, United States Fleet and Chief of Naval Operations, and Reply Thereto

(E.F.O. 196/45.—30 Aug. 1945.)

On the occasion of the Japanese surrender I should like to offer my warmest congratulations to you and the American Navy on the tremendous achievements with which they have fought their way across the Pacific to the threshold of Japan and so to final victory.

2. The determination and courage with which, after Pearl Harbour, command of the Pacific was regained, will long be remembered in Naval history, and it was with the greatest pride that we sent the British Pacific Fleet to operate under the wise and skilful leadership of Admiral Nimitz. We rejoice that in the hour of victory we were privileged to play our part alongside your powerful fleets off the coast of Japan.

3. I earnestly hope that the warm friendship and close association with which our two Navies have fought together in this war may continue undiminished in the years that lie ahead.

I wish to thank you for your kind message of congratulations which I have disseminated to the United States Navy. On this occasion our sincere appreciation goes to you and to the entire Royal Navy for your part in the mutual victory. Only the indispensable role played by your Fleet in combating German and Italian naval power in the Atlantic and Mediterranean enabled America to direct her own sea strength against the Japanese in the early days of the war. A little more than a year ago the naval forces of the

British empire and those of the United States joined together in one of the greatest undertakings in the history of warfare. The Normandy invasion resulted which led to the defeat of Germany thus demonstrating what can be done by teamwork among collaborating nations. More recently the British Pacific Fleet added materially to the strength of Allied offensives in Japanese waters. The war just ended has added many a bright page to the already glorious history of the Royal Navy. I share with confidence your hope for continued close and friendly association between our forces throughout the future.

***4833.—Departure of Admiral Stark, U.S.N., from United Kingdom—
Exchange of Messages**

(M. 07972/45.—30 Aug. 1945.)

The following messages which have been exchanged on the departure from the United Kingdom of Admiral Harold R. Stark, U.S.N., lately Commander, United States Naval Forces in Europe, are promulgated for the information of all serving officers and ratings:—

From Admiral Stark
To Admiralty.

"On giving up my command, after three and a half years of service in the British Isles, I was glad to be with the Royal Navy to join with them in the celebrations of final victory. On leaving I wish to express my highest admiration, respect, and deep affection for the officers and men of the Royal Navy. It has been a great honor and privilege to work so closely with you. My heartfelt thanks and appreciation to all for their understanding and assistance to us in all our problems, Farewell and Good Luck."

Addressed Admiral Stark, S.S. "Queen Mary"
From Admiralty.

"On behalf of the Board of Admiralty and the officers and men of the Royal Navy I send you sincere thanks for your message on the termination of your appointment in the United Kingdom. We have greatly prized your presence at the head of the United States Naval Forces operating from these Islands in our joint effort against the common enemy. This period has seen great perils overcome, victory in the Atlantic, and the landing of great Armies on the Normandy Coast.

We hope that in the years ahead you will often revisit these Islands and give us the pleasure of renewing old associations and the affection we feel towards you. Nothing could have been happier than the relations which linked us all and they will, I trust, forge an enduring bond between the United States Navy and the Royal Navy.

Bon voyage."

A. V. Alexander.

4834.—Life Saving in H.M. Naval Service

(D. 17247/45.—30 Aug. 1945.)

The following *amendment* is to be made to A.F.O. 3111/44:—

Section V. Paragraph 1. After "light load waterline" insert new paragraph as follows:—

The arrangements indicated on A.F.O. Diagram No. 183/44 (IV) are to be regarded as obsolescent and in future the nets and their means of suspension are to be manufactured in accordance with the details shown on A.F.O. Diagram 324/45.

The existing nets in a serviceable condition are, however, to be regarded as satisfactory and are not to be discarded on account of the introduction of revised arrangements.

(A.F.O. 3111/44.)

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

4835.—Guide to Auditing—Applicable to Officers' Mess and Wine Accounts, Canteen and Ships' Fund Accounts; also all Approved Subsidiary and Non-Public Accounts

(N.L. 4696/45.—30 Aug. 1945.)

The proper auditing of large funds makes much work for busy officers—but not nearly so much as does a protracted inquiry into accounts which have been allowed to get into a thorough muddle.

2. Auditing must never be regarded as an irksome and unnecessary task to be performed perfunctorily to comply with the letter of the regulations, nor as an impertinent inquisition into the capability or integrity of the person responsible for the funds. Audits are wisely ordained as a regular check that funds are accounted for accurately and administered prudently. Officers responsible for the funds, however experienced and conscientious they may be, have a right to expect and should welcome regular and really thorough auditing as a reassurance that all is well and that they have not overlooked some slip in their accounting or discrepancy in their stock. *But unless the audits really are thorough, they are not merely useless, but dangerous, as they give a false sense of security.*

3. Nowadays many funds have to be entrusted to officers with little experience of accounting. They should be particularly glad of the guidance which auditing officers can give them and of the protection audits afford against the troubles and temptations which may quickly follow any muddle, carelessness or forgetfulness.

4. The comprehensive instructions in K.R. & A.I. Articles 620, 635 and 635a have been proved necessary by long experience and *must* be followed fully and faithfully for *all* subsidiary and non-public funds, whatever the pressure of other work. Stocktaking, although not done by the auditors, is just as important as the examination of accounts. The requirement that a Supply or Instructor Officer should, if possible, be a member of every auditing board does *not* mean that the other members need merely sign the audits when done by him; all members must take a full part and bear equal responsibility for the thoroughness of the auditing. A guide to auditing officers is given in the Appendix to this Admiralty Fleet Order.

5. The statements signed by auditors are in future to include a certificate that this A.F.O. 4835/45 has been complied with.

6. For the present, audits of mess, canteen and other non-public funds are to be held at *four-monthly* intervals instead of quarterly, on 1st November, 1st March and 1st July.

APPENDIX

Introductory Remarks

The accounts which are required to be kept in order to enable checks to be made by the auditors are exceedingly simple as is also the form of statement of account (Form S.256) ordered to be rendered to comply with the King's Regulations.

2. The accounts are:—

- (a) A cash account, showing on one side receipts of money, and on the other, expenditure. A separate cash account should be kept for each subsidiary fund in addition to that of the main fund.
- (b) A stock account, when stock is carried, showing:—
 - (i) Stock on charge at the commencement of the period.
 - (ii) Value of the stock, item by item, and in aggregate.
 - (iii) Receipts of stock and value of stock received.
 - (iv) Selling price of each item of stock.
 - (v) Expenditure of stock and value at cost price of stock expended.

Note.—In some accounts a separate sales book may be kept for this.

- (vi) Remains of stock and total value at cost price whenever the account is closed. This should be monthly, in case of most accounts, but weekly in the case of ships and establishments who run their own canteen.

- (c) An account of financial transactions grouped under each individual merchant, so as to enable indebtedness to be ascertained at any moment.
- (d) Statement of liabilities and assets (Form S.256) otherwise known as a "balance sheet", on the date the account was drawn up.

3. In the case of wine accounts, the wine books (S.252 and S.253) contain all the requisite headings for keeping the cash account and the stock account, also the statement of liabilities and assets (Form S.256), already printed. A section is also provided in which to keep individual merchants' accounts.

4. The rulings of the various accounts shown in the wine book (S.253) may be regarded as specimens of the type of accounts required for other funds where stocks are carried. Specimen types of accounts are also shown in Appendices I and II.

Auditing the Cash Account and Verifying Money

5. (a) Check balance brought forward from last audited account.
- (b) See that each entry shown as a receipt and as an item of expenditure is properly supported wherever possible by some voucher or evidence of correctness.
- (c) Evidence of receipts may be obtained from one or more of the following :—
- (i) Letter accompanying remittance.
 - (ii) Account of mess bills collected.
 - (iii) Supply Officer's monthly mess savings statement (Form S.73 in larger ships and establishments, and Form S.1252 in smaller ships and establishments).
 - (iv) Signature of person paying-in alongside entry in account.
 - (v) Record of sales (this includes records of takings from billiards and other games).
 - (vi) Copy of N.A.A.F.I. Rebate Form R.
- (d) Evidence of expenditure should invariably be by receipted bill or account or by signature of person paid. Care is to be taken to note date on the receipt, and it is recommended that each receipt should be marked "Audited", and initialled by the Auditing Officers to ensure that it cannot be presented a second time. Receipted bills should be carefully scrutinized.

- (e) Check totals and figure produced as balance.
- (f) Check balance in the account with actual cash and bank balance as shown on bank statement (when bank account is kept).
- (g) Examine any unrepresented cheques shown as part of the balance (see K.R. & A.I. Article 621, paragraph 2, which limits use of cheques to Ward Room officers in payment of mess and wine debts). Cashing cheques from mess funds is forbidden. Similarly, I.O.U.'s cannot be accepted as part of balance. Any unrepresented cheques dated prior to previous audit are only to be accepted if cause of delay in paying in is satisfactorily explained.

- (h) Check the balance of the cash account into the statement Form S.256.
- (i) Sign the cash account on completion of the audit.

Auditing the Stock Account

6. (a) Check each item of stock transferred from previous audited account.
- (b) Check cost price shown for each item from previous account and from tradesmen's bills received since previous account.
- (c) Check stock received during the period under audit from tradesmen's bills and see that cost price of each item is correctly entered.
- (d) In case of wine accounts and of accounts dealing with duty free tobacco and cigarettes, check receipts of stock with those shown in the gangway wine book (S.251).
- (e) Check totals of each item of stock transferred from previous page or account plus stock received.
- (f) Check totals of issues item by item.
- (g) Check remains, (i.e., total stock from previous account, plus stock obtained during period under audit, less stock issued) item by item.

(h) Check totals of money received with value at selling price of stock sold. This money may be accounted for in either a sales or stock book. If the money is taken by a rating, verify that it is handed over to an officer for custody daily, or in the case of petty accounts, weekly, and signed by the officer in charge. The sums so received should be checked into the cash account (see paragraph 5 (c) (v)).

(i) When the stocks are handled by ratings, the auditors should ascertain how often the stock is mustered. Generally speaking, it should be mustered by an officer weekly, except in the case of petty accounts when it should be mustered monthly. If, in the opinion of the auditors, musters are not carried out at sufficiently frequent intervals, they are to report the fact. Stocktaking is a matter of considerable importance.

(j) Check statement, signed by two members of the Committee of mess or fund, of stock (K.R. & A.I., Article 635a) with remains shown in stock account and check valuation which should be at cost prices. Confirm verbally that stock has not deteriorated and lost value.

(k) Check value of stock remaining is correctly transferred to statement of assets contained in Form S.256.

(l) If excessive stocks are being carried compared with normal expenditure, the auditors should remark on this in forwarding audited statement (Form S.256), Remarks should also be forwarded on any appreciable losses of stock.

(m) Ascertain if stocks are insured against War Risks (A.F.Os. 3791/39, 5142/41, paragraph 9, and 465/43). If not so insured and stocks carried are valued at over, say £10, the auditors should report the fact.

With reference to A.F.O. 3791/39 (Section B), stocks ashore can now be insured against War Risks. It is also advisable that they should be insured against fire risk.

Examination of Tradesmen's Accounts

7. In wine and other accounts where the same firms are dealt with on more than one occasion, a record of transactions, showing monies paid out to the firm and value of goods or services provided by the firm should either be provided or constructed. Amounts owing to each firm should be ascertained and Form S.256 (Audit Form) should be checked to ensure that the amounts owing are shown as liabilities. Any other unpaid bills should also be shown as liabilities on Form S.256. Tradesmen's accounts and receipts should be carefully scrutinized, and it should be verified that they refer to the period under audit.

Examination of the Balance Sheet (Statement of Assets and Liabilities, Form S.256)

8. (a) *Liabilities.*—(i) Check that all outstanding bills and accounts are entered (see paragraph 7).

(ii) Confirm that all outstanding orders, subscriptions, insurance premiums and the like, for which the mess or other fund may be liable (whether accounts have been received or not) are included.

(b) *Assets.*—(i) Check money in cash box (see paragraph 5 (f), (g) and (h)).

(ii) Check balance as shown in bank with the bank's statement of account. Verify that the bank's statement is up to date. Should there be any cheques issued but not yet paid into the bank, particulars should be verified as far as possible from cheque book counterfoils or amount due as shown in the accounts. If not satisfied, the auditors should recommend in their report that the Treasurer or holder of the fund should be called upon to produce a revised bank statement at some later date (see also paragraph 5 (g)).

(iii) Check value of stock at cost price with signed statement (vide paragraph 6 (j) and (k)).

If pictures or other articles which are the property of the mess are claimed as assets, questions should be asked as to how valuation (which should be signed by the Committee) has been arrived at. Usually, in the case of furniture or articles subject to wear and tear, an ample depreciation in value should be called for. If it is considered that the valuation is excessive, attention should be called to the matter in the auditor's report.

(iv) If any Government investments are held, check up their value either from interest vouchers or from a statement of purchase given by Bank or Post Office. Check up that interest is being duly noted in cash account when received. There should normally be evidence either by interest counterfoil or in bank account.

(v) *Other items*.—Ensure that in all audits of mess funds and wine accounts, the certificates on the reverse side of Form S.256 are completed.

Officers' Mess and Wine Accounts—Additional Points for Auditors

9. (a) Check that monthly mess bills and wine bills are correctly totalled, and totals correctly entered in cash accounts.

(b) Check that all officers have paid their mess bills, or when not paid that there is a satisfactory explanation. Names of officers whose accounts have been outstanding for, say, over ten days without satisfactory explanation should be reported.

(c) Any irregularities which come to notice, such as one officer using another's wine account, should be reported.

(d) Carry out test checks of Warrant Officers' mess wine chit book counterfoils and check quantities with those entered in wine book.

(e) Check amounts of wines shown as received in Warrant Officers' Mess from Ward Room mess wine books.

Miscellaneous Points in connection with Audits

10. (a) Where the officer keeping the account under audit is other than the Supply Officer of the ship or establishment, the cash balance and accounts of all public and other funds in the charge of the officer are to be produced and examined at the same time. The fact that this has been done is to be noted by the auditors on the Form S.256.

(b) Check that Commanding Officer's authority exists for any banking accounts opened.

(c) Check that individual canteen bills are paid up.

(d) Statements of funds subsidiary to canteen funds (e.g. sports funds, welfare funds, band clubs, dance clubs, etc.) are to be signed by the Committees of the various funds. Usually, these subsidiary funds should be brought into the general ship's fund audited statement. When, however, these funds entail considerable accounting, as in a Naval Barracks, they may be kept and audited separately, subject to the Commanding Officer's concurrence. The opening of all subsidiary or non-public funds should have the approval of the Captain (K.R., Article 635).

(e) In connection with the audits of canteen ship's fund, a frequent procedure is for a statement of receipts and expenditure, grouped under headings covering the period of the audit, to accompany the statement, Form S.256. Such headings would be N.A.A.F.I. rebate, compassionate grants (no names to be included), grants to cricket or football funds, wages, film hire and the like. Such a statement is usually of interest to the ratings and is more intelligible than the Form S.256 rendered without any clarifying or supporting statement. Auditors are recommended to encourage the production of a statement of this description for eventual display on the Ship's Company notice board.

(f) In smaller shore establishments, such as Wren hostels, it is recommended that, if the mess savings for the last month of the period of audit have not been paid in by the 10th of the following month, the Commanding Officer's approval should be obtained for delaying the audit. Delay should not, however, exceed ten days.

(g) Where cigarette machines are fitted, auditors should check that details of takings and expenses are included in the appropriate mess or fund's accounts. Where stamp machines are fitted, cash and value of stamps should be checked.

(h) Auditors should call attention to any undue profits or excessive charges.

11. Nothing in this guide is to be regarded as modifying or altering in any way the instructions in K.R. & A.I. on audits.

12. Specimens of a cash account and of a page of a stock account are shown hereunder :—

SPECIMEN CASH ACCOUNT FOR SMALL SHIP OR ESTABLISHMENT RUNNING OWN CANTEEN

Date, 1945	Receipts	Amount		Date, 1945	Expenditure	Signature for receipt or Voucher No.	Amount		
		£	s. d.				£	s. d.	
7 Jan.	From previous page or a/c	...	...	2 Jan.	N.A.A.F.I. for Canteen goods	1	25	0	0
14 Jan.	Canteen Sales, 1-7 Jan.	...	11 5 4½	4 Jan.	Messrs. Jones for Canteen goods	2	30	0	0
18 Jan.	Canteen Sales, 8-14 Jan.	...	11 5 4½	10 Jan.	Share out Mess surplus	3	40	0	0
21 Jan.	Mess Savings, December	...	35 10 6	24 Jan.	Messrs. Curtis for flowers, December	4	1	15	6
24 Jan.	Canteen Sales, 15-21 Jan.	...	11 5 4½	24 Jan.	Hire of Dance Hall	5	1	1	0
28 Jan.	Proceeds of Dance	...	2 10 0	25 Jan.	War Risks Insurance, Messrs. Dobell	6	5	10	0
	Canteen Sales, 22-28 Jan.	...	11 5 4½	31 Jan.	Compassionate Grant		3	10	6
					Messrs. White for curtains		4	0	0
					Salary to Canteen Attendant (Jan.)		1	10	0
	Total Receipts		184 8 7		Total Expenditure		112	7	0
					Balance		72	1	7
					Total		184	8	7

Note.—The account need only be balanced at the end of the period under audit. Totals of pages can be brought forward from page to page.

SPECIMEN PAGE OF A STOCK ACCOUNT INCLUDING WEEKLY RECORD OF SALES

Cost Price	...	...	1/4 for 20	1d	5 1/2d	2 1/2d	1 1/2d	1 1/2d	2 1/2d	4d	2 1/4	4/-	4/3	2/3	8d	1/-	Total Value at Selling Price
Item	...	...	Craven A Senior Service Gold Flake	Matches Boxes	Stationery	Envelopes	Shoe laces	Darning wool	Chocolate	Sweets (packet)	Lipstick	Face powder	Face cream	Talcum powder	Tooth brushes	Tooth paste	£ s. d.
Selling Price	...	...	1/6 pkt. of 20	1 1/2d	6 1/2d	3d	2d	2d	3d	4 1/2d	2/8	4/6	5/-	2/6	9d	1/1	13 12 0
Stock on hand, 1st Jan., 1940	...	...	40	24	2	4	5	9	12	6	1	2	5	3	4	2	44 10 0
Received from N.A.A.F.I., 4th Jan., 1945	...	...	100	24	12	12	24	24	60	60	12	20	20	20	24	24	58 11 0
Stock on Hand	...	...	160	48	14	16	29	33	72	66	13	22	25	23	28	26	11 5 4 1/2
Issues (see Sales Book)	...	...	30	8	3	3	6	7	15	12	2	4	4	5	5	6	11 5 4 1/2
7th Jan., 1945	...	...	30	8	3	3	6	7	15	12	2	4	4	5	5	6	11 5 4 1/2
14th Jan., 1945	...	...	30	8	3	3	6	7	15	12	2	4	4	5	5	6	11 5 4 1/2
21st Jan., 1945	...	...	30	8	3	3	6	7	15	12	2	4	4	5	5	6	11 5 4 1/2
28th Jan., 1945	...	...	30	8	3	3	6	7	15	12	2	4	4	5	5	6	11 5 4 1/2
Total Issues	...	...	120	32	12	12	24	28	60	48	8	16	16	20	20	24	45 1 0
Remains e/fwd.	...	...	40	16	2	4	5	5	12	18	5	0	9	3	8	2	13 9 6
Stock at cost price	...	...	1 6 8	1 4	11	10	7 1/2	7 1/2	6	0	8	4 0	3 18 1	6 9	7 4	0 2	01 91 11
Value of stock at (last day of audit period only)	...	...	5 13 4	1 4	11	10	7 1/2	7 1/2	6	0	8	4 0	3 18 1	6 9	7 4	0 2	01 91 11

(K.R. & A.I., Articles 612 to 619, 620 to 623, 630 to 632, 634 to 635a).
(A.F.Os. 5791, 59, 5142, 41, 465, 13 and 5080, 43).
(A.F.O. 2682, 40) as cancelled.

4836.—Air Branch—Promotion from the Lower Deck to Permanent Commissioned Rank—Acting Sub-Lieutenant (A) R.N.—REPORTS

(C.W. 13754/45.—30 Aug. 1945.)

The following instructions amend and consolidate all previous orders concerning arrangements for the selection of continuous service ratings of the Air Artificer, Air Fitter, Air Mechanic and Flying branches for promotion to permanent commissions in the Air Branch of the Royal Navy for employment as pilots or observers.

Eligibility for Recommendation

2. Ratings either married or unmarried are eligible for commissioned rank under these arrangements.

3. Air Branch ratings are to be selected as possible candidates for promotion to commissioned rank either in the training establishments or in their early years in the Air Branch and the procedure for their recommendation on Form C.W.1 and selection is on similar lines to that laid down in A.F.O. 147/44 and A.F.O. 907/45 for the recommendation and selection of candidates for permanent executive commissions.

4. Ratings who are entered for special service are ineligible for training and advancement detailed below unless they transfer to a Continuous Service engagement as soon as a white paper is started (C.A.F.O. 460/42 refers).

5. Selected ratings are eligible to appear before a Fleet Selection Board provided:—

- they are still recommended by their Commanding Officers;
- they have passed E.T.2 (except ratings entered as air apprentices);
- if serving under a Special Service engagement, they have transferred to a Continuous Service engagement;
- they are certified after medical examination to be medically fit in accordance with the full physical standard required for officers of the Air Branch of the Royal Navy. The medical certificate given on Form S.1304 before a candidate appears before a Fleet Selection Board should be amended to read "provisionally medically fit for full flying duties as pilot or observer".

The Commodore, R.N. Barracks, Lee-on-Solent, is to make arrangements for all Upper Yardmen (Air) to appear before the Central Air Medical Board, Lee-on-Solent, before being drafted to H.M.S. "Raleigh";

- they have attained the age of 20 years 6 months but are under the age of 23 years 6 months on 1st July of the year in which the Fleet Selection Boards are held.

* As a temporary measure any Rating Observers who are specially suitable may be recommended on C.W. Form, subject to their being under the age of 29 on the 1st May, 1943.

- Flying Branch ratings.—(i) Have served 12 months as Naval Airman, 1st Class, or above, by the 1st July of the year the Fleet Selection Boards are held;

(ii) Telegraphist Air Gunners.—Have passed for Leading Airman and hold the non-substantive rating of T.A.G.3 or above.

(iii) Pilots and Observers.—Hold the rating of Acting Petty Officer Pilot or Acting Petty Officer Observer or above.

(iv) Air Artificer and Air Fitter ratings.—Have served six months as Leading Air Fitter by the 1st July of the year the Fleet Selection Boards are held.

(v) Air Mechanic ratings.—Have served 12 months as Air Mechanic 1 by the 1st July of the year in which the Fleet Selection Boards are held.

(vi) Have passed for Leading Air Mechanic.

Fleet Selection Boards

6. Until further notice Fleet Selection Boards are to be held twice a year on each station for ratings serving in the Fleet, and by Admiral (Air) for ratings

serving at Royal Naval Air Stations, i.e. early in June to provide candidates for the following September and January courses, and early in December to provide candidates for the following May and September courses.

7. *Service Documents*.—Service Certificates with enclosures, Forms C.W. No. 1, C.W. No. 1A and S.1304 are to be sent to the President of each Board with the candidate or, if possible, before the Board sits, for scrutiny by members of the Boards.

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

8. Failure to pass the Fleet Selection Board does not debar a candidate appearing before a Fleet Selection Board again provided he is still eligible and is recommended by his Commanding Officer.

Allocation to Courses and Arrangements for Joining

9. The names of all candidates who are successful at the Fleet Selection Boards should be reported to the Admiralty (C.W. Branch) and Commodore, R.N. Barracks, Lee-on-Solent, in order of merit immediately the results are known and not later than 30th June and 31st December, since early information as to the number of candidates selected is essential for their allocation to courses. Successful candidates from the Fleet Selection Boards will be allocated to courses as convenient.

The names of successful candidates serving abroad should be reported by signal, and they should be discharged to R.N. Barracks, Lee-on-Solent, at the first convenient opportunity, passage arrangements being reported. Those serving at home should be discharged to R.N. Barracks, Lee-on-Solent, for Preliminary Courses (see paragraph 10) as soon as possible after acceptance by Fleet Selection Boards.

10. Before being eligible for the full course of eight months in H.M.S. "Raleigh" candidates must have successfully completed a preliminary course as follows:—

Aptitude testing	...	...	...	...	1 week
Flying Grading	...	...	...	...	4 weeks
Disciplinary Course	...	...	...	...	2 weeks
Elementary Seamanship Course	...	...	...	...	4 weeks

On completion of Flying Grading and Aptitude Testing, *accepted candidates* are to be discharged *individually* to R.N. Barracks, Portsmouth, for preliminary seamanship and educational training. Once all candidates have joined R.N. Barracks, Portsmouth, they are to be classed up for the Seamanship and Disciplinary Courses in time to enable these courses, lasting six weeks in all, to be completed prior to the date of joining "Raleigh" for the Upper Yardmen Course.

11. Great inconvenience has been experienced in the past by candidates arriving at H.M.S. "Raleigh" after the course has commenced. It is essential in the interests of the candidates themselves, and for these important courses to be of full value, that all candidates should arrive in good time for the commencement of the course, and be given a short period of leave beforehand.

12. Commodore, R.N. Barracks, Lee-on-Solent, is responsible for assembling the candidates at least one week before the "Raleigh" course commences. He is also to arrange for the candidates to arrive at the course by 1600 on the Sunday before it begins. If it is more convenient, candidates on leave are to be given written instructions to report to the course by that time, a copy of these instructions being forwarded to the Commodore, H.M.S. "Raleigh".

Special Course—Arrangements and Outline

13. Candidates selected to undergo these courses will be known as Upper Yardmen (Air) and they will undergo the same course and take the same examinations as Upper Yardmen, paragraphs 24-39 of A.F.O. 147/44. These courses as above will be held in H.M.S. "Raleigh" every four months, commencing in January, May and September each year. On commencement of this training candidates who do not already hold a leading or higher rating will be advanced to Temporary Acting Leading Rating in the branch to which they belong.

14. While undergoing the special course, ratings becoming eligible for progressive pay or advancement under the regulations will receive such pay or advancement but no change of uniform will be permitted until the end of the course.

15. The Commander-in-Chief, Plymouth, is authorized to remove any candidate from Part I or Part II of the Course who is unfavourably reported on, or whose conduct is unsatisfactory.

Final Selection Board

16. The Final Selection Board, consisting of a Flag Officer and two Captains, one of whom is to be a Fleet Air Arm Officer, is to recommend in each case whether the rating should be promoted to Acting Sub-Lieutenant (A).

When candidates are not recommended for promotion to Acting Sub-Lieutenant (A), recommendations should be made whether the standard reached is high enough for the rating to be regarded as:—

(i) *Ratings of the Flying Branch*

- (a) Qualified educationally and in seamanship for Warrant Observer or Warrant Pilot;
- (b) qualified in seamanship for Warrant Observer or Warrant Pilot;
- (c) qualified educationally for Warrant Rank.

(ii) *Maintenance ratings, Air Artificers, Air Mechanics and Air Fitters*

- (a) Qualified educationally for warrant rank in the appropriate aircraft maintenance branch;
- (b) For Air Fitters—qualified educationally for Petty Officer Air Fitter and recommended for next conversion course to Air Artificer;
- (c) For Air Mechanics—recommended for early course for Petty Officer Air Mechanic.

The Commander-in-Chief, Plymouth, is authorized to approve the recommendations of the Final Selection Board.

17. Candidates who are removed from the course because of unsatisfactory progress, or unfavourable reports, or fail at the Final Selection Board, are considered to be unsuitable for permanent commissions, and are not eligible again to appear before a Fleet Selection Board. A suitable notation is to be made at the foot of page 3 of the Service Certificate.

Promotion to Acting Sub-Lieutenant (A)

18. Candidates recommended by the Final Selection Board for promotion to Acting Sub-Lieutenant (A), R.N., will be promoted with the same seniority as the executive candidates of the course, after which they will be allocated to courses for Pilot or Observer training. Successful candidates who are already qualified Pilots or Observers and have attained the age of 21 will, however, be promoted to the confirmed rank of Sub-Lieutenant (A) and appointed to specially arranged courses, in lieu of the normal Pilot or Observer Courses to enable them to attain the higher standard.

19. On promotion and before appointment as qualified Pilots or Observers, officers promoted under the above arrangements will undergo a short course in mess etiquette, etc., at the R.N. College, Greenwich.

(C.A.F.Os. 930/41, 460/42, A.F.Os. 147/44 and 907/45.)

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

***4837.—Wireless News and Entertainment Services for H.M. Ships and Establishments**

(D.P.S. 1087/45.—30 Aug. 1945.)

B.B.C. Programmes

Details of the B.B.C. Overseas Services in English (comprising the General Overseas, Pacific, African and North American Services) are in the B.B.C. Short Waveband Chart, which gives a full list of wavebands, frequencies, call signs, etc. This chart should be regarded only as a guide and is subject to alteration. Copies are distributed approximately every four months, on the same scale as C.A.F.Os., to ships at home and abroad and to shore establishments abroad.

2. The Short Waveband Chart for July to October, 1945, was distributed with A.F.Os. dated 19th July. The front page containing details of the General Overseas Service is now cancelled and is replaced by a new sheet which was distributed 16th August, 1945, see A.F.O. 4655/45.

3. Daily and weekly programme summaries are regularly broadcast. A list of the times of these summaries for the following week, and of the times of news bulletins, together with frequency announcements, is transmitted in morse by the General Post Office on 8910 Kc/s (call sign GAY), 10,650 Kc/s (GIH), 13556 Kc/s (GID) and 19,084 Kc/s (GYB8) every Sunday between 0700 and 0800 G.M.T. It may be desired to arrange for a watchkeeper to take down these programme summaries for reproduction and exhibition on notice boards.

4. The news bulletin broadcast at 0800 G.M.T. in the General Overseas Service consists of news read at dictation speed.

5. The "Radio Times", giving details of the Home and Light Programmes which can be received in home waters, is obtainable every week free by H.M. ships and establishments on application to:—

B.B.C. Publications,
The Grammar School,
Scarle Road,
Wembley.

Transmitting Stations Abroad

6. In addition to the B.B.C transmissions shown on the Short Waveband Chart the following local services are available.

Mediterranean Station

Army Broadcasting Stations

Call sign	Station	Power	Frequency	Times of Transmission (G.M.T.)
—	Milan	400 w.	1,339 Kc/s	0455-2030
—	Bari	400 w.	1,249 Kc/s.*	0400-2105

*Likely to be swamped, except at very close range, by a 100 kW. station operated by the U.S. Army at Munich.

Call sign	Station	Power	Frequency	Times of Transmission (G.M.T.)
—	Riccione (near Rimini)	400 w.	1,285 Kc/s.	0500-2100
—	Udine (near Venice)	400 w.	740 Kc/s.*	0430-2100
—	Rome	400 w.	1,483 Kc/s.	0430-2100
—	Naples	400 w.	1,204 Kc/s.	0430-2100
JCJC	Cairo	7.5 kW.	7.19 Mc/s.	0430-2100
		350 w.	1,450 Kc/s.	
JCFA	Kabrit (Egypt) ...	350 w.	1,391 Kc/s.	0500-2100
JCPA	Beit Jala (Palestine)	350 w.	795 Kc/s.	0430-2100
JCKW	Beit Jala (Palestine)	7.5 kW.	7.22 Mc/s.	0430-2100
JCLA	Beirut	350 w.	1,080 Kc/s.	0430-2100

* Likely to be swamped, except at very close range, by a 100 kW. station operated by the U.S. Army at Munich.

East Indies Station

Radio SEAC

Call sign	Station	Power	Frequency	Times of Transmission (G.M.T.)
RADIO	Ekala (near Colombo)	7.5 kW.	15.22 Mc/s.	0500-1200
SEAC				
		1 kW.	3,395 Kc/s.	0500-1600

Army Broadcasting Station

Call sign	Station	Power	Frequency	Times of Transmission (G.M.T.)
JFPA	Basra... ..	250 w.	950 Kc/s.	0430-2100

Delhi Radio. European Programmes for the Forces

Times of Transmission	Frequency
Indian Standard Time	
0700-0830	6.19 Mc/s.
1300-1430	7.275 Mc/s.
1830-1930	7.21 Mc/s.
2200-2300	3.495 Mc/s.
(Tuesdays and Wednesdays only)	7.29 Mc/s.

7. A 100 kW. transmitter is being erected in Ceylon. It is hoped that it will be in operation by 1st January, 1946. This will adequately cover not only South-East Asia but also the Pacific operational area and Australia.

Forcereuter News Service

8. Details of the Forcereuter News Service are given below in paragraph 10. Though primarily intended for Army newspapers overseas, it may be useful to ships and establishments wishing to produce their own news sheets in amplification of B.B.C. news bulletins.

9. Forcereuter is not a main news service containing war communiques, battle news, etc. It is designed to provide news of special Service interest, e.g., Parliamentary debates on Service matters and post-war planning, local home-town news, etc.

10. All times are G.M.T.

Transmission

Eastern (beamed for the Far East).

European (beamed for the Middle East).

Note.—Reception of the Eastern transmission is likely to be good in the East Indies but poor in the Pacific.

Transmission Schedule. Monday-Saturday inclusive. No Sunday service.

News	Time	Call sign	Frequency
(a) Eastern :			
(i) ...	0230	GPW	10,905 Kc/s.
(ii) ...	1130	GPB	18,010 Kc/s.
(iii) ...	1315	GPB	18,010 Kc/s.
(iv) ...	2300	GIG	6,775 Kc/s.
		Total 1,500 words daily (including sport).	

(b) European :			
(i) ...	0630	{ GIN	10,960 Kc/s.
		{ GIX	6,940 Kc/s.
		{ GIN	10,960 Kc/s.
(ii) ...	1100	{ GIX	6,940 Kc/s.
		{ GIN	10,960 Kc/s.
(iii) ...	1500	{ GIX	6,940 Kc/s.
		{ GPO	6,855 Kc/s.
(iv) ...	2230	{ GIX	6,940 Kc/s.
		Total 2,500 words daily (including sport).	

American news from New York :

Eastern :	0615	GPY	14,480 Kc/s.
	Thursdays		

Sport

Transmission (iv) in the Eastern Service and transmissions (ii), (iii) and (iv) in the European Service include sports news.

Special sports transmissions are :

Eastern :	Time	Call sign	Frequency
	0615	GPY	14,480 Kc/s.
	Wednesdays		
	500 words British sport.		
	0615	GPY	14,480 Kc/s.
	Tuesdays		
	500 words American sport.		

Parliamentary

Weekly commentary by Percy Cater, "Daily Mail" political correspondent.

Eastern :	Time	Call sign	Frequency
	2330 and 0030	{ GPO	6,855 Kc/s.
	Saturdays	{ GIX	6,940 Kc/s.

11. Air Mail News Service.—Forcereuter can provide a supplementary airmail service of news for which there is no room in the wireless transmissions.

12. The address of the Forcereuter News Service is 85, Fleet Street, E.C.4 (Telephone: Central 6060, Extension 2).

(A.F.O. 4655/45.)

(A.F.Os. 633/43, 1192/43, 6154/44, 265/45, 1109/45 and 3961/45 are cancelled.)

4838.—Boom Defence Officer, The Nore—Institution of Title of

(B.D. 0461/45.—30 Aug. 1945.)

Approval has been given for the Boom Defence Officer, Thames, to be known, in future, as the Boom Defence Officer, The Nore; short title, B.D.O., Nore.

2. The B.D.O., Nore, in addition to having charge of H.M. Boom Depot, Sheerness, will supervise the Boom Sub Depots at Grimsby, Felixstowe and Dover.

†4839.—Church of Scotland and Free Churches—Honorary Chaplain to the King

(C.W. 48599/45.—30 Aug. 1945.)

His Majesty The King has been graciously pleased to approve of the number of King's Honorary Chaplains being increased by one in order that Church of Scotland and Free Church personnel of the Royal Navy may have the honour of representation among his Honorary Chaplains.

2. His Majesty has also been pleased to approve the appointment of the Reverend Irving Davies, Methodist Chaplain, R.N., as Honorary Chaplain from the 5th August, 1945.

4840.—Combined Operations and Royal Marine Landing Craft Personnel—Instructions Governing the Centralization of Pay Accounts and Method of Payments

(N.21729/45.—30 Aug. 1945.)

The following amendments are to be made to A.F.O. 3443/45 :—

(i) Page 10, paragraph 35, sub-paragraphs (a) and (b).

For "†" read " * ".

(ii) Page 11.

Delete existing paragraph 41 and substitute :—

" 41. In making advances of pay to officers and ratings granted leave, Paying Officers are to be guided by A.F.O. 6240/42 (officers) and by A.F.O. 1070/44 (ratings). Such payments may properly be made when officers and ratings are proceeding on long leave but are not normally to be allowed when proceeding on draft unless this occurs on the day before the monthly or fortnightly payment is due ".

(iii) Page 13, paragraph 64.

Delete the reference to " paragraph 83 of A.F.O. 1140/45 " and substitute :—
" paragraph 83 of B.R. 1281 (1) ".

(iv) Page 16.

After clause (3) Navigating Allowance add :—

(3a) Gunnery Allowance.

Officers appointed in lieu of " G " Specialist.	1s. 0d. a day	Payable under terms of A.F.O. 373/45 and K.R. & A.I. 1569 from date of Attachment. Included in monthly rate in Pay Book.
	(Taxable)	

(v) Page 17, paragraph 82, clause (6) C.O. Allowance, Note (ii).

Delete reference to K.R. & A.I. 506 and substitute " K.R. & A.I. 566 ".

(vi) Page 18, Clause (8) Field Allowance.

Delete " taxable " and substitute " Non-taxable ".

(vii) Page 19, Clause (15) Tropical Allowance.

Delete " Non-Taxable " and substitute " Taxable ".

Add new note :—

" Note.—This allowance is to be paid under the conditions laid down in K.R. & A.I., Article 1642, and confined in the case of Wiremen (L.C.) to periods when main engines are in use and in the case of cooks to periods when galley fires are burning ".

(viii) Page 19, Clause (16) Rupee Concession.

Delete " to ratings on shore in India " and " Instructions will be issued later " and substitute :—

" To ratings for each night when sleeping ashore on duty or leave in India, Ceylon or Burma.

One eighth of all pay and allowances for the days concerned (Non-taxable).

Payable in substitution of Colonial or Far East Allowance. To be claimed on S.1039a. When men serving ashore are drafted afloat dates of entitlement should be noted in Pay Books so that amounts can be paid at next monthly payment."

(ix) Page 19, Clause (17) Machinery Allowance.

After sub-paragraph (b) add :—

" Note.—The above allowances are also payable when the craft is not in commission provided the rating is drafted to the particular craft and a certificate is signed by the local naval authority that the rating has been responsible for the machinery either during installation or overhaul."

(x) Page 20.

Add clause (21a) Mess Trap Allowance.

To Ldg. Steward or Steward in charge of Mess Traps in L.C.Q. and L.C.H. only.	2d. per day Category B (Taxable).	To be claimed and paid on Form S.1039a. To be paid irrespective of the number of officers accommodated.
-------------------------------------------------------------------------------	-----------------------------------	---------------------------------------------------------------------------------------------------------

2. This A.F.O. has not been given as wide a distribution as A.F.O. 3443/45 and Administrative Authorities, Squadron and Flotilla Officers are to promulgate its contents to the Commanding Officers of all Major Landing Craft and Special C.O. units who do not normally receive copies of A.F.O.'s.

(A.F.O. 3443/45.)

***4841.—Compensation for Loss of, or Damage to, Effects—Advances to Officers**

(D.N.A. 7359/45.—30 Aug. 1945.)

It is important that advances made to officers in respect of claims to compensation for loss of or damage to their effects shall not be charged against their pay accounts, or reported to Accounting Bases as advances of pay.

2. As indicated in A.F.O. 1387/45, recovery of such advances is to be effected when the claim is finally settled, the form recording the advances then being attached by the paying authority to the relevant cash account voucher.

(A.F.Os. 6813/44 and 1387/45.)

4842.—Complement Amendment

" Captain " Class Frigates

(N. 21728/45.—30 Aug. 1945.)

The following amendment is to be made to the scheme of complement of " Captain " Class Frigates, issued with Admiralty Letter N. 13600/42 of 30 July, 1943. Amend : note (1) as follows :—

" Turbo Electric Machinery "

Included in the foregoing

Delete : 2 E.R.A. (qualified in H.P.E.)

Insert : 3 E.R.A. (qualified in H.P.E.)

4843.—Complement Amendment

H.M. " River " Class Frigates

(N. 20365/45.—30 Aug. 1945.)

The following amendment is to be made to the scheme of complement of H.M. " River " Class Frigates, issued with Admiralty Letter N/G.08057/42 of 18 July, 1942 :—

Insert " (m) Electrical Artificer " immediately above " Leading Wireman (M/S) " and a new note as follows :—

" (m) If a R.P.C. Hedgehog mounting is fitted, add 1 Electrical Artificer ".

4844.—Complement Amendments

H.M. Flotilla Leaders and Destroyers

(N. 21727/45.—30 Aug. 1945.)

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

H.M. Flotilla Leaders ("Myngs", "Zephyr", etc.) and H.M. Destroyers ("Zambesi", "Caesar", etc. Classes) issued with Admiralty Letter N.12879/43 of 23rd March, 1944:—

Flotilla Leaders

Insert: "(r)" against "Lt.-Cdr. or Lt., R.N." and "Control Rating, 1st Class".
Amend: section (iv) of note (r) to read—

"(iv) 'Chequers', 'Chieftain', 'Constance', 'Cossack', 'Crescent' and 'Crusader', add 1 Lt.-Cdr. or Lt., R.N. and 4 A.B. or Ord. Smn. and (without further substantive alteration) add 4 Q.R.3 and 1 A.A.1 and reduce 1 L.R.3 and 1 C.R.1".

Destroyers

Insert: "(n)" against "Lt.-Cdr. or Lt., R.N." and "Control Rating, 1st Class".
Amend: section (iv) of note (n) to read—

"(iv) In 'Chequers', 'Cossack' and 'Cossack' Classes, add 1 Lt.-Cdr. or Lt., R.N. and 4 A.B. or Ord. Smn. and (without further substantive alteration) add 4 Q.R.3 and 1 A.A.1 and reduce 1 L.R.3. and 1 C.R.1".

4845.—R.C./R.P. Complements

(N. 10352/45.—30 Aug. 1945.)

The following information regarding the complements of R.C./R.P. ratings allowed to ships is promulgated for guidance and to assist in the compilation of the return required by C.A.F.O. 392/45.

2. *Substantive Ratings*.—Petty Officers and Leading Seamen (R.C./R.P.) allowed by C.A.F.O. 1158/44 are carried only if they are available. Difference of pay for the substantive rating is not payable if lower substantive ratings are borne in lieu.

R.C./R.P. complements are shown separately in complement returns and it has been decided that, so far as the substantive rates are concerned, they are not subject to the dilution required by A.F.O. 6795/44.

3. *Non-substantive Ratings*.—The qualified R.C./R.P. non-substantive ratings allowed in the complement are subject to the dilution required by A.F.O. 6795/44.

If a lower non-substantive rating is borne in lieu of a higher one allowed in the complement by C.A.F.O. 1158/44, the acting rate together with the appropriate non-substantive pay may be granted subject to K.R. & A.I., Articles 928 and 429. The maximum number of acting ratings that may be paid is the difference between the full numbers allowed by C.A.F.O. 1158/44 and the numbers of qualified ratings actually borne. (Paragraph 10 of A.F.O. 6795/44 refers.)

4. Instructions for assessing R.C./R.P. complements are contained in the following A.F.Os.:

C.A.F.Os. 1158/44 and 576/45.

A.F.O. 2817/44, paragraph 6 (d).

A.F.O. 5394/44, part IV (amended by A.F.Os. 6680/44 and 910/45).

A.F.O. 6795/44. Dilution and Temporary Manning Standard (amended by A.F.O. 3467/45).

(C.A.F.Os. 1158/44, 392/45, 576/45, A.F.Os. 2817/44, 5394/44, 6680/44, 6795/44, 910/45 and 3467/45.)

4846.—H.M.S. "Ganges"—Routeing of Personnel and Stores

(M. 3127/45.—30 Aug. 1945.)

The postal address of H.M.S. "Ganges" is Shotley Gate, Nr. Ipswich, Suffolk.

2. Personnel joining the establishment should be routed to Harwich Town Station, unless they are travelling from the North-East, when they should proceed to Ipswich Station.

3. Stores should be consigned through Ipswich.

*4847.—Warrant Engineer and Warrant Mechanician—Examination for—February, 1945, Results—REPORTS

(C.W. 45071/45.—30 Aug. 1945.)

The following statement shows the result of the examination for Warrant Engineer and Warrant Mechanician held in February, 1945.

2. The names of the first 26 candidates on the list have been placed on the roster for promotion, and the provisional dates for promotion are given in order to facilitate any necessary arrangements as to reliefs, passages, etc. Commanding Officers are to take all necessary action to ensure that the ratings concerned reach their depots by the dates named.

3. The advancement of candidates to Acting Warrant Rank will be subject to their being physically fit and to their conduct and ability continuing to be satisfactory. Attention is specially drawn to K.R. & A.I., Articles 306 and 313 (3) and (4).

4. The promotion of candidates will be issued in a C.W. Daily List of appointments, which will be the authority for promotion, and will contain the date of appointment. Normally this will be issued after medical examination on return to depot. Candidates should not incur expenses in anticipation of promotion.

5. Commanding Officers are to take all necessary action to ensure that the ratings who are due for promotion on the 1st October, 1945, and 1st April, 1946, reach their depots by that date. Reports giving the dates of arrival and stating whether the candidates are still medically fit for promotion are to be rendered by depots concerned as soon as possible.

Name	Official Number	Where Serving	Depot	Provisional Date for Promotion	Marks		
					Paper I Max. 600	Paper II Max. 600	Total Max. 1,200
1945							
Salmon, E. G. ...	MX.48550	"Hamilcar"	P.	1st October	549	530	1079
Lewis, T. ...	MX.49730	"Armada"	P.	1st October	500	526	1026
Lang, R. ...	MX.47324	"Victory"	P.	1st October	510	500	1010
Seamarks, H. A. ...	KX.83043	"Jamaica"	D.	1st October	487	520	1007
Dunbar, L. K. ...	MX.48701	"Victory"	P.	1st October	490	513	1003
Andrews, N. A. ...	MX.49490	"Diadem"	P.	1st October	513	485	998
McDermott, J. E. ...	MX.49199	"St. Angelo"	P.	1st October	515	475	990
Maslen, J. P. ...	MX.49513	"Lauderdale"	P.	1st October	490	495	985
Walker, R. ...	MX.59981	"Saumarez"	D.	1st October	460	520	980
Boyle, R. ...	MX.52368	"Diadem"	P.	1st October	485	488	973
Jermyn, M. B. ...	MX.49998	"Raider" ...	D.	1st October	488	480	968
Arnot, R. H. A. ...	MX.48202	"Berwick"	P.	1st October	525	441	966
Roberts, R. L. V. ...	MX.47777	"Penstemon"	C.	1st October	485	480	965
1946							
Norton, J. P. ...	KX.82424	"Golden Hind"	D.	1st April ...	465	495	960
Hornby, D. ...	MX.50816	"Frobisher"	P.	1st April ...	453	506	959
Burville, C. A. ...	KX.82046	"Implacable"	D.	1st April ...	453	505	958
Conchie, P. J. P. ...	MX.47310	"Royalist"	P.	1st April ...	465	490	955
Bampfylde, L. J. ...	MX.52410	"Dauntless"	P.	1st April ...	463	490	953
Crabbe, L. C. ...	MX.50017	T.F. "29"	P.	1st April ...	477	475	952
Arney, R. A. ...	MX.49489	"Barfleur"	P.	1st April ...	455	495	950
Jole, E. G. C. ...	MX.46942	"Queen Elizabeth"	P.	1st April ...	503	445	948
Lovejoy, C. F. W. ...	MX.48562	"Mayina"	P.	1st April ...	465	480	945
Pacey, J. ...	MX.54407	"Nile" ...	P.	1st April ...	478	465	943
Patmore, H. ...	MX.49994	"Euroclydon"	P.	1st April ...	455	485	940
Crompton, V.J.W. ...	MX.49272	"Victory"	P.	1st April ...	472	465	937
Down, S. A. ...	MX.49182	"Duncansby Head"	D.	1st April ...	465	470	935
*Loughurst, W. E. ...	MX.51763	"Rame Head"	D.	1st April			
*Gale, J. H. R. ...	MX.51256	"Victory"	P.	1st April			

* Added to the roster under the provisions of K.R. & A.I., Appendix XII, Part 7, Section III, paragraph 16.

Examina- tion Number Allotted.	Marks			Examina- tion Number Allotted.	Marks		
	Paper I. 600	Paper II. 600	Total 1,200		Paper I. 600	Paper II. 600	Total 1,200
169	468	465	933	164	355	485	840
48	442	490	932	276	400	435	835
168	515	415	930	104	361	470	831
234	433	490	923	206	391	439	830
172	460	461	921	41	434	395	829
212	420	500	920	291	362	465	827
223	468	450	918	138	410	415	825
90	485	431	916	319	430	394	824
56	470	445	915	78	385	435	820
220	438	475	913	37	415	403	818
40	466	445	911	106	390	426	816
86	435	475	910	266	380	430	810
105	505	400	905	21	320	470	790
55	450	454	904	235	390	395	785
98	458	445	903	35	380	400	780
36	396	505	901	182	353	425	778
163	465	435	900	112	375	402	777
256	428	470	898	161	395	380	775
201	380	515	895	232	383	390	773
43	458	435	893	166	360	405	765
93	375	515	890	226	375	388	763
181	392	495	887	222	400	360	760
75	445	440	885	113	385	373	758
310	503	380	883	303	350	405	755
229	415	465	880	199	363	390	753
241	429	450	879	126	305	435	740
29	408	465	873	174	435	300	735
85	404	468	872	320	330	403	733
211	440	430	870	167	340	390	730
257	473	395	868	46	335	394	729
233	422	445	867	309	398	330	728
321	431	435	866	248	345	375	720
238	415	450	865	77	380	320	700
178	463	395	858	132	310	380	690
299	407	450	857	52	315	370	685
202	405	450	855	141	370	310	680
224	420	430	850	293	297	365	662
158	388	460	848	205	265	395	660
95	382	465	847	119	365	285	650
133	368	475	843				

4848.—Security Film A.237—"Design for Murder"

(N.T. 5291/45.—30 Aug. 1945.)

A security film entitled "Design for Murder" (serial number A.237) is now available, and copies will be distributed without demand as follows:—

	No. of copies	
	35-mm.	16-mm.
(a) Copies for re-issue on temporary loan—		
Malta Library	2	2
Alexandria Library	2	2
Bombay Library	2	2
Colombo Library	2	2
Trincomalee Library	1	1
Sydney Library	2	2
Greenock Library	2	2

	No. of copies	
	35-mm.	16-mm.
Liverpool Library	2	2
Rosyth Library	2	2
Chatham Library	2	2
Portsmouth Library	2	2
Devonport Library	2	2
London Library	1	1

(b) Duplicating facilities—

F.O.C.R.I.N.	1 negative	—
Sydney Library	1 negative	—
N.S.H.Q., Ottawa	1 negative	—
B.A.D., Washington	1 lavender	—

(c) Copies on permanent loan—

Interservices Security Education Department, India Command.	6	6
A.D.N.I. (S) Lecture Section, Admiralty	5	3

2. "Design for Murder" deals with leakage of information affecting the Pacific Area. Running time 35 minutes.

3. Application for copies of this film on temporary loan should be made to Film Libraries, in accordance with A.F.O. 5377/44, paragraphs 107 and 108, but, owing to shortage of film stock, permanent loan copies cannot be supplied at present.

(A.F.O. 5377/44.)

4849.—Resettlement Films—"Jobs for You"

(N.T. 5287/45.—30 Aug. 1945.)

A series of films is being produced by the Ministry of Information and the Director of Army Kinematography, in conjunction with the Ministry of Labour and National Service, dealing with the resettlement of H.M. Forces into civilian occupation.

2. These films will be distributed for the benefit of Naval personnel through the instructional film libraries, and copies can be loaned in the usual manner as for instructional films.

3. The first film in this series is entitled "Farm Work", and copies will be distributed, without demand, as follows:—

	No. of copies	
	35 mm.	16 mm.
Rosyth Library	2	2
Greenock Library	2	2
Liverpool Library	2	2
Chatham Library	2	2
Portsmouth Library	2	2
Devonport Library	2	2
London Library	1	1
Malta Library	2	2
Alexandria Library	1	1
Bombay Library	2	2
Colombo Library	2	2
Trincomalee Library	1	1
Sydney Library	4	4
C-in-C., South Atlantic	1	1
Flag-Officer, East Africa	1	1
Naval Party, 1645	—	1

4. H.M. Ships and Establishments loaning copies of these films are to return them to the issuing library as soon as possible after receipt and projection, so that other H.M. ships and Establishments may have the opportunity of loaning them.

(A.F.O. 5377/44.)

4850.—Food Rationing—Issue of Leave or Duty Ration Cards R.B.12, R.B.12S and R.B.8A

(V. 11/5742/45.—30 Aug. 1945.)

Paragraph 6 of Section G of A.F.O. 4984/44 is to be cancelled and the following substituted:—

“6. Ration cards should be issued as follows according to the period of leave or duty:—

Period.	Cards to be issued
Over 24 hours and up to three days	1 R.B.8A
4-7 days	$\frac{1}{2}$ R.B.12 or $\frac{1}{2}$ R.B.12S
8-10 days	$\frac{1}{2}$ R.B.12 or $\frac{1}{2}$ R.B.12S plus 1 R.B.8A
11-14 days	1 R.B.12 or 1 R.B.12S
15-17 days	1 R.B.12 or 1 R.B.12S plus 1 R.B.8A
18-21 days	$1\frac{1}{2}$ R.B.12 or $1\frac{1}{2}$ R.B.12S
22-24 days	$1\frac{1}{2}$ R.B.12 or $1\frac{1}{2}$ R.B.12S plus 1 R.B.8A
25-28 days	2 R.B.12 or 2 R.B.12S

and so on. Ration cards as above should be issued for the full period of leave or duty. If a period of leave or duty is subsequently extended beyond the date covered by the ration cards issued, the necessary additional ration cards are to be supplied from Naval sources as necessary. Application for such ration cards should only be made to the local Food Office in cases of extreme urgency, when the authority for the extension of leave must be produced.

Officers who are not borne on the books of any ship or establishment should apply to the Director of Victualling, Admiralty, 80, Cadogan Square, S.W.1.”

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

***4851.—H.M.S. “Midge”—Disposal of Mess and Canteen Funds**

(P.M. 2965/45.—30 Aug. 1945.)

(Included in Notice Boards Issue only.)

***4852.—H.M.S. “Royal Charles”—Disposal of Ship’s Fund**

(P.M./D.N.A. 29428/45.—30 Aug. 1945.)

(Included in Notice Boards Issue only.)

***4853.—Housing Accommodation—Object of Housing Application Form and Position of Families of Permanent Personnel**

(N./P.M. 2661/45.—30 Aug. 1945.)

With reference to A.F.O. 3464/45, it has been reported that misapprehension has arisen about the object of the Housing Application Form.

2. The object is to reassure every Officer and man in the Forces that service abroad, or away from home, will not tell against his chances of obtaining Local Government Authorities’ housing accommodation on his release or discharge to civil life during the period of operation of the Government’s plan for the release and reallocation of manpower.

3. The form is intended for use by all temporary and permanent Service personnel who are covered by the Reallocation of Manpower Scheme. Personnel on permanent engagements, who are eligible for release under this scheme on the

completion of their engagement, should insert the release group that will apply to them on the completion of their engagement.

4. The requirements of the families of Service personnel continuing to serve who wish consideration to be given to the housing requirements of their families only will be covered by issue of a separate form.

5. It is appreciated that some Naval families, of both permanent and hostilities only personnel are living in very unsatisfactory conditions. Such cases should be dealt with by the normal Welfare organization of the Navy, and the Ministry of Health have assured the Service Departments that special attention will be given to the families of Service personnel. These cases should be referred, for Officers to the Naval Officers Relatives Information Bureau, Admiralty, and for ratings to the Family Welfare Sections who will endeavour through the Authorities concerned to have such cases alleviated.

(A.F.O. 3464/45.)

***4854.—The 1939/45 Star and the Defence Medal**

(H. & A.—30 Aug. 1945.)

The King has been pleased to approve that the currency of the 1939-45 Star shall be extended to the end of active hostilities in the Pacific, that is to say, to 15th August, 1945.

2. The principal conditions of award of the Star for operational services up to 8th May, 1945, have already been announced (A.F.O. 3115/45). It will now be granted for service in operations during the period from 9th May, 1945, to 15th August, 1945. Qualifying service since 8th May, 1945, must have been rendered in operations in specified zones in the area bounded on the east by the west coast of the American Continent and on the west by a line running along the western and then the southern frontier of the Chinese Republic to the point where the Dihang River crosses the latter into Assam, along the left bank of this river and the Brahmaputra and Meghna Rivers, down the east coast of India to Point Calimere, thence to the northernmost point of Ceylon and down the east coast of Ceylon to the southernmost point of the island, then along a line running 300 miles south, thence to a point 300 miles west of the southernmost point of Sumatra, and continuing east to the western side of Sunda Strait, thence through Christmas Island, and southwards along the Meridian of 110° E.

3. *Royal Navy and Merchant Navy.*—The qualification is six months’ service afloat in an area of active operations, the period being extended in certain areas from 9th May, 1945, to 15th August, 1945. These areas are: The Pacific Ocean, including the South China Sea, and the Indian Ocean and the Bay of Bengal, east of a line running from the southernmost point of Ceylon for a distance of 300 miles south, thence to a point 300 miles west of the southernmost point of Sumatra, and continuing east to the western side of Sunda Strait, thence through Christmas Island, and southwards along the Meridian of 110° E.

4. Officers and men of the Royal Navy and Merchant Navy may also qualify under Army rules.

(i) The qualification is six months’ service in specified areas in operational commands. The approved areas in which service since 8th May, 1945, may now be a qualification are as follows, operational service between the dates shown being aggregated.

	From	To
Bismarck Archipelago	15th December, 1943	15th August, 1945.
Borneo and Sarawak	30th April, 1945	15th August, 1945.
Burma and those parts of Assam and Bengal East of the Brahmaputra and Meghna Rivers.	1st January, 1944	A date to be fixed not earlier than 27th May, 1945.
Burma	A date to be fixed not earlier than 28th May, 1945.	15th August, 1945.
China	11th December, 1941	15th August, 1945.
Gilbert and Ellice Islands	10th December, 1941	15th August, 1945.
New Guinea	7th March, 1942	15th August, 1945.
Solomon Islands (British Solomon Islands Protectorate and Australian Mandated Territory).	1st February, 1942	15th August, 1945.

(ii) The Commonwealth of Australia, the Dominion of New Zealand and India (except parts of Assam and Bengal, for the purpose of the Burma operations as shown above) will not be regarded as having been in the area of operational commands, and among the other territories in which service will not be a qualification there may be mentioned Ceylon, Norfolk Island, New Caledonia, New Hebrides, Fiji Islands, Tonga Island, Phoenix Island and Fanning Island.

5. Officers and men of the Royal Navy may also qualify under Air Force rules. Air crew service in operations against the enemy in the area described in paragraph 2 above will qualify, subject to completion of two months in an operational unit. Non-air crew personnel serving in the area of an Army operational command as described in paragraph 4 above will qualify, six months of such service being the qualification. Non-air crew personnel serving afloat qualify under the same conditions as members of the Navy and Merchant Navy.

6. *General.*—Qualifying service on or after 9th May, 1945, will be aggregated with qualifying service prior to that date. The rules relating to casualties and to those honoured, etc., for service in operations (A.F.O. 3115/45, Section II, paragraphs 5 and 6) will continue to apply.

7. Particulars of any further land areas in the Pacific other than those set forth in paragraph 4 (1) in which operational service may be counted towards the qualifying period for the award of the 1939/45 Star will be promulgated in due course.

8. As the Japanese did not cease resistance in all areas on 15th August it is possible that in some areas dates slightly later than 15th August may be approved as the final date for qualifying service: in view of this, a rule similar to that approved for Europe and the Atlantic relaxing the time qualification during the last six months cannot yet be promulgated.

9. *The Defence Medal.*—(i) It has also been approved that the Pacific shall be treated as a special area for purposes of the Defence Medal. A six months' qualification for military service overseas from the place of residence in specified Pacific Islands will qualify for the medal. The islands at present included are *Fiji, Tonga, New Hebrides, New Caledonia, Phoenix and Fanning Islands.*

(ii) The qualifying period of service for military personnel ordinarily resident in these islands will remain three years.

(A.F.Os. 3658/43, 2686/45 and 3115/45.)

4855.—Honours and Awards—Royal Norwegian Army

(H. & A. 734/45.—30 Aug. 1945.)

The King has been graciously pleased to approve the following award for courage and devotion to duty in operations off the Norwegian Coast:

Mention in Despatches

Second Lieutenant Bjorn Pederson, Royal Norwegian Army.

2. This award will not be gazetted.

*4856.—Honours and Awards—London Gazette Supplement of 21st August, 1945

(H. & A.—30 Aug. 1945.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

21st August, 1945.

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

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

Acting Temporary Lieutenant-Commander James Alfred Wright R.N.R. (Newport Pagnall).

For outstanding coolness, skill and daring whilst serving in H.M.S. "Honeysuckle" in taking his ship alongside and rescuing survivors from H.M.S. "Goodall." H.M.S. "Goodall" was blazing from stern to bow at the time and still carrying her ammunition.

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

Lieutenant James Stanley Dallaway R.N.

For example, courage and good leadership in saving the lives of survivors when H.M.S. "Goodall" was torpedoed and set on fire and his Commanding Officer was killed.

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

Acting Leading Telegraphist John William Ash P/JX.159818 (Stoke-on-Trent).
Able Seaman James Walden P/JX.235968 (Bury).

For gallantry, coolness of action and unselfish devotion to duty in the rescue of survivors after H.M.M.L. "258" had struck a mine.

ADMIRALTY,

Whitehall,

21st August, 1945.

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 great gallantry, steadfastness and devotion to duty whilst serving in H.M. Submarine "Shark." On the 6th July, 1940, the "Shark" was forced to come to the surface through damage inflicted by aircraft and could neither dive nor steer a course for home. She fought off continuous attacks by sea-planes, bombers and fighters for more than three hours and caused at least one aircraft to retire seriously damaged. When all ammunition was expended, all secret matter was destroyed and the ship was sunk, the survivors became prisoners of war:

To be a Companion of the Distinguished Service Order

Lieutenant-Commander Peter Noel Buckley, R.N.

The Distinguished Service Cross

Lieutenant-Commander Denis Hugh Bryan Barrett, R.N.
Cyril Coltman Loder, Warrant Engineer, R.N.

The Distinguished Service Medal

Temporary Acting Chief Engine Room Artificer Frederick William Edmund Hammond, B.E.M., C/MX.48845.

Engine Room Artificer First Class Alexander Stables McDonald, D/M.14537.

Petty Officer Charles Francis Tarratt, D/J.108143.

Petty Officer Telegraphist Joseph John Nevitt, P/JX.130284.

Leading Seaman Charles William Urry, P/J.101583.

Able Seaman Ivor Augustus Clark, D/JX.97226.

For outstanding skill, courage and coolness of action whilst serving in H.M. Ships "Loch Shin," "Loch Insh," "Goodall," "Cotton," "Honeysuckle," "Anquillia," "Cygnet," "Zephyr," "Farnham Castle" and "Lark" in the destruction of three U-Boats and in inflicting severe damage on a fourth, whilst escorting convoys to and from North Russia in February and April, 1945:

To be a Companion of the Distinguished Service Order

Commander John Percy de Winton Kitcat, R.N.

The Distinguished Service Cross

Lieutenant-Commander Isaac William Trant Beloe, R.N. (Wickham, Hants).

Acting Temporary Lieutenant-Commander Percy Frederick Broadhead, R.N.R.

Acting Temporary Lieutenant-Commander Edward Welstead Charles Dempster, R.N.V.R.

Lieutenant Reginald Kersley, R.N.

Lieutenant Graham Scholefield Mann, R.A.N.V.R. (Wollstonecraft, N.S.W.)

Bar to the Distinguished Service Medal

Able Seaman Harry Mitchell, D.S.M., D/JX.362564.

The Distinguished Service Medal

Engine Room Artificer Third Class Harold Openshaw, D/MX.64105.

Petty Officer James Leonard Thompson, D/X.9984B.

Able Seaman Thomas Craig, D/JX.204347 (Preston, Lancs).
 Able Seaman Harry Charles Thomas Crowe, C/JX.203326 (Brentford).
 Able Seaman Leonard Cecil Gardiner, L/X.5360 (Liverpool).
 Able Seaman Thomas Howley, P/JX.521933 (Birchfields, Birmingham).

Mention in Despatches (Posthumous)

Acting Lieutenant-Commander James Vandalle Fulton, R.N.V.R.

Mention in Despatches

Captain John Hamilton Allison, D.S.O., R.N.
 Commander Patrick James Cowell, D.S.C., R.N.
 Acting Lieutenant-Commander William Eldon Warwick, R.N.R. (Liverpool).
 Temporary Lieutenant-Commander Robert Bruce McAusland, R.N.R.
 Lieutenant Anthony Parsons, R.N.V.R. (Hastings).
 Temporary Lieutenant Ernest George Merredew, R.N.V.R. (Twickenham).
 Temporary Lieutenant Cecil John Manaton Ommanney, R.N.V.R. (London, S.W.3).
 Temporary Lieutenant Douglas Leonard Hazard, R.N.Z.N.V.R. (Hendon, N.W.14).
 Temporary Lieutenant (E) William Hutchinson Henderson, R.N.R. (Derth).
 Sub-Lieutenant Theodore Baxter Cox, R.A.N.V.R. (Adelaide).
 Temporary Sub-Lieutenant David Vernon Bradwell, R.N.V.R. (Halifax, Yorks).
 Temporary Sub-Lieutenant John Craig, R.N.V.R. (Paisley).
 Engine Room Artificer Third Class Henry George Morgan, C/MX.59373 (Sheerness).
 Engine Room Artificer Fourth Class Gordon Arthur Russell, D/MX.75526 (Gorton, Manchester).
 Engine Room Artificer Third Class John Louis Wilson, D/MX.64828.
 Leading Seaman William Hookes, D/JX.256122.
 Temporary Leading Writer Arthur David Gwyther, D/MX.578270 (Plymouth).
 Able Seaman Joseph Cullen, P/JX.297591 (Blackhill, Glasgow).
 Able Seaman Ralph Dent, C/JX.339249 (Auckland, Durham).
 Able Seaman William Menzies, D/JX.256952 (Liverpool).
 Able Seaman Henry Sinclair McKenzie Riddell, D.S.M., D/SSX.15763 (Torry, Aberdeen).
 Able Seaman William Davidson Starling, P/JX.276708 (York).
 Signalman William Wilson, D/JX.226766.
 Sick Bay Assistant Leonard Brown, O/MX.535467 (West Bridgford, Notts.).

For gallantry, skill and determination whilst serving in Light Coastal Forces in daring and successful attacks on enemy armed shipping in the Adriatic during the months of March and April, 1945.

To be a Companion of the Distinguished Service Order

Temporary Lieutenant Charles James Jerranr, D.S.C., R.N.V.R. (Romford).

Bar to the Distinguished Service Cross

Temporary Lieutenant Edward Henry Godfrey Lassen, D.S.C., R.N.Z.N.V.R. (Canterbury, N.Z.).
 Temporary Sub-Lieutenant John Ernest Harley Collins, M.B.E., D.S.C., R.N.V.R. (Birmingham).

The Distinguished Service Cross

Temporary Lieutenant Hubert Charles Houssemayne du Boulay, R.N.V.R. (Bishops Waltham).
 Lieutenant Frank Graham Upham Scoble, R.N.R. (Torquay).
 Temporary Lieutenant Raymond Philip Tonkin, R.N.V.R. (Whitchurch).
 Temporary Lieutenant Arthur Owen Woodhouse, R.N.Z.N.V.R. (Napier, N.Z.).

The Distinguished Service Medal

Leading Seaman Cecil Harte, D/JX.153561.
 Leading Seaman Alfred Victor Lee, P/JX.262017 (Leytonstone).
 Temporary Acting Leading Seaman Edward Thomas Brookes, D/JX.255494.
 Able Seaman John Francis McCormick, P/JX.335304 (Wigan).
 Able Seaman Frank John Underwood, C/JX.278055.
 Able Seaman Samuel George Frederick Ridler, C/JX.354226 (Chessington).

Mention in Despatches

Temporary Sub-Lieutenant Kenneth Evan Llewelyn David, R.N.V.R. (Southampton).
 Temporary Sub-Lieutenant Norman Harkland Evans, R.N.V.R. (Bournemouth).
 Temporary Sub-Lieutenant Leonard Percy Macey, R.N.V.R. (North Shields).
 Temporary Sub-Lieutenant Stanley James Turner, R.N.V.R. (Morden).

Petty Officer Robert Armstrong Dix, CX.20070A, R.N.R. (Barking).
 Leading Seaman William Kyffin Tullock, D/JX.206214 (Chester).
 Able Seaman Stanley Campion, P/JX.654587 (Stockport).
 Able Seaman Albert Holman Loryman, D.S.M. P/JX.326642 (Farnham).
 Able Seaman William MacDonald, C/JX.278299 (Stornoway).
 Able Seaman Malcolm William Poulter, P/JX.276872 (Oxford).
 Able Seaman Harry Joseph Wing, P/JX.396060 (Dagenham).

For courage, outstanding efficiency and devotion to duty whilst serving in H.M.S. "Loch Killin," in a successful engagement with an enemy submarine off Start Point on 16th April, 1945.

Second Bar to the Distinguished Service Cross

Lieutenant-Commander Stanley Darling, D.S.C., R.A.N.V.R. (Victoria, Australia).

The Distinguished Service Cross

Temporary Lieutenant George C. Trentham, R.N.V.R. (Nether Whitacre, Warwickshire).

Bar to the Distinguished Service Medal

Able Seaman Fred Harrison, D.S.M., D/JX.368283 (Macclesfield).

The Distinguished Service Medal

Temporary Leading Seaman Richard Charles Springall, D/JX.135601 (Plymouth).

Mention in Despatches

Mr. Joseph Gledhill, Temporary Warrant Engineer, R.N.
 Chief Engine Room Artificer Charles Leonard Hinks, D.S.M., D/MX.46940 (Southsea).
 Acting Ordnance Mechanic Fourth Class Percy Allbright, D/MX. 508494 (Nantwich, Cheshire).

For bravery, skill and daring whilst serving in H.M. Submarine "Sahib," in successful patrols in the Mediterranean in one of which the harbour of Milazzo was penetrated during daylight through shoal water. In June, 1943, the "Sahib" was sunk by a depth charge during her eighth patrol, after a successful attack on a heavily escorted enemy convoy in ideal anti-submarine conditions. Her Commanding Officer, having personally seen all her crew on deck, opened her main vents and scuttled the submarine:—

Bar to the Distinguished Service Cross

Lieutenant John Henry Bromage, D.S.O., D.S.C., R.N.

The Distinguished Service Cross

Lieutenant Antony Noel Brookes, R.N.

The Distinguished Service Medal

Engine Room Artificer Third Class John Foster Hart, D/MX.55109.
 Petty Officer Alexander Churton McCulloch, P/JX.135332.
 Engine Room Artificer Fourth Class Harry Wilson Lees, C/MX.92211.
 Able Seaman Edmund Theodore Hook, C/SSX.15661.

Mention in Despatches

Temporary Lieutenant Norman Trafford Oldfield Berry, R.N.R.
 Telegraphist George Robert Harmer, P/JX.163755.
 Stoker First Class George Albert Lewis Underwood, P/KX.119926.

For gallantry and skill whilst serving in H.M. Submarines "Trade-wind" and "Rorqual" in hazardous patrols in the Far East during the period January to May, 1945:—

Bar to the Distinguished Service Cross

Lieutenant John Philip Holroyde Oakley, D.S.C., R.N. (Walton-on-Thames).
 Lieutenant Philip Rutter Wood, D.S.C., R.N. (Ilkeston).

The Distinguished Service Cross

Lieutenant (E) Michael Anthony Wilson, M.B.E., R.N. (Southsea).
 Temporary Lieutenant Maurice Frederick Putnam, R.N.V.R. (Greenford).

Bar to the Distinguished Service Medal

Acting Chief Petty Officer George Greer, D.S.M., P/SSX.18918 (Portsmouth).

The Distinguished Service Medal

Temporary Acting Chief Engine Room Artificer Edward Bernard Davies, D/M.51665.
 Engine Room Artificer Third Class Humphrey Owen, D/MX.74692 (S'Arvans,
 Monmouth).
 Temporary Stoker Petty Officer Joseph Sidney Holliday, P/KX.83994, (Shotley
 Bridge, Co. Durham).
 Engine Room Artificer Fourth Class Thomas Hand, C/MX.119457 (Edinburgh).
 Electrical Artificer Fourth Class John Vernon Parsons C/MX.66055 (Hove, Sussex).
 Acting Leading Seaman Henry Edward Harding, P/JX.221795 (Isleworth).
 Acting Temporary Leading Seaman Albert Parker, D/SSX.14222 (Oldham, Lancs).

Mention in Despatches

Lieutenant Jeremy Nash, D.S.C., R.N. (Cobham, Surrey).
 Lieutenant (E) Antony Coleman, R.N. (Plymouth).
 Chief Engine Room Artificer Sydney Charles Denham, D.S.M., P/MX.50359
 (Quinton, Birmingham).
 Petty Officer Walter Leafe, D.S.M., P/JX.148609 (Plymouth).
 Acting Temporary Leading Seaman Ernest Evans, P/JX.276240 (West Bromwich).
 Temporary Acting Leading Stoker Edgar Godfrey Calverley, P/KX.159774
 (Huddersfield).
 Able Seaman Percival Joseph Waters, D/JX.195014 (Pontyprith).
 Stoker First Class Samuel Henry Palmer C/MX.142631 (Worcester.)

For courage, audacity and skill shown whilst serving in the 59th
 M.T.B. Flotilla. in an engagement with a superior German force on the
 12th-13th April off the coast of Jugoslavia during the course of which an
 enemy destroyer was sunk.

Bar to the Distinguished Service Cross

Lieutenant Eric Hewitt, D.S.C., R.N.V.R. (Wigan).

The Distinguished Service Cross

Temporary Lieutenant-Commander John Alastair Montgomerie, R.N.V.R.
 (Colchester).
 Lieutenant Dennis Hamilton Booth, R.N.V.R. (Little Gaddesden).

Mention in Despatches

Temporary Sub-Lieutenant James Oliver Young, R.N.V.R. (London, W.11).
 Petty Officer Ernest Reason, D.S.M., D/JX.148229 (Lipson, Nr. Plymouth).
 Able Seaman Thomas Conway, C/JX.559543 (Glasgow, S.W.1).
 Able Seaman Henry Harrison, C/JX.542116 (Cheadle Hulme, Cheshire).
 Able Seaman Eric Walker, D/JX.569063 (Aughton, Nr. Sheffield).
 Able Seaman Richard Albert Ratcliffe, P/JX.366821 (Walke, Kent).

For bravery, determination and devotion to duty whilst serving in
 H.M. Ships "Saumarez," "Rapid," "Volage," "Viligant" and "Virago."
 in an action with shore batteries off Andaman Island on the 19th March,
 1945, and in successful attacks on enemy submarine chasers and merchant-
 men on the 26th March, 1945.

Bar to the Distinguished Service Cross

Lieutenant Bernard Oscar Macintyre, D.S.C., R.N. (Glasgow).

The Distinguished Service Cross

Commander Lawrence George Durlacher, O.B.E., R.N. (Liss, Hants).
 Lieutenant-Commander Lionel William Landon Argles, R.N. (Alresford, Hants).
 Temporary Surgeon Lieutenant Arthur Moston Evans, R.N.V.R. (Stockport,
 Cheshire).

The Distinguished Service Medal

Chief Electrical Artificer Leslie John Biggin, D/MX.55690 (Bath).
 Chief Stoker James Butler Vincent, D/K.57451 (Torpoint).
 Petty Officer Canteen Manager Norman Welsby, C/NX.704409.
 Leading Stoker William Keith Apted, P/KX.136560 (Birmingham).
 Able Seaman Alfred William Dunn, D/JX.284607 (Hull).
 Able Seaman William Robert Thomas Welch, C/JX.443162 (Glossop, Derbys.).
 Able Seaman Kenneth John Yalland, D/JX.253023 (Newport, Mon.).

Mention in Despatches (Posthumous)

Acting Stoker Petty Officer Eric Heale, D/KX.94468 (Moretonhampstead, Devon).

Mention in Despatches

Acting Lieutenant (E) Alexander Charles Grant, D.S.C., R.N. (Hindhead).
 Midshipman Peter Leslie Barton, R.N. (Ware, Herts).
 Mr. Stanley George Cattermole, Gunner (T), R.N. (West Bridgeford, Nottingham).
 Chief Petty Officer Harold Gibbs King, C/J.57131 (Epping, Essex).
 Chief Petty Officer Alfred Arthur William Pearce, C/JX.125032 (St. Neots, Herts.).
 Chief Yeoman of Signals George Edward Monkhouse, D/JX.126960 (Aspatia,
 Cumberland).
 Electrical Artificer Third Class Harry Raymond Roberts, D/MX.71942 (Llanely).
 Ordnance Artificer Third Class Stanley George Shearing, P/MX.60368 (Southampton).
 Chief Stoker Charles Ralph Boulton, D/K.66699 (Port Talbot).
 Petty Officer John George Green, P/JX.131049 (Deddington, Oxford).
 Petty Officer Alexander Pearson, C/JX.138061 (Kirby Grindalythe, Nr. Malton,
 Yorks.).
 Temporary Petty Officer George Hawkins, C/JX.130247 (St. Mary Cray, Kent).
 Stoker Petty Officer Samuel Robert Davis, D/KX.80874 (Nottingham).
 Leading Seaman Robert William Curry, P/SSX.23417 (Portsmouth).
 Temporary Leading Seaman Radar Stanley Arthur Prince, C/JX.263267 (Carshalton,
 Surrey).
 Leading Stores Assistant Walter Pendrill, C/MX.672716 (Maidenhead).
 Leading Sick Berth Attendant William Griffin, D/SBR/X.6905 (Wigan).
 Stoker First Class Herbert Clifford Smith, D/KX.152667 (Haydock, Lancs.).

For gallantry, resource and devotion to duty whilst serving in H.M.S.
 "Clyde." In six patrols in the last year H.M.S. "Clyde" has carried out
 eight special operations under hazardous conditions in the Far East:

Bar to the Distinguished Service Cross

Lieutenant Raymond Henry Bull, D.S.C., R.N. (Bournemouth).

The Distinguished Service Cross

Lieutenant (E) John Brian Luard Gilmore, R.N. (Eastbourne).

The Distinguished Service Medal

Acting Chief Petty Officer Cecil Wilson Falck, P/J.114570 (Portsmouth).
 Chief Engine Room Artificer Andrew Brunton, B.E.M., C/M.26914 (Gosport).
 Acting Chief Stoker James Donoghue, D/KX.84311 (Rosscardbery, Co. Cork).

Mention in Despatches

Temporary Lieutenant William Alfred Cole, R.N.V.R. (Beaconsfield, Bucks).
 Petty Officer Eric Hiron, C/SSX.18069 (London).
 Leading Seaman George Harold Kitcher, P/JX.325462 (Bramhall, Cheshire).
 Leading Stoker Tom Bosworth, P/KX.96104 (Cambridge).
 Able Seaman Clifford Lawrence Ewbank, D/JX.287827 (Oldham).

For courage, good seamanship and skill in anti-U-Boat operations
 whilst serving in H.M. Ships "Loch Scaivaig," "Papua" and "Nyasa-
 land."

The Distinguished Service Cross

Acting Temporary Lieutenant-Commander Cecil William Hancock, R.N.R.
 Acting Lieutenant James Peter Wright, R.C.N.V.R. (Ottawa).

The Distinguished Service Medal

Able Seaman William George Thomas Beer, D/JX.163195 (Plymouth).
 Able Seaman Gordon MacIntosh Wilde, D/JX.42055 (Birmingham).

Mention in Despatches

Acting Lieutenant-Commander Charles William Leadbetter, R.N.R. (Fleetwood).
 Stoker Petty Officer Frank Bullimore, D/KX.80521 (Sebastopol, Mons.).
 Able Seaman Joseph William Bettridge, P/JX.209711 (Eastbourne).
 Able Seaman David Wilson Hardy, D/JX.147744 (Newcastle-on-Tyne).

For determination and address in air attacks on targets in Japan:

Bar to the Distinguished Service Cross

Temporary Lieutenant (A) Robert Michael Crosley, D.S.C., R.N.V.R.

The Distinguished Service Cross

Acting Lieutenant-Commander (A) Douglas Granger Parker, R.N.V.R.
 Temporary Lieutenant Robert Hampton Gray, R.C.N.V.R.
 Temporary Lieutenant William Henry Isaac Atkinson, R.C.N.V.R.
 Temporary Lieutenant (A) Norman Goodfellow, R.N.V.R.
 Sub-Lieutenant (A) Glyn Desmond Roberts, R.N.V.R.

For bravery, skill and determination shown during hazardous assaults on the Arakan coast in March, 1945.

The Distinguished Service Cross

Commander Colin Hardie, R.N.
 Lieutenant John Morison, R.N.

Mention in Despatches

Acting Lieutenant-Commander Henry Raynardson Hewlett, R.N.
 Lieutenant David Noel Penfold, R.N.
 Lieutenant James Charles Macaulay Booth, R.N.V.R.
 Lieutenant Terence Martin Burke, R.N.V.R. (Ealing, W.).
 Chief Petty Officer Patrick Julius Lobo, R.I.N.76449.
 Mechanician First Class C. Innes, R.I.N.74164.
 Petty Officer Arthur Jack Prior, P/JX.159324 (Bournemouth).
 Petty Officer Mohammed Khan, R.I.N.4101.
 Petty Officer Abdul Hakim Shah, R.I.N.100429
 Leading Seaman Thomas Hatton, P/JX.323641.
 Leading Seaman Nawab Khan, R.I.N.101704.
 Leading Seaman John Michael Campbell Stewart, P/JX.142415 (Newport, Mon.).

For marked skill, efficiency and coolness of action shown whilst serving in H.M. Ships "Tartar" and "Eskimo" in an offensive sweep between Great Nicobar and Sabang in the Bay of Bengal, June, 1945.

The Distinguished Service Medal

Able Seaman Kenneth Crosby Rae, C/JX.193745 (Preston).

Mention in Despatches

Able Seaman Ronald Harold Harding, D/JX.557291 (Ebbw Vale, Mon.).

For courage, initiative and great devotion to duty in damage control after the M.L. "28" had made a daring entry into the enemy-held harbour of Krk, on the night of 6th December, 1944.

The Distinguished Service Medal

Acting Chief Motor Mechanic Cecil Lonsdale, P/MX.99499 (Cloughford).

Mention in Despatches

Stoker First Class John Nugent, P/KX.127433.

For great courage and inspiring devotion to duty during the evacuation of Dunkirk:—

Mention in Despatches (Posthumous)

Sub-Lieutenant William Bernard Lyulph Tower, R.N.

For good service and marked devotion to duty during the evacuation of troops and refugees from Bayonne and St. Jean de Luz:

Mention in Despatches

Lieutenant Eric Peter Wellburn Cooper, R.N.V.R.

For initiative and devotion to duty in damage control whilst serving in H.M.S. "Bahamas" during a counter attack against an enemy submarine on the night of 13th April, 1945.

Mention in Despatches

Engine Room Artificer Second Class Cecil Norman Money, P/MX.52930.

For efficiency, energy and unflagging devotion to duty displayed during minelaying operations between January and April, 1945, whilst serving in H.M.S. "Apollo":

The Distinguished Service Medal

Chief Petty Officer Thomas Dayes, C/JX.127620.

Mention in Despatches

Captain John Annesley Grindle, C.B.E., R.N. (Christchurch, Hants.).
 Lieutenant John Heatley Noble, D.S.C., R.N. (Henley-on-Thames).
 Temporary Lieutenant (E) Bernard Henry Trehear-Thomas, R.N. (South Africa).
 Temporary Sub-Lieutenant (Sp.) Colin Biggs, R.N.V.R. (Reigate).
 Mr. George Cook, D.S.C., Gunner (T), R.N. (Ramsgate).
 Stoker Petty Officer Ernest Knowles, C/KX.83462.
 Leading Seaman Benjamin Kilduff, C/JX.182610.
 Leading Seaman Norman MacDonald, R.N.R.6919C.
 Acting Leading Stoker William George Frederick Wright, C/KX.133393 (Ramsgate).
 Able Seaman Wilfred Calvert, C/JX.549251 (Leeds).
 Able Seaman Meurig Ogwen Davies, C/JX.104951.

For skill, energy and devotion to duty in hazardous survey reconnaissances during the campaigns in North Africa, Italy and North-West Europe, 1943-1944:

Mention in Despatches

Acting Lieutenant-Commander George Stephen Ritchie, D.S.C., R.N.
 Commander Sydney John Hennessey, R.N.

For courage, determination and devotion to duty in fire-fighting after an explosion on board an ammunition ship in Ghent in February, 1945:

Mention in Despatches

Lieutenant Walter Denton, R.N.R.

For outstanding skill and leadership whilst serving in the Rescue Ship "Rathlin" in Arctic waters during December, 1944, in the successful defence of his ship against heavy air attacks:

The Distinguished Service Medal

Lance-Sergeant William Watts, 2756301, First Regiment, Maritime Royal Artillery.

For bravery, skill and determination shown during hazardous assaults on the Arakan coast in March, 1945:

Mention in Despatches

Acting Temporary Captain John Jasper Eades, R.M.

4857.—No. 1, R.N. Orthopaedic Rehabilitation Centre

(M.D.G. 8997/44.—30 Aug. 1945.)

No. 1, R.N. Orthopaedic Rehabilitation Centre has now re-opened at Oakley House, Bromley Common, Kent. Telephone number Hurstway 2574.

2. The nearest railway station is Bromley South. Patients being transferred by rail should report to the Station-master on arrival at Bromley South so that the Centre can be notified and transport provided.

3. Only male Naval ratings and Royal Marine other ranks can be received.

4. Patients should be sent to the Centre as early as possible after injury, preferably while still in plaster.

5. Meniscectomy cases should not be sent until one month after operation.

6. Cases of low back pain, sciatica, flat feet and severe injuries of the os calcis are rarely suitable for treatment.

7. Requests for transfer from other hospitals, sick quarters, 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.

8. Bed tickets and X-rays should always be sent where possible.

9. On discharge of a patient from the Centre his bed ticket and X-rays will normally be returned to the hospital of origin together with a summary of the case notes, details of progress while at the Centre and final disposal.

10. H.M. ships and establishments, which receive information on Form M.22 of transfer to the Centre of ratings and marines borne on their books, are to forward to the Centre a victualling transfer list showing the man's fortnightly rate of pay and balance of his account. When a man is transferred from the 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.

(A.F.O. 4721/44 is cancelled.)

4858.—Short Service, R.N.(A) and Reserve Officers—Transfer to Permanent Commissions in the Royal Navy—Retired Pay Conditions—Interpretation

(P.M. 2840/45.—30 Aug. 1945.)

A number of questions having been raised by officers concerning the interpretation of certain of the phrases appearing in A.F.O. 3325/45, the following information is promulgated in amplification of that Order.

2. (a) "service in the confirmed rank of Sub-Lieutenant" means that time as Acting Sub-Lieutenant or Probationary Sub-Lieutenant will not count.

(b) "full pay mobilized service" means service on full pay since the outbreak of the war, i.e., from 3rd September, 1939.

(c) "pre-war gratuity bearing service" means Short Service in the Air Branch normally qualifying for a gratuity after a specified period of service, subject to the overriding proviso that only service in the confirmed rank of Sub-Lieutenant or above can count for retired pay purposes.

3. Permanent officers of the R.N.V.R.(A) and R.N.V.R. who received gratuities under the conditions of A.F.O. 2885/38 or A.F.O. 612/39 will count their reckonable service on transfer from the date of completion of their 18 months' training or of their 3 years' service with the Fleet respectively, but officers may elect to count the whole of their service from the 3rd September, 1939 (or the date of commencement of service in the confirmed rank of Sub-Lieutenant, if later), subject to the refund of that part of the gratuity received which accrued in respect of service subsequent to that date.

(A.F.O.s 2885/38, 612/39 and 3325/45.)

4859.—Engineering Branch of the Royal Navy—Transfer of Short Service R.N. (A) and R.N.V.R. (A) Officers

(C.W. 52341/45.—30 Aug. 1945.)

Further applications of R.N. (A) and R.N.V.R. (A) Officers to transfer to the Engineering Branch of the Royal Navy under the terms of A.F.O. 23/45 may continue to be forwarded to the Admiralty (C.W. Branch) through Administrative Authorities.

2. No time limit will now be set and the Admiralty Selection Board will be convened from time to time as necessary.

3. With reference to paragraph 5 (a) of A.F.O. 23/45, applicants who have obtained only the *Ordinary* National Certificate in Engineering or Part I of B.Sc. (Engineering) cannot be considered. The approximate date of obtaining Higher National Certificate or University Degree should be stated together with the University awarding the degree.

4. With reference to paragraph 5 (b) of A.F.O. 23/45, mobilized Service is to count from the date of entry into the Service.

5. Commanding Officers should not forward applications until the applicants have been serving under their command for at least 3 months, in order that a fair estimate of the officer's qualities may be rendered on Form S.206 (paragraph 16 of A.F.O. 23/45).

(A.F.O. 23/45.)

4860.—Officiating Ministers of Religion

(C.E. 52012/45.—30 Aug. 1945.)

The following appointments have been approved:—

Roman Catholic—

Sherborne (R.N. Auxiliary Hospital) Rev. G. H. Wyman, F.R.C.O.,
Minternæ Magna (R.N. Auxiliary
Hospital). The Presbytery,
Westbury, Sherborne.

(Vice the Rev. M. Kennedy.)

Clydebank Rev. Michael Ward,
Holy Redeemer Church,
Clyde Street,
Clydebank, Glasgow.

(Vice the Rev. J. Dolan.)

Church of Scotland and the Free Churches—

H.M.S. "Eaglet"	Rev. C. H. Pugsley,
H.M.S. "Defender"	13, Sefton Road,
R.N. Auxiliary Hospital, Seaforth	Litherland, Liverpool, 21.
Southport	(Methodist.)
H.M.S. "Wellesley"	Rev. J. McInnes, Toc H., Gladstone House, Rodney Street, Liverpool.
	(Church of Scotland.)
H.M.S. "Onset"	Rev. A. Davis, 14, Silverbeach Road, Wallasey.
	(Presbyterian.)
Castletown, H.M.S. "Urley" ...	Rev. H. T. Proctor, Creerville, The Crofts, Castletown, Isle of Man.
	(Methodist.)
H.M.S. "Cornerake"	Rev. S. Stevenson, B.A., Geastry Manse, Kirkcubbin, Co. Down.

Methodist—

Brighton	Rev. C. Parker, 25, Sackville Gardens, Hove, 3.
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2. The usual facilities are to be afforded.

3. The following appointments have been cancelled:—

Church of England—

Exmouth (R.N. Establishment, Imperial Hotel).	Rev. P. D. Fox, M.A., The Vicarage, Exmouth, Devon.
Troon	Rev. W. Samuel, St. Ninian's Rectory, Troon.
Poole	Rev. E. C. Harris, B.A., The Rectory, Poole, Dorset.
Watford	Rev. Canon A. St. J. Thorpe, M.A., The Vicarage, Watford, Herts.

Roman Catholic—

Watford	Rt. Rev. Monsignor A. Jackman, Holy Rood, Watford, Herts. (Deceased 22nd May, 1945.)
Sherborne (R.N. Auxiliary Hospital) Minternæ Magna (R.N. Auxiliary Hospital).	Rev. M. Kennedy, The Presbytery, Westbury, Sherborne.
Clydebank	Rev. J. Dolan, Holy Redeemer Church, Clyde Street, Clydebank, Glasgow.
Leith	Rev. J. Ryan, St. Mary's Star of the Sea, Leith, Edinburgh, 6. (A.F.O. 4097/45 is to be amended.)

Church of Scotland and the Free Churches—

Watford	Rev. T. B. Heward, Redwoods, 32, Cassiobury Drive, Watford.
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4861.—Payment of Royal Air Force Personnel Serving in H.M. Ships

(D.N.A. 29503/45.—30 Aug. 1945.)

Where there is no Royal Air Force Accountant Officer on board, and payments to airmen are consequently made by the Naval Supply Officer, the following procedure is to be followed in place of that laid down in King's Regulations and Admiralty Instructions, Appendix XXXIIA, Clauses 9 and 10.

2. The detachment pay rolls (R.A.F. Form 1510) are to be made out in triplicate; one copy duly receipted by the airmen, with the name of the ship and the date of payment clearly shown thereon, is to be forwarded to the Royal Air Force Accountant Officer, who, on receipt of the form, will forward his receipt for the money direct to the Director of Navy Accounts. At the same time, the Supply Officer is to prepare a supply note (Form S.5 or S.5A) indicating thereon the ship's name, date of payment and the amount paid (particulars which should coincide with those shown on the detachment pay roll), and send it to the Director of Accounts (Accounts 1 Claims), Air Ministry. Supply and receipt notes are not required to be sent with R.A.F. Form 1510.

3. Duplicate and triplicate copies of the detachment pay roll are to be retained by the Supply Officer as vouchers to his original and duplicate cash accounts.

(K.R. and A.I. Appendix XXXIIA Clauses 9 and 10).

(A.F.O. 729/41 is cancelled.)

4862.—R.M. Officers—Promotion to Acting Major whilst Holding Certain Appointments Afloat—REPORTS

(C.W. 56843/44.—30 Aug. 1945.)

Approval has been given, with effect from 9th July, 1945, as a temporary measure only, for the following:—

- In ships carrying R.M. detachments of 200 or more, the senior R.M. officer borne for detachment duties may be a Major.
- In squadrons of more than three ships (cruisers and above) in which no Major is allowed by present complements, one Major may be allowed.
- Until a sufficient number of substantive Majors are available, recommendations for the acting promotion of officers to fill these vacancies may be made in respect of Captains, R.M., irrespective of age.

2. In order to implement this decision, Commanders-in-Chief are requested to report by signal all adjustments of rank retrospective to 9th July, 1945, and future adjustments consequent on cross-postings of officers in ships and changes in composition of squadrons, to the Admiralty as they occur. In the case of Commanders-in-Chief other than Home Fleet, such signals should be confirmed by Station Appointments promulgating the promotions and relinquishments of rank of R.M. officers affected.

3. It is stressed that all promotions made as a result of this ruling will be on an acting basis only.

4863.—Tool Kits—Disposal on Release of Personnel

(N.S. 30088/45.—30 Aug. 1945.)

"Hostilities Only" ratings, who are in possession of tool kits issued free to them from Service sources during the war, in accordance with A.F.Os. 1414/43 and 4355/44, may retain such tools free of charge on release or discharge from Naval service. Kits which are deficient will not be made up to standard before men are dispersed.

2. This Order applies to all "Hostilities Only" personnel, including members of the W.R.N.S. and recalled pensioners and reservists; no change is made in the procedure authorized for men serving under regular engagements.

(Admiralty Message 231832/June to R.N. Barracks, Chatham, Portsmouth, Devonport, Lee-on-Solent.)

(A.F.Os. 1414/43 and 4355/44.)

4864.—Officers' Stewards Allowed to Secretaries and Flag Lieutenants on Admiral's Staffs

(N/D.P.S. 810/45.—30 Aug. 1945.)

As a temporary measure of economy, when the Secretary to a Flag Officer is of the rank of Commander (S) or below, and this officer and the Flag Lieutenant are provided with an Officers' Steward each, only one such rating will be provided in future, his services being shared by the two officers concerned.

2. Where sharing is not practicable it must be decided locally which officer is to have the full services of the Steward, the other officer receiving Servants Allowance of £80 a year in lieu of the services of a servant. The decision should be reported to the Admiralty.

3. Where the services of the Steward are shared, they constitute "partial services" for the purpose of A.F.O. 1469/44, paragraph 5, and no Servant Allowance is payable to either officer.

(A.F.O. 1469/44.)

†4865.—Admiralty Surgeon and Agent

Guernsey

(C.E. 16944/45.—30 Aug. 1945.)

Surgeon Lieutenant-Commander B. S. Collings, R.N. (ret.), M.R.C.S., L.R.C.P., of Le Verdure, Clifton, Guernsey, C.I., has been re-appointed as Admiralty Surgeon and Agent for Guernsey.

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

***4866.—Surveying Service—Volunteers Required for Surveying Recorder**

(H. 1918/45.—30 Aug. 1945.)

Continuous service ratings are required as volunteers to qualify as Surveying Recorders for employment as such in Surveying Ships at Home and Abroad.

2. Volunteers will be drafted to surveying ships for preliminary training to qualify and on qualifying will be paid as Surveying Recorders, 3rd Class, in accordance with Appendix XVII of K.R. & A.I. They will be eligible for subsequent advancement to higher grades.

4867.—Travelling and Subsistence Expenses of Naval and Royal Marine Personnel

(C.W. 10146/45.—30 Aug. 1945.)

Where Officers are discharged to leave on termination of an appointment and take up a fresh appointment from leave, details of the journey and the expenses incurred in proceeding to and from leave must be given in the claim section of Form S.542. These expenses are assessed under K.R. & A.I., Article 1655 (i), i.e., incidental expenses and subsistence are allowed as for a direct journey from the old to the new appointment only. If, however, the officers are travelling on a free leave warrant under A.F.O. 3843/42 between two appointments and necessarily take heavy baggage with them, they may be issued with two D.N.A. forms 818 and receive refund of reasonable expenses incurred in hiring a taxi, private car or boat for the journeys between the nearest railway station and leave destination. Re-imbursment of any exceptional expenditure incurred by either officers or ratings in proceeding to and from leave at public expense, both between and within appointments, would be considered sympathetically on claims being rendered to the Director of Navy Accounts.

2. Paragraph 4 (c) of A.F.O. 5262/42 is cancelled.

(A.F.Os. 3843/42 and 5262/42.)

***4868.—War Gratuity for Paymasters, Barrackmasters and Quartermasters, R.M., and for Officers of the R.N. Shore Signal and Shore Wireless Services**

(C.W. 11134/45.—30 Aug. 1945.)

With reference to A.F.O. 2870/45, paragraph 1, Note (ii), the following rates of War Gratuity are notified:—

		Monthly rate
		s. d.
(a)	Lieutenant-Colonel, R.M., serving as Paymaster or Barrackmaster.	45 0
(b)	Quartermasters (except R.N. School of Music)	
	Lieutenant	35 0
	Captain	35 0
	Major	40 0
	Lieutenant-Colonel	45 0
	Musical Director	
	Assistant Musical Director	
	Quartermaster	
	Director of Music	
	Lieutenant or Captain	35 0
	Major	40 0
(c)	Commissioned Officers, R.M., promoted from Temporary Warrant Officers or from Pensioner N.C.Os.	
	Temporary Lieutenant or Temporary Lieutenant (Quartermaster)	
	Acting Temporary Captain	32 6
	Acting Temporary Major	32 6
(d)	Other Royal Marine Officers promoted from Warrant rank are eligible for War Gratuities on the scale laid down in A.F.O. 2870/45, paragraph 1.	
2.	R.N. Shore Signal Service	
	Senior Chief Officer	35 0
	Chief Officer of 2½ years' seniority or above	32 6
	Chief Officer of under 2½ years' seniority	30 0
3.	R.N. Shore Wireless Service	

Promoted prior to 30th April, 1936	Promoted on or after 30th April, 1936	Monthly rate
Senior Chief Officer	Senior Chief Officer of over 3 years' seniority.	35 0
Chief Officer of 6 years' seniority or above.	Senior Chief Officer of under 3 years' seniority.	32 6
Chief Officer of under 6 years' seniority.	Chief Officer	30 0

(A.F.O. 2870/45.)

4869.—W.R.N.S.—Abolition of Certain Categories and Cessation of Allocations and Transfers to These and Other Categories

(N. 19892/45.—30 Aug. 1945.)

Table "A" of the Appendix to A.F.O. 4285/45 is to be amended as follows:—
Against "W/T (including ratings employed on H/E, D/F duties)"
Read "Telegraphist and Telegraphist (S)"

(A.F.O. 4285/45.)

4870.—W.R.N.S. Officers—Promotion—Confirmation in Rank and Reports

(C.W. 50849/45.—30 Aug. 1945.)

A.F.O. 2128/45 is to be amended as follows:—

Appendix II

Add at end of list "Air Armament Stores Officers".

(A.F.O. 2128/45.)

4871.—W.R.N.S. Ratings Employed on Typex Duties—Conditions of Service

(N. 28412/44.—30 Aug. 1945.)

A.F.O. 2324/44 is cancelled.

4872.—W.R.N.S. Typists in Cypher Offices and S.D.Os.—Classification

(N/S.D. 3051/45.—30 Aug. 1945.)

In view of the shortage of W.R.N.S. Writer ratings, revised arrangements have been approved regarding W.R.N.S. Typists who have been employed on typing duties in cypher offices and in S.D.Os. All such ratings, except those who have already been transferred to the Coder category and have satisfactorily completed the conversion course, are to be removed forthwith from cypher offices and S.D.Os. and are to be re-classified as Writers (General).

2. The typing duties in cypher offices and in S.D.Os. should be carried out by Communication Branch ratings and Writer ratings are not to be employed on these duties.

(A.F.O. 2582/45 is cancelled.)

4872a.—Training and Employment of Ordnance Artificers in the Maintenance of Optical Instruments in the Fleet

(G. 6202/45.—30 Aug. 1945.)

Attention is drawn to A.F.O. 4894/45 in Section 3 of this issue.

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

4873.—Aircraft—Ammunition—R.P. Motors—Saddles No. 3—Restriction in Use when Fitted with Aluminium Shear Rivets

(G. 2395/45.—30 Aug. 1945.)

Early supplies of saddles No. 3 for motors, rocket, A.C., 3-in., were fitted with aluminium shear rivets which in later production have been superseded by copper rivets.

2. Saddles No. 3 are to be examined before assembly to motors, and any which are found to be fitted with aluminium shear rivets are to be segregated for use as front saddles only. Saddles fitted with copper rivets must be used in the rear position.

3. The new issue of Admiralty letter A/AWD. 223/43 dated 12th July, 1945, incorporates the above instructions.

4874.—Pistols, Aircraft Bombs—Nos. 27 and 28—Withdrawal

(A.S. 01863/45.—30 Aug. 1945.)

Pistols, aircraft bombs, nose, No. 27, and Pistols, aircraft bombs, tail, No. 28, are no longer required for Naval service having been superseded by newer type nose and tail pistols using sensitive type detonators.

2. Stocks at R.N. Armament depots are to be brought to produce. H.M. ships should land any pistols Nos. 27 and 28 still held in exchange for components as laid down in C.A.F.O. 1032/45.

(C.A.F.O. 1032/45.)

4875.—Aircraft—Bombs—Practice—Inspection before Use

(G. 07186/44.—30 Aug. 1945.)

Before fuzing, all practice bombs, 11½-lb., 10-lb. and 8½-lb. break up, are to be examined to ensure that—

- (a) the shear wire is intact ;
- (b) safety pins and locking wire are correctly assembled ;
- (c) the striker point is not standing proud of the striker guide.

2. With regard to paragraph 1 (c) the following method should be adopted :—

Remove container from the body and with all safety devices in place, rest the bomb body on the striker head. Apply a straight-edge to the striker guide to ensure that the striker point is not standing proud.

3. Any bombs (other than those filled white smoke at R.N. Air Stations only) found to be defective should be put aside, a report made, and returned to Armament Depot for rectification. Screw threads of the body should be regreased with mineral jelly or oil, M.80, if necessary.

4. At Air Stations defective bombs filled white smoke should be dealt with in accordance with the following procedure :—

Select a site at least 50 yds. down wind of buildings and runways. Remove the filling plug of the bombs and pour away the liquid filling. Leave the bomb cases to weather for 24 hours and return empty bombs to the appropriate Naval Armament Depot at the next opportunity.

Precautions

- (i) The operator must stand up-wind of the bomb during the emptying operation and must wear eye-shields, anti-gas.
- (ii) Should the operator be splashed with bomb-filling the affected part is to be washed immediately with clean water.

(A.F.O. 5291/44 is cancelled.)

4876.—Aircraft—Guns, Browning, 0.50-in.—Tool, Removing Oil Buffer Caps—Introduction

(A.S. 8173/44.—30 Aug. 1945.)

The following store is hereby introduced into Naval service :—

Guns, Browning, 0.50-in. :—

Tool, removing oil buffer caps (complete with ratchet spanner)

(Ref. : N.O.D. 2175/115).

2. The tool, which is a bench fitment, is designed to remove oil buffer caps of 0.50-in. Browning guns which cannot be removed by means of the combination wrench. Some tools will be issued without ratchet spanners. In such cases any suitable spanner should be used in lieu.

3. Tools will be allowed to H.M. ships (carrying aircraft armed with 0.50-in. Browning guns), R.N. air stations, repair yards, air training establishments, R.D.Us., M.O.N.A.Bs., etc., in the proportion of 1 per ship or station, etc. Spare pins for the adaptor will be allowed in the following proportions :—

*H.M. Ships :—**Carrying Corsair or Hellcat Squadrons with*

Up to 12 I.E. aircraft	...	...	...	...	6
13 to 18 I.E. aircraft	...	...	...	...	8
19 to 24 I.E. aircraft	...	...	...	...	10
25 to 30 I.E. aircraft	...	...	...	...	12
31 to 36 I.E. aircraft	...	...	...	...	14
Over 36 I.E. aircraft	...	...	...	...	16

Carrying Avenger Squadrons with

Up to 12 I.E. aircraft	...	...	...	...	4
13 to 17 I.E. aircraft	...	...	...	...	6
18 to 24 I.E. aircraft	...	...	...	...	8
Over 24 I.E. aircraft	...	...	...	...	10

Carrying Wildcat Squadrons with

Up to 8 I.E. aircraft	...	...	...	...	4
9 to 18 I.E. aircraft	...	...	...	...	6
19 to 24 I.E. aircraft	...	...	...	...	8
Over 24 I.E. aircraft	...	...	...	...	10

R.N. Air Stations :—

" V " } As per Advance Extracts of C.B. (R) 4252/42. {	12
" W " } {	6
" X " } {	4
" Y " } {	16
Repair yards	16
Air training establishments	20

Receipt and Despatch Units :—

Anthorn	16
Culham	6

M.O.N.A.Bs. :—

Allowances will be promulgated separately.

T.A.M.Ys.	16
Aircraft Maintenance Ships	16
H.M.S. " Unicorn "	16

4. Demands should be forwarded by services in—

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

5. Tools and spare pins have already been issued to the following :—

H.M. ships " Ocean ", " Trouncer ", " Pioneer ", " Perseus ", " Rancee ", " Colossus ", " Puncher " and " Patroller " ; to H.M.S. " Excellent " (Air Gunnery School) ; H.M.S. " Fledgling " ; R.N.A.T.E., Newcastle-under-Lyme ; and to R.N. Air Station, Worthy Down (for School of Aircraft Maintenance).

6. The tool is used in the following manner :—

- (i) Remove the barrel return spring guide and barrel return spring.
- (ii) Unscrew the screw clamping on the tool.
- (iii) Place the oil buffer in the bottom plate in such a manner that the flats on base of oil buffer are located in the key plate on the base of tool.
- (iv) Place the adaptor on the oil buffer with the pins located in the corresponding recess in the oil buffer cap.
- (v) Place the wrench on the adaptor.
- (vi) Screw down the screw clamping until the bottom face of the adaptor is in contact with top face of buffer cap.
- (vii) Unscrew the clamping screw by about ¼-½ ton and loosen the cap with the wrench. When the cap has been loosened the buffer can be removed from the tool and the operation completed.

7. If the buffer cap is of the latest type, i.e. with flats for a spanner instead of pin holes ; the tool can be used as a jig for holding the buffer. The cap should then be removed using the appropriate spanner instead of the adaptor and ratchet spanner.

4877.—Aircraft—Guns—Hispano, 20-mm.—Belt-Feed-Mechanism—Front Cover Rack Assembly Inspection Hole—Rectification

(A.S. 4228/45.—30 Aug. 1945.)

A small number of Hispano belt-feed-mechanisms have been found to be fitted with front covers having the inspection holes incorrectly drilled to an extent that prevents their use for the purpose intended.

2. In order to bring the engagement of the rack and segment into sight armament depots may elongate the inspection hole up to a maximum of ⅜-in. beyond the original circumference of the hole.

3. Any belt-feed-mechanisms in service requiring this repair must be returned to armament depots and others demanded in lieu.

4. Separate instructions will be given to R.N. armament depots regarding action to be taken with mechanisms which cannot be rectified within the tolerances allowed in paragraph 2 above.

4878.—Aircraft—Pyrotechnics—4-in. Flares Towed, Aircraft, No. 1, Mark I (Target)—Disposal

(C.I.N.O. 3709/45.—30 Aug. 1945.)

No requirement now exists for 4-in. flares, towed, aircraft, No. 1, Mark I (target) in Naval service and arrangements should be made for any held by H.M. ships and establishments to be disposed of by dumping in deep water.

2. Prior to dumping, the stores should be examined to ensure that the safety wire, with split pin at each end, is in position. The stores are to be removed from their packages and dumped singly.

3. Where dumping is not practicable the flares should be returned to the nearest armament depot.

4. Separate disposal instructions have been issued to armament depots.

4879.—Aircraft—Pyrotechnics—Signals, Drift, Night AN, Mark V—Launching from Avenger Aircraft

(G. 1094/45.—30 Aug. 1945.)

Trials have shown that there is a risk of tail vanes of signals, drift, night AN, Mark V, fouling the sides of the chute when the pilot's release is used.

2. It has also been established that functioning of the signals is more satisfactory when released tail first than when released nose first.

3. Signals, drift, night AN, Mark V, should therefore be released tail first from launching chutes, and whenever possible from the back cockpit in Avenger aircraft.

4880.—Ammunition—Fuzes, Primers and Tubes—Fuzes Time Mechanical No. 211, Ferranti Lot 7, 1942—Withdrawal—REPORT

(A.S.—30 Aug. 1945.)

Consequent on failures at Shell Proof of Fuzes Time Mechanical No. 211 of Ferranti Lot 7, 1942, it has been decided to withdraw all fuzes of this Lot from service.

2. Commanding Officers of H.M. ships are therefore to arrange for any fuzes of this lot on board to be landed at the nearest Naval Armament Depot at the earliest opportunity and for fuzes of other suitable lots to be drawn in lieu.

3. If, for any reason, the fuzes that are in shell or cartridges cannot be extracted on board, the fuzed shell or rounds should be landed and others drawn in lieu.

4. These fuzes should be regarded as coming under category (b) of C.A.F.O. 991/42, i.e. not dangerous but liable to a percentage of failures to function.

5. *R.N.A. Depots only.*—All fuzes returned by H.M. ships under this order, together with any held in store, are to be brought to produce where facilities exist, otherwise they should be forwarded to the nearest main armament depot for disposal. The quantities of fuzes so dealt with are to be reported to D.A.S. Branch B(108) Bath.

(C.A.F.O. 991/42.)

4881.—Ammunition—Fuzes, Primers and Tubes—Fuzes No. 246—Withdrawal of certain Lots

(A.S./G. 4802/45.—30 Aug. 1945.)

In consequence of further failures of fuzes No. 246, it has been decided to withdraw from service fuzes of P.A.M. lots 397, 414, 458, 556, 571, 583, 608, 609, 626, 627, 639 and 648 all filled BR 8/43, and SMC Lot 912 filled SC/C 6/44.

2. These fuzes are regarded as coming under category (b) of C.A.F.O. 991/42, i.e. not dangerous but liable to prematures in use.

3. Commanding Officers of H.M. ships should arrange for 2-pdr. H.V. ammunition on board fitted with fuzes of the above descriptions, to be exchanged for rounds fitted with fuzes of other lots.

4. At Naval Armament Depots, any rounds in store or received from ships, fitted with fuzes of the above lots should be set aside for re-fuzing as convenient, the fuzes withdrawn being brought to produce, where this can be conveniently done, otherwise the fuzes should be dumped in accordance with A.S./G.O.8822/43/B.95, 4th October, 1944, paragraph 1(b).

(C.A.F.O. 991/42.)

4882.—Ammunition—Fuzes, Primers and Tubes—Tubes Vent Electric 0.5-in., Lot No. 465 V.A.D. 7/42—Withdrawal—REPORT

(A.S./G. 5066/45.—30 Aug. 1945.)

All tubes vent electric 0.5-in. of Lot 465 V.A.D. 7/42, are to be withdrawn from the service.

2. Commanding Officers of H.M. ships are to arrange for any tubes of this description, make and lot number to be returned to the nearest Naval Armament Depot and others drawn in lieu.

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

4. R.N. armament depots at home and abroad should scrutinize stocks as soon as possible and set aside under "Red Card", all tubes of this lot in store and received from ships, and report on 1st November total quantities set aside.

(C.A.F.O. 991/42.)

4883.—Ammunition—Pyrotechnics—Cartridges, Signal, 1-in., Green, Mark XI T, Filled W.F.B.—Withdrawal

(A.S./N.L. 6185/45.—30 Aug. 1945.)

All cartridges, signal, 1-in., Green, Mark XI T, filled W.F.B., are to be landed and others demanded in lieu.

2. Stocks at Naval Armament depots and any landed by H.M. ships are to be set aside pending receipt of further instructions.

4884.—Ammunition—20 mm. Oerlikon—Restricted Use and Disposal of Withdrawn Lots

(A.S./G. 012354/43/B.107.—30 Aug. 1945.)

20 mm. Oerlikon ammunition of the following lots withdrawn from service have been re-proved and sentenced serviceable for use in guns fitted with Mark II breech face pieces and are available for re-issue to service, viz. :—

H.E. Lots N.F.910, N.F.966 and N.F.984.

H.E. Tracer Lots N.F.889, N.F.895, N.F.907, N.F.913 and N.F.1096.

2. The following lot, not previously withdrawn, is unserviceable and should be disposed of in accordance with existing arrangements, viz. :—

H.E. Lot W.C. Co. W.114.

(C.A.F.O. 582/43.)

4885.—Guns, U.S.—Q.F. 40-mm.—Modification to "Safe" Designation

(A.S./G. 01889/44.—30 Aug. 1945.)

Early U.S. 40-mm. guns have three positions for the firing selector lever, viz. : "Single Fire", "Auto Fire" and "Safe". Placing the lever at safe prevents only accidental firing by the firing pedal and trigger mechanism but does not make the gun completely inoperative. In U.S. guns of later manufacture, "Stop Fire" is substituted for "Safe" and the word safe is marked on the front face of the rear catch bracket for the hand operating lever.

2. All U.S. 40-mm. guns are to be modified where necessary by ships' staff or by R.N.A. Depots as follows :—

- (a) Stamp or engrave in large print the word "SAFE" on the front face of the rear catch bracket and fill the letters with red wax.
- (b) Replace the work "safe" on the plate near the firing selector lever by the words "stop fire".

4886.—Guns—40 mm.—Aircooled—Identification of Stoppages—Modification

(A.S. 6452/45.—30 Aug. 1945.)

The following modification is approved.

<i>Guns</i>	Q.F., 40 mm., Mark I, I*, C, Mark I and I* and U.S. M1.
<i>Part affected</i>	Breech casing, right front.
<i>Purpose</i>	To differentiate quickly between a missfire and a mechanical stoppage.
<i>Nature of modification</i>	Paint letters "M" and "S" on casing as instructed below.
<i>By whom to be done</i>	H.M. ship, bases and R.N.A. depots.
<i>Degree of urgency</i>	First opportunity.

2. Breech casings are to be marked as follows :—

- (a) With the breech block open and held by the extractors, move the outer extractor releasing lever gently to the rear until it comes to rest (care being taken not to unhook the extractor from the breech block). Paint the letter "S" on the breech casing just above the end of the lever in this position.
- (b) With the breech block closed move the outer extractor releasing lever fully to the rear. In this position, paint the letter "M" on the breech casing just above the end of the lever.
- (c) The letters are to be approximately ¼-in. high and painted on with good quality white paint.

3. Instructions for Use.—In the event of the gun failing to fire, the outer extractor releasing lever is to be moved gently to the rear. If it cannot be moved beyond the letter "S", the indication is that the breech is open and a mechanical stoppage has occurred. If it can be moved to the letter "M" the indication is that the breech is closed and that a missfire has occurred, due either to faulty ammunition or to a defective striker.

4887.—Guns, Browning, 0·50-in.—Wrenches, Combination—Special Steel Pins—Introduction

(A.S. 8173/44.—30 Aug. 1945.)

The present pins fitted to the wrench combination 0·50-in. cal. M.2, used for removing the oil buffer caps of 0·50-in. Browning guns, are not satisfactory. Pins of special steel are therefore being introduced and will be known as—

Wrenches, combination, 0·50-in., cal. M.2

Pins, special steel

Ref. N.O.D. 2175/115.

2. These pins are to be fitted in place of the existing pins and will be allowed to Squadrons, H.M. Ships, R.N. Air Stations, Repair Yards, R.D.Us., M.O.N.A.Bs., T.A.M.Ys., etc., in the following proportions :—

H.M. Ships :—

Carrying Avenger squadron of

Up to 6 I.E. aircraft	18
7 to 12 I.E. aircraft	24
13 to 17 I.E. aircraft	36
18 to 24 I.E. aircraft	48
Over 24 I.E. aircraft	60

Carrying Corsair or Hellcat squadrons of

Up to 8 I.E. aircraft	30
9 to 12 I.E. aircraft	40
13 to 18 I.E. aircraft	50
19 to 24 I.E. aircraft	60
25 to 30 I.E. aircraft	70
Over 30 I.E. aircraft	80

Carrying Wildcat squadrons of

Up to 4 I.E. aircraft	15
5 to 8 I.E. aircraft	20
9 to 12 I.E. aircraft	25
13 to 18 I.E. aircraft	30
19 to 24 I.E. aircraft	40
Over 24 I.E. aircraft	50

Squadrons (as Mobile Equipment)

4 pins per wrench held.

R.N. Air Stations

"V"	As per Advance Extracts of C.B. (R) 4252/42	} 48 24 12 60 72
"W"		
"X"		
"Y"		

R.N. Aircraft Repair Yards

Receipt and Despatch Units

Anthorn	108
Culham	36
<i>Aircraft Maintenance Ships</i>	48
<i>H.M.S. "Unicorn"</i>	60
<i>T.A.M.Ys.</i>	80
<i>M.O.N.A.Bs.</i>	—

Allowances will be promulgated separately.

3. Demands should be rendered by services in—

- (a) United Kingdom to the appropriate R.N. Armament Depot.
- (b) East Indies to the Naval Armament Supply Officer, R.N. Armament Depot, Colombo.
- (c) Pacific to the Armament Supply Officer, Fleet Train or for the Superintending Armament Supply Officer, Royal Australian Naval Armament Depot, Sydney.

4888.—Gun Mountings—16-in. Mark I, 15-in. Mark I/N, 14-in. Marks II and III, 8-in. Marks I, I* and II, 6-in. Marks XXI, XXII, XXIII and XXIV—Painting the Internal Lagging in Gunhouses.

Ships, Dockyards and Repair Authorities concerned

(G. 6746/45.—30 Aug. 1945.)

It is desired to emphasize that the use of oil paint on the internal lagging fitted in certain gunhouses will annul the effect of the lagging.

2. Water paint may be used but on no account should a thick coating of paint be permitted to accumulate.

(A.F.O. 6034/44.)

4889.—Gun Mountings—15-in. Mark I/N (30° Elevation)—Modifications to Breech-workers Platform—As. and As.—REPORT

(G. 013078/45.—30 Aug. 1945.)

Reports received from sea indicate that the instructions on the breech tally plate of 15-in. Mark I/N mountings stating that—"Breech Mechanisms are normally always to be opened in 'Hydraulic', thus bringing the 20° stops into operation, and that if breech mechanisms have to be opened in 'hand' the hydraulic breech operating lever is first to be moved to the open position"—are not always complied with. Cases have consequently occurred where the gun has been elevated above 20° with the breech opened in "hand", causing serious damage to the breech mechanism.

2. To prevent similar cases of damage the breech workers platform is to be cut away as shown in A.F.O. Diagram 325/45 (1) (G.R. 6165). This cutting will prevent the breech mechanism striking the platform when the gun is elevated beyond 20° with the breech open.

3. After carrying out the work in paragraph 2, a trial is to be carried out to prove that the breech mechanism will not strike the breech workers platform. As this platform is part of the main girder strength of the turret, no cutting in excess of that shown in A.F.O. Diagram 325/45 (1) (G.R. 6165) is to be made without prior approval of the Admiralty.

4. This trial may show that, even with the breech workers platform cut back, the upper handle of the lever actuating lock on left guns may foul the platform. Where this occurs the upper handles should be shortened as necessary by ship's staffs, provided that this does not affect the operation of the lever in any way. A report is to be forwarded stating if it has been necessary to shorten these handles and, if so, by how much.

5. If the trial indicated in paragraph 3 shows that the breech mechanism is clear, it will not be necessary to operate the 20° stop bolts before the breech can be opened. The 20° interlocking gear is to be modified as shown on A.F.O. Diagram 325/45 (2) (G.R. 6164) by the removal of the locking bolt and the links connecting it to the levers operating 20° stop bolts.

6. In order to prevent the serious damage that would otherwise occur, it is however, necessary that the 20° stop bolts should be out when the G.L. cage is raised in order to prevent the gun and cage being elevated above 20°.

7. Any stickiness of the 20° stop bolts on the automatic cut-off valve, or maladjustment of the interlock valve may, as has already occurred, result in the stop bolts not moving to the out position when the G.L. cage is raised.

8. The only certain way of ensuring that the 20° stop bolts are "out" is the restriction to the movement of the locking plate by the locking bolt.

9. The slight gain in the time of the loading cycle which can be achieved when the locking bolt is removed, does not justify the risk of very serious damage which would occur if the gun were elevated above 20° with the G.L. cage raised. Ships which have already removed the locking bolt and its connection to the levers operating the 20° stop bolts are to replace these as soon as possible.

10. The Commanding Officers of ships concerned should insert an item Classification "A" in their lists of As. and As. to cover this work which should be carried out by ship's staffs with the assistance of the dockyards when available.

11. The work of cutting the breech operators platform is not to be carried out by burning, as the heat generated may affect the tightness of the rivets or the strength of the main turret girder.

(A.F.O. 2152/43 is cancelled.)

4890.—4-in. R.P. 50 Series, Mark XIX Mountings—Elevating and Training Gears—Adjustment of Friction Disc Couplings

Ships, Dockyards, Repair Authorities and Gun Mounting Overseers, and F.O.G.M.Os. concerned

(G. 08704/45.—30 Aug. 1945.)

Experience shows that, in service, wear takes place on the surfaces of the friction discs in the friction disc couplings of the drives from the elevating and training motors resulting in a lower torque figure than the 30 lbs. ft. quoted in B.R. 257 (1), paragraphs 72 and 118. Haphazard tightening up of the adjusting nut A so that the torque is far in excess of the stipulated 30 lbs. ft. may have serious repercussions in the gear box.

2. Checking the setting with the step gauge as instructed in the handbook will not disclose this wear.

3. The following method of checking and adjusting the coupling should be adopted if the performance of the mounting gives reason to suspect wear of the friction discs.

4. (a) Remove the nut from one of the coupling bolts which secure the cover to the coupling casing.

(b) Place the lever (A.F.O. Diagram 322/45), which should be manufactured by ship's staff, on this bolt and secure by replacing the nut.

(c) Wedge the Bibby coupling, situated between the motor and reduction gear box, to prevent it rotating.

(d) Attach a spring balance to the small hole in the end of the lever and apply a load of 15 lbs. The lever should not rotate.

(e) If the lever moves at less than 15 lbs., slacken the lock nut on the end of the spindle and tighten the adjusting nut "A" until 15 lbs. is registered on the balance.

(f) When the load is obtained, tighten the lock nut. *The faces of the step gauge should now be adjusted to suit this new setting.* The step gauge is useful as a quick check that the setting has not been altered.

Notes.—(i) In the first instance of checking by ship's staff it is advisable to ascertain the actual load before readering takes place; it is possible that the original settings may have been altered. If the load is in excess of 15 lbs. the adjusting nut should be eased back until the correct poundage is obtained.

(ii) It is essential that the inner face of the adjusting nut A (i.e., the 1.5-in. diameter) does not bear on the outer plate of the friction discs. (This can be checked by removing the coupling cover without removing the adjusting nut.)

(iii) To ensure that this will not happen:—The face of the outer plate (on which the Belleville washers bear) should be recessed 0.05-in. deep to a diameter of 1.625-in.

During re-assembly, great care should be taken to see that the recess in the plate faces towards the adjusting nut.

(g) Remove lever and replace the coupling nut and finally remove wedge from the Bibby coupling.

5. The lever will in due course form part of the ship's set of tools, but for ships in service it should be manufactured by ship's staff. The length 21.1-in. is important in order to ensure the correct leverage.

6. Two step gauges will now be required in each "A" set of spares per mounting, i.e., one for elevating and one for training.

7. These should be manufactured by ship's staff as shown on A.F.O. Diagram 322/45.

8. Each gauge should be engraved for "Elevating motor" or "Training motor" as applicable.

9. In cases where one step gauge has already been supplied in the "A" set of spares the original gauge, suitably adjusted and engraved, should be utilized for one of the motions.

10. F.O.G.M.Os. installing mountings supplied from store, G.M.O. Coventry and other authorities holding 4-in. R.P. 50 series, Mark XIX mountings in store, should arrange for the supply of gauges and levers as necessary and for the recessing of the plate as in (f) (ii).

11. The instructions in the relevant handbook will be amended in due course.

(B.R. 257 (1).)

4891.—Bofors, Mark IV* Mountings—Fitting New Mirror over Gyro in Range Unit

H.M. Ships and Establishments concerned

(G. 013116/45.—30 Aug. 1945.)

The existing mirror fitted in the range unit of Bofors Mark IV* mountings (Reg. No. 51 and onwards) does not efficiently reflect the gyro casing aperture in order that gyro rotation may be observed. An improved burnished stainless steel mirror has been designed and will be issued to ships concerned without demand. The new mirror will be fitted by ship's staff, using the existing fixing screw holes.

2. Improved illumination of the gyro casing aperture, levels and switches has also been arranged and a new lamp bracket will be issued to ships concerned without demand. The new lamp bracket will be fitted by ship's staff using existing fixing screws in the gyro terminal block.

4892.—Gun Mountings—20-mm., Marks IIIA and VIIA—Dressing Drawings for Type 6 Gyro Sights

H.M. Ships, G.M.Os., F.O.G.M.Os., E.R.Os., H.M. Dockyards and bases concerned.

(G. 012802/45.—30 Aug. 1945.)

When Type 6 gyro sights are fitted to 20-mm., Marks IIIA and VIIA mountings, the mountings are to be dressed in accordance with A.F.O. Diagram 330/45 (1-2) (Drawing Nos. 2816 and 2797).

2. In the case of 20-mm., Mark IIIA mountings which are not fitted with safety depression gear, an angle support is to be fitted to the shield support, similar to the safety depression gear angle, to which the cable can be clipped.

(C.A.F.O. 244/45.)

4893.—Transferable Gun Mountings and Director Receivers—Care and Maintenance during Installation

Gun Mounting Overseers, H.M. Dockyards and Ships Concerned

(G. 06659/45.—30 Aug. 1945.)

Reports from sea and results of trials received in recent months show that insufficient attention is being paid to the maintenance of transferable gun mountings during installation.

This is particularly serious in mountings fitted with R.P.C. in which extensive deterioration has taken place in the period between shop and R.P.C. trials.

2. In R.P.C. mountings the parts which suffer gravely from neglect are the mechanical pointer drives to the elevation and training receivers which in many cases have shown evidence of lack of lubrication from the split pinion upwards.

3. Mechanical pointer drive backlash is specified to be of the order of 1-2 minutes of arc but several cases have been recorded in which this has increased to 10-15 minutes and occasionally to 20-30 minutes. The cause was traced to stiffness sometimes almost to the point of seizure, of the bearings concerned.

4. Apart from the necessity for freedom from backlash during director tests and when controlling the gun by "follow-the-pointer" it must also be appreciated that the lack of coincidence between electrical and mechanical pointers when in R.P.C. may give a false impression of the accuracy with which the gun is following the R.P.C. signal.

5. The particular attention of Officers appointed to ships building is drawn to the instructions laid down for the division of responsibility for the maintenance of gun mountings awaiting installation.

6. It is not always possible under the prevailing circumstances for gun mounting contractors to give the full measure of attention to mountings awaiting installation that they deserve. To ease their position, wherever possible, maintenance routine of a simple and straightforward nature should be carried out by officers by agreement with the gun mounting contractors and G.M.O. responsible for installation.

7. To do this does not, however, affect the responsibility of the contractor and great care must, therefore, be taken that the work is well done and that the contractors' position is not compromised by a measure of dual control.

8. The Gun Mounting Overseers responsible for the inspection of gun mountings and director receivers at makers' works should ensure that reasonable precautions are taken to put such equipments in a state of preservation before despatch, observing that a period may elapse before adequate servicing can be provided.

(A.F.O. 2039/42.)

4894.—Maintenance of Optical Instruments in the Fleet—Training and Employment of Ordnance Artificers

(G. 6202/45.—30 Aug. 1945.)

Requirements for Ordnance Artificers (Optical) on H.O. agreements have been met and no further candidates can be accepted. *

2. It is intended that the maintenance of optical instruments in the Fleet after the cessation of hostilities shall be carried out by Ordnance Artificers who have engaged for continuous service.

3. In order to fit them for this specialized work, all Ordnance Artificers of confirmed 4th class and above will be given a short course of one month's duration at H.M.S. "Excellent," where the first class of six, drawn two from each Port Division, started training during July, 1945.

4. An examination will be held at the end of each course and the candidate's aptitude for optical work will be noted upon his Gunnery History Sheet.

5. It is not intended that an Ordnance Artificer thus trained should be employed solely on optical work when borne in battleships and cruisers, and every effort should be made, particularly where two or more such ratings are carried, to give them as varied an experience of gun mounting and fire control work as possible.

6. In certain depot and repair ships this may not be possible and Commanding Officers of ships in which an Ordnance Artificer has been engaged exclusively on optical maintenance work for a period of one year should arrange through the local Administrative Authority to exchange any such rating for one of similar class and qualification who has not been so employed in another ship.

7. It must be emphasized that optical maintenance work should not be attempted in ships that do not carry the special tools and appliances enumerated in A.F.Os. 154/43 and 4970/43.

8. Advancement from 4th Class to 3rd Class is to remain in accordance with B.R. 1066 of 1944, Appendix I, 173.

(B.R. 1066/44.)

(A.F.Os. 154/43 and 4970/43.)

(A.F.O. 3135a/43 is cancelled.)

4895.—Training—Instructional Appliances—Cinema Target Indication Teacher

(G.D. 0443/45.—30 Aug. 1945.)

A series of 16 mm. films will shortly be issued without demand to all ships fitted with Target Indication Units.

2. These films, when projected by a 16 mm. silent or sound projector, provide typical P.P.I. paints of one or more aircraft to exercise Target indicating personnel. R.T.B. operators are not exercised.

3. To provide a screen for these paints, a 12-in. square of dark cardboard with a circle of white paper in the centre should be placed over the P.P.I. face. The most convenient balance between focus of paints and centring of the projected light lines is achieved if the lower edge of the square rests on the spindles of the two lower scale light covers and the upper edge is brought outside and supported by the two upper covers, as shown in the A.F.O. Diagram 328/45.

4. The best presentation is given with a white circle of 8-in. diameter, but value can be obtained with a slightly smaller circle. The exact positioning of the projector for optimum results will vary according to the type of lens supplied, but it should be central, behind the T.I.U. operators and with the lens about 50-in. from the deck, tilted slightly forward.

5. The following table shows the distances from the screen at which standard projector lenses should be set up for two sizes of image:—

Focal Length of standard lens.	Approx. distance of lens from screen.	
	6½-in. dia. picture.	8-in. dia. picture.
50 mm. (2-in.)	45-in.	55-in.
35 mm. (1½-in.)	33-in.	41-in.

4896.—Generators, Smoke, No. 18—Opened Packages not to be Returned to Store

(A.S. 02585/44.—30 Aug. 1945.)

Generators, smoke, No. 18, in packages which have been opened up afloat, are not to be returned to Naval armament depots, but are to be disposed of by dumping in deep water prior to outfits being landed.

2. Shore training establishments are to dispose of any held in broken seal packages by burning them if and when the generators are no longer required.

(C.A.F.Os. 2710/44 and 1114/45.)

4897.—Smoke-Making Apparatus—Removal from Defensively Equipped Merchant Ships

(T. 06278/45.—30 Aug. 1945.)

Smoke-making equipment and associated fittings are to be removed from merchant vessels when taken in hand for disarming.

2. In order that the equipment so landed may be re-issued in serviceable condition, and to ensure safety in storage, it is essential that C.S.A. containers be completely emptied of acid, washed out, re-tested and dried out, and all valves cleaned and greased before storing. Arrangements for such work will be the responsibility of the Flag or Naval Officer in Charge of the ports concerned.

3. Reports on the condition of the air compressors should be forwarded to E.-in-C. Dept., Bath, and where necessary, arrangements made for servicing.

4. Where practicable, masters of any ships due for disarming and which are fitted with C.S.A. apparatus should be instructed to take every opportunity of working the equipment in order to empty the containers of acid before entering harbour. This will facilitate the removal of the equipment.

4898.—Commercial Detonators—New Nomenclature

(T. 2220/45.—30 Aug. 1945.)

A new nomenclature for all commercial type detonators brought into service for demolition and other purposes has been introduced.

2. The various detonators with their old numbering together with their new nomenclature, are as follows:—

Old Nomenclature	New Nomenclature
(i) Detonator, Briska, No. 6, Mark II, Electric.	(i) Detonator, Electric, No. 79, Mark I.N.
(ii) Detonator, Briska, No. 6, Mark II, for Safety Fuze.	(ii) Detonator, Safety Fuze, No. 80, Mark I.N.
(iii) Detonator, Electric, I.C.I., Gasless Delay No. 0.	(iii) Detonator, Electric, No. 81, Mark I.N.
(iv) Detonator, Electric, I.C.I., Gasless Delay, No. 1.	(iv) Detonator, Electric, No. 82, Mark I.N.
(v) Detonator, Electric, I.C.I., Gasless Delay, No. 2.	(v) Detonator, Electric, No. 101, Mark I.N.

4899.—Telephone Communication from Bridge to Forecastle and Quarterdeck

Transport Ferries

(D/D.C.O.M. 1207/45.—30 Aug. 1945.)

It has been approved to fit a linking switch, Pattern 4085, between the plug boxes for telephones D.2 and D.3 on the bridge to enable the Commanding Officer to speak either to the forecastle or quarterdeck or to both simultaneously and also to provide communication between the forecastle and quarterdeck.

2. The work is to be carried out by ship's staff, and the switch, Pattern 4085, drawn from naval stores quoting this Order as the authority.

3. Separate instructions have been issued by the Admiralty for ships under construction.

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

4900.—Action Information Centre—Dimmers for Lighting of

Destroyers and Fast Minelayers

(D. 12236/45.—30 Aug. 1945.)

Special lighting is being installed in the action information centres in the above-mentioned ships and certain lights require dimming.

2. The drawings showing the lighting layouts and the special dimming resistances required are shown below:—

Class	Drawing No.	Ohms	Amps.	Dimming Resistance (Zenith Type E)				No. per Ship
				No. Ohms	Amps.	No. Ohms	Amps.	
" Tribals "	DEE.12711	1975	0.3	1	635	1.0	1	—
" J " " K " " N "	DEE.12550	1975	0.3	1	635	1.0	1	—
" L " " M "	DEE.12710							
" O " " P "	DEE.12549							
" Q " " R "	DEE.13231	1500	0.45	1	760	1.0	1	—
" S " to " Caesar "	DEE.13227	1500	0.45	1	635	1.0	1	—
" Hunts ", Types II and III.	DEE.12909	1975	0.3	1	1500	0.45	1	—
" Ariadne " " Apollo "	DEE.13229	1975	0.3	1	1500	0.45	1	930 0.6 1

3. A bulk order, C.P. 71566/45, has been placed with Messrs. Zenith Electric Co. for the dimmers and delivery is expected to commence about the middle of August, 1945. As vessels come in hand for fitting A.I.O., refitting authorities should demand the dimmers from the Superintending Naval Store Officer, Chatham.

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

4901.—Motors, Centrifugal Fan, 17½-in. (Messrs. Mawdsley's Manufacture)

Ships so fitted and Dockyard Authorities concerned.

(D. 17471/45.—30 Aug. 1945.)

The field winding resistance given on the "As Fitted" drawings Nos. 2478, 2784, 3173 and 5268 may be incorrect and if so should be modified in accordance with details below:—

(a) Incorrect information which may be shown on drawing:—

"Resistance of each coil = 2 Ohms at 60° F."

(b) Correct information:—

"Resistance of each coil = 0.5 Ohms at 60° F."

4902.—Rudder Angle Indicator System—120-Volts, A.C. Supply System for— As. and As.

L.S.T.(2)

(D. 12332/45.—30 Aug. 1945.)

The following information has been received regarding the rudder angle indicator system fitted in L.S.T.(2):—

(i) The electrical supply to the system in some vessels is from a rotary converter.

(ii) The electrical supply to the system in the remaining vessels is from a radio M/A set.

(iii) In no case is an alternative electrical supply provided.

(iv) Further supplies of spare parts for the above-mentioned rotary converters will not be available.

2. In order, therefore, to provide both a normal and alternative supply for the rudder angle indicator system, and also to reduce the number of rotating machines carried on board when the rotary converter can no longer be maintained in operation, the Commanding Officers of all L.S.T.(2) are to insert the following item in the vessels' A. and A. list, to cover the work involved, which is to be carried out by the ship's staff with dockyard assistance as necessary:—

- (i) Where the rudder angle indicator system is fed normally from the radio M/A set on board, an alternative supply is to be provided by means of a D.P. change-over switch from either—
- (a) a 7.5-kVA. M/A authorized for the control of the 40-mm. mountings; or
- (b) a 1-kW. M/A authorized for the control of the 20-mm. guns.
- (ii) Where the rudder angle indicator system is fed normally from a rotary converter, an alternative supply is to be provided from the radio M/A set on board, a D.P. change-over switch being employed for the purpose.

In the event of breakdown of the rotary converter, the converter is to be removed and returned to store, the radio M/A set then becoming the normal source of supply. In this case an alternative supply is to be provided in accordance with either (i) (a) or (i) (b) above.

(B.A.D., 28 May, 1945, No. S.R. 1420/45.)

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

4903.—Conning-tower "Klaxon Push", Pattern 19133—Introduction of
(N.S./P. 4210/45.—30 Aug. 1945.)

An improved type of conning-tower push, Pattern 19133, for use in the conning tower of submarines, has been introduced and added to the Authorized List of Naval Stores, as follows:—

Pattern No.	Description	Subhead and Item
19133	Push D.P. 5 amp. watertight, for use in C.T. of H.M. submarines, for Klaxon horn.	F2B

2. Separate instructions authorizing the replacement of the existing pushes in "A" class submarines will be issued as soon as the pushes become available. It is not intended that the existing pushes in other classes of submarines should be replaced until they become defective.

3. Requirements at home yards and depots should be obtained under the Centralized Allocation Scheme.

(A.L. 29th Mar., 1945, P.4210/45, addressed to W.E.S., N.W. Area.)

4904.—"M" Type Transmitters and Motors Supplied from 220-volt Supply, Where High Speed Transmission is Required
Ships Fitted with D.C.T. "K", Mark I
(T/G. 02125/45.—30 Aug. 1945.)

In order to increase the maximum stepping speed of "M" type motors, where high speed transmission is required, as in "K" directors, the system has, in some cases, been supplied from 220 volt sources through resistances, so as to give approximately 60 volts at the transmitter and 20 volts at the motor.

2. The attention of ships' staffs, in ships where this has been done is drawn to the necessity for increased maintenance caused by the additional sparking at the transmitter brushes.

3. Transmitters, so supplied, should be examined after each fifty hours operation for wear on the commutator or brushes. If signs of excessive wear or "flash-overs" are found, the components should be cleaned or renewed as necessary. Serious overheating is not anticipated, but motors in the system should be examined at the same time to guard against any possibility of damage due to this cause.

4. Brush pressure should be increased to 8-oz. approx.
5. The relevant handbooks will be amended.

4905.—Aircraft Torpedoes—Lubrication of M.A.T. IV—REPORT
(T. 08929/45.—30 Aug. 1945.)

Freezing trials have shown that M.A.T. IVs. lubricated with oil T.L.U. or T.L.S. are liable to cease to operate efficiently at temperatures below -10°C .

2. It has therefore been decided that nothing but oil to Specification D.T.D. 44D is to be used for lubricating M.A.T. IV in future.

3. As it is necessary to remove all residue of T.L.U. or T.L.S. from components which ship's staff are not at present permitted to strip, the operation of relubricating with oil D.T.D. 44D will be carried out in torpedo depots only.

4. M.A.T. IVs. on board and at Naval air stations should be exchanged at the first opportunity by arrangement with the nearest Torpedo Engineer Officer. Completion of the transaction is to be reported by signal to Admiralty, D.A.S.

5. Until all stocks have been relubricated a notation "lubricated D.T.D. 44D" will be made on the label Form O.459.

6. The first outfit quantities of oil, anti-freezing, D.T.D. 44D, to be supplied to aircraft carriers, R.N. air stations and M.A.T.M.U.s. for the lubrication of M.A.T. IVs. are as follows:—

Fleet and Light Fleet Carriers ...	...	...	...	...	2 gallons
R.N. air stations ...	...	...	...	...	2 gallons
M.A.T.M.U. ...	...	...	...	...	1 gallon

7. B.R. 811(3), B.R.359 and B.R.377 Appendix will be amended in due course.

4906.—Torpedoes 18-in., Mark XV—Replacement of Connecting Rods of Armstrong Siddeley Manufacture
(A.S. 7016/44.—30 Aug. 1945.)

Reports indicate that a percentage of the bronze heads of the small ends of connecting rods have been found broken during examinations of the engines of 18-in. torpedoes dropped by aircraft. This type of failure has been confined to connecting rods of Armstrong Siddeley manufacture. All connecting rods of this manufacture are therefore considered suspect and will be replaced in 18-in., Mark XV, aircraft torpedoes, by rods of other manufacture, in torpedo depots. T.D.I. No. 2305 has been issued.

2. 18-in., Mark XV, aircraft torpedoes, fitted with Armstrong Siddeley manufacture engines, on board Aircraft Carriers and Naval Air Stations, are to be exchanged at the first opportunity, by arrangement with the nearest torpedo depot, for torpedoes which have had T.D.I. No. 2305 carried out. The letters "A.D." against "Engine Manufacturer" on page 1 of the torpedo history sheet, denote that the torpedo is fitted with an engine of Armstrong Siddeley manufacture.

4907.—Admiralty Gyro Transmission Units Marks I and II—Responsibility for Efficient Running
(C.D. 250/45.—30 Aug. 1945.)

A.G.T.U. Mark I is to be considered as part of the gyro-compass equipment of the ship and responsibility for its efficient running will therefore rest with the Navigating Officer, in accordance with K.R. and A.I., Art. 1190.

2. The A.G.T.U. Mark II is, however, a fundamental and important part of the Fire Control System and the responsibility for its efficient running will, therefore, rest with the Gunnery Officer.

4908.—Magnetic Compasses—Safe Distances
(C.D. 422/45.—30 Aug. 1945.)

The following additions should be made to the safe distances given in C.D. Pamphlets Nos. 11A and 11A (1):—

Description	Minimum distance from compass. Feet.
Bell, electric, Pattern 2237A	3
Loudspeaker, Pattern A.2475B	4
Rudder indicator equipment:—	
Evershed's:—	
Rudder indicator, R.161G.	5
*Signalling projector, 12-in. U.S.N., Type 12G31	9
Telephone, Pattern 1193 (Canadian R.C.A. manufacture)	6
W/T and Radar apparatus:—	
*Director, CRBF, incorporating, equipment, Type 262 (2)	18

Description	Minimum distance from compass.
Equipment, Type S.M.1 :—	Feet
*Amplidyne, U.S.N. Types CG.211026—211029	12
*Antenna assembly, U.S.N. Type CG.66 AFQA-1	19
*Console	12
*Control amplifier assembly, U.S.N. Type CG-50 ACH	12
*Modulator, U.S.N. Type CG-35 AAY	12
*Transmitter, U.S.N. Type CG-52 ACQ-1	20
*Transmitter receiver, Model BO 1	8
*Transmitter receiver, Model BM 1	8
Equipment, Type 930 :—	
*Transmitter receiver unit, Radar No. 2	11
When fitted in main armament D.C.T.	12
Model MT 1 (U.S.A.) (Hallicrafter's model HT 11A) :—	
*Power unit, U.S.N. Type CHL 20181	6
*Transmitter, model MT 1, U.S.N. Type CHL 43028	6
Reception set R.109 :—	
*Aerial kit, ZA 11011	6
Headset DLR 5, ITBA 2, ZA 15037	5
*Receiver, No. R.109, RGD, ZA 11295	6
* Denotes steel fittings or instruments in steel boxes. (A.F.Os. 3360/45 and 3766/45.)	

4909.—Accelerators, Type H, Mark II, Mod. 1 and Mark IVC— Instructions for the use of Anti-Foam Agents

Escort Carriers—American Built

(D.09263/45.—30 Aug 1945.)

The following instructions are issued in connection with the addition of British and American anti-foam agents to the hydraulic systems of accelerators Type H, Mark II, Mod. 1, and Mark IVC :—

- Where the hydraulic system is charged with S.M.L.O. or U.S. Navy Symbol 3050 in place of Univis 54 (Bu. Ord. 1113) British anti-foam agent is to be added at the rate of 1 gallon per 1000 gallons of oil.
- Where the hydraulic system is charged with Univis 54 (U.S. Navy Symbol Bu. Ord. 1113) the instructions contained in Type H, Mark IVC Bulletin No. 14 and Type H, Mark II, Mod. 1, Bulletin No. 23 (which is also applicable to accelerators Type H, Mark II) apply; namely that "Gulf" anti-foam agent is to be used to give an approximate concentration of 0.2 per cent., i.e. 2 gallons of anti-foam per 1000 gallons of oil.

2. It is preferable that the mixtures of oils and anti-foam agents as in (a) and (b) above be adhered to; but if the correct anti-foam is unobtainable then either British or "Gulf" anti-foam may be used with either of the oils mentioned above, the concentration of anti-foam remaining unaltered, i.e. British 0.1 per cent., "Gulf" anti-foam 0.2 per cent.

(C.O., H.M.S. "Emperor", 18 May, 1945, No. A.865/14.)

(C.A.F.O. 2756/44.)

4910.—Accelerators, Type H, Mark IVC—As. and As.—REPORTS

Escort Carriers—American-built

(D/P. 05835/45.—30 Aug. 1945.)

The undermentioned Change Order has been issued by the U.S. Bureau of Aeronautics, Washington, in connection with accelerators, Type H, Mark IVC :—

Type H, Mark IVC	Change Order, No. 11	{ Holdback mechanism, Modification to provide increased cleat travel for.

2. An item is to be included in the "Smiter" class list of alterations and additions to cover the work involved, and the number allocated is to be reported.

3. The work is to be carried out by ship's staff with dockyard assistance where necessary.

4. Commanding Officers are to forward a report to Admiralty when this item is completed.

5. Copies of Change Order No. 11 are being distributed by the Admiralty. The Commanding Officers of ships or refitting authorities concerned who have not received a copy are to apply to the Admiralty.

(B.A.D., 4 Jun., 1945, No. S.R.1447/45.)

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

4911.—Boilers—Plastic Firebrick for—Supply and Method of Using

(D. 6956/45.—30 Aug. 1945.)

Tests carried out at Admiralty Fuel Experimental Station, Haslar, and in the Fleet have shown that the plastic refractory materials enumerated below are suitable for pointing, stopping, and patching the furnace brickwork generally in H.M. ships' boilers and for building up complete brick throats in oil-fired registers of boilers if suitable preformed bricks are not available.

No.	Name of Material	Supplied by
(1)	P.B. Sillimanite Ramming Mixture No. 47.	P.B. Sillimanite Co., Ltd., Atlas Road, Victoria Road, North Acton, London, N.W.10.
(2)	Ramming Mixture No. 42 Special ...	Algernon Lewin Curtis, Westmoor Laboratory, Chatteris, Cambridgeshire.
(3)	"Triangle" Patching No. 3 ...	The Morgan Crucible Co., Ltd., Battersea Church Road, London, S.W.11.
(4)	"Durax" No. 1 Plastic Firebrick Compositions.	Messrs. General Refractories, Ltd., Genefax House, Sheffield, 10.
(5)	Plibrico "Super" ...	The Jointless Firebrick Co., Ltd., Westmorland Road, London, N.W.9.

These materials are being included in the Rate Book for Naval Stores, Subhead E.8, Part II, under the general heading "Plastic Firebrick" to which Pattern No. 889 has been allocated.

2. First outfit quantities of this material will be included in the Sea Store Establishments of all H.M. ships fitted with oil-fired water tube boilers on the following basis :—

Cruisers and larger ships	1 ton
Destroyers	½ ton
Frigates, corvettes, sloops, minesweepers	5 cwt.

3. The material is usually supplied in the plastic state of the correct consistency for immediate use and should be stowed with care to avoid drying out. Should the material become too dry for easy working because of long storage it may be brought back to its normal condition by the addition of a small amount of water.

4. In application the plastic must be well rammed to prevent voids and in the case of large patches venting must be provided for by holes about ⅜-in. diameter and about ½-in. deep punched in the surface. The entire surface may be stippled with a wire brush or hack saw blade.

5. Air drying is generally undesirable before firing the boiler. The method of firing must necessarily depend on local conditions, but the following procedure may be considered to give the best results :—

(1) The boiler should be lit within 24 hours of completion of the plastic installation. If this is not possible the plastic should be kept moist by covering with damp cloths until just before lighting.

(2) One burner with the smallest size sprayer plate available should be lit for 15 minutes. This burner should then be shut off and a second burner lit for a like period of time. Use of each burner in rotation in this manner should be continued for a period of six hours.

(3) After the firing, as described in (2) above, the furnace temperature should be gradually increased in a period of six hours to the maximum attainable under the steaming conditions for which the boiler is being used. Final firing at the boiler full power rating is desirable if permitted by the steaming conditions.

(4) Firing of the boiler at the maximum practicable temperature should be continued for a period of six hours. This is desirable as the maximum bond in the plastic cannot be developed until the maximum temperature obtains for at least four hours.

6. Arrangements have been made for the purchase of the following quantities for delivery as shown :—

Yard	Tons
Chatham	50
Sheerness	40
Portsmouth	53
Devonport	53
Rosyth	50
Lathalmond	50
Mersey Area	134 (a)
Severn Area	70
West Riding	50
Carfin	50

(a) Includes the following quantities to be shipped direct from contractors' works :—

To Malta	40 tons
To Gibraltar	34 tons

7. Adequate stocks of plastic firebricks, plastic Plibrico and/or clay fire plastic are already available at Alexandria, Simonstown, Durban and Ceylon, and these should be taken on charge as "like Pattern 889 Plastic Firebrick".

8. Instructions to arrange the following transfers have been given to (Superintending) Naval Store Officers concerned in A.M. 190123/May, 1945.

Description	Den.	Qty.	From	To
Clay fire plastic	Tons	100	Simonstown	Sydney
Plastic firebrick	Tons	10	Durban	Sydney
Plastic firebrick	Tons	65	Durban	Brisbane

9. The Commanding Officers of ships concerned in commission should forward demands to storing Yards or Depots for the quantities of Pattern 889 shown in paragraph 3 above and subsequent demands should be rendered on the basis of expenditure. Supply to ships under construction should be arranged by the Warrant Yards with the initial outfit of consumable naval stores. This material should be deleted from all Lists of Special Stores in which it appears.

4912.—Carboxide Gas Cylinders—Identification and Marking

(N.S. 015299/45.—30 Aug. 1945.)

With a view to ensuring that Carboxide gas cylinders are only used for fumigation purposes for which they are provided, the cylinders are to be painted in accordance with the following colour scheme :—

Gas	Ground Colour of Cylinders	Colour of Band
Carboxide	Aluminium	Yellow

2. The word "CARBOXIDE" is to be stencilled on the cylinders in 2-in. white oil paint letters.

3. Arrangements have been made for future Carboxide cylinders supplied by contractors to be so marked.

4. Dockyards, depots, bases and ships concerned should arrange for any Carboxide cylinders held to be marked accordingly.

(S.N.S.O. Ceylon 160221 June, 1945.)

(A.F.Os. 4957/44 and 2156/45.)

4913.—Auxiliary Feed Pump Discharge—Fitting of 3-Way Cock, etc.—As. and As.

Fleet Destroyers—"J", "K", "N", "O", "P", "Q", "R", "S", "T", "V", "W" and "Z" Classes and H.M. Ships "Cavalier" and "Carysfort"

(D. 09584/45.—30 Aug. 1945.)

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

Fleet "J" and "K", if applicable, Fleet "N", "O", "P", "Q", "R", "S", "T", "V", "W", "Z", and H.M. Ships "Cavalier" and "Carysfort".

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

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

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

(A.F.O. 4463/45 is cancelled.)

4914.—Thornycroft R.L.6 Main Engines—Prevention of Cylinder Head and Other Fractures

Harbour Defence M.Ls.

(C.F.M. 634/45.—30 Aug. 1945.)

Experience has shown that the Thornycroft R.L.6 engine is subject to failure due to silting of the water passages in the cylinder head, cylinder block, exhaust manifold, exhaust elbow, and exhaust standpipe (between elbow and silencer).

2. To prevent this, the water passages are to be cleaned at the following intervals: Cylinder heads at each top overhaul and those in other parts at major overhauls.

3. The method of cleaning to be used is as follows :—

(i) Grease to be removed from water jackets and passages.

This should be done by filling all passages with a "Basol" solution, and leaving to stand till effervescence has ceased. After completion, remove "Basol" and flush with clean water.

(ii) Silt to be removed from water jackets and passages.

A "Clenzol" solution, in the proportion of 1 part concentrated "Clenzol" to 2½ parts of water, should be used to fill the passages and jackets after de-greasing. The liquid should be left till effervescence has ceased, the liquid should then be drained off and the passages and jacket flushed with clean water.

4. Arrangements have been made for the purchase and delivery of "Clenzol" as follows :—

Portsmouth	Chatham	Preston
100 galls.	100 galls.	700 galls.

The following shipments should be arranged by S.N.S.O. Mersey Area :—

To Malta	To Bombay
500 galls.	200 galls.

5. "Basol" is already stocked as an item of Naval stores and requirements of both "Basol" and "Clenzol" should be demanded from the respective (S)N.S.Os. at Portsmouth, Chatham, Malta and Bombay.

4915.—Turbines, Clutch Operating Gear—Locking Arrangements—As. and As.

*H.M. Ships "Queen Elizabeth", "Valiant", "King George V" Class,
"Illustrious" Class, "Implacable" Class and "Unicorn"*

(D. 16611/45.—30 Aug. 1945.)

An instance has occurred in which steam was admitted to a turbine with the flexible coupling in the "out of gear" position, resulting in overspeeding of the machinery, which might have had serious consequences.

2. The locking arrangements in this instance consisted of two holes on each side of the coupling case, one of which is in line with the clutch operating lever when the clutch is "in gear", and the other is in line when the clutch is "out of gear". A locking pin is screwed into the appropriate hole to lock the clutch lever, and the disengaged hole is blanked by a screwed plug.

3. In the incident in question the locking pin had been incorrectly inserted and to obviate any possibility of similar error with this type of locking gear the arrangement is to be modified as indicated in A.F.O. Diagram 321/45.

4. Commanding Officers of ships concerned are to include an item, Classification A, in their next list of As. and As., as follows:—

"To modify the locking arrangements of the turbine clutch operating gear in accordance with A.F.O. 4915/45."

5. Pending the completion of this item, it is essential to check that the locking pin is always inserted in the hole in line with the clutch lever.

6. The correct positioning of the turbine flexible coupling clutches is to be checked on all occasions of raising steam.

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

4916.—Propeller Nuts—Periodical Examination

"Tracker" and "Smiler" Classes of Escort Carriers

(D. 9519/45.—30 Aug. 1945.)

Recent periodical examination of the propeller nuts of some ships of the above-mentioned classes has disclosed that the inside of the protecting cone was completely filled with cement and the "hard-up" marks obliterated.

2. Commanding Officers and refitting authorities are therefore advised that only the arborescent recesses of the cone should be filled with cement at future examinations, and that the use of a quick drying cement is preferable.

4917.—Throat Firebricks and Copper Washers for 1943 Haslar Registers

(N.S. 38650/44.—30 Aug. 1945.)

Consequent upon the introduction of a new type of air register into the Service, it has been found necessary to design a new type of firebrick throat and copper washer (to form an oil tight joint with the sprayer).

2. These firebricks and copper washers which have been added to the Rate Book for Naval Stores under Subhead E, Item 8, and Subhead B, Item 10, respectively, have been allocated the following pattern numbers. They will not replace any existing bricks or washers fitted to other types of register.

Subhead E, Item 8

Pattern No.	Description
878 ...	Firebrick to Drawing No. 492
879 ...	Keybrick to Drawing No. 492
880 ...	Firebrick to Drawing No. 493
881 ...	Keybrick to Drawing No. 493
882 ...	Firebrick to Drawing No. 7376.0.22
883 ...	Keybrick to Drawing No. 7376.0.22

Subhead B, Item 10

Pattern No.	Description
6150 ...	Washer, copper, for 1943 Mark I and Mark II sprayers

3. The following quantities of firebricks have been ordered from Messrs. H. Foster Co., Ltd., and Messrs. Glenboig Union Fireclay Co., Ltd., under Contract C.P.3/10192, dated 1st June, 1945, as an initial supply for delivery to the yards and depots detailed:—

Pattern	Chatham	Portsmouth	Devonport	Rosyth	Lathalmond	Severn Area	Mersey Area	West Riding	Carfin
878 ...	No. 750	No. 750	No. 750	No. 750	No. 750	No. 1,500	No. 1,500	No. 750	No. 750
879 ...	150	150	150	150	150	7,500(A) 300	300	150	150
880 ...	250	250	250	250	250	1,500(A) 500	500	250	250
881 ...	50	50	50	50	50	2,500(A) 100	100	50	50
882 ...	250	250	250	250	250	500(A) 250	250	250	250
883 ...	50	50	50	50	50	1,250(A) 50	50	50	50
						250(A)			

(A) To be transferred from Severn Area in accordance with Shipping Order N.S.38650/44 dated 23rd February, 1945, to:—

	Ceylon No.	Sydney No.	Brisbane No.
Pattern 878 ...	3,000	3,000	1,500
Pattern 879 ...	600	600	300
Pattern 880 ...	1,000	1,000	500
Pattern 881 ...	200	200	100
Pattern 882 ...	500	500	250
Pattern 883 ...	100	100	50

The following quantities of washers have been ordered from Messrs. Wood Bros. & Co. (Gaskets), Ltd., under Contract C.P.7A/61441/45, dated 20th March, 1945:—

Pattern	Chatham	Portsmouth	Devonport	Rosyth	Lathalmond	Mersey Area	Severn Area	West Riding	Carfin
6150 Washers	1,000	1,000	1,000	1,000	1,000	2,000	2,000	1,000	1,000
							10,000(B)		

(B) To be transferred from Severn Area in accordance with Shipping Orders dated 3rd March, 1945, N.S.39815/44/2298—2300.

	Ceylon	Sydney	Brisbane
Pattern 6150 Washers ...	4,000	4,000	2,000

4. The firebricks referred to in this Order should be packed in accordance with paragraph 2 of A.F.O. 6504/44.

5. On receipt of drawings, which are being sent to all holders of the book of firebricks, Superintending Naval Store Officer, Durban, should arrange for an initial stock to be laid down for Durban and Simonstown.

6. Emergency stocks of these firebricks and washers are to be maintained on board ships so fitted on the following basis:—

<i>Pattern</i>	<i>Emergency Stock</i>
878 } to } 883 }	Firebricks 150 per cent. of each pattern fitted.
6150	Washers Two-thirds of the number fitted.

Ships concerned in commission should forward demands to storing yards accordingly. Supply of these spares to ships of new construction should be arranged by the warrant yards but the initial supply of the firebricks required for fitting in new construction is the liability of the shipbuilders.

7. The following table of ships at present fitted or being fitted with the new bricks is given for information:—

Patterns 878 and 879 (16-in. Throat Bricks, Admiralty type)

"Vanguard", "King George V" class, "Ark Royal" class, fleet carriers, "Gibraltar" class, fleet and "Hermes" class, light fleet carriers, fast minelayers, "Ontario", "Boxer" and "Yarrow" 1944 fleet "D" destroyers (2 No.).

Patterns 882 and 883 (16-in. Throat Bricks, Foster Wheeler type)

"Weapon" class and 1944 fleet "D" destroyers (14 No.) fitted with Foster Wheeler boilers.

Patterns 880 and 881 (12-in. Throat Bricks, Admiralty type)

5-in. "Black Swan" class sloops (and any repeat "Black Swans" in future), "Ringdove", "Linnet" and "Woolwich".

The copper washers, Pattern 6150, will be used by the above vessels, in addition to all vessels fitted with 1941 open fronts, viz., "Rodney" or "Nelson", "Norfolk", "Shropshire", "Suffolk", "Sussex", "Achilles", "Leander", "Colossus" class light fleet carriers, 1942 and 1943, "Battle" class destroyers, all frigates except 34 of the "River" class (i.e., about 100 vessels), transport ferries, 9-in. "Black Swan" class sloops, and S.G.Bs. 3, 8 and 9.

8. The Sea Store Establishments concerned will be amended.

(A.F.O. 6504/44.)

4918.—Fuel Oil Gravity Tanks—Modification to Outlet—As. and As.

Submarines

(D/P. 5270/45.—30 Aug. 1945.)

Item No. "T" class 638. Classification "A"

2. In order to reduce the possibility of water being carried over to the main engines in Vickers "T" class submarines, the outlet from the gravity tank is to be raised, by fitting an internal pipe, to 8-in. from the bottom of the tank.

3. The work is to be carried out by refitting authorities or depot ship's staff.

4. Special instructions have been issued for vessels under construction.

(Admiral (S), 16 Apr., 1945, No. 567/SM.489.)

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

4919.—D/F. Outfit FH4—Packing and Damage in Transit

(N.S. 28948/45.—30 Aug. 1945.)

Serious damage has been caused by D/F equipment FH4 returned to the contractors, due to faulty packaging.

2. Special transit cases are supplied for packaging (1) receiver unit, Pattern 54535, and (2) power unit, Pattern 55663, voltage regulator, Pattern W.5981A, dial bearing indicator, Pattern 53036, sets of coils, Patterns 55536/7/8, and sets of connectors, Patterns W.5421/2 and W.6119A.

3. The special transit cases should be utilized for all returns. Where, however, transit cases are not available, care should be taken to ensure that felt or other resilient lined chocks are used in a suitable wooden packing case. Wood wool should not be used.

4920.—Radar—Display Units for Outfits JD/JE/JN (P.P.I., H.P.I., E.P.I. and Azicator)—Change to Resistor

(R.E. 02316/45.—30 Aug. 1945.)

Pattern W8401, 10,000 ohm, resistor used for R.12 in the P.P.I. display unit described in C.B. 4298/44 was incorrectly rated at 5 watts. If trouble is experienced the resistor should be replaced by Pattern 52262, 10,000 ohms \pm 5 per cent., 5 watts resistor. The new resistor should be spaced away from adjacent components so that they do not suffer from the heat generated.

2. Ships concerned are to demand from S.N.S.O., Haslemere, one resistor, Pattern 52262, for each unit concerned, quoting this Admiralty Fleet Order as an authority.

4921.—Radar—Display Units for Outfit JE—Addition of Flexible Drive for Hand Aligning

(R.E. 02315/45.—30 Aug. 1945.)

Display units concerned.

This attachment is to be fitted to all P.P.I. display units (Outfit JE) which are switchable between two Radar sets, each having true aerial bearing transmission to the display, and to which the system of auto-aligning, as described in C.A.F.O. 926/45, has not been introduced.

2. Short description and method of operation:—

The attachment consists of a hand drive through a flexible shaft to the differential gear box. The differential adds any motion applied to the scan coil by this hand drive to that supplied by the driving motor, the sum appearing as a certain rotation of the trace. Thus, if on switching a P.P.I. display from one set to another it is found to be out of line with the second set, the necessary lining up may be carried out manually without stopping the aerial.

The position of the trace as the aeriels pass through ship's head is indicated by the appearance of a bright line on the face of the C.R.T. (see C.A.F.O. 668/45, modification 9). Thus it is only necessary to turn the new handle until this bright line coincides with ship's head as indicated on the outer bearing ring of the P.P.I.

Since one rotation of the handle introduces a re-orientation of the P.P.I. picture by only 2° it might be an advantage in certain cases, i.e., when there is an initial large discrepancy between the ship's head bright line and the ship's head mark on the outer scale, to use the "M" type aerial bearing switch on the board supply to obtain a rough coincidence of the two. Judicious use of this switch can result in only a small discrepancy remaining to be corrected by the hand drive.

3. Method of fitting:—

(a) Through the front panel of the display unit at a point $4\frac{1}{8}$ -in. from the top edge and $3\frac{1}{8}$ -in. from the left hand edge, drill a close clearance hole for $\frac{3}{8}$ -in. diameter screw—i.e., use a drill size V (0.377 diameter) or W (0.386 diameter) or $\frac{3}{8}$ -in. as available.

(b) Remove left-hand cover of the display unit.

(c) From the differential remove the locking plate on the side of the differential, retaining the fixing screws and lock washers.

(d) Partly dismantle the Pattern 59898 drive by removing the 4 B.A. nuts, thus allowing the turning handle to be detached and the spindle end of shafting to be withdrawn.

(e) Now engage the splined end of the shafting with the female spline in the differential gear box. The splines will fully engage when the circular bearing plate comes to rest on the tapped horizontal pillars which previously carried the locking plate.

(f) Using the existing screws and lock washers, the bearing plate is secured in position whilst ensuring that the flexible shaft is free to rotate.

(g) By means of the $\frac{3}{8}$ -in. B.S.F. nut and lock washer the housing is secured in the holes drilled in the front panel. The spindle end of the flexible

shafting is passed through the housing from the back of the panel, the handle remounted on the flats of the spindle and the lock nut screwed tightly in position.

- (h) Should the spring and sleeve contained in the housing be removed during these operations, re-assembling should ensure that the larger diameter of the sleeve should be adjacent to the handle.
- (i) When "lining up" keep a slight pressure on the handle against the spring and the mechanism should drive freely. On releasing the handle the spring operates a pair of male and female cones which acts as a brake.

4. This modification is to be carried out by ship's staff.

5. Initial distribution of stocks of Pattern 59898 flexible drive, hand aligning, is being arranged to (S)N.S.O. Sydney, Colombo, Malta, Durban and Simonstown as follows:—

Sydney	...	...	...	50 in No.
Malta	...	...	...	25 in No.
Durban	...	...	...	12 in No.
Simonstown	...	...	...	25 in No.
Colombo	...	...	...	50 in No.

and will later be augmented by sufficient stocks to satisfy the requirements of the ships on the stations referred to. Ships in home waters should demand on S.N.S.O. Haslemere, remainder on the nearest of the above quoted S.N.S.Os., on the basis of one flexible drive for each outfit JE fitted, quoting this Admiralty Fleet Order as authority.

6. The pertinent Establishment List will be amended.

(C.A.F.Os. 668/45 and 926/45.)

4922.—Radar, Types 268 and 972—Introduction of Phase Changer AP.57729

(R.E. 02387/45.—30 Aug. 1945.)

A phase changer unit, A.P. 57729, has been introduced for insertion in the waveguide run in the Radar office to counteract the effect of bad standing wave ratio in equipment in which this is not good.

2. The phase changer is to be set up with the spring fully extended and the equipment lined up in the usual manner. In the event of poor performance or difficulty in effecting a good A.F.C. lock, the spring is to be slightly compressed by means of the external screw provided. This moves a polystyrene strip laterally across the waveguide section. The set is then to be realigned. This procedure is to be continued until the setting of the screw is obtained which gives the best A.F.C. lock and best performance. The set must be realigned after each movement of the polystyrene strip. Care should be taken not to move the strip over too great a distance at any one time as the setting may be critical.

3. These adjustments are to be carried out only by technical staff and must never be attempted by the operator.

4. Coastal craft in Eastern waters fitted with Type 268U are to demand phase changer A.P. 57729 from C.F.M.S.O., Bombay. Other vessels in Eastern waters may raise demands on S.N.S.O., Simonstown, N.S.Os., Durban, Colombo or Trincomalee. All other ships will be supplied on demand from S.N.S.O., Haslemere.

5. Future allocations of Types 268 and 972 will contain A.P. 57729 phase changers. Until these are supplied new fittings are to have a 5-in. section of waveguide fitted in a convenient position in the waveguide run in the office, in order that it may be easily replaced by the phase changer.

4923.—Radar, Types 276, 293/M/P—Pedestal 19U—Leakage of Oil

(R.E. 219/45.—30 Aug. 1945.)

Modifications are in hand to reduce the leakage of oil from Pedestal 19U into the waveguide, and details will be promulgated in due course.

2. As an interim measure, ships in which trouble from oil in the waveguide is being experienced should fit a Pattern 56930 mica waveguide seal between the waveguide flanges at the base of 19U pedestal where the waveguide run is horizontal.

Pattern 56930 seals are already supplied to ships as spares, and if none is available on board they should be demanded from the nearest (S) N.S.O.

3. To allow dried air from the air conditioning unit to pass this seal a small slot is to be cut along the long edge of the clear mica window. This can be cut, using a sharp razor blade, and should be about one inch long and one-eighth of an inch wide.

4. The seal is to be fitted with the slot uppermost and should be inspected regularly, and any oil that has collected against the lower part of the seal drained off.

4924.—Radar, Type 277—Thermo-Couple Unit, Pattern 56828

(R.E. 02301/45.—30 Aug. 1945.)

In order to provide a more satisfactory reading of radiation, Pattern 56828 Thermo-couple unit has been introduced. This, together with Pattern 57007 mounting plate, will replace the existing tuning unit, mounting plate and weather-tight box at present fitted on the back of the AUK mirror.

Note.—Pattern 57007A mounting plate should replace 57007 when it becomes available, because the locating holes in the latter mounting plate are not in the correct position; the non A Pattern should, however, be used until the correct version becomes available.

2. Ships are to demand the following stores from the nearest storing base or, if not available, from the Superintending Naval Store Officer, Haslemere, quoting this Admiralty Fleet Order as authority.

56828	Thermo-couple unit	...	...	1 No.
57007A	Mounting plate	...	...	1 No.

3. Stocks will be made available at the following bases:—

Gibraltar, Malta and Alexandria from mid-August, 1945, and at Durban, Colombo, Bombay, Brisbane and Sydney by October, 1945.

4. Pattern 57007A mounting plate will be available approximately one month later than the foregoing dates.

4925.—Wireless—Transmitter—Type 87M—Type "M" Switch—Modifications

(R.E. 02318/45.—30 Aug. 1945.)

Unsatisfactory operation of the type "M" switch (A.M. ref. 10F/166) has been reported in several instances, and it has been decided that a modification is required pending re-design of the complete switch unit.

2. One A.P. 57991 "Box of parts for modifying A.M. ref. 10F/166 Switch Unit type "M", should be demanded by services at home—from S.N.S.O. Haslemere, and by services abroad—from the nearest storing yard, for every type 87/M fitted or held as spare.

3. After modification the pattern number and description of Switch Unit Air Ministry Ref. 10F/166 is to be amended to read:—

Switch Unit Design 35, Pattern 58946.

4. S.N.S.O. Haslemere will distribute to bases abroad as follows:—

Base	Quantity
Durban	48
Colombo	120
Simonstown	36
Alexandria	14
Malta	48
Gibraltar	14
Sydney	48
Bombay	24
Kilindini	14
Bermuda	10
Auckland	14
U.S.A. (B.A.M.R.)	12

5. Instructions for carrying out the modification are contained in the box of parts and are to be retained after carrying out the modifications as instructions for maintenance are also included.

(A.F.O. 1741/45 is cancelled.)

4926.—Radio Interference Suppression in Asdic Installations, Type 134E and Type 134F

Coastal Forces Craft

(A/S.M. 2489/45.—30 Aug. 1945.)

To prevent the various components of the Asdic equipment interfering with Asdic and W/T reception the following equipment should be installed. (*Note.*—For Type 134F, paragraph 9 below does not apply.)

2. *Generator Ripple Suppression.* (Two A.P. 19447 suppressors).—To eliminate interference from the 24 volt and 110 volt (or 220 volt) generators being picked up by the A.V.C. amplifier.

(a) Connect an A.P. 19447 low frequency suppressor in the 24 volt supply to the Asdic apparatus immediately before the 24 volt switch at the Directing Gear Position.

(b) Connect an A.P. 19447 low frequency suppressor in the 110 volt (or 220 volt) supply to the Asdic apparatus immediately before the main switch at the Directing Gear Position.

Note.—It is not necessary for suppression purposes to bond these A.P. 19447 suppressors but the suppressor in the 110 volt (or 220 volt) supply should be earthed as a precaution against shock.

3. *A/S Recorder Suppression (A.P. 19704 Suppression Equipment).* (a) *Suppression of Governor.*—Mount the two choke coils under the recorder base-plate as shown in A.F.O. Diagram 323/45 (1) (Drawing D.E.E. 11668). Drill the hole in the base-plate for the securing bolt exactly to the dimensions on the drawing. This will ensure that the chokes do not obstruct the wiring in the base in the two alternative positions of the recorder.

Drill the cable holes in the positions shown in the Diagram. Take the two leads between the chokes and the governor terminals through one pair of holes and the two leads between the chokes and the two way connector through the other pair. Disconnect the existing condenser-governor leads from the governor terminals and connect to the two way connector supplied. The coil leads should be kept as short as possible but the existing governor leads *must not be shortened.*

(b) *Suppression of Motor.*—Mount the two condensers on the gearbox as shown in A.F.O. Diagram 323/45 (2) (Drawing D.E.E. 11690) using the larger fixing screws supplied to replace the existing gearbox screws. The surface of the gear box under the condenser fixing lugs must be scraped perfectly clean and free from paint, rust and grease to ensure good electrical contacts. Connect the condensers to the motor brush terminals by as short a length as possible of 14/0076 T.R.S. cable and fit the rubber protective caps (A.P. 19451) provided.

4. *Training Unit Suppression.* (a) *Training Motor (A.P. 19703 Suppression Equipment).*—Assemble the two condensers on the bracket supplied and secure the bracket to the bearing cap as shown in A.F.O. Diagram 323/45 (3) (Drawing D.E.E. 12207) using the existing bearing cap screws. The surface of the bearing cap must be perfectly clean and free from paint, rust and grease. Connect the condensers to the motor brush terminals by as short a length as possible of 14/0076 T.R.S. cable and fit the rubber protective caps (A.P. 19451) provided.

(b) *Repeater Circuits (A.P. 19449 suppressor).*—Connect an A.P. 19449 suppressor in the repeater circuits from the Training Unit to the Board Control as shown in A.F.O. Diagram 323/45 (4) (Drawing D.E.E. 12949). The suppressor glands must be carefully packed with lead wool in accordance with A.F.O. Diagram 323/45 (5) (Drawing D.E.E. 11667). The suppressor must be securely bonded to the Pillar Supporting by as short a length as possible of $\frac{1}{2}$ -in. \times 20 S.W.G. copper strip and must be correctly installed as shown in the Diagram, that is with the "machine" side connected to the Training Unit.

5. *H.F.M.A. Suppression (A.P. 19702 Suppression Equipment).* (a) *Suppression of Motor.*—Remove the terminal panel and install the condenser bracket inside the terminal box as shown in A.F.O. Diagram 323/45 (6) (Drawing D.E.E. 12201). A suitable position on the side of the terminal box is to be found for the bracket such that the length of lead from the condensers to the terminals shall be a minimum. When the bracket is positioned the fixing screw holes should be marked and drilled accordingly. Secure the condenser bracket by means of the two 2 B.A. cheese head screws provided. The inside surface of the terminal box under the

bracket *must* be scraped perfectly clean and free from paint, rust and grease. Replace the terminal panel (packed up on washers if necessary to clear the condensers). Connect the condensers with as short a length as possible of 14/0076 T.R.S. cable to terminals L, A and F. It may be necessary to cut a slot in the terminal panel to allow the condenser leads clearance.

Note.—If the condenser bracket cannot be mounted inside the terminal box on a particular machine the alternative arrangement of fixing on the outside of the case as shown in A.F.O. Diagram 323/45 (7) (Drawing D.E.E. 12632) may be necessary. In this case great care must be taken to remove the paint, etc., from under the condenser bracket as detailed above. The condenser leads which must be kept to the minimum length are taken through a hole drilled in the casing and then to the terminals as detailed above.

The condenser bracket fixing screws supplied should be replaced by counter-sunk ones of a length suitable to give full thread in the bracket. Rubber protective caps (A.P. 19451) should be fitted over the condenser terminals.

(b) *Suppression of Governor.*—Connect the choke coils in series with the leads to the governor terminals, as shown in A.F.O. Diagram 323/45 (6) (Drawing D.E.E. 12201). A suitable position on the side of the casting forming the resistance box is to be found for the choke unit and the position of the hole for the fixing stud to be marked accordingly and drilled. The position of the fixing stud must be such that the fixing stud projection inside the resistance box allows a minimum clearance of $\frac{1}{4}$ -in. to the nearest "live" metal. Adjust the position of the choke unit so as to give the shortest possible length of lead between the choke unit and the governor terminals. Connect the existing leads to the governor, shortened if necessary, to the two-way connector carefully avoiding any loops in the governor circuit. Keep the runs of leads between the choke unit and the governor well clear of those between the choke unit and the two-way connector.

6. *L.F.M.A. Suppression (Two A.P. 19441A Suppressors).*—Connect two A.P. 19441A suppressors in the supply and regulator circuits as shown in A.F.O. Diagram 323/45 (8) (Drawing D.E.E. 12213). The metal braided cable between the machine cable clamps and the suppressor must be kept as short as possible and the suppressor glands must be thoroughly packed and the suppressor bonded as shown on A.F.O. Diagram 323/45 (5) (Drawing D.E.E. 11667).

Note.—The Pattern A.2276B suppressor unit in the A.C. output of the motor alternator is to remain.

7. *Board Control (A.P. 19714 Suppressor and 4-A.P. 19436A Condensers).* (a) *A.P. 19714 Suppressor.*—Remove the 220 volt (or 110 volt) and the 24 volt terminals complete with bases from the board control. Remove the metal template from the A.P. 19714 suppressor and hold it in a suitable position inside the case. Mark where the edge of the template comes on the case and reposition it on the top of the case. The four fixing holes can then be located and drilled 2 B.A. clear. Fix the suppressor in position with the screws supplied as shown in A.F.O. Diagram 323/45 (9) (Drawing D.E.E. 13205) and connect the four tallied wires as shown on the Diagram. In some types of board control, usually those in fabricated sheet steel cases, a slightly different method of wiring has been used. In this case the connections should be made as shown in A.F.O. Diagram 323/45 (10) (Drawing D.E.E. 13206).

In the case of fabricated sheet steel cases it may be necessary to remove the lid clips while fitting the suppressor.

(b) *Condensers.*—Mount one A.P. 19436 and one A.P. 19436A condenser at each side of the case as shown in the Diagrams and connect to each of the two pairs of supply terminals with short lengths of 14/0076 T.R.S. cable. The condensers should be positioned so that the lengths of lead between the condensers and the terminals are as short as possible. The sides of the case where the condenser fixing lugs make contact must be perfectly clean and free from paint, rust and grease.

8. *D.R.(M) Compass Suppression.* (a) *24 volt Supply to compass (A.P. 19447 Suppressor).*—Connect an A.P. 19447 low frequency suppressor in the 24 volt supply lines to the D.R.(M) compass immediately before the junction boxes, as shown in A.F.O. Diagram 323/45 (11) (Drawing D.E.E. 12763). This suppressor need not be bonded.

(b) *Compass Master Unit (A.P. 19449A Suppressor).*—Connect an A.P. 19449A suppressor in the supply to the master compass as shown in A.F.O. Diagram 323/45 (11) (Drawing D.E.E. 12763). Great care must be taken to ensure that the

suppressor is installed in the position indicated on the drawing. This will ensure that the minimum length of screened lead is used between the suppressor and the compass while still complying with the "Safe Distance" of 18-in. between the compass and the suppressor.

(c) *V.S.C. Unit (Two A.P. 19449 Suppressors)*.—Connect an A.P. 19449 suppressor in each of the leads to the V.S.C. unit as shown in A.F.O. Diagram 323/45 (11) (Drawing D.E.E. 12763). The lengths of metal screened lead between the V.S.C. unit and the suppressors must be as short as possible.

Note.—These three suppressors *must* be installed as shown in the Diagram that is with the "machine" side connected to the compass and V.S.C. terminals. Also all glands must be packed and suppressors bonded in accordance with A.F.O. Diagram 323/45 (5) (Drawing D.E.E. 11667).

9. No suppression equipment other than specified above must be fitted to the Asdic. If other suppressors are fitted they are to be removed.

10. *Instructions for demand*.—The equipment detailed above for suppression of existing installations is to be demanded from S.N.S.O., Stroud, quoting this Admiralty Fleet Order as authority. Equipment for new installation will be issued without demand by Copenacre as part of the installations.

(A.F.Os. 955/43, 817/45 and C.A.F.O. 990/44.)

4927.—Radio Apparatus—Lubricant for Switches

(N.S. 26391/44.—30 Aug. 1945.)

Solution, Pattern 55945, and droppers, Pattern 55946, are to be dealt with in future under sub-head E instead of sub-head F, as follows:—

Description	Former Subhead and Item	Former Pattern Number	New Subhead and Item	New Pattern Number
Solution ...	F1A Part I ...	55945	E7	1253
Dropper ...	F1A Part I ...	55946	E2	1254

2. The Authorized List will be amended.

(A.F.O. 2322/45.)

4928.—R.N. Shore Wireless Stations—Type 88S/RS—Failure of Transformers—Replacements

(R.N. Shore Wireless Stations, R.N. Air Stations, Mobile Naval Radio Stations and Shore Establishments supplied with Wireless Apparatus.)

(N.S. 23101/45.—30 Aug. 1945.)

Failures of the following transformers in Transmitter type 88S/RS have been reported:—

Description and Air Ministry Ref. No.	Purpose	Location
(a) Type 55-10K/8737 ...	Grid-bias ...	"T.1" in Transmitter
(b) Type 43-10K/9626 ...	Mains supply ...	"T" in Remote Control Unit Type 3.

2. These failures have been due, mainly, to insulation breakdown caused by faulty materials in manufacture, which have now been rectified.

3. Future issues will be of the improved type, the Air Ministry Stores reference and type numbers remaining unchanged.

4. Stations experiencing breakdowns of either of the types given in paragraph 1 above, are to demand replacements through the normal channels. Faulty transformers should be brought to produce.

4929.—Wireless Transmitter, Type 55M—Fitting—As. and As.

Submarines

(R.E. 11539/45.—30 Aug. 1945.)

S. Class—Item No. 633
T. Class—Item No. 639
U. Class—Item No. 588
A. Class—Item No. 21

Classification "A".

2. It has been approved to fit Type 55M in all operational Submarines in lieu of Type 55.

3. Layout drawings are being forwarded to the appropriate authorities.

4. Stores will be allocated by Admiralty.

4930.—E/S Equipment—Oscillator Tank Linings—Introduction for Certain "Ship" and "Small Craft" Sets of Tank Linings, Patterns A.3935 and A.3936 (F.1(a), Part 2.)

(A/S.M. 2482/45.—30 Aug. 1945.)

The E/S sets affected are those magneto striction (M.S.) sets which employ separate transmitter and receiver units (as opposed to transceiver units), namely:—

(a) "Ship" sets.—Types 758 series, 761 series, 764 series and 765 series (except 765 CN).

(b) "Small craft" sets.—Types 762 series and 763 series.

2. Each E/S transmission sets up vibrations in the hull which persist for a short time. These vibrations are picked up by the receiving oscillator and cause the transmission mark on the record which is required for lining up purposes.

3. In some vessels, whose hulls happen to be resonant, the vibrations set up are undesirable strong and persistent. This causes excessive "cross talk" interference, in other words an extension of the transmission mark to the right across the record which tends to black out (and make illegible) the sounding trace in shallow water.

4. Cross talk interference is partly hull-borne (except in wooden vessels where this component is negligible); and partly water-borne, either externally via the sea or internally via water in the bilges. It follows that flooded bilges are often a cause of strong cross talk interference.

5. In cases where cross talk is excessive it has been found that it can be appreciably reduced by fitting sound insulating linings in the transmitting and receiving oscillator tanks. The lining in the transmitter tank helps to reduce vibrations set up in the hull, and the lining in the receiver tank helps to restrict "pick up" by the receiving oscillator of these reduced vibrations.

6. In cases where cross talk is not excessive the fitting of tank linings may be undesirable. This applies in particular to craft with wood hulls where cross talk is usually weak, and the fitting of tank linings may make it impossible to obtain a transmission mark for lining up purposes. It follows that each case must be dealt with individually, i.e. some vessels will require no tank linings, others may benefit by fitting a lining in the transmitter or receiver tank, and others by fitting them in both tanks.

7. To meet requirements, tank linings of "Aerazote" synthetic rubber sheet, and bronze circlips for securing them in position at the top and bottom of the tanks, are being provided. Outfits of these items for two tanks, packed in cylindrical cardboard cartons (containing also instructions for fitting), will shortly be available for issue under the following descriptions and for the services indicated:—

(a) For "ship" sets as in paragraph 1 (a):—Pattern A.3935 linings, tank, rubber, 47-in. × 13½-in. × ½-in. (2 in No.) with circlips (4 in No.). (F.1 (a), Part 2).

(b) For "small craft" sets as in paragraph 1 (b):—Pattern A.3936 linings, tank, rubber, 29-in. × 13½-in. × ½-in. (2 in No.) with circlips (4 in No.). (F.1 (a), Part 2.)

8. Relevant establishment lists, and also "Instructions for Installing" and handbooks, will be amended in due course.

Distribution

9. After meeting "first issue" requirements in respect of new sets already despatched for uncompleted new construction vessels, distribution will be made by the Superintending Naval Store Officer, Copenacre, of bulk supplies of tank linings as follows to provide local stocks from which initial requirements in existing vessels can be satisfied.

	Pattern A.3935	Pattern A.3936
S.N.S.O. (R.N.), Sydney	50	20
S.N.S.O., Ceylon (Colombo)	50	40
S.N.S.O., India (Bombay)	30	40
S.N.S.O., Durban	20	5
N.S.O., Simonstown	20	5
S.N.S.O., Malta	30	10
S.N.S.O., Levant (Alexandria)	20	10
N.S.O., Taranto	10	10
N.S.O., Gibraltar	10	5
N.S.O., Bermuda	10	—
D. of S. (W), (Mechanicsburg)	20	10
S.N.S.O., Chatham	15	10
S.N.S.O., Rosyth	15	5
S.N.S.O., Portsmouth	15	10
S.N.S.O., Devonport	15	10
N.S.O., Greenock	20	5

10. Pending further experience tank linings will be supplied automatically with new sets. They should be fitted initially, and subsequently one (or both) can be removed if equipment trials indicate that they are not needed.

Demands for New Items

11. As regards existing sets, tank linings should be demanded from the nearest holder of stocks, but only in those cases where it is considered that the fitting of linings would in fact be beneficial (vide paragraphs 4 and 6 above). Fitting should be undertaken by ship, depot ship or base staffs.

12. Tank linings, Pattern A.2990, which have been fitted as an interim measure in some vessels (mainly L.C.G. (M), L.C.I. (L), and L.C.H. with Type 763 sets), should be replaced at the first opportunity and brought to produce. Any remaining stocks of Pattern A.2990 should be dealt with similarly.

4931.—Echo Sounding Equipment—Stylus Pens, Pattern A.3939 (Subhead F.1A, Part ii)—Introduction for E/S (and similar) Recorders

(A/S.M. 2507/45.—30 Aug. 1945.)

All British naval E/S sets, and also the following sets which incorporate similar recorders (with rotating, as opposed to oscillating, stylus pens), are affected:—

(a) Asdic sets Types 135 series and 150.

(b) Asdic sets bearing the final suffix "S*" to their type numbers, which incorporate an E/S recorder (for oceanic survey work) in addition to the standard A/S recorder.

2. Recent investigations into complaints of poor E/S performance in general, and of roughening of the surface of the paper, have shown that a contributory cause is sometimes corrosion of the tips of stylus pens by electro-chemical action and resultant poor electrical contact with the paper. In bad cases of corrosion the stylus pen tips may become so pitted and roughened that they also tear off the surface of the paper as they traverse it.

3. Existing stylus pens, Pattern A.974, were originally tipped with osmiridium available from natural deposits, but more recently an artificially produced osmiridium alloy has had to be used instead. The synthetic material, although assumed to be identical, has proved to be less resistant to corrosion.

4. The above failing is aggravated (in modern sets with high gain amplifiers) by the use of more sensitivity than is needed to give a legible sounding trace, thus unnecessarily increasing the rate of corrosion. It follows that the tendency, particularly with Type 765 series sets, to obtain the strongest possible record should be resisted until existing stylus pens can be replaced by new ones not subject to corrosion.

5. Stylus pens, Pattern A.3939 (subhead F.1A, part ii), with pure iridium tips, have now been introduced in replacement for all services in which Pattern A.974 are at present used. As differentiation between the new and old stylus pens would otherwise be difficult, the locating collars of the new type pen are coloured red as a distinguishing mark.

6. Relevant establishment lists will be amended in due course.

Distribution of New Item

7. After meeting requirements for new sets and new outfits of spares, distribution will be arranged by Superintending Naval Store Officer, Copenacre (in the following order of priority) in order to provide local stocks from which initial requirements can be met:—

	For fitting (during equipment trials) in new sets already issued.	
D.A/S.M., Bath	} For fitting (during equipment trials) in new sets already issued.	75
I.A/S.F., Glasgow		75
S.N.S.O., (R.N.), Sydney	...	400
S.N.S.O., Ceylon (Colombo)	...	300
S.N.S.O., India (Bombay)	...	200
S.N.S.O., Durban	...	100
N.S.O., Simonstown	...	50
S.N.S.O., Malta	...	150
S.N.S.O., Levant (Alexandria)	...	100
N.S.O., Gibraltar	...	50
N.S.O., Taranto	...	50
N.S.O., Bermuda	...	20
D. of S. (W), Mechanicsburg	...	100
S.N.S.O., Chatham	...	150
S.N.S.O., Rosyth	...	100
S.N.S.O., Portsmouth	...	100
S.N.S.O., Devonport	...	100
N.S.O., Greenock	...	200
New Zealand	...	30

Escort Maintenance Ships (A.D.E.)

"Beachy Head"	} 50 to each
"Berry Head"	
"Duncansby Head"	
"Flamborough Head"	
"Rame Head"	
"Ratray Head"	
"Kelantan"	...

Coastal Force "M" Ships (A.G.P.(s))

"Cape Wrath"	50 to each
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Motor Craft "M" Ships (A.G.B.)

"Mull of Oa"	} 50 to each
"Mull of Galloway"	
"Mull of Kintyre"	

Fleet Repair Ships (A.R.M.)

"Wayland"	} 50 to each
"Artifex"	
"Alaunia"	
"Ranpura"	
"Ausonia"	
...	

N.S.I. Ships (A.K.S.)

"Hong Siang"	} 50 to each
"City of Tokio"	
"City of Dieppe"	
"Bacchus"	
"Boniface"	
"Fort Rosalie"	
"Fort Sandusky"	
"Fort Wayne"	
"Reliant"	
...	

S/M Depot Ships (A.S.)

H.M.S. "Wolfe" (S2)	} 50 to each
H.M.S. "Forth" (S3)	...	...	...	...	...
H.M.S. "Adamant" (S4)	...	...	...	...	...
H.M.S. "Dolphin" (S5)	...	...	...	...	...
H.M.S. "Cyclops" (S7)	...	...	...	...	...
H.M.S. "Maidstone" (S.8)	...	...	...	...	...

Depot Ships (A.D.)

H.M.S. "Tyne"	} 50 to each
H.M.S. "Blenheim"	...	...	...	...	...
H.M.S. "Woolwich"	...	...	...	...	...
H.M.S. "Montclare"	...	...	...	...	...

Demands for New Items

8. If demands exceed stocks, they should be satisfied in the following order of priority:—requirements for spares being withheld if necessary until stocks are sufficient to meet these requirements also:—

- For Type 135M/BM sets (with high gain amplifiers, and multiple pen recorders).
- For Type 765 series sets (with high gain amplifiers, and single pen recorders).
- For Types 135/B, 150, 760 and 761/P sets (with low gain amplifiers, and multiple pen recorders).
- For Types 762/A, 763/A and 766 series sets (with low gain amplifiers, and single pen recorders, using high stylus pen speeds).
- For other sets (with low gain amplifiers, and single pen recorders using low stylus pen speeds).

9. In view of paragraph 8, demands for Pattern A.3939 Stylus pens should quote the type of set for which they are required, and also differentiate between those needed for fitting and those needed only as spares.

4932.—Aircraft—Accidents Due to Incorrect Settings of Wing Locking Bolts, Flaps, etc.

(A/N.L. 4387/45.—30 Aug. 1945.)

Accidents have recently been caused to aircraft taking off from carriers by incorrect settings of wing locking bolts, flaps, bomb doors, Pitot head covers and locking toggles in retractable undercarriages.

2. Wherever possible, a responsible officer or rating on the flight deck should be instructed to make a visual check of these items immediately the aircraft has been spread.

3. It is emphasized that this outside visual check in no way absolves the pilot from his responsibility for completing his own cockpit check.

4. When aircraft are taking off from a range, any pilot who is not completely ready to take off on being given the flag must be allowed sufficient time to finish his cockpit check. This applies particularly during a pilot's first few take-offs from a range.

4933.—Aircraft—Dinghy Rescue Transmitter—T.3180 ("Walter" Mark I)

(A.E. 1185/45.—30 Aug. 1945.)

This A.F.O. is intended to replace C.A.F.O.s 520/44 and 1007/44 in their entirety. Section III, paragraphs 1 to 16 (inclusive) of A.F.O. 5674/44, and paragraphs 2 to 12 (inclusive) of A.F.O. 710/45, are also cancelled.

2. *Operation.*—Transmitter, type T.3180 (Ref. No. 10DB/975), known as Walter, Mark I, is a radar transmitter for use in dinghies. It transmits horizontally polarized radiation omnidirectionally on a frequency of 177 Mc/s, and enables aircraft fitted with suitable radar equipment to home onto the dinghy concerned. The only control on the transmitter is an ON/OFF switch. The telescopic mast has two spring-loaded unipole arms which spring out horizontally when the mast is extended. The fully extended mast has a height of 7 ft. 4-in.

3. An airman, on taking to a dinghy, should erect the "Walter" aerial as follows (these instructions are printed on the linen wrapper, but it is of the utmost importance that they should be memorized so that the operation can be effected by night):—

<i>Single-Seater Dinghy</i>	<i>Multi-Seater Dinghy</i>
(1) Fix forward apron straps (2 each side).	(1) Fit weather apron.
(2) Tear open wrapper.	(2) Tear open wrapper.
(3) Fix one guy forward.	(3) Pull out guy lines one at a time and fix to "D" ring extensions.
(4) Fix side guys to outer "D" ring at pips (avoiding crossing at the top).	(4) Erect mast, starting with top section. Ensure that each section clicks home.
(5) Stand "Walter" in slot in the apron.	(5) Tighten guy lines.
(6) Erect mast, starting with top section. Ensure that each section clicks home.	(6) SWITCH ON.
(7) Tighten side guys.	
(8) SWITCH ON.	
(9) Fix apron.	

4. "Walter" should be operated intermittently by switching on for periods of two minutes at four minute intervals. This is essential to preserve the battery, which under these conditions should have a life of about 120 hours. Continuous operation will result in a much shorter battery life. When, however, an aircraft or surface vessel is sighted, "Walter" should be left switched on.

5. When an aircraft has sighted a dinghy, it will turn away to pick up a surface vessel. The dinghy occupant should then switch "Walter" on and off for 20 second periods, to give the rescuing operator full scope for searching for other signals and also keeping the location of "Walter".

6. The following pick-up ranges of "Walter" may be expected with ASV Mark IIN equipment:—

<i>Height of A/C in feet</i>	<i>Range in nautical miles</i>
500	8
1000	12
3000	16
5000	20

In the majority of cases the ranges of "Walter" with Lucero Marks I and II will be half the above.

7. Search procedure should, therefore, begin at 3,000–5,000 ft. with gain control adjusted to show receiver noise. The receiver tuning control should be rocked over a narrow range, since all "Walters" and all receivers cannot be pre-set to exactly the same frequency.

8. Signals from "Walter" will appear as narrow spikes on both sides of the trace, but not necessarily locked to the time base; they may be irregular at first, but as signals grow stronger, the smaller spikes will grow to a common level with the larger, so that the difference in amplitude of the port and starboard signals gives a bearing on "Walter". The indicator should be switched to the 90 mile range to bring a maximum number of spikes on the screen.

9. Vectorial correction can be made in the normal manner, to home on to the dinghy but, since "Walter" is a separate transmitter, range can only be assessed from the table in paragraph 6 above with reference to the altimeter. As the aircraft approaches the dinghy, the signals will increase in amplitude and gain control must be reduced.

10. When the growth of amplitude becomes very rapid, the pilot should be given a vector slightly off the dinghy bearing so that he may keep watch on his near side, a marker float should be prepared and a sharp look-out maintained. As the aircraft passes over the dinghy, the signals will increase sharply in amplitude and decay rapidly. If the dinghy is not sighted and the signals cannot be discovered at low altitude, the aircraft must regain height and recommence the search procedure.

11. Should the dinghy be riding a sea, the amplitude of signals on both sides of the trace will vary evenly so that reading of a bearing is not impaired, and the movement of the signals will enable an observer to see whether signals are also being received from another "Walter" in the vicinity.

12. *Inspection and Test Procedure.*—"Walter" is a device for saving life and must be maintained as carefully as all equipment of such nature. Transmitters and batteries must be inspected and tested at every normal dinghy inspection and, in any case, at intervals not exceeding six weeks in the United Kingdom or four weeks in tropical areas.

13. *Test Set, Type 347 (Ref. 10SB/268).*—This is a battery tester and should be used whenever possible to test the batteries for "Walter" since it has been designed to impose the correct loads and the meter has been adjusted to give an indication more accurate than that of one not specially calibrated. It comprises :—

- (a) A socket into which the "Walter" battery (Ref. No. 5J/3097) can be plugged.
- (b) A milliammeter.
- (c) A selector switch which enables the L.T. and H.T. portions of the battery to be connected in turn, via appropriate loads, to the meter.

14. The meter is adjusted by the manufacturer to read 4.9 milliampères with 1.46 volts L.T. applied, and 4.5 milliampères with 89 volts H.T. applied. This adjustment is made by shunts across the meter movement and on no account are these shunts or any other components in the test set to be changed or interfered with in any way. The only adjustment permitted is the zero set for the meter, and this should be set up, if necessary, before testing any batteries.

15. The test set will read approximately 200 volts full scale deflection when switched to H.T. and approximately 3 volts full scale deflection when switched to L.T.

16. On early models of the test set the minimum meter readings differ from those mentioned in paragraph 14 above; these meter readings are indicated on the test set and should be used accordingly. On such models, the H.T. and L.T. switching is performed by two push buttons and on no account are these to be pressed simultaneously.

17. To test battery, using test set, Type 347 :—

- (a) Take the battery out of the container in the transmitter (being careful not to tear the linen wrapper) by unscrewing the knurled bakelite cap, inverting the transmitter, and striking the open end of the container with the palm of the hand.
- (b) Plug the battery into the socket on the front panel of test set, Type 347, aligning the white index mark on the battery and the mark on the socket.
- (c) Move the key of test set, Type 347, to "L.T. test". The instrument reading should be not less than 4.9 milliampères.
- (d) Move the key of test set, Type 347, to "H.T. test". The instrument reading should be not less than 4.5 milliampères.
- (e) If either of these readings is low, the battery must be replaced by a new one, which is to be checked before insertion.

18. To test battery when test set, Type 347, is not available :—

- (a) Remove the battery from the container in the transmitter in the way described above.
- (b) Connect a high resistance voltmeter and a 10-ohm resistance in parallel across the sockets marked (at the side of the battery) "—" and "1.5 v. +". The reading should be at least 1.5 volts.
- (c) Connect the high resistance voltmeter without load across the sockets marked (at the side of the battery) "—" and "90 v. +". The reading should be at least 90 volts.
- (d) If either of these readings is low, the battery must be replaced by a new one, which is to be checked before insertion.

19. To test transmitter :—

- (a) Carefully examine the transmitter assembly for damage, particularly for :—
 - (i) Broken flex connections at the aerial hinges.
 - (ii) Loose switch lever.
 - (iii) Cracks in the moulded bakelite containers, in the battery container, or in its screwed cap.
 - (iv) Uncoiled guy lines, external to the linen wrapper.
 - (v) Illegible instructions on the wrapper.
 - (vi) Seriously dented or distorted mast section. It is not necessary to extend the mast section; if the outer sections are undamaged the inner sections will also be undamaged.
- (b) Insert a tested battery, sockets foremost in the container. Keep the white index marks on the battery and the bakelite transmitter container aligned and lower the battery gently (do not drop it on to the contact pins. The battery is correctly home when about $\frac{1}{4}$ in. below the mouth of the container. Screw on the bakelite cap, taking care that it is watertight by checking that :—
 - (i) The cap contains a spring.
 - (ii) The rubber gasket in the battery cap is in good condition.
 - (iii) The screw threads on the cap are not crossed.
 - (iv) The screw threads have been covered with a generous smear of yellow grease (Ref. No. 34A/169).
 - (v) The cap is screwed hard down.
- (c) Stand transmitter upright, but not extended and either :—
 - (i) Tune receiver in IFF test set, Type 74, to the "Walter" frequency, checking the frequency with wavemeters, Types B.G.3 or W.1649. The frequency of "Walter" with the mast telescoped and the dipole folded is approximately 179 mc/s. With the recurrence switch set to position "D" unlocked pulses, breaking the base line, should appear on the screen; or
 - (ii) Using ASV, Mark II, equipment check that "Walter" presents triangularly shaped spikes of even amplitude.

20. Re-assembly of "Walter" should be carried out carefully. A note should have been made of the manner in which the guy lines and battery wires are coiled up if they are to be disturbed; it is essential that they release freely without risk of tangling, the centre of the battery wires being looped on the spool, and the wires coiled up so that each half is wound parallel to the other without cross-over.

21. *Stowage.*—The following items for use with "Walter" are hereby introduced :

- Ref. 10DB/1985 cover, waterproof.
- Ref. 10DB/1689 cover, protective.

22. The waterproof cover, made of a rubberised fabric, gives an added protection when "Walter" is initially immersed, and will in future be issued with "Walter". Holders of Walters " without waterproof covers should demand an equal number of the latter from the nearest R.N. air store depot, for retrospective fitting.

23. The protective cover made of white felt is for use when stowing "Walter" (enclosed in its waterproof cover) in all types of dinghy packs except the "K" type, and should be demanded as a separate item when "Walter" is demanded for use in such packs. Holders of "Walters" (for use in multi-seater dinghy packs) without the protective cover should demand an equal number of the latter from the nearest R.N. air store depot for retrospective fitting.

24. "Walter" must be inserted in its waterproof cover and the end of the cover sealed with 30-mm. tape (Ref. 22C/2010) and KD.62 solution, the solution being applied as for dinghy repairs. The waterproof cover (with "Walter") must then, when stowed in multi-seater dinghy packs, be inserted in the protective cover.

25. Great care must be taken to stow "Walter" in the dinghy pack in the correct manner :—

- (a) For "K" type dinghy packs as set out in A.P. 1182, Vol. 1, Part 3, Section 4, Chapter 5, Appendix II.
- (b) For multi-seater dinghy packs (in Barracuda, Fulmar, Swordfish and Albacore aircraft) as illustrated in A.F.O. Diagram 361/44. In due course, leaflets will be issued amending the handbook of the aircraft concerned to show the stowage of "Walter" in multi-seater aircraft dinghies.

26. The items detailed in paragraph 27 have been introduced so that modification may be made to dinghy packs in order that "Walter" may be stowed therein. The modification consists of enlarging the elastic retaining loops to 4 in. circumference, and is to be carried out by unstitching the existing piece of elastic and replacing it by a piece 6 in. long, thus giving a 4-in. circumference loop in place of one of 2 in.

27. The undermentioned items are required per pack :—

Ref.	Description.	Quantity.
27C/2030	Elastic, black, 1 in. wide ...	1 ft.
32B/657	Thread, No. 25, white ...	As required.

28. Supplies are available at R.N. store depots and storing yards.

29. *General.*—It is imperative that operators of ASV equipment in Naval aircraft should be able instantly to recognize the visual indication produced by "Walter". Commanding Officers are to ensure by practical demonstration and by the circulation of this Admiralty Fleet Order, that personnel concerned are fully conversant with the operation and maintenance of "Walter". The handbook for "Walter" is A.P. 2554A.

30. The following modification introduces three additional lengths of cordage to provide means of attachment for the flag distress (Ref. 27C/1925) to the "Walter" mast when erected.

31. The sequence of operation is as follows :—

- (i) Cut three 18-in. lengths of cord, kite, 8 oz. (Stores Ref. 32A/107).
- (ii) Dip the ends of the cords in cellulose dope to a depth of 1 in. and allow to dry in order to prevent fraying.
- (iii) Thread one length of cord through each elastic loop of the flag, distress, and tie off by means of a reef knot at the central point, leaving two equal lengths for attachment to "Walter" mast.

32. The undermentioned item is required and should be demanded from R.N. store depots :—

Store Ref.	Nomenclature.	Quantity.
32A/107	Cord, Kite, 8 oz. ...	4 ft. 6 in.

33. Repair instructions will be published in A.P. 1182, Vol. II, Part 3.

34. Supply of "Walter" has hitherto been restricted to first line squadrons. Stocks now permit supplies to be made generally on the basis of one "Walter" per "K" type and one per aircraft dinghy pack. Stations at home should demand accordingly on S.N.S.O., Perth, and abroad on the local S.N.S.O., for their requirements. Spares allowances have been laid down in B.R.377 and B.R.378.

35. Batteries are supplied in airtight cases, each containing ten batteries. Cases should not be opened until a battery is actually required. To provide replacement batteries as the old ones deteriorate, a periodic supply will be made to R.N. store depots.

(C.A.F.Os. 520/44 and 1007/44 are cancelled.)

(Section III, paragraphs 1-16 (inclusive) of A.F.O. 5674/44, and paragraphs 2-12 (inclusive) of A.F.O. 710/45, are also cancelled.)

4934.—Aircraft Radio—Shielded Plugs and Sockets for I.F.F. Installations

(N.A.R. 49/44.—30 Aug. 1945.)

Owing to a manufacturing error, shielded plugs and sockets supplied from U.S.A. have been stamped with the reference numbers of the unshielded items. When shielded plugs and sockets are required care must be taken to demand them under the correct reference numbers.

2. Details of reference numbers are as follows :—

Ref. No. Stamped on Shield	Correct Ref. No. of Shielded Item	Remarks
10H/258 ...	10H/18728 ...	7-pin plug. 604 painted on shield in addition to Ref. No.
10H/258 ...	10H/18729 ...	7-pin plug. 216 painted on shield in addition to Ref. No.
10H/258 ...	10H/18730 ...	7-pin plug. 802 painted on shield in addition to Ref. No.
10H/254 ...	10H/18731 ...	5-pin plug.
10H/256 ...	10H/18732 ...	Socket, 7-pin.
10H/460 ...	10H/18733 ...	Socket, 2-pin.
10H/13079 ...	10H/18734 ...	Socket, 5-pin.

4935.—Aircraft—Running of Engines in Hangars

H.M. Aircraft Carriers

(D/P. 03287/44.—30 Aug. 1945.)

Two distinct dangers arise when aircraft engines are run in the hangars of Aircraft Carriers—

- (a) Fire danger.
- (b) Danger of carbon monoxide (CO) concentration.

2. *Fire Danger.*—The present ruling on this aspect of the matter is contained in clause 29 of the "Pamphlet Supplementary to the Naval Magazine and Explosive Regulations, 1941" which reads :—

"29. No aircraft engines to be run in a hangar—

- (a) In harbour, no aircraft engines are to be started up or run in a hangar.
- (b) At sea, aircraft engines as a rule should be started up on the flying deck.

Aircraft engines are only to be run in a hangar at sea when this course is essential to assure the pursuance of particular sea operations or exercises. Adequate arrangements are to be made in such cases to ensure that the hangar is well ventilated before starting up an engine, and special organization provided to deal with possible small fires.

The authority of the Captain is to be obtained on each occasion of running an aircraft engine in a hangar."

3. The above regulations apply to all types of Aircraft Carriers and permit the running of aircraft engines in the hangars under certain conditions, but as an exception rather than a rule.

4. *Carbon Monoxide Danger.*—CO is absorbed in the blood, the quantity depending on the concentration of CO in the air, the period during which the air is being breathed and the rate of breathing which depends on whether a man is resting, taking moderate exercise, or heavy exercise.

5. If taking moderate exercise, corresponding to walking at the rate of three miles per hour, CO contaminated air of various concentrations may be breathed with reasonable safety for the following periods :—

CO Concentration	Safe period for breathing
20 parts per 10,000 ...	10 minutes
15 parts per 10,000 ...	13 minutes
10 parts per 10,000 ...	20 minutes.

6. Experiments have been carried out in the American Escort Carrier U.S.S. "Natoma Bay" in order to obtain data as to the number of aircraft engines that can be safely warmed up in the hangar spaces of Escort Carriers of the C.V.E. type as judged by the CO concentration in the ambient air and in the blood of exposed personnel.

7. The conclusions reached may be summarized as follows :—

- (a) The propeller of each aircraft is able, during the engine warm-up period, to act as a ventilating fan capable of eliminating engine exhaust from the hangar space and to reduce CO concentrations to innocuous levels provided adequate openings such as partial lowering of the lifts are provided for supply and exhaust.
- (b) With the lifts lowered 2-ft. 6-in., at least 9 aircraft engines, facing in the same direction, can be safely warmed up in the hangar space for a period of 15 minutes without a rise of CO concentration of more than 5 parts per 10,000.
- (c) With the lifts lowered 15 in., at least 6 aircraft engines can be warmed up under the same conditions for 15 minutes without a rise of CO concentration of more than 5 parts per 10,000.
- (d) With the lifts up so that the hangar space was closed except for the specially constructed lateral bulkhead vents, the CO concentration exceeded 15 parts per 10,000 after 5 minutes when 8 aircraft engines were warmed up.
- (e) Following each of the three tests the blood of exposed personnel was analysed for COHb. The highest concentration found was 10.5 per cent., or one-half the level usually required to produce symptoms.
- (f) The concentration of CO present in the ready room during the tests was negligible.
- (g) It is emphasized that while such CO blood concentrations are innocuous for non-flying personnel, these are too high for flying personnel, who should not be permitted in the hangar space during the warm-up period.

8. It is intended that tests similar to those carried out in "Natoma Bay" should be carried out in a British Escort Carrier of the "Tracker" or "Smiter" class as soon as practicable, and arrangements will be made separately for these tests. When completed the results will be promulgated.

9. The reason why tests are considered advisable in an American-built British Escort Carrier are :—

- (a) "Natoma Bay" is a Kaiser class Escort Carrier and the results obtained from the trials carried out in this ship may not truly represent the conditions in "Tracker" and "Smiter" classes.
- (b) The tests would serve as a check on the American experiments.
- (c) The tests would provide first-hand knowledge to Admiralty Departments and authorities concerned.

10. It is also proposed to carry out a series of tests on the same lines in "Pretoria Castle" to determine whether any relaxations of the present regulations can be made in the case of closed hangar ships.

11. Pending the results of the British tests, aircraft engines may be run in the hangars of American-built Escort Carriers when desirable for operational reasons subject to the limitations outlined in paragraph 7 of this Order and subject to the following :—

- (a) Hangar must be in "Fuel Safe" condition. All sliding panels, hinged lattice square ports and bulkhead doors are to be open. Supply ventilation to ready rooms, etc., in the vicinity of the hangar should be run at full output during warm-up period to minimize the possibility of carbon monoxide concentration.
- (b) All aircraft being run must be arranged so that propeller slip streams supplement each other, i.e. all planes facing forward or aft to produce uni-directional air flow.
- (c) Hangar doors in the vicinity of aircraft being run are to be roped off or guarded.

- (d) All hangar hatches must be closed.
- (e) Fire-fighting equipment in the vicinity to be manned.
- (f) Conflagration station and hangar control communications manned.
- (g) No explosive stores should be stowed in the hangar other than those necessarily carried in the aircraft for the pending operations.

In addition the following safe operating procedure is recommended when aircraft engines are being run in the hangar :—

- (i) All non-essential personnel should be kept off hangar deck.
- (ii) Hangar deck personnel (non-flying) on duty during warm-up periods should be allowed eight hours between exposures in order to prevent accumulation of carbon monoxide in their blood.
- (iii) During daytime all elevators should be lowered and at night the elevators should be lowered as far as black-out conditions permit.

12. Pending the results of the tests to be carried out in "Pretoria Castle", engines should not be run in the hangars of Fleet or Light Fleet Carriers, that is, ships with closed hangars, except as at present allowed by clause 29 of the Pamphlet Supplementary to N.M. & E.R., 1941. In the special cases when engines are run in the hangars of Fleet and Light Fleet Carriers the following precautions must be taken :—

- (a) All hangar ventilation must be working.
- (b) The hangar must be in the "fuel safe" condition.
- (c) A special organization must be set up to deal with possible fires.
- (d) Both aircraft lifts should be lowered about 2-ft. 6-in.
- (e) No explosive stores are to be stowed in the hangar except those necessarily carried on the aircraft.

(B.A.D., 3 Mar., 1944, No. S.R. 727/44, 7 Mar., 1944, No. S.R. 1045/44, 7 Aug., 1944, No. S.R. 3815/44.)

4936.—Magazine Spraying Arrangements—Fitting of Additional Valve—As. and As

(G. 5149/44.—30 Aug. 1945.)

Where the magazine spraying arrangements in H.M. ships are such that an excessive quantity of water is required to be drained from the piping supplying the system when carrying out the weekly test of the spray valve, *vide* N.M. & E.R. Article 220, an additional valve is to be fitted as indicated in A.F.O. Diagram 329/45.

2. When carrying out the weekly test, this valve is to be shut, in lieu of the isolating valve at the firemain, and the short length of piping including the mud-box should be drained out by means of the hose connection provided. Special care is to be taken that this additional valve is left locked in the open position when the routine test is completed.

3. Commanding Officers of ships concerned are to include an item, Classification "B", in the next list of As. and As. to cover the work involved. Principal (Ship) Overseers should arrange as necessary in ships building.

4. B.R. 862 and B.R. 16 have been amended accordingly.

(B.R. 862 Naval Magazine and Explosive Regulations, B.R. 16 Engineering Manual.)

4937.—Dry Batteries, Patterns 3773 and 3774—Improved Types, Designated Patterns 3773A and 3774A

(N.S. 22621/45.—30 Aug. 1945.)

A.F.O. 3053/45, paragraph 1, is to be amended as follows :—

Substitute "increase" for "decrease".

(A.F.O. 3053/45.)

4938.—Electric Cable, Pattern 13475—Obsolete

(N.S. 22484/44.—30 Aug. 1945.)

Electric cable, Pattern 13475, is no longer required for the service for which it was introduced, and has been marked "Obsolete" in the Rate Book of Naval Stores.

2. Any stocks of this cable at present held are to be issued in satisfaction of demands received for electric cable, Pattern 2523D.

(A.F.O. 3569/44.)

4939.—30 kW. Paxman Generators—Derating

L.C.T. (3), L.C.T. (R), L.C.G. (L) (3) and (4), L.C.G. (M), L.C.S. (R) and L.C.T. (8)

(D.C.O.M. 1893/45.—30 Aug. 1945.)

In craft where these generators are fitted the dynamo rating is to be considered as 27.5 kW. for sets fitted with above water exhaust outlets, and 25 kW. for sets fitted with under water exhausts.

2. For periods up to 1 hour, or in emergency, the output may be increased to 30 kW. in the former case and 27.5 kW. in the latter.

3. The appropriate alterations to all tally plates should be carried out either when the craft is in hand for refit or tropicalization, or by the ship's staff.

4940.—Anchors—Piercing of Ship's Side by—As. and As.

Fleet Destroyers, "Q"—"Crescent" Classes

(D. 13023/45.—30 Aug. 1945.)

Reports from sea indicate that in some Destroyers in which a recess has been arranged in the flare of the ship's side to house the top fluke of the anchor, the apex of the recess has been pierced by the fluke of the anchor, due to the working of the ship.

2. The recesses in ships thus fitted are therefore to be modified so that a clearance of about 3-in. is left between the end of the fluke and the apex of the pocket when the anchor is tightly hove up into the hawse pipe. When in this position the fluke should bear on the vertical side of the recess so as to minimize the tendency to movement.

3. Commanding Officers of the Destroyers concerned are to insert an item to cover this work in their lists of As. and As.

(Cdre (D), H.F., 9 Jun. 1945, No. 341/H.D.311.)

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

4941.—Wood Sheathing—Removal of

Fleet Destroyers—"S", "V" and "Z" Classes (including H.M.C. Ships "Algonquin" and "Sioux")

(D. 14914/45.—30 Aug. 1945.)

It has been reported that corrosion of the ships-side plating is taking place behind the wood sheathing fitted in certain forward lower compartments of H.M. destroyers fitted for service under Arctic conditions.

2. This sheathing should be removed, where the removal can readily be accomplished without disturbance of fittings, etc., attached thereto, from all ships of "S", "V" and "Z" classes (including H.M.C. ships "Algonquin" and "Sioux") so fitted. The plating beneath this sheathing should be scraped and wire-brushed as necessary and coated with two coats of aluminium paint.

3. The work should be treated as a defect, and carried out as opportunity offers.

(Cdre. (D) H.F., 30 Jun., 1945, No. H.D. 377b/2.)

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

4942.—Electric Laundering Irons—Introduction of Spare Elements

(N.S. 14758/45.—30 Aug. 1945.)

The undermentioned items have been added to the Authorized List of Naval Stores, under Subhead F.2B. Schedule C.809 as follows:—

Pattern No.	Description
19497	Element 220 volt, 450 watt, for laundering irons, Pattern 19470 (Messrs. Revo Electric).
19498	Element 110 volt, 450 watt, for laundering iron, Pattern 19469 (Messrs. Revo Electric).
19499	Element 110 volt, 450 watt, for laundering iron, Pattern 19469A (Messrs. Premier Electric.)

2. In order to differentiate between irons, Pattern 19469, manufactured by Messrs. Revo Electric Co., and Messrs. Premier Electric Co., respectively, the elements for which are not interchangeable, those manufactured by Messrs. Premier Electric Co. will in future be marked Pattern 19469A.

3. In the case of irons of Messrs. Premier Electric Co.'s manufacture already in service or store, the suffix A should be added to the pattern number by stamping. The irons can be identified by the maker's name plate.

4. Requirements of elements at home dockyards and store depots should be obtained under the centralized allocation scheme, and the following initial shipments should be made to dockyards abroad.

	From Stroud			From Preston			
	19497	19498	19499	19497	19498	19499	
Ceylon ...	50	25	5	Malta ...	20	10	3
Sydney ...	100	50	5	Alexandria ...	20	10	3
Durban ...	50	25	5	Gibraltar ...	20	10	3

5. Spare elements should be carried on the basis of one element for every ten or part of ten irons of each pattern allowed. Ships in commission should demand the requisite quantities from their storing yards. Warrant and storing yards or depots should arrange supply to ships under construction.

6. Spare elements will be included in the flotilla outfits of naval stores for major landing craft on the following basis:—

Pattern 19497 Element, 220v. 450W. for laundering... 3 per flotilla of irons, Pattern 19470. 220-volt craft. (Messrs. Revo Electric.)

Pattern 19498 Element, 110v. 450W. for laundering 3 per flotilla of irons, Pattern 19469. 110-volt craft. (Messrs. Revo Electric.)

or

Pattern 19499 Element, 110v. 450W. for laundering 3 per flotilla of iron, Pattern 19469A. 110-volt craft. (Messrs. Premier Electric.)

7. The relevant establishments of Naval stores will be amended.

4943.—Fire or Explosion—Precautions Against—Warning Notice—Supply of

All petrol-engined craft and all ships carrying petrol

(D.C.O.M. 1581/45.—30 Aug. 1945.)

In spite of many warnings promulgated by A.F.Os. and other relevant instructions on the precautions to be observed by crews of petrol engined craft, both in the normal operation of such engines and in the handling of petrol generally, serious fires and explosions still frequently occur due to negligence or failure to observe the most elementary precautions.

2. General notices illustrating some of the more common causes of fire and explosion resulting from the use of petrol and how to prevent such occurrences are, therefore, being produced for issue to all petrol-engined craft and ships carrying petrol.

These notices are to be displayed in conspicuous positions in all craft and ships concerned, in lieu of the poster supplied by the Director of Small Vessels Pool and referred to in paragraph 1 of A.F.O. 866/44.

3. Stocks of these notices will be held by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10 for issue on demand by the administrative authorities and ships concerned, except for ships and craft of the East Indies Fleet and Pacific Fleet for which demands are to be made on S.N.S.O., Ceylon, and the S.N.S.O. (R.N.), Sydney, respectively. For ships and petrol-engined craft building the notices should be demanded by the appropriate Inspecting Officers.

Initial supplies are being arranged as follows:—

S.N.S.O., Park Royal	...	...	4,000
S.N.S.O., Sydney	...	...	2,000
S.N.S.O., Ceylon	...	...	4,000

(A.F.O. 866/44.)

4944.—Lifting Appliances—Securing Ends of Lifting Chains in Chain Blocks

(D. 12468/45.—30 Aug. 1945.)

Serious damage was narrowly averted while refitting one of H.M. ships due to the anchored end of the standing chain becoming disconnected from the housing of the type shown in A.F.O. Diagram 327/45.

2. All blocks of this type are to be carefully examined to ensure that the bolts securing the plates gripping the standing chain to the lug pieces are properly fitted with castellated nuts and split pins as shown in Section "AA" in the diagram.

(Cdre. Supt., Malta, 29th May, 1945, No. 575.)

(This Order is to be retained until complied with)

4945.—Chernikoeff Logs—Oil for Use in Hot Climates

All Vessels fitted with Chernikoeff Log Equipment

(N.S. 20370/45.—30 Aug. 1945.)

Experience at sea has shown that, when operating in hot climates, the Viscolite L.M. oil supplied for use in Chernikoeff Log oil injectors becomes too fluid and results in an excessive loss of oil from the submerged mechanism.

2. Gargoyle D.T.E. Marine A.A. oil produced by the Vacuum Oil Co. has been found more suitable for use in tropical waters, having twice the viscosity of Viscolite L.M. at 80° F. and equally satisfactory electrical properties.

3. Vessels concerned, when operating in tropical waters, should, therefore, use only Gargoyle D.T.E. Marine A.A. oil for the log oil injector, Viscolite L.M. being retained for other than tropical use.

4. Before charging the oil injectors with an alternative grade of oil the old oil should be drained away and the submerged mechanism, auto-pressure regulator (where fitted) and oil injector cleansed by washing with petrol or paraffin. The re-fitting of the submerged mechanism is to be carried out in accordance with the instructions set out in the manufacturer's handbook supplied with the equipment.

5. Pattern 4561 has been allocated to Gargoyle D.T.E. Marine A.A. oil which will be dealt with under Sub-head E.9. Ships concerned in commission should demand from their stowing yard one gallon of the oil which should be brought into use when required. Warrant and supplying yards or depots should arrange supply to ships concerned of new construction in the usual way. The "fitted" box of spare parts for Chernikoeff logs will contain, as before, one quart of Viscolite L.M. oil only.

6. The pressure of the oil in the log tube should be maintained as high as is obtainable by the injector, though not above 80 lbs. per sq. in. and never as low as the minimum of 17 lbs. per sq. in. shown on the tally plate (30 lbs. per sq. in. in the case of destroyers).

7. Experience has shown that the "minimum pressure of 17 lbs. per sq. in." shown on the log tally plate should be amended to read 30 lbs. per sq. in. in the case of destroyers due to the higher hydrostatic pressures prevailing with these vessels.

8. The following quantities of oil, Pattern 4561, have been requisitioned for purchase for delivery as follows:—

Chatham	Sheerness	Ports-mouth	Devon-port	Rosyth	Preston	Severn	West Riding	Carfin
Galls. 40	Galls. 20	Galls. 40	Galls. 40	Galls. 40	Galls. 420	Galls. 340	Galls. 40	Galls. 40

The following shipments should be arranged by Naval Store Officer, Preston, and Superintending Naval Store Officer, Severn Area, respectively.

From Preston

From Severn Area

	Galls.		Galls.
Aden	20	Mauritius	20
Massawa	20	Colombo	40
Calcutta	20	Durban	40
Fremantle	20	Kilindini	40
Bombay	40	Trincomalee	40
Auckland	40	Esquimalt	40
Sydney	120	Simonstown	40
Alexandria	40	Bermuda	40
Gibraltar	40		
Malta	20		

9. The Rate Book for Naval Stores and the Sea Store Establishments will be amended.

4946.—Turbines, Main—Turning Gear Indicator Light—Removal of—As. and As.

Escort Carriers—"Tracker" and "Smiler" Classes

(D. 02515/45.—30 Aug. 1945.)

The turning gear indicator light in the above mentioned ships is not to be relied upon as a positive indication that the turning gear is disengaged before turning main engines by steam. The light, etc. is therefore to be removed and visual examination is to be carried out in every instance.

2. The Flag Officer, Carrier Training, is to include the following item in the class lists of alterations and additions to the ships concerned:—

"To remove the turning gear indicating light, relay switch and related wiring."

and to report the number allocated.

3. The work is to be carried out by ships' staff at the earliest opportunity.

(B.A.D., 28 Dec., 1944. No. S.R. 5705/44.)

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

4947.—Repair of Instruments (R.A.F. Vocab., Section 6A)—Provision of Spares

(N.S. Air 14940/44.—30 Aug. 1945.)

Arrangements are in hand to provide stocks of instrument spares to R.N. store depots. Since, however, the spares are not generally interchangeable between instruments bearing the same reference number but produced by different manufacturers, Services will only be supplied on demand, with spares appropriate to the make of instruments to be repaired.

2. Repair and maintenance yards (including T.A.M.Y.) and component and Fleet repair ships, etc., may now raise demands for *minimum* stocks of spares of all types required to carry out major instrument repairs.

3. R.N. air stations and carriers may also raise demands but should restrict their requirements to filters, glasses, bezels and sealing rings, unless the Air Electrical Officer is satisfied that he has the equipment and trained personnel necessary to carry out more extensive repairs than these spares will allow. Store depot provisioning will be on the basis that Royal Naval air stations and carriers will not normally carry out major repairs to Section 6A instruments.

4. When raising demands all available information should be given, including the mark and maker's name of the instruments for which the spares are required and reference numbers of spares for British instruments should be as shown in A.P. 1275, Vol. III and A.P. 1086.

5. *American Instrument Spares.*—The position of American instrument spares is not yet fully clarified. A separate A.F.O. will be issued in due course.

6. No allowances of instrument spares will be promulgated in B.R. 377 and B.R. 378 series of publications.

4948.—Consumable, Victualling and Duty Free Mess Stores—Cessation of Demand on reduction to Category "C" Reserve Fleet

(N.S./M. 2207/45.—30 Aug. 1945.)

When H.M. Ships are detailed to reduce to Category "C" Reserve, steps should be taken to cease demanding consumable naval stores and victualling stores except those required for immediate use.

2. Surplus stocks of these stores should be transferred as far as possible to near-by ships in full commission or to ships reducing to Category "B".

3. Transfers of Naval and Victualling stores should be effected on forms S.549.

4. Duty free mess stores should be similarly transferred under the conditions of K.R. and A.I. Article 919 (2A) and paragraph 28 of A.F.O. 3989/45.)

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

4949.—Ammeters, Patterns 12918 and 12919—Introduction

(N.S. 36173/44.—30 Aug. 1945.)

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

Pattern	Description
12918	Ammeter, moving iron, rectangular, projecting type, 5-in. scale with illuminated dial, 0-40, 333 cycles.
12919	As above but 0-60.

2. The instruments are for replacement when necessary in A.C. supply and distribution panels for armament gyro services. The first fitting of the panel is a contractors' liability.

3. Purchase has been arranged from Messrs. Crompton Parkinson, Ltd., under contract C.P.73157/45, for delivery to R.N. Store Depot, Victoria Mills, Mossley, of ten Pattern 12918 and five Pattern 12919, and delivery is anticipated by the end of September, 1945.

4. Authorized services should forward demands to N.S.O., Preston.

4950.—Clocks, Pattern 726—Allowance for Ships' Laundries

(Ships fitted with Laundries.)

(N.S. 19521/45.—30 Aug. 1945.)

An 8-day clock, Pattern 726, is to be allowed for the laundry in each ship so fitted.

2. Ships concerned in commission, not already supplied with a suitable clock for use in the laundry, should forward demands to their storing yards. Supply to

ships of new construction should be arranged by the warrant and storing yards or depots in the usual manner.

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

4951.—Pressure Gauges for Increased Boiler Steam Pressure—Standardization

(N.S. 40970/44.—30 Aug. 1945.)

In view of the requirements of new design ships with an increased boiler steam pressure, it has been decided to add the following pressure gauges to Contract Schedule 112 and the Authorized List of Naval Stores under Subhead B.8, Part B.

Pattern	Description	Rate	Book	Page No.
	Gauge, steam pressure, Bourdons, in round brass or aluminium case with Central hand:—			
5848	5-in. face 0-800 per sq. in.	262	line	11A
5849	7-in. face 0-1,500 per sq. in.	261	line	27B
5850	7-in. face 30 vacuum to 650 lbs. per sq. in. ...	263	line	13A

2. Provision of stocks at the dockyards of these new gauges is being deferred until vessels with a boiler pressure of 650 lbs. per sq. in. come into production.

(Devonport Yard letter No. 1980—2 May, 1945.)

4952.—Handsets, Pattern 12569—Purchase

(N.S. 24346/44.—30 Aug. 1945.)

To provide for possible replacements in key boxes, Pattern 12556, arrangements have been made for a stock of handsets, Pattern 12569, to be available for issue on demand.

2. A contract has been placed with Messrs. Telephone Manufacturing Co., Ltd., on CP. 77846/44, for delivery by December, 1945, as follows:—

Chatham	... ..	5
Portsmouth	... ..	5
Devonport	... ..	5
Rosyth	... ..	5
Carfin	... ..	5
Newcastle	... ..	5
Stroud	... ..	10
Preston	... ..	10

3. Paragraph 3 of A.F.O. 4407/44 is cancelled.

(A.F.O. 4407/44.)

4953.—Radio Interference Suppression Condenser, Securing Clip and Fixing Bar Assembly—Introduction

(N.S. 31995/44.—30 Aug. 1945.)

As a new radio interference suppression condenser, Pattern 19452, designed to withstand rigorous climatic conditions is not fitted with a securing lug, a special phosphor bronze securing clip, Pattern 19706, was introduced.

2. To enable the condenser and the clip to be secured in the minimum space, a fixing bar assembly has now been developed.

3. The suppression condenser, securing clip, and fixing bar assembly have been included in the Authorized List of Naval Stores, under Subhead F.2B, Schedule C.750, as follows:—

Pattern No.	Description
19452	Radio interference suppression condenser (220 volts, 0.25 mfd.).
19706	Securing clip for suppression condenser, Pattern 19452.
19717	Fixing bar assembly for clip, Pattern 19706.

4. These items are only to be demanded when specific authority has been given and demands are to be endorsed with the appropriate authority.

5. An initial distribution of fixing bar assembly should be made by Superintending Naval Store Officer, Severn Area, as follows:—

Store	Quantity
Bombay	250
Ceylon	250
Sydney	250
Bermuda	100
Malta	250
Alexandria	250
Karachi	25
Cochin	25
Chittagong	25
Vizagapatam	25
Madras	25
Calcutta	25

6. Demands should be forwarded to (a) Superintending Naval Store Officer, Stroud, for home services, and (b) the appropriate storing yard for Far Eastern based ships.

(A.F.O. 3537/45.)

4954.—Saws, Cleaning, for External Cleaning of Boiler Tubes

H.M. Ships Fitted with L.P. Air System

(N.S. 29447/45.—30 Aug. 1945.)

A boiler tube cleaning saw of special design has been introduced for use in H.M. ships fitted with L.P. air systems.

2. The function of the saw is to dislodge and remove, by means of compressed air, accumulations of furnace deposit from between boiler tubes adjacent to water drum tube plates. The type of saw is indicated in A.F.O. Diagram 326/45.

3. The saws have been allocated Pattern No. 8098 and will be dealt with as permanent Naval stores under Subhead B, Item 11, Part C.

4. Arrangements have been made for 300 to be manufactured in H.M. Dockyard, Rosyth, and distribution as shown in Appendix 1 will be arranged on completion.

5. H.M. ships in commission fitted with L.P. air system should forward demands to appropriate storing yards in accordance with the allowances shown in Appendix 2. Supply to new construction vessels concerned should be arranged by warrant yards and supplying depots in the normal manner.

6. The Authorized List of Naval Stores and the Sea Store Establishments concerned will be amended.

APPENDIX 1

Distribution from Rosyth

S.N.S.Os., Devonport, Portsmouth, Chatham, Severn Area, Mersey Area, West Riding Area, Rosyth	30 No. to each
S.N.S.O., Sydney (R.N.)	50 No.
S.N.S.O., Ceylon	30 No.
S.N.S.O., Durban	10 No.

APPENDIX 2

Allowances—if fitted with L.P. Air System

Class of Vessel	Quantity
Capital ships	2 No.
Aircraft carriers and " Unicorn "	2 No.
" Perseus " and " Pioneer "	2 No.
Cruisers	2 No.
Monitors	2 No.
Repair and depot ships (other than destroyer depot ships)	2 No.
Netlayers	2 No.
Destroyer depot ships	4 No.

4955.—Steel Wash Cabinets, Pattern S.733A—Basins for

(N.S. 16299/45.—30 Aug. 1945.)

A modified type of basin incorporating an anti-splash rim and complete with waste fittings has been introduced for use with Pattern S.733A steel washing cabinet.

2. Stocks of Pattern S.733A washing cabinets at yards and depots are to be fitted with the new wash basin and fittings on receipt of deliveries from contractors.

3. Ships which have been supplied with Pattern S.733A washing cabinets should demand the modified type of basin complete with waste fittings from storing yards and return to store the existing basins now obsolete.

4. Orders have been placed at Admiralty for 4,000 basins and fittings to the modified design for delivery to home yards and (Superintending) Naval Store Officers at foreign yards should forward supplementary demands to meet estimated requirements.

4956.—Tanks, Oil Fuel, External—Modification to First Filling Pipes—As. and As Submarines

(D. 05250/45.—30 Aug. 1945.)

Item Nos. : " S " class	623
" T " class	625

Classification A*

2. Experience has indicated that in submarines fitted to carry external oil fuel, it is possible for the bottom of the compensating water pipe to the external tank to get clear of the sea water in the tank. This condition is most undesirable, as the sub-pressure pump suction operates through the compensation water pipe and fuel would therefore be pumped instead of sea water.

3. In view of the above the following modification is to be carried out in all 1940 " S " and " T " class submarines equipped to carry external oil fuel:—

The first filling pipe of the oil fuel system to all external tanks in which oil fuel is carried is to be shortened such that the minimum distance between the bottom of the pipe and the lowest point of the tank is 18 in. and the compensating water pipe carried to the middle of the tank.

4. Separate action is being taken by the Admiralty for vessels under construction.

(Admiral (S/M), 16 Mar. 1945, No. 418/S.M. 489.)

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

Section 4

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

4957.—Aircraft—Immersion Suit, Naval Aircrew No. 1—Underclothing to be Worn

(V/1/6390/45.—30 Aug. 1945.)

Items of warm clothing suitable for wear under the immersion suit, naval aircrew, No. 1, and the arrangements for supply are shown below:—

2. *Stockings, Sea-boot.*—These may be supplied on loan from the stocks carried in H.M. Ships and Naval Establishments for loan issue for other services. Ships and establishments concerned should report if any increase in the authorized allowance is necessary to provide for this service.

3. *Drawers, Winter.*—Aircrews required to wear the immersion suit who have not received the gratuitous issue of warm clothing authorized by A.F.O. 5649/43 may be supplied with two pairs of winter drawers on personal loan. A note of the issue is to be made on the appropriate page of the individual's pay book (Form S.43A). If individuals to whom a loan issue has been made subsequently become entitled to a gratuitous issue under A.F.O. 5649/43 the two pairs of drawers supplied on loan are to be regarded as issued gratuitously and no further issue of these items should be made.

4. *Vests, Winter, or Jersey.*—Winter vests are included in the compulsory kit of all ratings not dressed as seamen and in the normal outfit of officers. Ratings not dressed as seamen can also wear the pullover in their optional kit. A jersey is in the compulsory kit of all ratings dressed as seamen.

5. *Suits, Flying, Inner* (Ref. 22c/303-309).—These are supplied to all aircrews as part of their flying kit.

(A.F.Os. 5649/43, 5695/44 and 1877/45.)

4958.—Debarkation Nets, American Pattern—Supply

L.S.H. (L), L.S.I. (L), L.S.T. (2), L.S.T. (3)

(N.S. 29320/45.—30 Aug. 1945.)

American type debarkation nets, size 5 ft. by 25 ft., of chain and wood construction, have become available and will be dealt with as naval stores under Sub-head E.12. The nets are allowed to the following classes of landing ships proceeding to the Far East:—

Class of Ship	No. of Nets per Ship	No. of Spare Rungs per Ship	
	
L.S.H. (L) ...	6	...	36
L.S.I. (L) ...	10	...	60
L.S.T. (2) ...	2	...	14
L.S.T. (3) ...	2	...	14

2. Stowage dimensions of these nets are 5 ft. by 15 in. diameter and suitable stowage positions should be arranged by ship's officers.

3. Demands should be forwarded to Superintending Naval Store Officer, H.M. Dockyard, Devonport, or Superintending Naval Store Officer, Ceylon, as appropriate.

4. The supply of 324 No. nets and 1,950 No. spare rungs to Ceylon has been arranged from Devonport.

4959.—Ball and Roller Bearings—Procedure for Ordering and Progressing

(P(L) 1302/45.—30 Aug. 1945.)

The post of Inspector of Machine Tool Utilization lapsed on 27th July, 1945, and as from that date Admiralty liaison with Bearing Control was transferred to Director of Electrical Engineering, Bath.

2. A.F.O. 5212/42 should be amended accordingly.

(A.F.O. 5212/42.)

4960.—Meat—List of Home Ports Contracts—Amendment

(C.P. 5/7816/45.—30 Aug. 1945.)

The following further amendment should be made to the above list of meat contracts:—

	Insert	Agent
BARROW-IN-FURNESS.	J. H. Dewhurst, Ltd., 14, West Smithfield, London, E.C.1.	British & Argentine Meat Co., Ltd., 13, Crellin Street, Barrow-in-Furness. Telephones: Barrow 157.

(A.F.O. 3540/45.)

4961.—Vegetable Contracts, 1944/1945

(C.P. 5/18471/45.—30 Aug. 1945.)

The above contracts have been extended for a further two months from 1st September, 1945, to 31st October, 1945, with the following exceptions, concerning which a further A.F.O. will be promulgated:—

Eastbourne,
Newhaven,
Campbeltown,
Loch Long and Gareloch,
Dunoon.

Contracts will be negotiated for the ensuing 12 months from 1st November, 1945, to 31st October, 1946, in respect of which a further A.F.O. will be promulgated.

The current vegetable contract at Newport (Mon.) with T. Morgan & Co., 68, Commercial Road, Newport (Mon.) is not being renewed and a fresh contract for the period 1st November, 1945, to 31st October, 1946, is being placed as follows:—

C.P. 16898/45	Richard England Ltd., West Bute Dock, Cardiff.	Telegrams "England" Cardiff	Telephone 2627 Cardiff
Agent	Richard England Ltd., Dock Street, Newport, Mon.	Telephone Newport (Mon)	4519

4962.—Bearing Control Recovery Depot—Closing Down

(P (L) 1524/45.—30 Aug. 1945.)

The Bearing Control, Ministry of Supply, closed down the Bearing Control Recovery Depot, High Wycombe, Bucks, on 15th August, 1945.

2. No further used ball and roller bearings should therefore be despatched to that depot.

(A.F.O. 2418/44 is cancelled.)

4963.—Dragon's Blood, Pattern 24A—Substitute for

(N.S. 17132/45.—30 Aug. 1945.)

Supplies of dragon's blood, Pattern 24A, are not now obtainable and the use of spirit blood, red, 145427, a product of Messrs. Williams (Hounslow), Ltd., has been approved as a substitute.

2. This substitute should be used in alcoholic solution at a concentration of one-fifth of that of dragon's blood, i.e., a 2 per cent. solution of the dyestuff replacing a 10 per cent. dragon's blood solution.

(Portsmouth Y.L. No. 3416, 26 May, 1945.)

4964.—Victualling of Persons not belonging to the Royal Navy—Contractors' Employees, etc.

(V. 3/2672/44.—30 Aug. 1945.)

Considerable inconvenience is still being caused by failures to furnish the correct names and addresses of private firms whose employees have been victualled on board. Examples of wrong or insufficient names and addresses furnished recently by Supply Officers are shown in the appendix to this Order. The attention of Supply Officers is, therefore, again drawn to K.R. & A.I., Article 1818, regarding the arrangements for the victualling of persons not belonging to the Royal Navy and the method of recovery of cost, and to Article 1700, paragraphs 11 and 14, regarding the preparation of the Abstract of the Ledger and Classified Summary of Victualling in respect of such persons. Much avoidable correspondence and delay in the preparation of claims for the cost of victualling are caused by failure to comply with these regulations.

2. Nominal lists rendered in compliance with K.R. & A.I., Article 1818, Clause 3, paragraph 4, and Classified Summaries of Abstract of Victualling are often rendered with incomplete or incorrect particulars concerning persons not

belonging to the Royal Navy. In many instances the details of contractors' addresses have been insufficient or omitted altogether. It is essential that the correct names and full addresses of private firms and the exact periods during which their employees have been victualled should be shown. In cases of doubt or difficulty the Local Ship or Emergency Repair Overseer should be asked for the required particulars.

3. There is no objection to copies of the nominal list forwarded to the Director of Victualling in accordance with K.R. & A.I., Article 1818, Clause 3, paragraph 4, being sent to private contractors for their information, but these should *not* be valued or presented to them as claims.

4. Naval air stations will continue to recover the cost of victualling from contractors' employees before they leave the establishment, in accordance with instructions in Naval Air Stations Standing Order 2151.

5. In the case of persons messed in accordance with K.R. & A.I., Articles 1685 and 1690, and consequently *not* victualled, a suitable notation should be made against their names in the ledger. They should *not* be shown in the Classified Summary of Abstract of Victualling.

APPENDIX

<i>Names and Addresses as furnished by Supply Officers</i>	<i>Correct Names and Addresses</i>
Messrs. Mackenzies, Liverpool.	Messrs. James McKenzie, Ltd., Grange Road West, Birkenhead.
Messrs. Kinnard & Co., Ltd., Greenock.	Messrs. J. A. Kinnaird & Co., Ltd., Electrical Engineers, 29, Kelly Street, Greenock.
Cork Insulation Co., Ltd., Barry Road, Hillington, Glasgow.	Cork Insulation & Asbestos Co., Ltd., Barrie Road, Hillington, Glasgow.
Humber Ship Co., Hull.	Humber Shipwright Co., Ltd., St. Andrews Dock, Hull.

(K.R. & A.I., Articles 1685, 1690, 1700 and 1818.)

(A.F.O. 2996/44.)

(A.F.O. 738/45 is cancelled.)

4965.—W.R.N.S.—Badges for Chart Correctors

(N. 13117/45.—30 Aug. 1945.)

Approval has been given for W.R.N.S. Chart Correctors to wear the same non-substantive badge as Plotters and Bomb Range Markers, i.e. pair of dividers, Pattern No. 624A or X.249B, instead of the Writer badge. An initial free issue of these badges is to be made to the ratings concerned.

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

Section 1. *Against* Pattern Nos. 614A and X.135B *delete* "Chart Corrector";
Against Pattern Nos. 624A and X.249B *insert* "Chart Corrector".

Section 2. *Against* "Chart Corrector" *amend to read* as follows:—
"Chart Corrector 624A X.249B Pair of dividers".

3. A.F.O. 1049/44 is to be amended as follows:—

Section 1. *Under Arm Badges*—Non-substantive.

Delete:—

"Pattern 624A (on blue)	} Plotter and Bomb	{ each 0 0 5
Pattern X.249B (on white)			Range Marker.	{ each 0 0 2 "

and substitute:—

"Pattern 624A (on blue)	} Plotter, Bomb Range	} each 0 0 5
Pattern X.249B (on white)			Marker and Chart	{ each 0 0 2 "
	Corrector.	

(A.F.Os. 1049/44 and 4225/45.)

4966.—Water Containers for Life Floats—Inspection, Rejection and Condemnation of

(V. 2/8881/44.—30 Aug. 1945.)

The water ration supplied from the victualling yards for emergency use on ships' rafts, consists of an air-tight container approximately 11 in. square, holding eight "beer can" type tins, each tin containing 12 fluid ounces of sterilized water. Two openers secured by chains, together with metal cups for easy distribution of the water ration, are enclosed in each container.

2. The containers should be painted to match the ships' weather work before they are stowed on the rafts, and should be removed thereafter for periodical painting.

3. Inspection of the containers should be carried out at regular intervals of 3 months. Canned water will keep in good condition for 12 months or more, provided the cans are air-tight and properly protected from external moisture to prevent rusting, and it is necessary, therefore, that the outer metal containers shall remain hermetically sealed and be generally in sound external condition. The date of packing, month and year, is embossed on the container. Damaged or very rusty containers should not be placed in the floats. They should be opened and the cans examined, and any of the latter in serviceable condition may be used, if necessary, for replacements after inspection has been made as outlined in paragraph 5 below.

4. If the outer containers are in a sound external condition it is advisable for one or two to be selected at random and opened up for inspection of the cans of water. In ships or establishments which possess the necessary facilities, this can best be done by carefully removing the entire top of the outer container so that it can be replaced and re-soldered to ensure that it is hermetically sealed.

5. If, on inspection of the cans of water, any of the undermentioned conditions are found to be present, the water is to be rejected as unfit for use:—

(i) *Denting*.—If the can reveals a dent which would reduce appreciably the head space or weaken the side seam materially, a dent exceeding $\frac{1}{8}$ in. in depth is deemed appreciably to reduce the head space and any dent within $\frac{1}{4}$ in. of the side seam would weaken it materially.

(ii) *Loss of vacuum*.—If the can reveals loss of vacuum indicated by the "click" test. The "click" test is as follows:—

Strike the rim of the can sharply with the palm of the hand. A resultant sharp click reveals maintenance of vacuum; loss of vacuum is revealed by a dull sound and the water may be turbid and unsuitable for issue, although in emergency it could probably be drunk without injurious effects.

(iii) *Rusting*.—If the external surface of the can shows any sign of rust or corrosion.

(iv) *Age*.—If the age of the supply exceeds 12 months from the date of canning. The month and year of canning is indicated on each can.

(A.F.O. 3111/44.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

4967.—Amendments to Books

(E.F.O.—30 Aug. 1945.)

The undermentioned amendments (A.F.Os. P.725-732) to Establishment of Aircraft Stores 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 books.

A.F.O. P.725/45.—B.R. 377 (General)—A.S.E.—Amendment No. 39.

P.726/45.—B.R. 378 (General)—A.S.E.—Amendment No. 78.

P.727/45.—Provision Repair and Maintenance Yards—Amendment No. 1.

P.728/45.—Provisional Aircraft Stores Establishment—H.M.S. "Unicorn"—Amendment No. 8.

P.729/45.—Provisional Repair Ship Group—A.S.E.—Amendment No. 5.

P.730/45.—Provisional Squadron Servicing Unit (General Stores)—Amendment No. 10.

P.731/45.—B.R. 380/C—Firefly—List of M Items—Amendment No. 17.

P.732/45.—B.R. 380 (C)—Firefly—S.A.T.L.—Amendment No. 18.

(A.F.O. 4776/45.)

4968.—B.R. 317 (30)—Preparation of the Mine, Mark XVI, Asy. Nos. 5, 6 and 8—Issue

(T.873/45.—30 Aug. 1945.)

Copies of the above book are being issued by the Superintending Naval Store Officer, R.N. Store Depot, Park Royal, N.W.10, without demand, to all concerned.

4969.—B.R. 377 and B.R. 378—Amalgamation

(N.S. Air 10626/45.—30 Aug. 1945.)

It has been decided to amalgamate into one book the allowances now appearing in the under-mentioned publications:—

B.R. 377 Aircraft Stores Establishment for R.N. Air Stations.

B.R. 378 Aircraft Stores Establishment for H.M. Ships.

— Provisional Establishment of Aircraft General Stores and Equipment for H.M.S. "Unicorn".

— Provisional Establishment of Aircraft General Stores and Equipment for Repair Ship Groups.

— Provisional Establishment of Aircraft General Stores and Equipment for Repair and Maintenance Yards.

— Provisional Establishment of Aircraft General Stores and Equipment for Squadron Servicing Units.

2. The new book will bear the number B.R. 378.

3. A specimen of the new form is shown in the Appendix hereto.

4. Promulgation of the combined allowances will be made on the new forms, section by section, in the form of amendments, through the "P" series of A.F.Os., sufficient copies of which will be printed to enable all copies of the above-mentioned publications to be amended.

5. Section 5K and all parts of Section 10 have been prepared and will be distributed shortly.

6. As the form is of foolscap size, it becomes necessary for the covers of B.R. 378 now in use to be replaced by foolscap covers. A supply of these has been made available and one set will be distributed from R.N. Store Depot, Shepherds Bush, without demand, to all holders of copies of B.R. 378, when the first amendment on the new type of form is distributed.

AIRCRAFT STORES ESTABLISHMENT

B.R. 378

Classification		1	2		
Description		3	4		
Denomination		5	6		
Squadrons	Mobile Equipment	1	to 4	5	6
		7	to 12	6	7
		13	to 24	7	8
		25	to 48	8	9
		25	to 48	8	9
G.A. Equipment		9	10		
Carriers	Stock	1	to 24	10	11
		25	to 48	11	12
		49	to 60	12	13
		61	to 96	13	14
R.N. Air Stations	Class "A" and "C"	G.A. Equipment	Engineering	14	15
			Armament	15	16
			Radio	16	17
			Instrument and Electrical	17	18
			Stock	18	19
			Class "B"	19	20
Storage Establishments		20	21		
Repair Services	Ships	Repair	21	22	
		Maintenance	22	23	
		Fleet	23	24	
		Maintenance	24	25	
		Component	25	26	
		Engine	26	27	
S.S.U.		27	28		

4970.—Aircraft Store Establishments—Amendments

(N.S. Air 10621/45.—30 Aug. 1945.)

In order to make available to the Service details of the applicability of Airframe spares allowances to the various "marks" of aircraft of any one type, a revised format which includes columns for interchangeability, and in the case of B.R. 377 type series provides allowances also for Component Repair Ships, Maintenance Repair Ships and Squadron Servicing Units has been adopted for amending Section 26 (including the late Section 24) of current A.S.Es.

2. The insertion of this additional information has resulted in the enumeration of the columns on these pages differing from that of other sections in the books concerned, and this point should be borne in mind in connection with the memorandum of instructions.

Amendments have already been promulgated as follows :—

B.R. 378(C).	A.F.O. P.77/45.
B.R. 377(C).	A.F.O. P.313/45.
B.R. 377(J).	On first print.

4971.—B.R. 980 (Q) (3) (Restricted)—Range Table 619 and High Angle Fuze Scale 620 for Q.F. 4-in. 50 cal. Guns, Mark IX (U.S.) May, 1945—Issue

(G. 4575/45.—30 Aug. 1945.)

The above mentioned range tables are now in the press.

2. Copies will be issued to all concerned, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

4972.—B.R. 1000 (Restricted)—40-mm. A.A. Gun—Description and Operation (O.P. 820A)—Withdrawal

(G. 5850/45.—30 Aug. 1945.)

B.R. 1000 (Restricted) has now been removed from B.R. 1—Books of Reference and I.D. Catalogue and all copies should be withdrawn and disposed of in accordance with the instructions laid down in B.R. 1.

4973.—B.R. 1034 (10)—Handbook of Components and Testing Apparatus for Independent Mines—Charge Cases and Fittings—Issue

(T. 919/45.—30 Aug. 1945.)

Copies of the above book will shortly be issued by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, N.W.10, without demand to all concerned.

4974.—B.R. 1273—Machinery Information Book L.C.M. (7)—Issue of

(P. 05944/45.—30 Aug. 1945.)

The machinery Information Book for L.C.M. (7), numbered B.R. 1273, is now ready, and will be issued on demand on the following basis :—

L.C.M.S.O., Bombay	...	...	...	...	1
L.C.M.S.O., Staines	...	...	...	...	1
Each L.C.M. (7)	...	...	...	...	1
Base Engineer Officers having L.C.M. (7) under their administration.	...	...	...	...	1
Landing Craft Emergency Repair	...	...	...	...	1
Maintenance Ships (L.C.)	...	...	...	...	1
Landing Ships Emergency (L.C.)	...	...	...	...	1

2. L.C.M. (7) Flotilla Engineer Officers, Base Engineer Officers and ships concerned are to forward demands for copies on the above scale through their Administrative Authorities.

3. Demands abroad are to be made on the Distributing Authority, Bombay. Demands at home are to be made as follows :—

Portsmouth Command ... The O.U. and B.R. Officer,
Portsmouth Book Office,
54, Bedford Street,
Leamington Spa.

Plymouth Command ... The B.R. and O.U. Officer,
Royal Naval Port Library:
Devonport.

Other Services ... The Superintending Naval Store Officer,
Royal Naval Store Depot,
Elveden Road,
Park Royal, N.W.10.

4975.—B.R. 1285 (Restricted)—Handbook for the Ordnance, Q.F., 40-mm., Mark I on Mountings, 40-mm., A.A., Marks I, IA, IB, II and III and Platforms, 40-mm., A.A. Mountings, Marks I and II, 1941—Issue

(G. 5151/45.—30 Aug. 1945.)

The above-mentioned War Office publication has been taken into the Naval Service and added to the B.R. Catalogue.

2. Copies will be issued to all concerned, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

4976.—Aircraft—Improvement Charts

(A/AE. 493/45.—30 Aug. 1945.)

With reference to paragraph 3 of A.F.O. 1751/45, it should be noted that the undermentioned charts have been issued to date :—

(a) *Avenger* ... With Admiralty Letter A/AE.493/45 of
3rd May, 1945.
Amendment No. 1 ... With Admiralty Letter A/AE.493/45 of
8th August, 1945.

(b) *Barracuda II*
(i) Blackburn Production } With Admiralty Letter A/AE.493/45 of
(ii) Fairey Production ... } 28th May, 1945.

(c) *Barracuda III*
Boulton and Paul Pro- With Admiralty Letter A/AE.493/45 of
duction. 12th August, 1945.

(d) *Corsair* ... With Admiralty Letter A/AE.493/45 of
14th May, 1945.

(e) *Hellcat* ... With Admiralty Letter A/AE.493/45 of
3rd May, 1945.

(f) *Seafire III*
Westland Production ... With Admiralty Letter A/AE.493/45 of
28th May, 1945.

(g) *Seafire XV*
Westland and Cunliffe With Admiralty Letter A/AE.493/45 of
Owen Production. 12th August, 1945.

(A.F.O. 1751/45.)

(A.F.O. 3252/45 is cancelled.)

4977.—R.N. Air Station, Drem—Telegraphic Address

(A. 0956/45.—30 Aug. 1945.)

The telegraphic address of R.N. Air Station, Drem, is "Conas Drem".

(C.A.F.O. 811/45.)

4978.—R.N. Air Station, Rattray—Telegraphic Address

(A. 66/45.—30 Aug. 1945.)

The telegraphic address of R.N. Air Station, Rattray, is "CONAS PETERHEAD" and not as previously promulgated.

(A.F.O. 3409/45.)

4979.—Cashier, H.M. Dockyard, Devonport, and Area Cashier, Accrington—Addresses

(D.N.A. 29401/45.—30 Aug. 1945.)

The office of the Cashier, H.M. Dockyard, Devonport, has removed from Ivybridge to the dockyard. The present address is The Cashier, H.M. Dockyard (South), Devonport.

2. The address of the Area Cashier, Accrington, is now "Steinway House" Whalley Road, Accrington, Lancs. (Telephone No. Accrington 3447.)

4980.—French North Africa—British Naval Authorities

(M. 2405/45.—30 Aug. 1945.)

Correspondence continues to be addressed to various authorities in French North Africa who no longer exist, or to ships no longer in the area.

2. The only British Naval Authorities remaining in French North Africa are :—

Algiers	British Naval Liaison Officer (B.N.L.O.) who is also Commanding Officer, H.M.S. "Hannibal" (the base ship for British Naval personnel at Algiers—accounts in H.M.S. "St. Angelo").
Bizerta/Ferryville ...	Senior British Naval Officer, Tunisia (S.B.N.O., Tunisia), who is also Commanding Officer, H.M.S. "Hasdrubal" (the base ship for British Naval personnel at Bizerta/Ferryville—accounts in H.M.S. "St. Angelo"). H.M. ships refitting at Ferryville.
Oran	British Naval Liaison Officer (B.N.L.O.).

4981.—H.M.S. "Ganges"—Postal Address—Routeing of Personnel and Stores

(M. 3127/45.—30 Aug. 1945.)

Attention is drawn to A.F.O. 4846/45 in Section 2 of this issue.

4982.—Royal Marine Establishments in the Exmouth Area—Address for Correspondence and Stores

(M/R.M. 881/33/45/A.3.—30 Aug. 1945.)

Confusion and delay is being caused by correspondence and stores for R.M. establishments in the Exmouth Area being incorrectly addressed.

2. The establishments consist of the Depot, R.M., at Lympstone, and certain units at Dalditch Camp. The whole are under the command of a Brigadier, with title Commander, Royal Marine Training Group (Devon). There is no longer a Brigadier at the depot. Correspondence affecting units in the group should be sent to the Group Commander unless of a minor or routine nature.

3. The correct address and railway stations are as follows :—

(1) For Group Headquarters—

The Commander,
R.M. Training Group,
Exmouth, Devon.

Telephone—Exmouth 2258.

Telegrams—Magrange, Lympstone.

Railway Station—Exeter (Central or St. David's).

(The actual location of the headquarters is at the Grange, Lympstone.)

(2) For Units at Dalditch Camp :—

The Commanding Officer,

(Name of Unit),

Dalditch Camp,

Nr. Exmouth, Devon.

Telephone—Budleigh Salterton 667.

Railway Station—Exeter (Central or St. David's).

(3) For Depot, R.M.—

The Commanding Officer,

Depot, R.M.,

Lympstone,

Exmouth, Devon.

Telephone—Topsham 8391.

Telegrams—Marine, Exton, Devon.

Railway Station—Exeter (Central or St. David's).*A.F.O. 2283/44 is cancelled.***4983.—Label, Ammunition—N.942—Introduction**

(A.S. 8993/45.—30 Aug. 1945)

Serial No.	Description	Where used.	Page in Form O.6	Authority
N.942	Cartridges, Q.F., 4-in., Mark XIX guns :— 4—Shrapnel, Mark . . . Foil.	Between battens on lid of box C.154.	6	A.S.8993/45

2. Labels should be demanded as necessary from Senior Armament Supply Officer, Finchfield House, Compton, Wolverhampton.

4984.—Labels, Ammunition—N.967 and N.968—Introduction

(A.S. 9009/45.—30 Aug. 1945.)

Serial No.	Description	Where used	Page in Form O.6	Authority
N.967	Detonators :— 15—No. 36M grenade, Mark VII, 4 sec. delay.	In recess on bottom of cylinder, No. 537.	19	A.S.9009/45
N.968	300—No. 36M grenade, Mark VII, 4 sec. delay (in 20 cylinders, No. 537).	On end of package	19	A.S.9009/45

2. Labels should be demanded as necessary from Senior Armament Supply Officer, Finchfield House, Compton, Wolverhampton.

4985.—Labels, Ammunition—N.970, N.971 and N.972—Introduction

(A.S. 9208/45.—30 Aug. 1945.)

Serial No.	Description	Where used	Page in Form O.6	Authority
N.970	Cartridges, Q.F., 4-in., Marks XII and XXII guns :— 4—F.A., H.E., Mark . . . Foil.	Between battens on lid of box C.154.	7	A.S.9208/45
N.971	4—F.A., S.A.P., Mark . . . Foil.			
N.972	4—F.A., practice, Mark . . . Foil.			

2. Labels should be demanded as necessary from Senior Armament Supply Officer, Finchfield House, Compton, Wolverhampton.

4986.—Form S.1521—Form of Enrolment (W.R.N.S.)—Amendment

(N. 14338/45.—30 Aug. 1945.)

The form of enrolment in the W.R.N.S. is being revised and the following amendments will be made :—

Question 12 will read—" Do you agree to give full-time service until you are due for release in your Age and Service Group, under the general conditions, and at the rates of pay laid down for the W.R.N.S."

Question 13—" Within the United Kingdom " will be deleted.

Question 18 will read—" Are you willing to enrol for service in the W.R.N.S. for the present emergency and until you are due for release in your Age and Service Group, and do you understand that you may be discharged should the Admiralty no longer desire to retain your services."

DECLARATION will read—" I (blank) do solemnly declare that the answers given by me to the foregoing questions are true. I fully understand the conditions and liabilities set out above and that I shall not be entitled to claim marriage priority until the termination of the present emergency, and I hereby agree to serve in the W.R.N.S. under these conditions, as from (blank)."

Until supplies of the new form S.1521 are available existing forms are to be altered, in manuscript, accordingly.

4987.—A.M.D.Is.

(E.F.O.—30 Aug. 1945.)

Admiralty Merchant-Ship Defence Instructions (A.M.D.Is.), Nos. 34-35/45, are being distributed concurrently with this issue of A.F.Os.

(A.F.O. 4523/45.)

4988.—Air Publications Distributed During the Week Ending 11th August, 1945

(N.S. Air 8858/45.—30 Aug. 1945.)

The following Air Publications have been distributed from the R.N. Store Depot, 6, Murray Street, Belfast.

General Publications

A.P. No.	Description	Distribution
T.O. 00-45-1 (dated 5th February, 1945).	Interchangeability and Cross Reference Charts—Accessories for Airplanes—Engines.	Initial General.

A.P. No.	Description	Distribution
T.O. 03-20-1 (dated 15th May, 1945).	List of Propellers and Governors for Service Aircraft.	Initial General.
Nav-Aer 05-15-504 (dated 15th October, 1942).	Report on Gyro Flux Gate Compass by Instrument Section, Engineering Division Naval Aircraft Factory, Navy Yard, Philadelphia.	Initial General.
A.N. 11-45-28 (dated 15th November, 1944).	Illustrated Parts Catalogue for Turret Models, Grumman 150SE-1 and 150SE-2.	Initial General.
A.N. 16-40SCR522-2 (dated 30th December, 1944).	Handbook of Operating Instructions for Radio Sets SCR-522-A and SCR-542-A.	Initial General.

4989.—Air Publications Distributed During the Week Ending 11th August, 1945

(N.S. Air 8858/45.—30 Aug. 1945.)

The following Air Publications have been distributed from the R.N. Store Depot, 191A, Askew Road, Shepherds Bush, W.12.

A.P. No.	Description	Distribution
(i) Air Diagrams		
A.D. 4232, Sheet 1 (August, 1944).	Voltage Regulators, Type C, D, F, H and J.	Initial General.
R.N. Air Diagram A/93	Avenger Oil System	Initial General.
(ii) Miscellaneous		
A.M.P. No. 180	Notes on Operating Airborne Communication Equipment.	Initial General.
A.M.P. No. 181	Wave Guides	Initial General.

4990.—A.P. 2802C—"The Rocket Racket"—Change of Number

(A.E. 1521/45.—30 Aug. 1945.)

A.P. 2802C—"The Rocket Racket" has been reprinted as an Air Ministry Pamphlet.

2. All holders are to delete "A.P. 2802C" from the top right-hand corner of the publication and substitute "A.M.P. No. 187".

3. A.P. (N) 1 will be amended.

4991.—A.P. 2580A—"Bag the Hun!"—Change of Number

(A.E. 1556/45.—30 Aug. 1945.)

A.P. 2580A—"Bag the Hun!"—has been renumbered as an Air Ministry pamphlet.

2. All holders of this publication are to delete "A.P. 2580A" from the bottom right-hand corner of the cover and top right-hand corner of page 1, and substitute "A.M.P. 189".

3. A.P.(N) 1 will be amended.

Section 6.—SHORE ESTABLISHMENTS

4992.—Recruitment to Established Posts in the Civil Service during the Reconstruction Period—Position of Temporary Civil Servants over age 30

(C.E. 56996/45.—30 Aug. 1945.)

The following amendments to and explanations of the scheme of recruitment by departmental nomination for certain classes of temporary civil servants over age 30 announced in A.F.O. 4220/45 are promulgated for information and guidance:—

Paragraph 6 (c).—The phrase “until the time of the competition” is not strictly in accordance with the reconstruction regulations; it should be “until the date of the application to enter the competition”

Paragraph 10.—The dividing line between the 30–40 and the 40–50 age groups should be fixed at the 31st December, 1945, i.e., candidates not older than 40 at the 31st December, 1945, should be included in the 30–40 group, and candidates older than 40 at that date in the 40–50 group.

A candidate over 50 but not over 55 is allowed to deduct from his actual age the amount of any prior service reckonable for pension purposes. That means that he will generally be allowed to deduct an amount equivalent to one half of his temporary service. Temporary service from the age of 18 normally counts in half for pension.

Paragraph 11.—“Continuous service” for the purpose of this paragraph must be either full-time service or part-time service of 18 hours or more per week.

The continuity rule laid down in Fleet Orders for the reckoning of service as continuous for incremental purposes does not wholly apply. Periods of service on a different class of work or in an inferior grade do not disqualify a candidate for establishment.

As regards the requirement that the two years’ qualifying period must normally have been served “immediately before the recommendation for establishment”, it should be assumed that the recommendation of individuals for establishment will take place at the end of October, 1945.

Paragraph 20.—The words “had not had the qualifying period of service at the end of the war in Europe” should read “had not had the qualifying period of service at the time of the first review”.

(A.F.O. 4220/45.)

4993.—Recruitment to Established Posts in the Civil Service—Position of Temporary Civil Servants—Reports on Candidates over Age 30

(C.E. 57476/45.—30 Aug. 1945.)

It has now been decided that the reports called for in paragraphs 15 and 19 of A.F.O. 4220/45 shall be rendered on a form which has been specially prepared for the purpose. A copy of the form is reproduced as an appendix to this Order.

2. Copies of the form will be supplied, on request, by C.E. Branch II (Bath), but if time does not permit of copies being obtained in this way, sufficient copies of the form should be reproduced locally.

3. If reports on candidates in accordance with paragraphs 15 and 19 of A.F.O. 4220/45 have already been rendered, new reports on the appropriate form should be prepared and forwarded as soon as possible.

4. It will not now be necessary for establishments to arrange in order of merit the names of those recommended for established posts under this scheme.

APPENDIX

Confidential

(Page 1)

Report in accordance with A.F.O. 4220/45

Name..... Rank..... Branch.....
 Date of birth..... Date of entry into (a) Public Service.....
 (b) Department (if different from (a))..... (c) Present grade.....
 (For notes on compiling the report, see page 2)

SECTION I.—PERFORMANCE OF DUTIES IN PRESENT GRADE

	Marking (<i>see note (1)</i>)	Remarks
1. Knowledge :—		
(a) of Branch		
(b) of Department		
2. Personality and force of character		
3. Judgment		
4. Power of taking responsibility		
5. Initiative		
6. Accuracy		
7. Address and tact		
8. Power of supervising staff		
9. Zeal		
10. Official conduct (<i>see note (2)</i>)		

General remarks (including note of any special qualifications not included above) :—

SECTION II.—DEGREE OF FITNESS FOR ESTABLISHMENT

Delete all but one of the following :—

Exceptionally well qualified. Highly qualified. Qualified. Not qualified.

Remarks :—

I HEREBY CERTIFY that in my opinion the conduct, standard of efficiency, and degree of fitness for establishment of the officer named hereon are as stated.

Signature

Rank

(Certifying Officer)

(Page 2)

Notes

Section I

Note (1).—Insert in this column A, B, C, D or E, against each item according to the following appraisalment :—

- A. Outstanding.
- B. Very good.
- C. Satisfactory.
- D. Indifferent.
- E. Poor.

Note (2).—An A or B marking is inappropriate for this item.

Note (3).—This report is to be regarded as confidential: but an E marking against any item must be communicated in duplicate to the officer concerned.

The officer should be required to sign and return one copy of intimations of E markings as evidence that he has been notified; he may, if he so desires, add observations.

Section II

Note (4).—The estimate of fitness for establishment should be related to the officer’s capacity for the performance of the duties of the grade for which nominated. If he is marked “Exceptionally well qualified” or “Not qualified” the reasons for the marking should be stated; and in general reporting officers should make the fullest use of the “Remarks” space.

General

Note (5).—Every effort should be made to arrive at a just estimate of the qualities of the officer at the time the report is made. Where less than six months’ experience of a candidate’s work is available, the reporting officer should consult his previous superior officer or officers, so far as this is practicable, and should indicate whether this has been done.

(A.F.O. 4220/45.)

4994.—Civilian Personnel Transferred to or from the United Kingdom or between Establishments Abroad—Pay and Allotments—Accumulated Leave on Return to United Kingdom

(D.N.A. 2827/45.—30 Aug. 1945.)

All civilian personnel, industrial and non-industrial, transferred to or from the United Kingdom or between establishments abroad are to be provided with a "Duplicate" Form D.135, which should be so marked. When circumstances do not permit of the form being fully completed, a copy should be completed as far as possible and issued to the individual as a "Provisional Pay Statement". It is important that particulars of leave and sick leave should be furnished (see paragraph 16), and that rates of pay and allowances shown on provisional pay statements should be accurate and not approximations.

To facilitate completion of Forms D.135 the date of departure for the port of embarkation may be taken as the "Date of sailing" for pay purposes. Where, however, promotion is effective as from date of sailing and it transpires that sailing was delayed, the true date should be ascertained and applied for promotion purposes.

2. The original Form D.135, together with other transfer documents, should be forwarded by the most expeditious method to the establishment to which the employee is transferred. Early receipt of the original Form D.135 is particularly important when a provisional pay statement has been issued to the employee.

The duplicate Form D.135 or provisional pay statement is to be surrendered to the Cashier of the new establishment without delay. Officers discharged or invalided to the United Kingdom without allocation should be instructed to forward the form, immediately after arrival, to C.E.II (Salary Section), Bath.

3. Advances of pay and travelling expenses made prior to or at the date of discharge from an establishment are also to be noted on Forms D.135. The word *Nil* is to be inserted when no advance is made.

4. Advances made to a person while on passage should be recorded on the duplicate Form D.135 by the Paying Officer concerned, and for this purpose the following headings should be inserted on the front of the form.

Particulars of advances made en route (A.F.O. 4994/45).

Date	Value in sterling		Name of establishment and signature of Paying Officer
	Pay	Travelling and subsistence expenses	

One advance is not to cover both salary and subsistence; advances are to be in respect of *either* salary and wages *or* subsistence and travelling expenses.

Procedure for reporting advances en route—

A.—Advances of pay

(i) The establishment to which the officer or workman is proceeding is to be notified immediately of the advance. Where a person is detained at a port awaiting passage and several advances are made, the individual advances should be clearly distinguished to obviate any possibility of duplication of recovery.

(ii) Reports in the form shown below are to be rendered to the Director of Navy Accounts, Branch 5, of all advances of salary and wages made and recovered.

(a) Report of advances of salary and wages made at during the month ended , 194 .

Name	Rank	Date	Amount in Sterling £ s. d.	Establishment to which proceeding.

(b) Report of advances of salary and wages recovered at during the quarter ended 194 .

Name	Rank	Where advance was made	Amount recovered £ s. d.	Amount then remaining to be recovered*

Where recoveries in respect of more than one advance are made in the same quarter the amounts should be shown separately.

* If a person is transferred to another establishment before full recovery has been effected, the date of transfer and the name of the new establishment should be stated.

(iii) Both returns are to be arranged in alphabetical order.

(iv) Nil returns are to be rendered.

(v) Advances of salary or wages that will be recoverable at the establishment at which they are made should neither be brought to account in the Cash Account nor included in reports (a) and (b) above. They should be regarded as "local" advances, the receipts being considered as equivalent to cash and kept in the chest (see Article 368, Instructions for the Conduct of Cash Duties).

(vi) It will not be necessary for the individual advances of salary and wages to be entered in the Cash Account Abstract; the bulk monthly totals only need be entered therein as follows:—

Payments—

Total of salary and wages advances during the month of as reported to D.N.A.5, vide Cashier's report No..... dated..... .. £ : :

Receipts—

Total recoveries of advances of salary and wages effected during the quarter ended..... as reported to D.N.A.5, vide Cashier's report No..... dated..... .. £ : :

B.—Advances for travelling and subsistence

(i) The Director of Navy Accounts, Branch 2 (Misc.), is to be notified of the advance. In the case of officers or workmen detained at an establishment en route Paying Officers should not report advances individually but only the total amount of the advances when the officer or workman leaves the establishment.

Reports should be in the following form :—

Advances to civilian officers or workmen temporarily detained en route to and from establishments abroad:—

Name	Rank	Total amount advanced	Establishment

The total amount advanced to (name)..... for travelling and subsistence expenses during the period from..... to..... he was detained at this establishment en route to..... is shown above.

Reports and returns should be sent by air mail or microgram service where available.

5. Wages of agreement workmen for the period of passage on return to the United Kingdom are to be calculated and paid by the cashier of the home establishment, subject to the provisions of Article 437 (19), Home Dockyard Regulations, and to such adjustments as may be necessary in respect of (a) allotment payments made subsequent to the date charged at the foreign establishment; and (b) any advances of pay received prior to embarkation, or whilst on passage (see paragraph 4). The normal working hours of establishments abroad are shown in the Appendix to this Order.

6. Whilst on passage, storehouse and laboratory staffs are eligible for pay at their home yard rate for six days a week.

7. If an agreement workman is invalidated home through no fault of his own, and is still unfit for duty on arrival home, the period of homeward passage is to be regarded for pay purposes as a period of sick leave, and he is entitled to such pay for this period as may be allowed to him under the provisions of his agreement. If, however, he reports at his home yard and is found fit for duty immediately on arrival in the United Kingdom, he is to be allowed full pay during the period of the passage.

8. Charge pay granted to agreement workmen subsequent to arrival at a foreign establishment is not to be regarded in the same category as temporary increases in rates of wages (*vide* Article 437 (19), Home Dockyard Regulations) and is not reckonable, therefore, for purposes of pay on passage. Any temporary increases in rates of wages abroad which are not reviewable before arrival at home are to be indicated on the Form D.135.

9. No foreign service (or colonial) allowance or house allowance is payable in whole or in part during passage. Until further notice, when civilian non-industrial staff who are entitled as part of their emoluments to an official residence, or an allowance in lieu if such is not provided, are precluded from taking their wives and families abroad at public expense, they may for the period they are on passage to or from a station abroad be refunded the cost, within a limit of £1 1s. 0d. a week, of the accommodation in the United Kingdom which they incur during such periods for their families or dependants who would normally reside with them or join them at public expense at the station abroad, but not allowance would be payable where the family follow or precede the officer out or home.

10. Employment at Admiralty establishments abroad is scheduled as a war occupation under the National Insurance Acts and contributions for the period of passage should continue to be paid at the rates applicable.

11. *Allotments*.—Particulars of any allotment in force or declared by civilian personnel, industrial or non-industrial, are to be inserted on the original and duplicate Form D.135 in the space provided. The word *nil* is to be inserted when no allotment is in force or declared.

12. Subject to paragraphs 14 and 15 below, payment of allotments of persons returning from service abroad will be continued during the period of passage and the necessary action to stop payment will be taken by the home establishments as in paragraph 13 below.

13. On the day on which a person reports at his home establishment, the employing department is immediately to notify the cashier and to inform the person concerned that payment of his allotment is being stopped forthwith. The cashier is to inform the Director of Navy Accounts (Branch 9) by means of Form S.54, or by telegram, if necessary, bearing in mind the instructions contained in K.R. & A.I., Article 1764.

14. In order to avoid agreement workmen being heavily in debt on arrival abroad or on return to this country, the allotments which may be paid on their behalf during the period of passage should be limited—

(a) on the outward passage to 85 per cent. of their United Kingdom normal emoluments; and

(b) on the homeward passage to 85 per cent. of the weekly emoluments (or sick pay) they are eligible to receive during the period of passage.

Men will be at liberty to increase their allotments when payment of foreign service allowance commences and when cost of living expenses abroad can be estimated. The position of salaried officers invalidated home should also be reviewed, in order to ensure that the rate of salary payable during the period of passage will permit payment of the existing allotment.

15. When a person is returned home on account of misconduct with no reasonable probability of pay on passage, action should be taken by telegram to stop payment of the allotment as from the date of ceasing pay.

16. *Accumulated Leave on Return to the United Kingdom*.—The attention of all civilian personnel serving abroad should be drawn to Article 60A of Regulations for H.M. Naval Yards abroad, and they should be informed that leave accumulated during their service abroad must be taken immediately after their arrival in the United Kingdom. In view of this requirement it is essential that leave particulars should appear on Forms D.135. Leave accumulated for Service reasons should be distinguished from leave accumulated voluntarily.

Appendix

Table of Working Hours for Workmen at Yards Abroad

Yard	Day	Hours
Malta, Bermuda, Alexandria, Freetown, Kilindini, Haifa, Beirut.	Monday	8½
	Tuesday	8½
	Wednesday	8½
	Thursday	8½
	Friday	8
	Saturday	5
Gibraltar, Simonstown, Durban, Iceland	Monday	8½
	Tuesday	8½
	Wednesday	8½
	Thursday	8½
	Friday	8½
	Saturday	4½
Trincomalee	Monday	8½
	Tuesday	8½
	Wednesday	8½
	Thursday	8½
	Friday	8
	Saturday	6

(A.F.O. 6117/44.)

(A.F.Os. 115/44, 3285/44 and 3286/44 are cancelled.)

4995.—R.N. Shore Wireless Stations—Wireless and Radar Towers and Masts in the United Kingdom—Arrangements on Closing Down of Stations—REPORTS

Commanders-in-Chief, Flag Officers and all Shore Stations, Air Stations, "Y" Stations and Shore Establishments in United Kingdom

(C.E. in C. 2180/45.—30 Aug. 1945.)

Consequent upon the closing down of W/T, H/F and M/F, D/F and Radar stations in the United Kingdom as indicated in A.F.O. 2321/45, certain Vote 10 equipment such as towers and masts will become surplus.

2. It is necessary for complete lists of towers and masts at all stations to be compiled so that arrangements may be made for their storage or disposal when no longer required.

3. Authorities concerned are therefore to arrange for immediate reports to be rendered, through the usual channels, concerning towers and masts installed, as follows :—

- (a) Quote the number of this order.
- (b) Station or address where towers or masts are installed.
- (c) Description and number of masts and towers.
- (d) Condition, and whether reusable if dismantled.
- (e) Ownership, e.g. Naval, Army or R.A.F.
- (f) Whether any land specially requisitioned for the erection of towers and masts can be released when they are removed and whether this has been included in the report submitted under A.F.O. 2321/45.

4. The above reports should be co-ordinated by Flag officers responsible and forwarded through Commanders-in-Chief.

5. Reports, in duplicate, should be forwarded to reach the Admiralty by 30th September, with a copy to the Captain Superintendent, Admiralty Signal Establishment, Haslemere.

(A.F.O. 2321/45.)