

RESTRICTED(FOR OFFICIAL USE ONLY)*Not to be communicated to anyone outside H.M. Service***ADMIRALTY FLEET ORDERS**ADMIRALTY, S.W.1,
6th September, 1945.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

J. V. Markham

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

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

A. T. J.

R. B.

S. J. Ward.

ADMIRALTY FLEET ORDERS

No. Subject.

6th September, 1945.

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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.

5016—Date for Observance of the King's Birthday in 1946

(M.1777/45.—6 Sep. 1945.)

In 1946 the date for the observance of the King's birthday, at home and abroad, will be Thursday, 13th June.

(K.R. & A.I., Article 48 (2).)

(A.F.Os. 2955/42, 2702/43, 3482/44 are cancelled.)

5017.—H.M.S. "Turnstone"—Closing Down

(A. 01934/43.—6 Sep. 1945.)

H.M.S. "Turnstone", which comprised the combined R.N. Aircraft Training Establishments, Watford and Fulham, closed down on 18th August, 1945.

2. Any communications concerning this establishment should be addressed to :—

The Commodore,

R.N. Barracks,

Lee-on-Solent Hants.

(A.F.Os, 2472/42, 3704/42, 234/43, 131/44 and 514/44 are cancelled.)

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

5018.—Ships' Guard Rails—Precautions against accidents

(N.L. 12650/45.—6 Sep. 1945.)

The loss of a member of the crew of one of H.M. Ships has been attributed to his falling overboard whilst in a slightly somnolent condition. It has been assumed that he fell through a gap between the end stanchion of the guard rail and a Carley float stowage.

2. This incident emphasises the need for extreme care and vigilance to be exercised by all concerned to ensure that guard rails, where fitted, are fully effective and that in no case is a false sense of security given to personnel by the presence of loose ropes, etc., over gaps in the rails.

3. In vessels where permanent guard rails have for any reason been removed or modified, leaving unprotected spaces, immediate action is to be taken to have such gaps fitted with adequate guard wires incorporating bottlescrews and, where it is necessary for wires to be readily renewable, suitable slips should be fitted. Where working conditions will permit, the rail stanchion should be resited so that vertical apertures in the rail do not exceed six inches. The work involved should be carried out as a defect at the first opportunity, adequate temporary guards being fitted pending completion of the work.

5019.—Accounts and Vouchers—Instructions for the Disposal of

H.M. Ships and Establishments paying off and not immediately recommissioning

(M.06878/45.—6 Sep. 1945.)

The following are instructions for the disposal of accounting documents of war-time bases closing down and ships paying off which are not likely to recommission :—

Ships and establishments carrying their own accounts

Cash

2. *Cash Accounts and Ledgers.*—With the exception of the Cash Book (S.29) and cash balance book (S.39 or S.39a) which will be retained personally by the Supply Officer (A.F.O. 5021/45), the original cash account and ledger and relevant documents are to be forwarded to D.N.A. in the normal manner.

3. With the exception of Officers' Pay Books (Form S.57) which are to be forwarded to D.N.A. (Branch 4A), Northwick Park Hutments, Watford Road, Harrow, Middlesex, duplicate cash account, and ledger and relevant documents, are to be made up into separate packages, clearly labelled "Duplicate..... accounts of H.M.S. (followed by rank and name of Supply Officer) for period..... to" and forwarded to Head of Record Office, 306, Elveden Place, Park Royal, London, N.W.10. Detailed lists of these documents are to be forwarded separately to D.N.A. and to Head of Record Office, Admiralty, and a copy enclosed with the accounts.

4. *Victualling Store Accounts.*—The original accounts and supporting vouchers are to be forwarded to D. of V. (Branch 3), 80, Cadogan Square, London, S.W.1, in the normal manner.

5. The duplicate accounts and subsidiary documents which are normally retained on board are to be forwarded to Head of Record Office, Park Royal, packed and labelled as in paragraph 3 above. Detailed lists of these documents are to be forwarded separately to D. of V. and to Head of Record Office, Admiralty, and a copy enclosed with the accounts.

The following forms are required where normal victualling accounts (A.F.O. 2339/43) are rendered :—

Provisions

| | |
|--------|--|
| S.1056 | Stock Ledger, loose-leaf page for each item. |
| S.1065 | Stock Ledger, list of pages to. |
| S.1057 | Mess Book, loose-leaf page for each man. |
| S.1058 | Mess Book, loose-leaf mess abstract. |
| S.104 | Numbers and Contents Book. |

Clothing

| | |
|--------|--|
| S.1056 | Stock Ledger, loose-leaf page for each item. |
| S.1065 | Stock Ledger, list of pages. |
| S.80 | Clothing issue notes |
| S.1047 | Soap and Tobacco issue notes |

} for the final
quarter.

Naval Store Accounts

6. *Establishments and Bases.*—(a) The accounts are to be closed by the Base Supply Officer, or other officer responsible. The S.331 vouchers for serviceable stores returned to H.M. Dockyards or Naval Store Depots should be specially marked to indicate that the base or establishment is paying off and the quadruplicate copies may be used as posting vouchers in accordance with A.F.O. 3508/40. The form S.331 is to show the descriptions and quantities of stores actually returned, which may not necessarily be the remains as shown in the ledgers.

(b) Any adjustments necessary to cover differences between remains by ledger and the stores actually returned, or otherwise disposed of, are to be made by the S.148 procedure.

(c) The accounts when finally closed are to be packed in cases clearly labelled "Naval Store Accounts of H.M. Naval Base (Establishment)....." and forwarded to Director of Stores (4A), Admiralty, 2, 4 and 6, Bainbridge Street, London, W.C.1.

(d) Receipts (triplicate copies of forms S.331) for stores returned to H.M. Dockyards or Naval Store Depots are not to be forwarded to the naval establishment or base returning the stores but to the Director of Stores (4A), addressed as above.

7. *Ships*.—Instructions regarding the naval store accounts of vessels entering Reserve Category (C) and requisitioned vessels released for return to owners, are given in A.F.Os. 335/45 and 3233/45 respectively. The instructions in A.F.O. 3233/45 are also to be observed, as far as applicable, in the case of vessels acquired for naval service and allocated for disposal.

Bases ceasing to be accounting bases

8. In all cases where a reduction in the status of a port results in the base ceasing to be an *accounting* base, the Base Supply Officer to whom responsibility is transferred is to take over the duplicate records, a list of which should be forwarded to Head of Record Office, Admiralty, and D.N.A. or D. of V. as appropriate.

9. *Tenders*.—When tenders pay off, original contingent account and victualling accounts and relevant documents are to be forwarded to the accounting base in the normal manner. Naval Store accounts are to be treated as in paragraph 7 above.

10. Any rough and duplicate accounts and inventories on board tenders paying off should be destroyed, except inventories required for use as return notes (see A.F.O. 3452/44, paragraph 19).

11. On the closing down of an accounting base the original and duplicate pay and victualling accounts of tenders should be transferred to the new accounting base. Base copies of naval store inventories and relevant vouchers of small craft are to be similarly transferred, using Forms S.549 of which two copies are to be forwarded to D. of S. (4A).

N.B.—This order does not refer to *general records* of H.M. Ships and Establishments, about which separate instructions have been issued in A.F.O. 4791/45.

(A.F.Os. 3508/40, 2339/43, 3452/44, 335/45, 3233/45, 4791/45 and 5021/45.)

5020.—Captain, H.M.S. "Lochinvar"—Assumption of Duties of Naval Officer-in-Charge, Leith—Re-organization of Accounting Arrangements

(M. 3105/45.—6 Sep. 1945.)

H.M.S. "Claverhouse" paid off on 15th August, 1945, from which date the duties of Naval Officer-in-Charge, Leith and Granton, were assumed by the Captain, H.M.S. "Lochinvar".

The following accounting arrangements consequently came into force from the same date:—

- | | |
|---|--|
| (a) All shore based personnel (other than ratings serving in out stations) and officers of all tenders. | H.M.S. "Lochinvar", Granton Road, Edinburgh. |
| (b) All ratings in tenders, including out stations. | H.M.S. "Lochinvar II", Granton Hotel, Edinburgh. |
| (c) H.M.S. "Ubiquity" and cable ships | H.M.S. "Lochinvar II", Granton Hotel, Edinburgh. |

2. The Supply Officer of H.M.S. "Lochinvar II" will carry out the normal functions of Base Supply Officer of the port.

3. The accounts of H.M.S. "Lochinvar" and H.M.S. "Lochinvar II" will be centralized at a later date.

(A.F.O. 251/44.)

5021.—Duplicate Accounts and Vouchers—Instructions for the Disposal of H.M. Ships and Establishments remaining in Commission and for Supply Officers on Supersession

(M. 06878/45.—6 Sep. 1945.)

When the Supply Officer is superseded the *only* accounting documents which it is necessary for him to take with him are his Cash Book (S.29) and Cash Balance Book (S.39 or S.39A). *All previous instructions on this matter are cancelled.*

2. All *duplicate* accounts and ledgers, vouchers and other relevant documents (except as stated in paragraph 1 above) are to be retained in the ship or establishment for *two years*, and are then to be destroyed. Duplicate accounts for the *two previous years* will, therefore, always be held on board and available for reference.

3. When a query arises in respect of a ship or establishment still in commission, it will be referred to that ship or establishment in the first instance and, if the present Supply Officer is unable to produce a complete answer, he should provide such information as he can in replying to the Admiralty letter. If any useful purpose would be served, the matter will then be referred by the Admiralty to the former Supply Officer concerned; in that case the Admiralty will furnish all necessary and available information.

4. In ships and establishments paying off and not likely to re-commission, all duplicate accounts and ledgers, vouchers and relevant documents should be dealt with as in A.F.O. 5019/45.

N.B.—This Order does not refer to *general records* of H.M. ships and establishments, about which separate instructions have been issued in A.F.O. 4791/45.

(A.F.O. 4791/45 and 5019/45.)

5022.—Accounts of Miscellaneous Units on the East Indies Station

(M/C.O.P. 5772/45.—6 Sep. 1945.)

The following instructions are issued concerning the accounts of miscellaneous units on the East Indies Station:—

C.O. and R.M.L.C. Personnel

Pay accounts will remain centralized in United Kingdom in H.M.S. "Copra".

Landing Craft Base Mobile Units

2. Pay accounts of personnel in Landing Craft Base Mobile Units (formerly known as "Copra" (Base) personnel) serving in India should normally be carried at the most suitable base in relation to where the unit is situated. This base will be nominated by C.-in-C., East Indies, and accounts transferred by H.M.S. "Copra" accordingly.

3. Upon allocation, Landing Craft Base Mobile Units become identified with the landing ship or base to which allocated. Thus the accounts of units allocated to landing craft maintenance ships will be discharged to the maintenance ship concerned.

4. Since L.S.E.(L.C.) do not carry their own pay accounts, the accounts of Landing Craft Base Mobile Units allocated thereto will be carried with the accounts of the L.S.E. in the base nominated by C.-in-C., E.I.; the same procedure will apply to units allocated to MOLCAB's (in commission), vide paragraphs 5 and 6 below.

MOLCAB'S

5. MOLCAB's will not carry their own pay accounts. Until commissioned as Independent Commands pay accounts of MOLCAB personnel will be carried in "Odyssey": on commissioning, they will be Independent Commands with their accounts carried in a suitable base.

6. Accounts of MOLCAB's commissioning in India (and of allocated Landing Craft Base Mobile Units, accounts of which are borne initially in H.M.S. "Copra") are to be discharged to H.M.S. "Chinkara" for H.M.S. "Landswell", "Landlock", etc., as appropriate and subsequently as directed by Commander-in-Chief, East Indies. If commissioned elsewhere, disposal of accounts will be ordered by Admiralty.

Miscellaneous Air Units

7. Air units employed or likely to be employed on the East Indies Station include the following:—

- Mobile Naval Air Bases (MONAB's)
- Mobile Aircraft Torpedo Maintenance Units (MATMU's)
- Naval Aircraft Salvage Units (NASU's)
- Naval Aircraft Embarkation Units (NAEU's).

8. MONAB's are formed at H.M.S. "Flycatcher" (R.N. Air Station, Middle Wallop) on whose books they remain until they commission as independent commands shortly before leaving the United Kingdom. Thereafter they carry their own accounts. The accounts of the other units are normally carried in the Establishment (Naval Air Station or MONAB) to which they are attached.

Port Parties and Special Naval Parties (not included above)

9. Pay accounts of the above naval parties joining the East Indies Station are to be retained temporarily in H.M.S. "Odyssey" in the first place. C-in-C. East Indies will later inform H.M.S. "Odyssey" when these accounts can be received in the appropriate bases on his station.

(A.F.Os. 2430/44 and 1662/45 and C.A.F.Os. 765/45 and 1063/45.)

5023.—Ships' Ledger—Rendering Half-Yearly instead of Quarterly

(N./D.N.A. 8136/45.—6 Sep. 1945.)

With reference to A.F.O. 2554/45, paragraph 5, second sentence, it has been decided that for the six-monthly period beginning 1st October, 1945, ships and establishments which are rendering a three-monthly ledger may continue to do so, subject to notification being given to the Director of Navy Accounts, Branch 3A, Bath.

Reprint of six-monthly Forms S.41A and S.41B is proceeding and supplies are expected to be available for issue shortly.

(A.F.O. 2554/45)

5024.—Grant of Extended Service Commissions to Reserve Officers Qualified as Pilot or Observer

(C.W. 36201/45.—6 Sep. 1945.)

Their Lordships have decided to offer Extended Service Commissions to Reserve officers who have qualified as Pilot or Observer. R.N.R., R.N.V.R., and R.N.V.R.(A) officers (permanent and temporary) are eligible to apply provided they have completed the S.F.T.S. stage of pilot training or Part II Observer training. Pilots who have transferred from another service to R.N.V.R.(A) commissions are eligible to apply and will be given equal consideration with other officers.

2. Officers who are granted Extended Service Commissions will be appointed to the Air Branch of the Royal Navy and will be required to serve on the Active List for four years, followed by four years on the Emergency List. The period of four years on the Active List will count from the date of appointment to an Extended Service Commission. On completion of the full period of four years on the Active List, officers will receive a gratuity of £500. The acceptance of an Extended Service Commission will not affect an officer's entitlement to the payment of war gratuity under existing regulations.

3. Officers who for any reason do not complete the full period of four years on the Active List will not be eligible for Extended Service gratuity. They will, however, be eligible, subject to the normal conditions, for payment of war gratuity not only in respect of service rendered up to the date on which war gratuity ceases to be payable generally, but also in respect of any service rendered after that date.

4. Payment of Extended Service Gratuity will be subject to the general regulations applicable to the Air Branch of the Royal Navy.

5. Officers will retain their existing ranks and seniority on transfer to Extended Service Commissions and will be eligible for substantive promotion under existing rules. Acting higher rank will be retained or granted in accordance with requirements and the appointments held by officers but the acceptance of an Extended Service Commission will not in itself prejudice an officer's opportunity to retain or be granted acting higher rank.

6. On transfer to an Extended Service Commission existing conditions of service (e.g. pay) will remain unchanged but will of course be subject to any changes which are introduced of general application in the Navy.

7. Officers trained as Observers may apply for either—

(a) an Extended Service Commission as Observers, or

(b) training as pilots and subsequent service as Pilot/Observer. In this case their Extended Service Commission and period of four years on the Active List will date from the successful completion of S.F.T.S. training.

8. If it is decided to make further transfers of officers qualified as Pilot or Observer to permanent executive commissions, preference will be given to officers who have accepted Extended Service Commissions or who are already serving on Short Service Commissions in the Air Branch of the Royal Navy.

9. Officers of Dominion Navies serving on loan to the Royal Navy who are qualified under this Order may apply for Extended Service Commissions but their acceptance will be subject to the agreement of their respective Governments. If given Extended Service Commissions they will serve under Royal Navy conditions and as R.N.(A) officers.

10. Applications should be forwarded to the Admiralty (C.W. Branch) as soon as possible. They should be accompanied by a full report on Form S.206 which should state whether the officer is recommended for Extended Service. Names of volunteers serving abroad should be signalled to the Admiralty (C.W. Branch) indicating whether they are recommended for acceptance.

5025.—Flag Allowance—Meteorological Officers

(C.W. 14887/44.—6 Sep. 1945.)

Payment of flag allowance under the general conditions of K.R. and A.I., Article 1564, has been approved to officers, whether of the Instructor Branch or Special (Meteorological) Branch, who are appointed for both ship's duties and fleet or squadron duties.

2. Payment will be at the normal rates of 5s. 0d. a day in ships bearing the flag of a Commander-in-Chief, Second-in-Command of a main fleet, or Flag Officer in a large independent command, and 2s. 6d. in ships bearing other flags or broad pendants.

3. This Order is retrospective to 20th January, 1944.

4. The allowance will be included in the Schedule of Allowances authorized by the Director of Navy Accounts under the provisions of K.R. and A.I., Article 1559, clause 3.

5026.—Married Naval Ratings and R.M. Other Ranks Permitted to Live Out—Allowances

(N. 12098/45.—6 Sep. 1945.)

Unless proper accommodation is available in the establishment on the austerity scale, married men who are able to live with their wives and families may be placed on lodging and provision allowances.

2. Married men for whom proper accommodation is available and whose families live within reasonable distance are to be given the option of—

(a) receiving provision allowance and making their own arrangements for all meals, or

(b) being victualled in the establishment and of receiving one 72 hours' ration card every 14 days.

(A.F.O. 4250/45 is cancelled.)

5027.—R.F.A. Personnel—Allowances Payable when Vessels are under Construction, Repair, etc.

(C.E. 3673/45.—6 Sep. 1945.)

The following rates of lodging allowances are approved to be paid, as a war time measure, with effect from 1st February, 1945, to R.F.A. officers and ratings standing by Royal Fleet Auxiliaries under construction, repair, etc., when neither messing nor accommodation is available on board and the officers, etc., are entitled to free messing.

| | Rate 1. | Rate 2. | Rate 3. |
|---|---|--|--|
| Rank. | During first seven nights whilst seeking lodgings. | After first seven nights and when total period does not exceed one month (including initial period of seven nights). | After first seven nights and when total period exceeds one month (including initial period of seven nights). |
| Officers (including Masters and Chief Engineers). Ratings | Subsistence allowance. 20s. per night. 7s. 6d. per night. | Lodging allowance. 10s. per night. 2s. per night. | Lodging allowance. £100 per annum. 2s. per night. |

Payment of lodging allowance to officers after the first seven nights shall, in the first instance, be made at the annual scale shown under Rate 3. Where it is found that the period involved does not exceed one month (including the initial period of seven nights) the difference between Rate 2 and Rate 3 for the period in excess of seven nights is to be credited. An exception to the procedure may be made when it can be definitely foreseen that the period during which the accommodation will not be available on board will be less than 14 days. Payment may then be made at the nightly scale (Rate 2) in the first instance.

2. Where, in ports abroad, it is found that the above rates are insufficient, application should be made through the Naval Store Officer or local Admiralty agent, for Admiralty approval to make reasonable advances pending authority to pay a special rate of lodging allowance based on actual vouched expenditure.

3. Where it is not possible for officers or ratings to be victualled on board a vessel normally provided with free messing, victualling allowances as shown below should be paid:—

| | |
|--|------------------|
| Officers (including Masters and Chief Engineers) | 5s. 0d. per day. |
| Ratings | 3s. 6d. per day. |

4. Lodging and/or victualling allowances are not to be paid concurrently with subsistence allowance, and where officers or ratings entitled to free messing can be messed, but not accommodated on board, abatement of sums as shown in paragraph 3 should be made from the subsistence allowance referred to in paragraph 1 (Rate 1) of this order. A similar abatement should be made in those cases where rates of pay provide for officers and ratings finding their own food.

The subsistence rates detailed in R.F.A. Handbook (B.R.875), Article 39, are not applicable in the circumstances stated in paragraph 1 of this order.

(R.F.A. Handbook B.R.875, Articles 39 and 40.)

5028.—R.N. and R.M. Cricket Club

(N. 22075/45.—6 Sep. 1945.)

(Included in Notice Boards Issue only.)

5029.—Coastal Force Repair Liaison Officers—Reduction of

(C.F.M. 1568/45.—6 Sep. 1945.)

As from the 1st September, 1945, the number of Coastal Force Repair Liaison Officers is being reduced to one.

2. This officer will be known as the Coastal Force Repairs Liaison Officer. Short title, C.F.R.L.O. He is a member of the staff of the Director of Coastal Forces Material, Admiralty.

3. The C.F.R.L.O. will be accommodated in Portsmouth Dockyard, his office being staffed by one civilian clerk to handle correspondence and incoming messages in the C.F.R.L.O.'s absence. His address will be C.F.R.L.O., c/o F.M.O., H.M. Dockyard, Portsmouth. Signals should be addressed CFRLO Portsmouth.

4. He is directly responsible to Director of Coastal Forces Material and is to act as liaison officer between the Director of Coastal Forces Material on the one hand and the Coastal Force Bases, the Commanding Officers of craft under repair or refitting, Admiral Superintendents Southern Dockyards, Captain Superintendent Portland Dockyard and the Emergency Repair Overseers on the other hand.

5030.—Complement Amendment

Minesweepers

(N/M/S. 0417/45.—6 Sep. 1945.)

The following amendment is to be made to schemes of complement:—

H.M. *Minesweepers* ("BAM" Class) (Admiralty Letter N.12921/42 of 10th February, 1943).

H.M. *Minesweepers* ("Algerine" Class) (Admiralty Letter N/P.M.8594/40 of 28th May, 1941).

H.M. *Minesweepers* ("Halcyon", "Hebe" and "Bramble" Classes) (Admiralty Letter N/G.086/41 of 7th July, 1941).

Senior Officer's Ship, Second Senior Officer's Ship and Private Ships (both columns in scheme of complement of "Halcyon", "Hebe" and "Bramble" Classes)

Insert:—" (p) Wireman (M/S)" below Leading Wireman (M/S) and a new note as follows:—

" (p) If fitted with LL/S.A. gear, add 1 Wireman (M/S)."

H.M. *Minesweepers* ("Bangor" Class) (Admiralty Letter N.10663/42 of 12th May, 1942)

(both columns)

Insert:—" (g) Wireman (M/S)" below Electrical Artificer and a new note as follows:—

" (g) If fitted with LL/S.A. gear, add 1 Wireman (M/S)."

5031.—Domestic Staffs (Naval, W.R.N.S. and Civilian)—Scales—

Naval Shore Establishments

(N. 14766/45.—6 Sep. 1945.)

The last sub-paragraph of paragraph 3A (i) of A.F.O. 255/45 is to be amended to read as follows:—

"For additional officers fully or partially messed BUT NOT ACCOMMODATED, 1 steward to be allowed for every 12, or part of 12 officers after the first 12 (i.e. no additional steward unless 13 or more additional officers are fully or partially messed BUT NOT ACCOMMODATED."

(A.F.O. 255/45.)

*5032.—Duty-free Concession for Gift Parcels sent to the United Kingdom by Personnel in H.M. Forces Overseas

(N.L. 11008/45.—6 Sep. 1945.)

All ranks of H.M. forces overseas are now permitted to send to the United Kingdom gift parcels free of duty, subject to an annual limit of £12 in value, and providing the parcels are pre-paid at the usual postal rates and bear the appropriate concession label (A.F.W. 5192). The concession is limited to articles purchased and posted abroad. "Value" for the purpose of this concession is the value declared by the sender (i.e. the price paid for the article).

2. Such parcels must not weigh more than 5 lb. (including packing), or contain :—

- (a) Drinkable spirits.
 (b) More than $\frac{1}{2}$ lb. total weight of tobacco, including cigars and cigarettes (200 cigarettes or 50 cigars equals $\frac{1}{2}$ lb.) or Service tobacco or any tobacco marked "H.M. Ships Only". These limits apply in the case of concession parcels bearing labels value £2 or over. Parcels bearing a concession label value 10s. may not contain more than 2 ozs. of tobacco, cigars or cigarettes per parcel and each additional 10s. label will permit an additional 2 ozs. of tobacco, cigars or cigarettes in parcels bearing concession labels up to and inclusive of £2 in value, and over, up to the limit of £12.
 (c) More than half pint of scent.
 (d) More than 2 lb. of any one foodstuff.
 (e) N.A.A.F.I. stores, other than those of local origin.

3. Parcels may be sent as letter packets and registered if so desired. In such cases normal letter postage and registration fee will be payable and the letter packet must be within the maximum weight of 4 lb. permitted in letter post.

4. It has been approved that the minimum unit value of official customs declaration labels (A.F.W. 5192), should be 10s. each and that the maximum value of the parcels which may be sent per annum by any one individual should be restricted to £12. The customs declaration labels will be issued in denominations of £8 (yellow), £6 (red), £4 (green), £2 (white), 10s. (blue). Supplies of these labels are to be obtained through the local British Military Authority. In Canada, Australia and New Zealand, the customs declaration labels are to be obtained from the military or army headquarters at Ottawa, Canberra and Wellington respectively.

5. One or more ten shillings blue labels may be used with other denominations for intermediate values from 10s. up to the £12 annual limit. Not more than 24 parcels may be sent per annum by any one individual under this concession.

6. The officer authorizing the issue must sign each label and insert the name of the individual to whom it is issued. The label must also be signed and dated by the sender. Pending issue of the new 10s. labels, all alterations to existing A.F.W. 5192 must be initialled by the issuing officer.

7. The parcels will be released in the United Kingdom free of customs duty (including purchase tax) and without import licence. They will, however, be subject to customs examination. Parcels not bearing the concession label (A.F.W. 5192) and parcels contravening the restrictions set out in paragraph 2, will be charged full rates of customs duty.

8. This concession applies to all personnel including Women's Auxiliary Services of Navy, Army and Air Force and Dominion, Colonial and Allied personnel serving with H.M. forces overseas, and in no way limits the number of ordinary non-concession gift parcels which may be dispatched.

9. All practicable steps should be taken to prevent abuse of this concession, details of which should be published in local orders.

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

(A.F.O. 3846/45 is cancelled.)

5033.—Educational and Vocational Training—Tutorial Courses

(N. 22043/45.—6 Sep. 1945.)

A series of tutorial courses in the following subjects has been prepared by the R.A.F. :—

| List of Courses | Number of Lessons |
|--|-------------------|
| French | 15 |
| German | 15 |
| History I—Modern European History, 1763–1919 ... | 15 |
| History II—British and Imperial History, 1760–1919 ... | 13 |
| History III—Recent British History, 1902–1935 ... | 10 |
| History IV—English Mediaeval, 1066–1485 ... | 12 |

| List of Courses | Number of Lessons |
|---|-------------------|
| Mathematics I—Arithmetic and Algebra | 19 |
| Mathematics II—Geometry and Trigonometry | 13 |
| Science I—Biology | 12 |
| Science II—Chemistry | 11 |
| Science III—General Physics | 26 |
| Science IV—Household Science | 18 |
| Additional Mathematics... .. | 12 |
| Geometrical and Mechanical Drawing | 16 |

Purpose

2. The primary aim of these courses is to assist a student to prepare himself by private study for the Forces Preliminary Examination. They are intended for students for whom it is not possible to provide organized class instruction.

3. The courses are of approximately School Certificate standard and they will be found useful by all students wishing to follow a course of serious study at this level, even though they may not be candidates for the Forces Preliminary Examination. The courses are not intended to replace the War Office Correspondence Courses.

Form of the Courses

4. Each course is based on one or more textbooks, which are included in the Command Textbook Pools. Copies of textbooks should be loaned to the students for the duration of the course.

5. A course consists of a number of lessons each in the form of a separate booklet. The lesson proper consists of comments on a passage in the textbook, explanations of difficult points, and the additional information which the student would normally receive in the classroom. At the end of each lesson is a number of test questions which the student is expected to attempt. Solutions to the test questions on one lesson are given at the beginning of the booklet containing the next.

Issue of Lesson Booklets

6. The whole series of booklets comprising a course should not normally be issued to a student at the beginning of his period of study. He should receive Lesson 2 only when he has made satisfactory progress with the test questions on Lesson 1, and so on throughout the course. As far as possible, he should be allowed to retain the booklets, for reference purposes, until he has completed the course.

Assistance to the Students

7. Wherever possible, arrangements should be made for the students' solutions to the test questions to be checked and for any necessary help to be given to him.

Distribution

8. The courses will be administered by Command, Fleet or other Senior Education Officers. They are being distributed without demand to the twelve Command Text Book Pools (A.F.O. 4418/45 paragraph 9 refers).

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

Copies are also being sent to H.M.S. "Cahbala".

(A.F.Os. 1393/45 and 4418/45.)

5034.—Educational Films—Supplementary List

(N.T. 5356/45.—6 Sep. 1945.)

The following additional educational films are now available. These films are intended for use in the Current Affairs side of Adult Education. They may be shown during the time allotted to Current Affairs, in working hours or at other times, either by themselves or to illustrate lectures and discussions.

*Arts**H 66. Battle for Music*

The story of the struggle the London Philharmonic Orchestra had to keep together and to continue playing in wartime. Running time, 70 minutes.

H 69. History of the English Language

Good elementary diagrammatic account of the sources from which the English language springs. Could be used as a basis for a lecture. Running time, 14 minutes.

H 87. Scenes from Macbeth

A brilliant demonstration of how Shakespeare can be successfully portrayed through film technique. Running time, 17 minutes.

H 89. Out of Chaos

The story of the war artists and their work. This film has been reviewed as among one of the best British documentaries of the war. Running time, 30 minutes.

*Citizenship**H 74. Valley of the Tennessee*

The story of the Tennessee Valley project: an experiment in strategical planning and one of the first fruits of the New Deal. Running time, 28 minutes.

H 79. Kensal House

The story of life in a now famous experiment in housing in London told by some of the tenants. Running time, 16 minutes.

H 80. Double Thread

Good nursery schools and teachers are as important as good homes and parents to young children if they are to learn for themselves how to live properly, and not at an adult pace. The film shows the daily curriculum of a typical nursery school.

H 84. Student Nurse

How to become a nurse; her work and training. Running time, 34 minutes.

H 85. Second Freedom

The working of the British system of social security. Running time, 18 minutes.

*Industry**H 68. Partners in Production*

Shows the work of Joint Production Committees in Industry. Workers and management get together to solve common problems. Running time, 28 minutes.

H 72. Tyneside Story

A derelict shipyard is brought to life again to furnish war needs. To-day as the ships are launched the men ask what use will be found for their skill in the post-war years. Running time, 15 minutes.

H 75. Asphalt Lake

Shows the great lake in the island of Trinidad whence come supplies of pitch and asphalt. The film explains the process of the industry, from the hewing out of the material to the final shipment. Running time, 11 minutes.

H 88. Steel

The story of steel-making. Shots inside a steel mill with a great abundance of detail. The film is in colour and the photography is excellent. Running time, 35 minutes.

*Agriculture**H 70. The New Crop*

The timber industry in Great Britain shares the work of the Forestry Commission. The film tells of the plans for the future and of the need for men in the post-war years. Running time, 19 minutes.

*Science and Nature Study**H 73. High over the Border*

The story of the huge organization set up by the U.S. Government to study the yet unsolved problem of the migration of birds. Running time, 23 minutes.

H 76. Bird Sanctuary

Shows the bird life on the Farne Islands off the coast of Northumberland, owned by the National Trust. Running time, 20 minutes.

H 77. The Life Cycle of a Plant

Shows the life cycle of the Lupin, with speeded-up shots from the first growth of the plant from seed to the final scattering of the seeds from the seed pod. Running time, 10 minutes.

H 78. Moorlands

One of four films made about different types of country. It examines the geology, flora and fauna of a typical stretch of moorland—Exmoor. Running time, 20 minutes.

*The British Empire and United Nations**H 67. One Day in Soviet Russia*

Shows some of the innumerable activities going on in the course of one day in the vast territories of the Union of Soviet Socialist Republics. The camera ranges from Vladivostok to Moscow and Siberia to the Black Sea. Running time, 58 minutes.

H 71. Made in India

India is now a great industrial power. The film shows the new industries existing side by side with the old traditional village handicrafts. Running time, 12 minutes.

H 81. Victoria—A Hundred Years of Progress

The story of the development of Victoria. Running time, 15 minutes.

H 82. Sydney Harbour Bridge

The story of this great engineering feat. Running time, 15 minutes.

H 86. Australian Army at War

A historical record of the achievements of Australia in this war. The commentary is excellent. Running time, 30 minutes.

*Current Affairs**H 83. A Harbour goes to France*

The story of "Mulberry". Running time, 15 minutes.

2. Copies of these films can be obtained on temporary loan by application to the Film Libraries referred to in A.F.O. 259/45.

(A.F.Os. 259/45, 1652/45 and 2272/45.)

5035.—Instructional Film Library—Londonderry

(N.T. 5364/45.—6 Sep. 1945.)

The Instructional Film Library, Londonderry, Northern Ireland, is now closed and all holders of copies of instructional films issued from Londonderry should return them, when finished with, to the Instructional Film Distributing Officer, Great Harbour, Greenock, who will be responsible in future for the distribution of instructional films in Northern Ireland.

2. A.F.O. 5377/44 (paragraph 107) is to be amended accordingly.

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

5036.—Obsolete Instructional Films

(N.T.—6 Sep. 1945.)

Instructional films held in H.M. ships, establishments or film libraries which are not included in the current catalogue of instructional films are not to be shown, unless Admiralty approval has been obtained, as their omission from the current catalogue infers that they are obsolete.

2. An instance has occurred recently of the showing of the film entitled "Mastery of the Seas", which is not listed in the current catalogue of instructional films and is therefore obsolete.

3. Any films of this nature are to be returned forthwith to the nearest Instructional Film Library for disposal.

4. Film libraries are to return all copies of such films to R.N. Store Depot, 54 Neasden Lane, London, N.W.10.

5037.—Instructional Film "Cathode Ray Tube in Airborne Radar"
(Serial Number G.177, Part 3)

(N.T.5331/45—6 Sep. 1945)

The film, "Cathode Ray Tube in Airborne Radar" (Serial Number G.177, Part 3), is now available and copies can be obtained on temporary loan by application to Instructional Film Libraries, who will be issued with the following copies without demand:—

| | No. of copies. | |
|---------------------|----------------|--------|
| | 35 mm. | 16 mm. |
| Rosyth Library | 2 | 2 |
| Greenock Library | 2 | 2 |
| Liverpool Library | 2 | 2 |
| Chatham Library | 2 | 2 |
| London Library | 1 | 1 |
| Portsmouth Library | 2 | 2 |
| Devonport Library | 2 | 2 |
| Malta Library | 2 | 2 |
| Alexandria Library | 1 | 1 |
| Sydney Library | 4 | 4 |
| Bombay Library | 2 | 2 |
| Colombo Library | 2 | 2 |
| Trincomalee Library | 1 | 1 |

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

***5038.—Naval War Charities**

(P.M. 4028/44.—6 Sep. 1945.)

(Included in Notice Boards Issue only.)

5039.—Unpaid Leave—National Health Insurance Procedure during temporary release on Compassionate or other grounds

(P.M. 2433/45.—6 Sep. 1945.)

A. Ratings

1. All ratings (with the exception of those governed by the conditions of A.F.O. 521/45) being released temporarily are to receive before leaving their Ship or Establishment.

(a) Appendix A.

(b) Ministry of National Insurance Leaflet 29E (1945) which will explain their insurance position during the period of their release, and

(c) Form 1600 which will enable them to claim any necessary medical treatment from an insurance doctor. Parts II and III of the Form should be struck through and endorsed "not applicable, unpaid leave".

2. Form S.1034 should be rendered immediately to the Ministry of National Insurance, Blackpool, and should be endorsed in red ink "Temporary Release". If for any reason the rendering of the Form S.1034 is delayed and the period of unpaid leave has expired, or is about to expire, by the date the form is despatched to the Ministry of National Insurance the period of the unpaid leave should be added to the form.

B. Officers.

3. *Insured Officers.*—The Ship or Establishment sending an officer on unpaid leave should at once notify the appropriate Supply Officer giving the address at which the officer can be found. The Supply Officer should then forward Form S.1600 and Leaflet 29E (1945). It is important that these Forms should reach the officer with as little delay as possible in order that he may not be precluded from obtaining free medical treatment if required.

Forms S.1034 should be rendered as indicated in paragraph 2 above.

Rejoining from Temporary Release

Form N.S. 124 should be rendered by the Supply Officer re-opening the pay account to the Ministry of National Insurance immediately the officer or rating resumes duty. The form should be endorsed "rejoined on from Temporary Release", and should show the rank of the officer or rating.

4. *Officers.*—The instructions in paragraph 3 apply to insured officers, but in addition the written instructions in Appendix B should be given to *all officers* before leaving their Ship or Establishment.

Appendix A

"Should you fall sick whilst on unpaid leave you are reminded that you are not entitled to medical treatment at Naval expense. As you have been insured during the period of your service you are entitled to certain Health Insurance Benefits which include free medical treatment by an insurance doctor. The attached Form S.1600 will enable you to claim this treatment".

Appendix B

"Should you fall sick whilst on Unpaid Leave you are reminded that you are not entitled to medical treatment at Naval expense.

If you have been insured under the National Health Insurance Scheme during your service you will receive information at an early date of your position as regards free medical treatment. Should you not have paid National Health and Pensions Contributions during your Service as an officer the cost of any medical treatment necessary while on unpaid leave must be borne by you".

(A.F.O. 510/45 and 521/45.)

(A.F.O. 2427/45 is cancelled.)

***5040.—Honours and Awards—"London Gazette" Supplement, Dated 17th August, 1945**

(H. & A.—6 Sep. 1945.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

17th August, 1945.

The KING has been graciously pleased to signify His Majesty's intention of conferring a Peerage of the United Kingdom on:—

Admiral of the Fleet Sir Andrew Browne Cunningham, Bt., K.T., G.C.B., D.S.O.,
First Sea Lord and Chief of the Naval Staff since 1943.

The KING has been graciously pleased to signify His Majesty's intention of conferring the Honour of Knighthood upon:—

Captain Richard Pike Pim, V.D., R.N.V.R., lately Supervisor of the Prime Minister's Defence Map Room and Head of the Upper War Room, Admiralty.

CENTRAL CHANCERY OF THE ORDER OF ST. MICHAEL AND ST. GEORGE.

17th August, 1945.

The KING has been graciously pleased to give directions for the following Appointment to the Most Distinguished Order of St. Michael and St. George:—

To be an Additional Member of the Third Class, or Companion, of the said Most Distinguished Order:

Commander Charles Ralfe Thompson, O.B.E., R.N., Personal Assistant to the Minister of Defence, the Right Hon. Winston Churchill, from 1940-1945.

*5041.—Honours and Awards—“London Gazette” Supplement of the
28th August, 1945

(H. and A.—6 Sep. 1945.)

ADMIRALTY,
Whitehall,
28th August, 1945.

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

For outstanding courage, skill and undaunted devotion to duty in minesweeping operations under extremely difficult conditions during the opening of the harbour of Porto Corsini and the cutting of a channel from Porto Corsini to Trieste across the centre of the Adriatic, in March, 1945 :

Bar to the Distinguished Service Cross

Temporary Acting Lieutenant-Commander Leonard Kaye Perrin, D.S.C., R.N.V.R.
Lieutenant Philip Inston Fellows, D.S.C., R.N.V.R. (Erdington, Birmingham).

The Distinguished Service Cross

Temporary Lieutenant Alan Victor Coulson, R.N.V.R. (Westcliff-on-Sea).
Temporary Lieutenant John Malcolm Hirst, R.N.V.R. (Solihull, Birmingham).
Temporary Lieutenant Hugh Winterbotham Monk, R.N.V.R. (Oxford).
Temporary Sub-Lieutenant Richard Stewart Mortimer, R.N.V.R. (High Wycombe, Bucks.).

The Distinguished Service Medal

Petty Officer Motor Mechanic Robert Watt Buchanan, P/MX.89916 (Falkirk).
Petty Officer Motor Mechanic Wilfred Pearce, P/MX.501465 (Carlton, Notts.).
Leading Seaman George Frederick Nicholson Boyle, T/DX.1917.
Leading Seaman Dennis Arnold Reginald George, LT/JX.281777.
Acting Leading Seaman Thomas Alexander Forfar, C/JX.182772.
Acting Leading Seaman Albert Jones, D/JX.288373.
Temporary Acting Leading Stoker Albert William Long, C/KX.146265.
Able Seaman Cyril Arthur Joiner, C/JX.37337 (Radlett).
Able Seaman A.A.3. Graham David Millett, D/JX.564119 (Cardiff).
Stoker First Class William Herbert Donovan, P/KX.147252 (London).
Seaman John Batty, LT/JX.254004.
Seaman Charles Simmonite, LT/JX.189015.

Mention in Despatches

Temporary Lieutenant Nigel Alford Baynes, R.N.V.R.
Acting Petty Officer Frederick Cockshaw, P/JX.214672.
Able Seaman John Eric Hammersley, C/JX.373558.
Able Seaman Alfonso Gerard McAdurey, D/SSX.28590.

For gallantry and endurance in carrying out a hazardous reconnaissance operation in enemy-occupied territory in South-East Asia :

Mention in Despatches

Temporary Captain (Acting Temporary Major) Robert Parry-Ellis, M.C., R.M. (Colwyn Bay, N. Wales).
Temporary Captain Arthur Laurence Croneen, S.A.U.D.F., R.M. (Cape Colony, South Africa).
Temporary Colour Sergeant Robert Young, D.S.M., Ch.X.100401, R.M. (Willesbourne, Warwick).
Corporal (Temporary) (Acting Temporary Sergeant) Clifford Paterson Pratt, Po.X.4287, R.M. (Preston, Yorks.).
Marine (Acting Temporary Corporal) Michael Henry Hyde Mason, Po.X.4914, R.M. (Exmouth).
Marine David Campbell Kemp, Ply.X.114207, R.M. (Bengal, India).

For gallant and distinguished service whilst attached to the Allied Armies during the liberation of North-West Europe :

Mention in Despatches

Marine Ronald Williams, Ply.X.108117, R.M. (Trinesaran, Cams.).

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

A.F.O. 3732/45

B.E.M. (Military Division)

Mechanician First Class Hedley William Edwards, D/KX.88671.

A.F.O. 3864/45

Distinguished Service Cross

Temporary Lieutenant Reginald Norman Harris, S.A.N.F.(V).

Temporary Lieutenant Ronald Louis John Williams, S.A.N.F.(V) (Ret.).

Mention in Despatches

Leading Seaman Coxswain Kenneth Clyde Cockcroft, 67524, S.A.N.F.(V).

Leading Seaman Coxswain John Patrick Kilvington Freeland, 66589, S.A.N.F.(V).

Leading Seaman Coxswain Jack Charles Gordon Hannah, 66679, S.A.N.F.(V).

Leading Seaman Douglas Emmanuel Lagerwell, 67649, S.A.N.F.(V).

Military Cross

Temporary Captain Martin Luther Preston, No. 41745V, U.D.F., seconded to the R.M.

A.F.O. 4576/45.

Acting Temporary Captain John Jesper Eades, R.M.

*5042.—T.124 and Variants, including the Commissioned Cable Ship Agreement C.S.P.I.X.—Victory Holidays—Application of National Maritime Board Awards

(C.W. 52641/45.—6 Sep. 1945.)

This Order does not apply to Lascars, Asiatics or personnel signed on Agreement T.124 abroad at local or Dominion rates of pay.

2. Their Lordships have approved that the National Maritime Board's decisions of the 1st May and the 13th August, 1945, regarding Victory Holidays shall be applied to officers and ratings serving on Admiralty Agreement T.124 and its variants, including the Commissioned Cable Ship Agreement C.S.P.I.X, except as indicated in paragraph 1.

3. All such officers and ratings—

(i) (a) serving in vessels at home or abroad, or

(b) serving in pools abroad

shall receive double sea pay, i.e., double basic pay inclusive of consolidated overtime and double seafarers' war risk money.

(N.B.—In the case of those officers and ratings holding acting appointments, they will receive double the pay of their acting appointments plus double seafarers' war risk money.)

(ii) Borne on books of the appropriate depots shall receive double basic pay inclusive of consolidated overtime but exclusive of seafarers' war risk money.

4. These payments shall be in respect of V.E.1 and V.E.2 days, and V.J.1 and V.J.2 days (that is to say *four* days in all).

5. They shall also receive in addition one day's leave or pay in lieu at leave rates, i.e., basic pay inclusive of consolidated overtime, but exclusive of seafarers' war risk money.

6. Special instructions will be issued to the depots concerning the payments to be made to officers and ratings dispersed or discharged since V.E.1 day.

5043.—Non-Substantive Ratings—Aircraft Handler—Courses and Drafting

(N.16947/45.—6 Sep. 1945.)

Courses.—With reference to A.F.O. 1679/45, Appendix III, the courses for A.H.2 and A.H.1 held at R.N. Air Station, Eastleigh, will precede the courses at R.N. Air Station, Easthaven and D.L.T. Carrier.

Drafting.—From 1st September, 1945, all drafting of ratings holding an Aircraft Handler non-substantive rating, whether Seaman or Naval Airman branches, will be taken over by the three Home ports.

Naval Airmen (H) are to select either Portsmouth, Chatham or Devonport as their drafting depot, and Commodore, R.N. Barracks, Lee-on-Solent, is to be informed of their choice in order to enable their drafting cards to be passed over to the appropriate depots.

(A.F.O. 1679/45.)

***5044.—Leave for Repatriated Prisoners of War**

(C.W. 33856/45.—6 Sep. 1945.)

With reference to A.F.O. 6674/44, Appendix A, paragraph 2, and Appendix B, paragraph 1, it has been approved to grant 42 days' leave to repatriated prisoners of war in addition to foreign service leave, instead of the 14 days hitherto granted. All ex-prisoners of war still in the Service are thus entitled to an additional 28 days' leave.

2. In the case of ex-prisoners of war eligible for release under the Release Instructions B.R. 1281 (1) this 28 days leave is not to be added to existing repatriation leave but is to be deferred until the officer or rating is released from Naval service, when it is to be added to any foreign service leave to which he is entitled upon dispersal, and taken immediately prior to the 56 days' resettlement leave.

3. Personnel should be informed that they may claim the additional leave when due for release. Confirmation of time spent as a prisoner of war may be obtained, if required, from the Admiralty in the case of officers, and from Service Certificates in the case of ratings.

4. This extra 28 days' leave will count for war gratuity, and pay is to be issued during it at the same rates and under the same conditions as during Foreign Service Leave (Release Instructions B.R. 1281 (1), paragraphs 181 and 182).

5. Permanent Service personnel who will not become eligible for release during the reallocation period may claim the extra 28 days' leave, to be taken at any suitable opportunity depending on the exigencies of the service. Leave taken should be noted in ratings' pay books and reported to the Admiralty for officers.

6. Officers and men released from the Navy prior to the date of this Order are not eligible for this concession, but officers and men at present on release leave may have their leave extended.

7. The Release Instructions will be amplified accordingly.

(A.F.O. 6674/44.)

5045.—Railway Warrants—Stocks

(D.N.A. 29671/45.—6 Sep. 1945.)

A tendency exists in ships and establishments to carry quantities of railway warrants much in excess of their needs both for duty journeys and for free leave. Stocks at present held are to be reviewed and any excess quantities returned to the Director of Navy Accounts, Northwick Park, Harrow.

2. Future demands from seagoing ships, such vessels of the Reserve Fleet as must carry warrants, and temporary war-time establishments, are to be curtailed to their estimated consumption not exceeding six months.

3. Regular demands at present being rendered at short periodical intervals, e.g. monthly, by users of large quantities of warrants are not to be increased on account of this Order.

(A.F.O. 1161/45, paragraph 4.)

5046.—Convoy Signal Branch—Discontinuance

(N/T.D.173/45.—6 Sep. 1945.)

In view of the small number of Convoy Signal ratings required in future, it has been decided that the Convoy Signal Branch is now obsolete.

2. All Convoy Signal ratings are, therefore, to be returned to the United Kingdom.

3. Ratings in age and service groups 1-30 will be retained temporarily by the Director of Trade Division until released in due course. Ratings in age and service groups later than 30 will be re-trained for general service in H.M.S. "Scotia". After conversion course all Convoy Leading Signalmen and Convoy Yeomen of Signals will do a further course in H.M. Signal School, Leydene.

4. On completion of training in H.M.S. "Scotia" or H.M. Signal School, all Convoy Signal ratings will be transferred to the equivalent rating in general service, and the suffix "XC" placed on their service documents; this suffix will be removed by Commanding Officers after one year's service in the General Service V/S Branch, including six months' sea time.

5. Ex-Convoy Signal ratings will not be drafted to important jobs, e.g. as Yeomen of Signals of a destroyer or as senior hand in any ship until the suffix "XC" has been removed.

6. The small number of billets required to be filled by Convoy Signal ratings in future are to be filled by general service ratings.

5047.—Ratings—Reports of Movements

(N/D.P.S. 1089/44/M.—6 Sep. 1945.)

The following instructions for reporting movements of ratings are to be brought into force at noon on 1st October, 1945 (or on receipt of this Order if received after that date) in place of the instructions in K.R. & A.I., Article 1732, which will be amended in due course.

Forms S.165A, S.165B, S.165C and S.165D will then become obsolete.

"Reports of Movements"—Form S.543 is used for this purpose. Reports are to be forwarded in accordance with the instructions on the form (as revised in December, 1943, or subsequently) on every occasion of a rating or Royal Marine other rank joining or leaving a ship or establishment, except that reports on this form are not required for the movements of Coastal Forces or Combined Operations ratings within their own organizations. Occasions for report include:—

- (i) Receipt from or discharge to another ship or establishment or hospital (including R.N. hospitals and hospitals not belonging to the R.N.).
- (ii) Receipt direct from shore as an entry or re-entry, except in the case of new entries and boys in training establishments in the United Kingdom.
- (iii) Final discharge to the shore.

2. It is essential that these reports should be forwarded promptly so that the responsible authorities may be in possession of up-to-date information of men's whereabouts to enable them to deal expeditiously with enquiries, mails, casualties, etc.

3. Separate forms are required for each of the different groups shown below, and are to be sent to the various authorities as follows:—

- (a) Submarine ratings to the Captain (S/M) V (Drafting), Fort Blockhouse. After notation these forms, or extracts from them, are to be forwarded by the Captain (S/M) V as in (b) to (g) below.
- (b) Other ratings of Portsmouth port division to the Commodore, R.N.B. Portsmouth (for Drafting Commander).
- (c) Other ratings of Devonport port division to the Commodore, R.N.B. Devonport (for Drafting Commander).
- (d) Other ratings of Chatham port division to the Commodore, R.N.B. Chatham (for Drafting Commander).
- (e) Ratings of Lee-on-Solent port division to the Commodore, R.N.B. Lee-on-Solent (for Drafting Commander).
- (f) Royal Marines of Chatham Division to the Commandant, Chatham Division, R.M.
- (g) Royal Marines of Portsmouth Division and Royal Marine Engineers to the Commandant, Portsmouth Division, R.M.
- (h) Royal Marines of Plymouth Division to the Commandant, Plymouth Division, R.M.
- (i) Royal Marines of Exmouth Division to the Commandant, Depot R.M., Lymington, Devon.

- (j) R.M. Band to the Superintendent, R.N. School of Music, Scarborough.
 (k) Patrol Service ratings to the Commodore, Patrol Service Central Depot, Lowestoft, but Form S.543 is not required for Patrol Service ratings joining or leaving Lowestoft-manned vessels in home waters or base drafting pools in the United Kingdom.
 (l) Boom Defence ratings to the Superintendent of Boom Defences, Rosyth.
 (m) T.124X ratings to Admiralty (for Director of Sea Transport).
 (n) T.124T ratings to the Commanding Officer, H.M.S. "Minona".
 (o) Ratings serving on Cable Ship Agreement to the Commanding Officer H.M.S. "Ubiquity".
 (p) Maltese ratings to the Commanding Officer, H.M.S. "St. Angelo".
 (q) All other native ratings and local recruits as may be directed by the Commander-in-Chief.

Notes.—1. Ratings lent to the R.N. from Dominion Navies or from the Royal Air Forces are to be treated as though they were R.N. ratings in (b), (c), (d) or (e) above, but movements of Royal Air Force ratings within the fleet are also to be reported in accordance with instructions issued by the Air Council.

2. On foreign stations the Commander-in-Chief may give instructions for Forms S.543 to be sent first to the Station Drafting Office for action, but in that case one copy is always to be forwarded without delay by the Station Drafting Office to the appropriate authority shown in paragraph 3 above."

(K.R. & A.I., Article 1732.)

(A.F.O. 1119/42 is cancelled.)

*5048.—Accelerated Promotion

(C.W. 58202/45.—6 Sep. 1945.)

The following Temporary Sub-Lieutenants have been promoted to the rank of Temporary Lieutenant from the dates shown:—

Executive

| | | |
|--------------------|-----------------------------------|-------------------------|
| W. H. Warburton | ... "Geranium" | ... 1st June, 1945 |
| L. D. Stockwood | ... "Willowherb" | ... 1st September, 1945 |
| J. S. Athorne | ... L.S.T. "77" | ... 1st September, 1945 |
| A. G. T. Davey | ... "Labuan" | ... 1st September, 1945 |
| J. C. Swaffield | ... "Hargood" | ... 1st September, 1945 |
| G. P. Croft | ... "Copra" | ... 1st September, 1945 |
| G. J. Marshall | ... "Howe" | ... 1st September, 1945 |
| J. C. L. Davidson | ... "Conqueror" | ... 1st September, 1945 |
| A. F. Cooper | ... "Kilmore" | ... 1st September, 1945 |
| K. A. Howells | ... "Holderness" | ... 1st September, 1945 |
| K. G. McLeod | ... M.M.S. "87" | ... 1st September, 1945 |
| A. Ecclestone | ... "Kilmington" | ... 1st September, 1945 |
| Brian Fenton Dixon | ... "Exe" | ... 1st September, 1945 |
| E. H. A. Howard | ... "Labuan" | ... 1st September, 1945 |
| G. R. Howard | ... "Dominica" | ... 1st September, 1945 |
| P. J. Egan | ... "Odyssey" ("Royal Athelstan") | ... 1st September, 1945 |
| H. J. New | ... "Juliet" | ... 1st September, 1945 |
| J. B. Brock | ... M.L. "281" | ... 1st September, 1945 |
| S. A. H. Haddow | ... "Blackmore" | ... 1st September, 1945 |
| B. P. Hall | ... "Victory" for "Porcupine" | ... 1st September, 1945 |
| J. P. Thorpe | ... "Cheerful" | ... 1st September, 1945 |
| S. J. Higham | ... "Sigra" | ... 1st September, 1945 |
| J. Collinson | ... "Pitcairn" | ... 1st September, 1945 |
| J. K. N. Davis | ... "Eskimo" | ... 1st September, 1945 |
| B. S. Long | ... "Queen of the Fleet" | ... 1st September, 1945 |
| G. M. Strachan | ... M.M.S. "1045" | ... 1st September, 1945 |
| P. J. Luker | ... "Pytchley" | ... 1st September, 1945 |
| J. S. Clarke | ... "Newcastle" | ... 1st September, 1945 |
| S. J. Hammett | ... "Copra" | ... 1st September, 1945 |
| H. Yates | ... "Taransay" | ... 1st September, 1945 |
| N. Dias | ... "Shah" | ... 1st September, 1945 |
| L. W. H. Lowther | ... "Shah" | ... 1st September, 1945 |

Executive—contd.

| | | |
|----------------------|-----------------------------------|-------------------------|
| A. E. Thatcher | ... "Badger" (B.Y.M.S. "2058") | ... 1st September, 1945 |
| A. B. Hayes | ... P.C. "74" | ... 1st September, 1945 |
| A. F. A. Gilroy | ... "Haitan" | ... 1st September, 1945 |
| D. C. Scribbans | ... "Calvay" | ... 1st September, 1945 |
| William Lawson | ... "Bahamas" | ... 1st September, 1945 |
| Herbert John Edwards | ... "Boscawen" (for "Harris") | ... 1st September, 1945 |
| S. W. H. F. Allen | ... "St. Tudno" (for M.M.S. "69") | ... 1st September, 1945 |
| L. Egerton | ... "Ailsa Crag" | ... 1st September, 1945 |
| R. B. Ayers | ... "Lossie" | ... 1st September, 1945 |
| G. E. Palmer | ... "Colonsay" (M.M.S. "1050") | ... 1st September, 1945 |
| F. Wilson | ... "Colonsay" (M.S. "211") | ... 1st September, 1945 |
| J. B. Clare | ... "Oakham Castle" | ... 1st September, 1945 |
| A. Stevenson (No. 1) | ... M.L. "594" | ... 1st September, 1945 |

Flying

| | | |
|----------------|------------------|-------------------------|
| D. G. Frampton | ... "Victorious" | ... 1st September, 1945 |
| P. W. Hand | ... "Daedalus" | ... 1st September, 1945 |

Air Administrative

| | | |
|------------------|----------------|-------------------------|
| R. E. G. Piercey | ... "Daedalus" | ... 1st July, 1945 |
| A. Norman | ... "Condor" | ... 1st September, 1945 |

Engineer

| | | |
|--------------------|----------------------------|-------------------------|
| W. J. Hales | ... "Ness" | ... 1st September, 1945 |
| C. Monks | ... "Cricket" | ... 1st September, 1945 |
| G. A. Dimmer | ... "Plym" | ... 1st September, 1945 |
| J. Cowie | ... L.S.T. "363" | ... 1st September, 1945 |
| E. L. Print | ... "Felicity" | ... 1st September, 1945 |
| F. A. Clarke | ... "Alaunia" | ... 1st September, 1945 |
| G. E. Pulley Blank | ... "Loch More" | ... 1st September, 1945 |
| J. A. Baker | ... "Nighthawk" | ... 1st September, 1945 |
| H. Metchim | ... "President" (E.A.P.) | ... 1st September, 1945 |
| J. R. Tucker | ... "President" (D.C.O.M.) | ... 1st September, 1945 |

Air Engineer

| | | |
|-----------------|----------------|-------------------------|
| D. A. R. Hall | ... "Glory" | ... 1st May, 1945 |
| T. E. G. Bowden | ... "Merlin" | ... 1st September, 1945 |
| R. N. Moore | ... "Nightjar" | ... 1st September, 1945 |
| C. J. McDowall | ... "Dipper" | ... 1st September, 1945 |
| G. C. McIntyre | ... "Vulture" | ... 1st September, 1945 |

Electrical

| | | |
|----------------|-----------------------|-------------------------|
| A. M. Drake | ... "Vernon" (M) | ... 1st September, 1945 |
| C. J. Evennett | ... "Defender" | ... 1st September, 1945 |
| D. Kershaw | ... "Osprey" (N.T.J.) | ... 1st September, 1945 |
| A. V. Williams | ... "Caroline II" | ... 1st September, 1945 |
| J. Banbury | ... "Leonidas" | ... 1st September, 1945 |

Supply and Secretariat

| | | |
|--------------------|--------------------------------|-------------------------|
| C. R. Taylor | ... "Victory" | ... 1st July, 1945 |
| P. J. Gough | ... "Lanka" | ... 1st September, 1945 |
| H. A. Toogood | ... "Victory IV" | ... 1st September, 1945 |
| W. H. Garey | ... "Dragonfly" | ... 1st September, 1945 |
| A. W. Oakman | ... "Royal Albert" | ... 1st September, 1945 |
| J. D. Mason | ... "Eland" | ... 1st September, 1945 |
| E. W. T. Creighton | ... "Beaver" | ... 1st September, 1945 |
| C. A. Trevelyan | ... "Daedalus" | ... 1st September, 1945 |
| A. V. Harding | ... "Nuthatch" | ... 1st September, 1945 |
| A. R. W. Reynolds | ... "Hasdrubal" | ... 1st September, 1945 |
| R. V. Wallingford | ... "Odyssey" ("Royal Edmund") | ... 1st September, 1945 |
| P. A. G. Norman | ... "Shrapnel" | ... 1st September, 1945 |
| B. P. Hatton | ... "Warren" | ... 1st September, 1945 |

Supply and Secretariat—contd.

| | | |
|---------------------|---------------------------|-------------------------|
| J. G. R. Bowman ... | ... "Eland" ... | ... 1st September, 1945 |
| D. R. Linstead ... | ... "Ferret" ... | ... 1st September, 1945 |
| G. C. Cutcher ... | ... "Norfolk" ... | ... 1st September, 1945 |
| C. W. Blackman ... | ... "Tadoussac" ... | ... 1st September, 1945 |
| J. R. Johnson ... | ... "Royal Athelstan" ... | ... 1st September, 1945 |
| L. G. V. Prowse ... | ... "Copra" ... | ... 1st September, 1945 |

Special (Cypher)

| | | |
|---------------------|------------------------|-------------------------|
| Donald Harrison ... | ... "Odyssey" ... | ... 1st September, 1945 |
| P. Kinsler ... | ... "Duke of York" ... | ... 1st September, 1945 |
| G. R. Towle ... | ... "Montclare" ... | ... 1st September, 1945 |

Special

| | | |
|-------------------------|-----------------------------------|-------------------------|
| E. R. Hill ... | ... "Golden Hind" ... | ... 1st August, 1945 |
| B. J. Rogers ... | ... "Cochrane" ... | ... 1st September, 1945 |
| T. White ... | ... "President" (D.I.N.O.) ... | ... 1st September, 1945 |
| H. J. Chamberlain ... | ... "President" (D.N.T.) ... | ... 1st September, 1945 |
| C. T. Nicholson ... | ... "President" (D.C.O.M.) ... | ... 1st September, 1945 |
| E. M. Butler ... | ... "Ukussa" ... | ... 1st September, 1945 |
| R. W. E. Day ... | ... "Nimrod" ... | ... 1st September, 1945 |
| E. R. Aubery ... | ... "Daedalus" ... | ... 1st September, 1945 |
| W. M. Houston ... | ... "Newcastle" ... | ... 1st September, 1945 |
| F. A. C. Fowke ... | ... "Odyssey" ("Royal Athelstan") | ... 1st September, 1945 |
| T. H. Bassett ... | ... "President III" (D.E.M.S.) | ... 1st September, 1945 |
| E. C. G. Hunter ... | ... "Lanka" ... | ... 1st September, 1945 |
| G. D. Hay ... | ... "Vengeance" ... | ... 1st September, 1945 |
| H. J. Trump ... | ... "Raleigh" ... | ... 1st September, 1945 |
| W. G. Honeybun ... | ... "President" (D.R.E.) ... | ... 1st September, 1945 |
| E. D. James, M.B.E. ... | ... "Vernon" (D) ... | ... 1st September, 1945 |
| W. T. Shuter ... | ... "Urley" ... | ... 1st September, 1945 |
| W. G. Paston ... | ... "Ringtail" ... | ... 1st September, 1945 |
| D. Campbell ... | ... "Hornet" ... | ... 1st September, 1945 |
| D. St. A. Hamilton ... | ... "St. Angelo" ... | ... 1st September, 1945 |

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

| | | |
|------------------|------------------------|-------------------------|
| B. O. Powell ... | ... "Chiddingfold" ... | ... 1st September, 1945 |
|------------------|------------------------|-------------------------|

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

| | | |
|--------------------|----------------------------|-------------------------|
| L. G. O'Reilly ... | ... "Allington Castle" ... | ... 1st September, 1945 |
|--------------------|----------------------------|-------------------------|

Supply and Secretariat (S.A.N.F.(V))

| | | |
|------------------|----------------|-------------------------|
| S. A. Inkley ... | ... "Tana" ... | ... 1st September, 1945 |
|------------------|----------------|-------------------------|

2. The following Temporary Sub-Lieutenants have been promoted to the rank of Temporary Acting Lieutenant from the dates shown :—

Executive

| | | |
|-------------------------|----------------------------------|-------------------------|
| W. K. Heath ... | ... "Vernon" (D) ... | ... 1st September, 1945 |
| William John Carter ... | ... "Drake IV" (for F.D.T. "13") | ... 1st September, 1945 |

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

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

5049.—Sea Ranger Crews—Admiralty Recognition

(N. 19896/45.—6 Sep. 1945.)

Approval has been given for Admiralty recognition to be accorded to efficient crews of the Sea Ranger Section of the Girl Guides Association.

2. Authority to grant official recognition to individual crews will be exercised by the Director, W.R.N.S., who will appoint Inspecting Officers for the purpose.

3. Any requests for stores or facilities of any description received by H.M. ships and establishments or Admiralty departments direct from a Sea Ranger crew should be returned to the sender with the intimation that all such applications must be forwarded through the Girl Guides Association to the Admiralty.

*5050.—Small Arms—Pistols, Revolver—Return to Store by Naval Personnel Serving in United Kingdom and late Home Guard Personnel

(A.S./L.D. 05058/45.—6 Sep., 1945.)

All pistols, revolver and related equipment in the personal possession of Naval officers and men serving ashore in United Kingdom, and late Home Guard personnel (who received pistols from Naval sources), are to be returned to the nearest Naval armament depot, except that officers and men to whom a personal issue of arms is normally made (e.g. Naval Air Arm flying crews) should retain their weapons.

2. Ammunition is to be returned with all weapons.

3. Care is to be taken that pistols retained on personal loan are recorded on the loan clothing page of the pay book, the type and register number of the pistol being recorded.

(A.F.O. 807/44.)

†5051.—R.N. and R.M. Sports Associations

(N. 22219/45.—6 Sep. 1945.)

(Included in Notice Boards Issue only.)

†5052.—Admiralty Surgeons and Agents—Appointments

(C.E. 16838/45, C.E. 17718/45.—6 Sep. 1945.)

Mr. J. E. Darlow, M.R.C.S., L.R.C.P., of Church Close, Boston, Lincs (Telephone :—Boston 2320 and 2210), has been appointed Admiralty Surgeon and Agent for Boston, to date 30th September, vice Mr. S. S. Rendall.

Mr. Ivor Campbell, L.R.C.P. & S., of Argyll Mansions, Oban, Argyll, has been appointed Admiralty Surgeon and Agent for Oban, temporarily, during the absence of Mr. G. A. MacArthur.

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

5053.—W.R.N.S.—Administration and Drafting on Closing Down of Western Approaches Command

(N. 11204/45.—6 Sep. 1945.)

The following changes which have been made on the closing down of the Western Approaches Command are promulgated for general information :—

(i) The administration of W.R.N.S. personnel formerly serving in the Western Approaches Command has been divided between the W.R.N.S. Superintendents, Plymouth and Rosyth, according to the redistribution of the Western Approaches Command between the Plymouth and Rosyth Commands.

(ii) The drafting of general service W.R.N.S. ratings serving in bases and establishments of the Western Approaches Command has been transferred to the W.R.N.S. Superintendent at the manning port which is responsible for drafting male ratings to the particular base or establishment.

(iii) The following bases in the Western Approaches Command that are manned for men from the three home ports jointly have been allocated for W.R.N.S. drafting as under :—

| | |
|--------------------------|---------------|
| H.M.S. "St. George" | } Plymouth. |
| H.M.S. "Queen Charlotte" | |
| H.M.S. "Glendower" | |
| H.M.S. "Scotia" | } Portsmouth. |

(iv) As special exceptions to the above arrangements, H.M.S. "Wellesley" and R.N. Auxiliary Hospitals, Southport and Rainhill, are allocated for W.R.N.S. drafting to Plymouth, and R.N. Auxiliary Hospital, Kilmacolm, to Portsmouth.

(v) The records, etc., of W.R.N.S. ratings formerly belonging to the Western Approaches Command who are serving overseas are being distributed between Portsmouth, Plymouth and the Nore Commands, according to the manning port of the establishment in which the ratings last served at home.

2. The above arrangements are not intended to disturb the centralization, in one particular home port, of the drafting of certain W.R.N.S. categories (e.g., Cinema Operators at Chatham).

5054.—W.R.N.S.—Seniority on Re-entry

(N. 14194/45.—6 Sep. 1945.)

The question of the seniority of W.R.N.S. ratings re-entered to categories in which the basic date of passing for advancement is based on the date of application for examination is to be referred individually to the Admiralty for decision.

(A.F.O. 2575/44.)

*5055.—Leave Bureaux Facilities for Naval Officers and W.R.N.S. Officers— London and Edinburgh

(C.W/D.P.S. 1099/45.—6 Sep. 1945.)

Organizations have been set up in London and Edinburgh with the object of providing Naval officers and W.R.N.S. officers on short leave with facilities for recreation and entertainment.

2. The Secretaries' Offices are :—

c/o Radio Rentals Ltd.,
92, Regent Street,
London, W.1.

Telephone : Regent 1986

c/o Messrs. R. W. Forsyth Ltd.,
30, Princes Street,
Edinburgh.

Telephone : Edinburgh 21695.

The London Bureau is open during the following hours :—

1100 to 1600 weekdays.
1100 to 1300 Saturdays.
Closed on Sundays.

Telephone enquiries can be made outside office hours to Molesey 3376.

The Edinburgh Bureau is open during the following hours :—

1000 to 1300—1430 to 1700 daily.
Closed on Sundays.

3. Officers may apply for information regarding hospitality of all sorts, either for a few hours or for several days. The Bureaux can provide officers with sport of all kinds and can put them in touch with a variety of entertainment.

4. The accommodation problem has also been tackled and assistance and recommendations can be given to those in search of hotels, flats and lodgings.

(A.F.O. 533/44 is cancelled.)

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

5056.—Aircraft—Bombs—Horizontal Fuzing—Types of Safety Wires and Clips

(G. 012354/45.—6 Sep. 1945.)

The attached table summarizes the types of safety wires and clips for various stores which are suitable for horizontal fuzing, when loaded to British bomb carriers.

2. Not all the stores appearing in the table are at present in Naval use.

3. This Admiralty Fleet Order is published for information and guidance and is not intended as an authority for demanding action. Authority for use of any specific wire will be contained in the relevant Air Publication or introductory pamphlet or Fleet Order.

HORIZONTAL FUZING AND USE OF SAFETY WIRES

| Safety Wire No. | Material | Length | Clips, Safety, No. | Number of Safety Clips Used | Use | Remarks |
|-------------------|---------------------------|--------|--------------------|-----------------------------|--|--|
| No. 1, Mark I ... | Phosphor bronze | in. { | No. 1, Mark I | 2 | Pistols, No. 27 and 42 | When converted for horizontal fuzing. |
| | | | No. 1, Mark I | 2 | Pistols, No. 44-52 and 55 | — |
| | | | No. 1, Mark I | 2 | Clusters, containing AN-M.40 and AN-M.41 bomb. | — |
| | | 7 | No. 1, Mark I | 2 | Fuze, 895/18, Mark II | — |
| | | | No. 1, Mark I | 2 | All tail pistols with normal air arming. | Bomb tail to be modified in accordance with A.F.O. 433/44. |
| No. 2, Mark I ... | Flexible wire cable | 4½ | No. 1, Mark I | 2 | American air armed tail fuzes | — |
| | | | No. 1, Mark I | 3 | Depth charge pistol, Mark XX* | — |
| | | | Nil | Nil | Preparation of Fuze 111 | — |
| No. 3, Mark I ... | Phosphor bronze | 30 | No. 2, Mark I | 2 | Hydrostatic switch, Mine. A, Marks I-IV. | — |
| | | | No. 2, Mark I | 1 | Hydrostatic switch, other "A" mines. | — |
| No. 4, Mark I ... | Flexible wire cable | 24 | No. 1, Mark I | 2 | Fuze, hydrostatic, Nos. 850, Mark II, 895A, Mark I, 895/14, Mark I and 895/30, Mark I. | — |
| No. 6, Mark I ... | Phosphor bronze, flexible | 12 | No. 2, Mark I | 2 | Impact firing assemblies of Mine A, Marks I-IV. | — |

HORIZONTAL FUZING AND USE OF SAFETY WIRES—contd.

| Safety Wire No. | Material | Length | Clips, Safety, No. | Number of Safety Clips Used | Use | Remarks |
|---------------------|---------------------------|--------|--|-----------------------------|---|--|
| No. 7, Mark I. ... | Phosphor bronze, flexible | 22 | No. 2, Mark I No. 2, Mark I | 2 1 | Hydrostatic switch, Mine A, Marks I-IV. Hydrostatic switch other "A" mines. | To replace wire safety, No. 3, Mark I. |
| No. 8, Mark I. ... | Flexible wire cable | 6 | No. 2, Mark I No. 2, Mark I No. 2, Mark I No. 2, Mark I | 2 1 2 1 | Fuzes M.111 ... Fuzes Nos. 848-849 ... Bomb incendiary, 1,000 lb., Mark I, for use on fighter bombers. Bomb, incendiary, 500 lb., AN-M.76. | Used instead of split pin in fuze. Four wires, safety, per bomb — 2 clips per wire. Two wires, safety, per bomb — 2 clips per wire. Clips, safety, No. 1, Mark I, to be replaced by clips, safety, No. 2, Mark I, when supply permits. To replace wire, safety, No. 3, Mark I. |
| No. 9, Mark I. ... | Phosphor bronze, flexible | 30 | No. 2, Mark I No. 2, Mark I | 2 1 | Hydrostatic switch, Mine A, Marks I-IV. Hydrostatic switch, other "A" mines. | To replace wire, safety, No. 3, Mark I. |
| No. 10, Mark I. ... | Phosphor bronze | 27 | No. 1, Mark I | 2 | Pistol, No. 58... | Fitted with eyelet with annealed twisted end. |
| No. 11, Mark I. ... | Phosphor bronze, flexible | 22 | No. 2, Mark I | 2 | Mine impact fuze | Twin wire (2 clips on each prong). |
| No. 12, Mark I. ... | Phosphor bronze | 12 | No. 1, Mark I | 2 | Bomb, 250 lb., A.S., Mark V | |

(A.F.O. 433/44.)

5057.—Aircraft—General—Sleeves (with Hose and Wing Nut Connection), R.A.F. Ref. 8A/2316—Use with Camera Guns in Firefly Aircraft

(A.S./A.M.R. 551/43.—6 Sep. 1945.)

The following armament store is used with the camera fitted in Firefly aircraft:—

Mechanisms, firing control, pneumatic:—

Units, rear release:—

Sleeves (with hose and wing nut connection), Ref. 8A/2316.

2. Spare sleeves will be allowed, for this purpose, as follows:—

H.M. Ships

1 per 2 I.E. Firefly aircraft carried.

R.N. Air Stations

"V"

"W"

"X"

"Y"

As in Advance Extracts of
C.B.(R) 4252/42.

6
*
*
8

* To be demanded only as required in replacement.

Receipt and Despatch Units

Anthorn 2

Culham 6

M.O.N.A.Bs.

Allowance promulgated separately.

Transportable Air Maintenance Yards 4

Aircraft Maintenance Ships 6

H.M.S. "Unicorn" 6

3. In addition Washers form, Ref. 8A/1315 (a component of the sleeve, Ref. 8A/2316) will be allowed as spares up to double the allowances of sleeves.

4. Demands for sleeves and washers to complete to the above scales should be forwarded by service in the

(a) U.K. to the appropriate R.N. armament depot.

(b) East Indies to Naval Armament Supply Officer, R.N. Armament Depot, Colombo.

(c) Pacific to Armament Supply Officer, Fleet Train or Superintending Armament Supply Officer, Royal Australian Naval Armament Depot, Sydney.

5058.—Aircraft—Guns, Hispano, 20-mm., Mark V—Muzzle Covers and Muzzle Nuts

(A.S./A.D.P. 2813/44.—6 Sep. 1945.)

The following items are hereby introduced into Naval service for use with Hispano, 20-mm., No. 2, Mark V guns (R.A.F. Ref. 7G/786):—

Guns, Hispano, 20-mm.:—

Covers, muzzle, No. 4 R.A.F., Ref. 7G/962

Covers, muzzle, No. 5 R.A.F., Ref. 7G/1000

Nuts, muzzle, R.A.F., Ref. 7G/990

Spanners, muzzle nut R.A.F., Ref. 8D/2682

2. The muzzle nuts are for use on guns in transit to protect the barrel thread, and each gun requires two nuts (A.P. 1641F/M8.W refers). In the Seafire aircraft however, the muzzle nuts are incorporated in the fairing to form a bearing, although a modification to this aircraft will be incorporated later, shortening the fairing and obviating the use of muzzle nuts as bearings.

3. Muzzle nuts are to be removed from guns before installation in aircraft. Any which are surplus to the allowances shown in paragraph 5 below and which are not required immediately for the return of guns, should be returned to R.N. armament depot for further use.

4. Numerous cases have already been reported of the stud on the spanner heavily scoring the crest of the barrel threads during removal of muzzle nuts. This is to be avoided by reducing the stud sufficiently to clear the threads. Spanners will not be modified by R.N. armament depots before issue.

5. Covers, muzzle, No. 4, Ref. 7G/962 are for use with No. 2, Mark V guns not fitted with muzzle nuts. For guns in Seafire aircraft, covers, muzzle, No. 5, Ref. 7G/1000 are required; these are larger and fit over the muzzle nuts.

6. Muzzle covers, muzzle nuts and muzzle nut spanners, will be allowed spare in the following proportions:—

Covers, muzzle, No. 4, R.A.F., Ref. 7G/962

H.M. Ships

10 per No. 2, Mark V gun in F.A.E. aircraft (other than Seafire).

R.N. air stations and repair yards

| | | | |
|-----|---|-----|------------------------------|
| "V" | } As in advance extracts of C.B. (R) 4252/42. | } { | 200 |
| "W" | | | To be demanded when required |
| "X" | | | To be demanded when required |
| "Y" | | | 300 |

Receipt and despatch units

Anthorn 200

Culham 200

Aircraft maintenance ships

H.M.S. "Unicorn" 500

M.O.N.A.Bs.

Being promulgated separately.

T.A.M.Ys. 250

Covers, muzzle, No. 5, R.A.F., Ref. 7G/1000

H.M. ships

10 per No. 2, Mark V gun in F.A.E. Seafire aircraft.

R.N. air stations and repair yards

| | | | |
|-----|---|-----|------------------------------|
| "V" | } As in advance extracts of C.B. (R) 4252/42. | } { | 200 |
| "W" | | | To be demanded when required |
| "X" | | | To be demanded when required |
| "Y" | | | 400 |

Receipt and despatch units

Anthorn 200

Culham 200

Aircraft maintenance ships

H.M.S. "Unicorn" 1,000

M.O.N.A.Bs.

Being promulgated separately.

T.A.M.Ys. 500

Muzzle nuts R.A.F. Ref. 7G/990.

H.M. ships

Carrying Seafire squadrons armed with No. 2 Mark V guns with:—

Up to 12 F.A.E. aircraft 12

13 to 24 F.A.E. aircraft 16

25 to 36 F.A.E. aircraft 24

Over 36 F.A.E. aircraft 32

R.N. air stations and repair yards

| | | | |
|-----|---|-----|----|
| "V" | } As in advance extracts of C.B. (R) 4252/42. | } { | 32 |
| "W" | | | 12 |
| "X" | | | 12 |
| "Y" | | | 48 |

(Repair yards may demand up to double quantities if necessary.)

Aircraft maintenance ships 40

H.M.S. "Unicorn" 40

M.O.N.A.Bs.

Being promulgated separately.

T.A.M.Ys. 40

Spanners, muzzle nut, Ref. 8D/2682

Squadrons (as mobile equipment) with aircraft armed with Mark V guns:—

Up to 12 F.A.E. aircraft 2

13 to 21 F.A.E. aircraft 3

21 or over F.A.E. aircraft 4

H.M. ships carrying squadrons armed with aircraft fitted with Mark V guns:—

Up to 12 F.A.E. aircraft 2

13 to 21 F.A.E. aircraft 3

21 or over F.A.E. aircraft 4

R.N. air stations and repair yards

"V" 4

"W" 2

"X" *

"Y" 5

* To be demanded up to a maximum of 2, if actually required.

Receipt and despatch units

Anthorn 4

Culham 4

Aircraft maintenance ships

H.M.S. "Unicorn" 6

M.O.N.A.Bs.

Being promulgated separately.

T.A.M.Ys. 4

7. In addition to those allowed spare under paragraph 6 above, sufficient muzzle nuts should be demanded to enable all spare No. 2, Mark V guns held to be fitted.

8. If the allowance is insufficient to enable all Hispano No. 2, Mark V guns returned to R.N. armament depots to be fitted with muzzle nuts, further quantities should be demanded.

9. Demands to complete to the above scale should be forwarded by services—

(a) in U.K., to the appropriate R.N. armament depot;

(b) abroad, to the nearest Officer in Charge of Armament Supply.

10. All Hispano No. 2, Mark V guns are to be fitted with muzzle nuts before issue by R.N. armament depots.

(A.P. 1641F/M8-W)

(A.F.O. 553/45.)

5059.—Aircraft—Pyrotechnics—Signals, Distress, Two Star, Red, Marks I and II—Withdrawal

(A/123/45.—6 Sep. 1945.)

As a result of failures, it has been decided that all signals, distress, two star, red, Mark I and II, are to be withdrawn from Naval service. This also applies to all Marks I and II retaped in accordance with A.F.O. 6539/44.

2. Arrangements should be made for all of these signals on board H.M. ships or in Naval establishments to be returned to the nearest Naval armament depot and for Mark III to be drawn in lieu.

3. Those in store at armament depots and received in consequence of this Order should be dumped.

(A.F.O. 6539/44 is cancelled.)

5060.—Aircraft—Pyrotechnics—Smoke Floats A/C Navigation No. 1, Marks I-IV—Withdrawal

(A.S. 6247/45.—6 Sep. 1945.)

Owing to reports of failures, Smoke Floats A/C Navigation No. 1, Marks I-IV, are to be withdrawn and replaced by Mark V. Any on board H.M. ships or in Naval establishments should, therefore, be returned to nearest Naval armament depot, or dumped in deep water. Before dumping, the tail is to be pierced at the spot marked X in accordance with the instructional label affixed to each tail.

2. *Naval armament depots.*—Stocks of Smoke Floats, Marks I to III, and any subsequently received should be dumped, in accordance with instructions recently promulgated. Stocks of Mark IV should be retained pending further instructions except any received in accordance with this order which may be dumped.

(C.A.F.O. 1691/44 is cancelled.)

5061.—Ammunition Supply—Naval Armament Depots—Supply, Tests and Returns of Ammunition—Destruction of Propellant

(A.S. 10947/44.—6 Sep. 1945.)

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

| | |
|---------------------|-------------------------------------|
| <i>Index</i> | <i>Cartridges into which filled</i> |
| S.P.D.W.2454 | Q.F., 3-in., 23 calibre |

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

5062.—Director Firing Gear Surplus to Requirements—Disposal

All Dockyards, Gun Mounting Depots at Home and Abroad. P.E.R.O.s, F.O.G.M.O.s. and G.M.O.s.

(G. 05154/45.—6 Sep. 1945.)

Approval has been given to bring to produce certain types of directors and associated receivers, for which no further service can be foreseen.

2. Certain proportions of the equipment listed in the accompanying schedule will, however, be required to be retained for use as spares and possible supply to bases abroad as Fleet replacements.

3. Most of the older types of Director Firing gear have already been brought to produce in order to release storage space.

4. As a general principle Director Firing gear will be retained on board ships being reduced to category "C", except certain items which are in short supply. When these items are required, arrangements will be made by the Admiralty with the authorities concerned for their early removal as the ship reduces to category "C".

5. A concise and clear cut directive for the disposal of Director Firing gear when removed, cannot be given for the following reasons :—

(a) Very few directors are interchangeable without some form of modification, therefore each one as it becomes available for scrapping will have to be considered separately.

(b) Each director system has to be considered with its associated fire control system.

The accompanying schedule does, however, give a general indication of policy and the proportions of directors and receivers that are required for retention, when removed from H.M. ships.

6. The following directors may be brought to produce when removed from H.M. ships and D.E.M.S. without further reference to the Admiralty.

(a) Barrage Directors, Mark II.

(b) W Type Directors, all marks.

(c) Light type directors except those especially earmarked for L.C.G.(L)'s and at present being prepared for further service.

(d) Pedestal type directors.

(e) Tripod type directors.

7. Special reports of disposal of this equipment, i.e., paragraph (6) are not required, but form D.742 should be rendered in the normal way. This report must state Reg. Nos. and marks of the equipment concerned, and the ships from which they have been removed.

8. Ball and roller bearings which are easily accessible and in good condition and which are considered to be of value by the local officers should be retained at bases abroad, and sent to the Gun Mounting depot, Coventry, in the case of all bases at home. Particulars of such items retained in store should be reported on Form D.742A.

9. Any Admiralty pattern numbered items and units of electrical equipment, which are in short supply and in good condition should be retained if considered advisable after consultation with local Naval Store Officers.

10. Directors and equipment of foreign manufacture should not be disposed of without reference to the Admiralty unless specific instructions have been given.

11. Directors and associated equipment not listed here in which may be beyond economical repair, should be reported to the Admiralty for disposal instructions.

12. All spare part boxes landed should be retained in store for the purpose of supplying replacements to equipments still in service. They need not be replenished. Particulars of all such gear retained in store are to be reported on Form D.742A.

APPENDIX A

H.A. and Barrage Directors

| Director | Now in service | Spares | Spares finally proposed to retain | Remarks |
|-------------------------|----------------|--------|-----------------------------------|--|
| H.A., Mark I ... | 28 | 4 | 4 | Bring to produce all directors displaced, maintaining spares in same proportion as now. |
| H.A., Mark II | 5 | 2 | 2 | As above. |
| H.A., Mark III | 32 | 12 | 12 | (1) Retain whilst policy regarding provision of Mark I ships with Mark III directors is undecided. (2) Then bring to produce maintaining 1 in 4 spares. |
| H.A., Mark IV | 23 | 1 | 1 | Retain. Will all be converted to Mark IV G.E. or IV G.B. |
| H.A., Mark IV G.E. | 4 | — | 7 | Establish a spare pool of 1 in 4, then bring to produce. |
| H.A., Mark IV G.B. | 77 | — | 8 | Establish a spare pool of 1 in 10, then bring to produce. |
| H.A., Mark V ... | 12 | 2 | 3 | Maintain the spares at 1 in 4, then bring to produce as displaced. |
| H.A., Mark V* ... | 4 | — | 1 | Fitted only in H.M.S. "Indomitable." Establish spare depending on Mark VI policy, then bring to produce. |
| H.A., Mark V* M | 8 | 1 | 2 | Keep spare 1 in 4, then bring to produce. |
| R/F Directors, Mark II. | 4 | 1 | 1 | Bring to produce when ships reduce to Category C. |

| Director | Now in service | Spares | Spares finally proposed to retain | Remarks |
|--------------------------------|----------------------------------|--------|---|--|
| Mark III ... | 5 | 1 | 1 | As above. |
| Mark II W ... | 45 | 3 | 6 | Establish spare ratio of 1:8 as ships reduce to Category C, then bring to produce. |
| Mark III W ... | 65 | 7 | 7 | Maintain spare ratio of 1:10 as ships reduce to Category C, then bring surplus to produce. |
| Mark IV, V ... | 22 | 6 | 2 | Maintain spares of 1 in 10. As ships reduce to Category C, bring surplus to produce. |
| Mark IV*, V*, V**. | 187 | 48 | (a) Mark V** 10 per cent. (b) Mark VI 10 per cent. | All unstabilized directors surplus to — (a) Mark VI conversion requirements. (b) Spares requirements should be brought to produce. |
| Barrage director, Mark II. | 98 | 30 | 10 | Bring to produce as replaced by Mark III, maintaining spares in proportion of 10 to 1. |
| Mark III ... | (a) 56† (b) 120† allocated | 30 | 10 per cent. | Bring to produce as surplus develops. |
| Pom-Pom, directors, Mark III*T | 20† | 2 | 10 per cent. | Bring to produce displaced by C.R.B.F. etc. Establish first a spares pool of 1 in 10. |
| Pom-Pom, directors, Mark IV | 300† | 8 | 10 per cent. | (a) Establish spares pool of 1 in 20 as directors are displaced by more modern equipment. (b) Bring to produce as surplus develops. |

† Still being manufactured.

APPENDIX B
L.A. Directors

| Director | Now in service | Spares | Spares finally proposed to retain | Remarks |
|-------------------|---|--------|-----------------------------------|---|
| "W" type ... | VEE's and WAIR'S not equipped with pelorus. | Nil | Nil | All spares have been brought to produce. As removed bring to produce. |
| Light type ... | A.M.C. | 15 | Nil | These 15 spares are being fitted in L.C.G. (L)s. |
| Pedestal type ... | 23 | 7 | Nil | Bring to produce all directors displaced. |

| Director | Now in service | Spares | Spares finally proposed to retain | Remarks |
|--|----------------|--------------------|-----------------------------------|--|
| Tripod type ... | 15 | 4 | Nil | Bring to produce all directors displaced. |
| 15-in., D.C.Ts.... | 5 | Nil | 5 | Fitted in modernized 15-in. ships and H.M.S "Abercrombie". Retain D.C.Ts. as removed from existing ships. |
| 16-in., D.C.Ts.... | 4 | Nil | 2 | Fitted in H.M. Ships "Nelson" and "Rodney", retain 50 per cent. if removed from ships. |
| 16-in., arm. towers | 1 | Nil | Nil | Bring to produce if removed as in H.M.S. "Nelson". |
| 8-in., D.C.Ts. ... | 9 | Nil | 9 | As D.C.Ts. are removed retain for other 8-in. cruisers not yet modernized. |
| 8-in., D.T. ... | 11 | Nil | (Retain all useful instruments) | Bring to produce if displaced. (Remove useful instruments first). |
| 6-in., D.C.Ts. ... | 26 | 3 | 5 | One spare building at Barrow. |
| 5-25-in., D.C.Ts. | 10 | Nil | 10 | One at Llandudno for 274 trials. |
| Note.—It is the intention to retain all serviceable D.C.Ts. ex-modernized 15-in. and 8-in. ships and later until the re-armament programme of the post-war fleet is known. | | | | |
| Destroyers, D.C.Ts., Es-Is "Tribals", Js-Ks, Ns, Qs-Vs. | 52 | 6 plus 8 at G.S's. | 11 | One allocated to Eastney. |
| D.C.Ts., Ls. and Ms. | 7 | 2 | Nil | In the event of any of these vessels being broken up retain 1 in 5 as spares. |
| Simple directors, Mark I. | 29 | 1 | — | If these D.C.Ts. are displaced by Mark VI H.A.-L.A. directors Retain for spares as above and gunnery schools. |
| Simple directors, Mark II. | 25 | Nil | — | Retain first 5 D.C.Ts. displaced and bring to produce the rest, but remove proportion of instruments for extra spares and gunnery schools. |
| | | | | Remove instruments and bring D.C.T. to produce if removed from ships. |
| | | | | If removed retain for fitting in L.C.G.(L)s. |
| | | | | If removed retain for fitting in L.C.G.(L)s. |

APPENDIX C
Elevation Receivers
Elevation and Training Receivers

All elevation receivers previous to Type A to be brought to produce.

| Type | Where fitted | Disposal policy |
|-----------------------------|---|--|
| A, Mark I ... | H.M. Ships "Amazon", "Ambuscade". | Bring to produce with ships. |
| A, Mark I* ... | H.M.S. "Resource" ... | |
| A, Mark I** ... | H.M.S. "Medway" ... | |
| B, Mark I ... | 16-in. H.M. Ships "Nelson", "Rodney". | |
| B, Mark I* ... | 6-in., H.M. Ships "Nelson", "Rodney". | |
| B, Mark II ... | 8-in., H.M. Ships "Kent", "London" classes. | Bring to produce subject to retention of all receivers from first ship, brought to produce as spares for the remainder. These to be brought to produce when last of class disposed of. |
| B, Mark III* | 8-in., H.M. Ships "Norfolk", "York" classes. | Bring to produce if and when H.M.S. "Norfolk" is scrapped. |
| C, Marks I, I**, II, II* | Older types of H.A. mountings. | Bring to produce when mountings are brought to produce or become part of D.E.M.S. reserve. |
| C, Mark III* | 4-in. H.A. mountings various types and Army 6-pdrs. | 1 in 4 to be retained. Remainder bring to produce when mountings are brought to produce or become part of D.E.M.S. reserve. |
| C, Mark IV | Early 4-in. H.A. mountings | Bring to produce when mountings are brought to produce or become part of D.E.M.S. reserve. |
| C, Mark IV* | 4-in. mountings—destroyers, cruisers, capital ships with sided directors. | 1 in 4 to be retained. Remainder bring to produce when mountings are brought to produce or become part of D.E.M.S. reserve. |
| C, Mark V ... | Earlier pom-poms, etc. ... | Bring to produce with mountings. |
| C, Mark V* | H.M.S. "Hunt" class destroyers. | Retain 1 in 4. Remainder bring to produce when mountings become part of D.E.M.S. reserve. |
| C, Mark V** | Depot ships ... | Bring to produce with mountings. |
| C, Mark VI | R/F director ships ... | Retain those in first ship, brought to produce as spares for remainder. Bring remainder to produce. Those retained to be brought to produce when whole of class disposed of. |
| C, Mark VII | H.M.S. "Scylla" ... | Bring to produce with ship. |
| C, Mark VIII | H.M. Ships, "Tyne", "Adamant", "Hecla". | Retain as spares. |
| C, Mark IX | H.M.S. "Lance" ... | Bring to produce with ship. |
| CM, Mark I | 2-pdr. and 4-in. mountings | Bring to produce when mountings are brought to produce or become part of D.E.M.S. reserve. |
| CM, Mark I* | 2-pdr. and 4-in. mountings | Bring to produce all but 1 in 10 when mountings are brought to produce or become part of D.E.M.S. reserve. |
| CM, Mark I** | Various mountings where simple magflip type receivers required. | Retain all serviceable and repairable instruments as stock for replacements. |

| Type | Where fitted | Disposal policy |
|-------------------------------|--|---|
| CM, Mark II | 4.5-in. mountings, various ships. | Retain with gun mountings and bring to produce all but 1 in 8 when mountings are brought to produce and bring to produce those retained when all mountings are brought to produce. |
| CM, Mark III | 5.25-in. mountings, various ships. | Retain with gun mountings and bring to produce all but 1 in 8 when mountings are brought to produce and bring to produce those retained when all mountings are brought to produce. |
| CM, Mark IV | Various mountings where coarse magflip indication required. | Retain all serviceable and repairable instruments as stock for replacements. |
| CM, Mark V | H.M. Ships "Unicorn", "Abercrombie", 4-in., Mark XIX, mountings. | Retain with gun mountings and bring to produce all but 1 in 8 when mountings are brought to produce or become part of D.E.M.S. reserve. When all mountings brought to produce or D.E.M.S. reserve, bring to produce those retained. |
| CM, Mark IX | 4-in., Mark XIX, mountings H.M.S. "Tomahawk", "Cutlass", "Poniard" classes. | Retain with gun mountings and bring to produce all but 1 in 8 when mountings are brought to produce or become part of D.E.M.S. reserve. When all mountings brought to produce or D.E.M.S. reserve, bring to produce those retained. |
| D, Marks I, III, III*, IV. | "A" to "D" class destroyers—H.M.S. "Leander". | Bring to produce with ships or mountings. |
| D, Mark V ... | 6-in. cruisers ... | Retain instruments from first two ships brought to produce as spares. Bring to produce all but 1 in 10 of remainder. Retained instruments to be brought to produce when last of class disposed of. |
| E, Marks I, I*, I**. | "E" to "K" class destroyers and "Tribals". | Retain and bring to produce with mountings. |
| E, Mark II | H.M.S. "Newcastle", 6-in. triple, Mark XXII. | Bring to produce when and if mountings are brought to produce. |
| E, Mark III | "L" and "M" class destroyers. | Retain and bring to produce with mountings. |
| E, Mark IV | H.M. Ships "Onslaught", "Offa", "Oribi", "Onslow". | Retain and bring to produce with mountings. |
| EM, Mark I | 6-in. cruisers, H.M.S. "Sheffield" and later classes. | Retain instruments from first two ships as spares. Bring to produce all but 1 in 10 remainder. Retained instruments to be brought to produce when last of class disposed of. |
| EM, Mark II | H.M.S. "Fiji" classes ... | Retain instruments from first two ships as spares. Bring to produce all but 1 in 10 remainder. Retained instruments to be brought to produce when last of class disposed of. |

| Type | Where Fitted | Disposal Policy |
|--|---|--|
| * EM, Mark III | H.M.S. "King George V" class. | Retain instruments from first two ships as spares. Bring to produce all but 1 in 10 remainder. Retained instruments to be brought to produce when last of class disposed of. |
| E, Marks V, VI, VI*, VII. | Various classes of destroyers. | Retain and bring to produce with gun mountings. |
| Q, Marks I, II, II*, stabilizing receivers | Hedgehog mountings, Type A fire control. | Retain and bring to produce all but 1 in 15 with mountings. When all mountings brought to produce, bring to produce those retained. |
| CQ, Marks I and II bearing receivers. | Hedgehog mountings, Type B fire control. | Retain and bring to produce all but 1 in 15 with mountings. When all mountings brought to produce, bring to produce those retained. |
| CMQ, Mark I, bearing receiver. | Squid mountings, Type C fire control. | Retain and bring to produce all but 1 in 10 with mountings. When all mountings brought to produce, bring to produce those retained. |
| F, Marks I, II, III. | Various sloops and escort vessels and "C" class cruisers. | Retain and bring to produce all but 1 in 10 with mountings. When all mountings brought to produce, bring to produce those retained. |

Training Receivers

All training receivers (except Patterns 20 and 21 small type) previous to Type "A" to be brought to produce.

| Type | Where fitted | Disposal policy |
|------------------------------|--------------------------------------|--|
| A, Marks I, I*, I**. | As for "A" type elevation receivers. | Bring to produce with ships |
| B, Mark I, I*, II, III. | As elevation receivers ... | As for elevation receivers. |
| C, Marks I, I*, II, II*. | As elevation receivers ... | As for elevation receivers. |
| C, Mark III | As elevation receivers, Mark III*. | As for elevation III*. |
| C, Marks IV, IV*, V, V*, VI. | As elevation receivers ... | As for elevation receivers. |
| CM, Marks I, I*, I**. | As elevation receivers ... | As for elevation receivers. |
| D, Marks I, I* | "A" to "D" class destroyers. | Bring to produce as for elevation receivers. |
| D, Mark III | 6-in. cruisers ... | Retain instruments from first two ships brought to produce as spares. Bring to produce all but 1 in 10 remainder. Retained instruments to be brought to produce when whole of class disposed of. |

| Type | Where Fitted | Disposal Policy |
|------------------------|---|---|
| D, Marks IV, IV*. | Various destroyers ... | Retain and bring to produce with mountings. |
| D, Mark V ... | 6-in. cruisers ... | As for D, Mark III. |
| EM, Marks I, I*. | 6-in. cruisers and H.M. ships "King George V" class, "Vanguard", "Abercrombie". | As for D, Mark III. |
| Small Type (modified). | Various sloops, escort vessels, etc. | Retain and bring to produce all but 1 in 10 when gun mountings are brought to produce or become part of D.E.M.S. reserve and bring to produce those retained when all mountings are brought to produce. |
| F, Mark I ... | Various sloops, etc. ... | Retain and bring to produce all but 1 in 10 when gun mountings are brought to produce or become part of D.E.M.S. reserve and bring to produce those retained when all mountings are brought to produce. |

5063.—Anti-Aircraft and Anti-Ship Fire Control—Drill and Procedure—Standard Alarm and Control Orders

(G.D. 0154/45.—6 Sep. 1945.)

The development of modern equipment and the vast changes of the conditions under which modern actions are fought have resulted in many of the standard alarm and control orders as laid down in drill books, etc., becoming out of date, or having changed their meaning.

2. It is realized that, in order to meet these changed conditions, ships have produced their own orders or modified existing ones, and it is thought that sufficient experience has now been gained to produce a new standard list of such orders. This is essential if drill books, films and gunnery school teaching are to be the same as the practice at sea.

3. After considerable investigation into the merits of various procedures in use, the orders as shown in the Appendix have been produced. They will be used in all future training ashore and in new films, and drill books will be amended in due course. Commanding Officers of ships should arrange for their introduction at a time convenient to their operational and training programme, as it is desired to achieve complete standardization.

4. No very revolutionary changes have been made. "Enemy in Sight" has been left out, as frequently he is not in sight. States of preparedness have reverted to two, and the order for the highest state of preparedness, "Stand to", has been combined with that for starting the control procedure as the two events are normally concurrent.

5. The orders are divided into "Command orders" which are passed from the command to the control, and "Control orders" for use within each system. After "Stand to", it is most undesirable to use "Alarm" unless there is a real emergency, so the alternatives of "Load" or "Alarm" have been left in except in the case of aircraft targets, when "Alarm" should always be used. "Surface" should be passed to all L.A. as well as H.A./L.A. armaments as the requirement for the alternative "Aircraft" for barrage fire may exist from purely L.A. guns, viz.: 6-in. and 8-in., and also for the sake of standardization where both L.A. and H.A./L.A. armaments are fitted in a ship.

6. The Command orders fall into four groups, and some amplifying notes on each are given :—

- (a) *State of Preparedness*.—The orders refer to the state of preparedness of the men rather than of the machines. For the men only two states are required but the complexity of modern equipment is such that no set rules can be laid down to cover all different pumps, gyros, Radars, etc., and these are left to the internal organization of each ship.
- (b) *Preliminary orders*.—"Visibility Range" is now obsolete as Radar operating conditions are the governing factor. "Lookout bearing" has a purely static meaning, and does not infer any high state of preparedness.
- (c) *Orders on First Contact*.

- (i) If there is no urgency, these are combined with "Stand to" as explained in paragraph 4 above. This is followed by the order "Load" and/or "Broadside", or, in an emergency, "Alarm". In the case of aircraft targets, the order "Alarm" after "Stand to" is always given when it is desired to engage, as some order is required at the guns between "Stand to" and "Commence".

Example :—A surface echo is detected at long range. "Stand to Surface Blind" is passed to the Main Armament. The echo is eventually classified as hostile, and "Load" and finally "Broadside" is ordered, but if the enemy were to open fire before own ship was ready, "Alarm" would immediately be passed.

- (ii) In an emergency, the existing order "Alarm" is always used.
- (iii) In all cases, the side and relative bearings are passed immediately, and should be followed as soon as the order is through, by the compass bearing.

(d) *Orders for opening fire*.—Self-evident.

Appendix
Command Orders

| <i>Order</i> | <i>Command Orders</i> | <i>Meaning</i> |
|-----------------------------------|-----------------------|---|
| <i>States of Preparedness</i> | | |
| 1. "Stand to" | | In all respects ready for immediate action. To obtain full benefit from this "state" it is essential that men should be kept at the "Stand to" for as short a time as possible, but that when at the "Stand to", no relaxation whatever should be permitted. <i>Note</i> .—This order is usually followed by 6 (a) or (b) or 7 (a) or (b) below. |
| 2. "Relax" | | Communication numbers and/or lookouts closed up, but remainder of crew fallen out and resting. |
| <i>Preliminary Orders</i> | | |
| 3. "Range for the day (or night)" | | The range to be set on fire control instruments before the enemy is detected or sighted. |
| 4. "Lookout Bearing" | | The bearing on which the director and guns are to be trained before the enemy is detected or sighted while the armament is in the "Relax" state. |
| 5. "Fuze for the day (or night)" | | The fuze to be set before the enemy is detected or sighted. |

Note.—Turret pumps; gyros, Radar sets, etc., should be controlled in accordance with instructions issued in the ship.

Command Orders—contd.

| <i>Order</i> | <i>Meaning</i> |
|--|---|
| <i>Orders on First Contact</i> | |
| 6 (a) "Surface, starboard (or port)" | Followed by a Bearing, is used when a target is sighted and it is desired to get the armament on the target, commence tracking, etc., without loading the guns. |
| (b) "Surface blind, starboard (or port)" | As for 6 (a), but indicates a surface echo has been detected by Radar, or there are other indications that the enemy is in the vicinity. |

Notes

- (i) These orders may be given *immediately* following the order "Stand to" or at a later stage.
- (ii) When a target is identified as hostile, the orders "Load" and/or "Broadside" may be given, or in an emergency, "Alarm" is used.
- (iii) If about to bombard, "Bombardment" may be used instead of "Surface".
- | | | |
|---|---|---|
| 7 (a) "Aircraft, starboard (or port)" | } | As for 6 (a) and (b) except that the target or echo is an aircraft. |
| (b) "Aircraft blind, starboard (or port)" | | |

Notes

- (i) These orders may be given *immediately* following the order "Stand to" or at a later stage.
- (ii) Before ordering "Open Fire", the order "Alarm Aircraft (Blind)" must also be passed as the guns' crews require some order before "Commence".

| | |
|--|--|
| 8 (a) "Alarm surface starboard (or port)" | Followed by a Bearing, is used when a target is suddenly sighted, and it is desired to be ready to open fire in the least possible time. Guns train on the bearing ordered, follow director and come to the Ready with the utmost despatch. (If known, the type of target, E-boat, submarine, etc., may be used in lieu of "Surface".) |
| (b) "Alarm surface blind, starboard (or port)" | As for 8 (a), but indicates a surface echo has been obtained, or there are other indications that the enemy is in the close vicinity. |
| 9 (a) "Alarm aircraft starboard (or port)" | Followed by a Bearing, and angle of sight is used when an aircraft is suddenly sighted and it is desired to be ready to open fire in the least possible time. Director and guns train on the bearing ordered and pick up the target and prepare to open fire. |
| (b) "Alarm aircraft blind starboard (or port)" | As for 9 (a), but indicates that an aircraft echo has been detected by Radar and that blind fire may be necessary. |

Note.—In all first contact orders, the bearing ordered is the *relative* bearing. As soon as the initial order has been passed and acknowledged the compass bearing is to be passed in the form "Compass 060".

Orders for opening fire

| | | |
|-----------------|--------|--|
| 10. "Open fire" | | Upon all occasions indicates that fire is to be opened immediately, either upon the enemy or on a target, using the best information available. It is <i>never</i> to be used for dummy runs. Commanding Officers are to authorize an order for this (e.g. "Start the run"). |
|-----------------|--------|--|

Command Orders—contd.

| Order | Meaning |
|------------------|--|
| 11. "Engage" ... | To be used by the Captain to the P.C.O. or Control Officer when a target has been sighted or a Radar contact made, but conditions are not yet such as to be able to open fire at all or with sufficient advantage, and signifies that fire is to be opened as soon as the desired conditions have been obtained. |

Control Orders and Reports

1. Reports from Control

- (a) "... (6") On" ... Armament is on the bearing ordered, is ready to open fire, but cannot see the target.
- (b) "... (6") Target" ... Armament can see the target indicated and is ready to open fire.
- (c) "... (6") Radar" ... Armament or control system is in Radar contact with the target indicated and is ready to open blind fire.

2. Report from Director Layer to Control Officer

- (a) "Director on" ... When the director is on the bearing ordered but cannot see the target.
- (b) "Director target" ... Director is on the target and target is visible.
- (c) "Director Radar" ... Director is on the target by Radar.

3. Radar Orders and Reports

- (a) "Start operating" ... Close transmitter control switch or take whatever steps are required to cause the transmitter to radiate.
- (b) "Watch" ... Continue sweeping, but each time target echo re-appears report its bearing and range.
- (c) "Hold" ... Stop sweeping, keep trained on and pass ranges of target.

Note.—"Disregard" cancels both "Watch" and "Hold".

4. Training Orders from the Control Officer

- (a) "Switch to director" ... Visual training by the director trainer, or training from the director by using the Radar equipment in the director tower, is employed.
- (b) "Switch to T.S." ... Training is controlled from the T.S. by using the Radar equipment in the T.S., or from the bearing clock in the T.S., without the assistance of Radar.

Note.—If doubt exists, the type of training—visual, Radar or Table—may be specified.

5. Starshell Orders

- (a) "Starshell Commence" ... Open fire with starshell.
- (b) "Stop starshell" ... Check fire with starshell.

6. Searchlight Orders

- (a) "Switch on" ... Switch on searchlight.
- (b) "Dowse" ... Switch off searchlight.

7. Standard Warning Signals

Warning Signal (from Bridge, A.D.P. or Target Indication Room).

Series of short rings on the check fire bell. Stand to, start pumps, man all telephones, follow pointers.

Control Orders and Reports—contd.

| Order | Meaning |
|---|--|
| 8. Control Signals | |
| (a) Rapid ringing of the fire gong for 5 seconds. (For purely L.A. armaments only.) | Alarm surface, load if not already loaded; guns to be brought to the Ready without further orders as soon as "On" by director. |
| (b) A series of rapid hoots on the fire buzzer. | Stand by for barrage fire. |
| (c) A series of long rings on the check fire bell. | Check fire. |

(A.F.O. 2126/43 is cancelled.)

5064.—Guns—20-mm. Oerlikon—Introduction of Popples in Lieu of Plungers in Double Loading, Part IV

(A. S/G.8068/42.—6 Sep. 1945.)

The "initial load" column of the identification list in A.F.O. 4739/44 should be amended as follows:—

Delete "LB" and insert "KG".

(A.F.O. 4739/44.)

5065.—Guns—Q.F., 4-in., Mark XXI Breech Ring and Barrel—Modification

(A.S. 9028/45.—6 Sep 1945.)

The following modification is approved:—

| | | |
|------------------------|-----|---|
| Gun | ... | Q.F., 4-in., Mark XXI. |
| Part affected | ... | Breech ring and barrel. |
| Purpose | ... | To clear locating stud in sub-calibre gun breech discs, and to facilitate shipping of sub-cal. gun. |
| Nature of modification | ... | Hole to be drilled in chamber face of breech ring and barrel. |
| Drawing | ... | I.P. N.O.D.3153/15. |
| By whom to be done | ... | R.N. armament depots. |
| Degree of urgency | ... | Before issue of guns. |

5066.—Gun Mountings—4.7-in., C.P., Twin, Mark XIX, 4.7-in., C.P., Mark XVIII, 4-in., H.A., Twin, Mark XIX—Drill Fuzes and Fuze Keys, for Hand Fuze Setting Trays

(G. 09633/45.—6 Sep. 1945.)

A.—Ships, Establishments and Authorities—Commanding Officers, ships concerned, dockyards, repair establishments and Naval armament depots.

B.—Types and Marks of Mountings—4.7-in., C.P., Twin, Mark XIX, 4.7-in., C.P., Mark XVIII, 4-in., H.A., Twin, Mark XIX.

C.—Part of Mounting affected.—Hand fuze setting tray.

D.—Purpose of Modification—To ensure that correct drill fuzes and fuze keys are used.

E.—Mature of Modification—

(i) Drill Fuzes.—When 206 or 207/211 drill fuzes are required for use with hand fuze setting trays—drill fuzes 206, Mark I, and/or 207/211, Mark II, should be demanded. The graduated rings on these drill fuzes are in the same position as those on the service fuzes.

Drill fuzes 206, Mark II, and 207/211, Mark III, are only suitable for use with fuze setting machines and are not suitable for use with hand fuze setting trays.

If they have already been supplied they should be returned to the nearest Naval armament stores.

(ii) *Fitting of Fuze Keys.*—The hand fuze setting trays for the 4.7-in., C.P., twin, Mark XIX mountings, the 4.7-in., C.P., Mark XVIII mountings, and the 4-in., H.A., twin, Mark XIX mountings are all fitted with identically the same chucks, except that those for the 4.7-in., Mark XVIII mountings were supplied without an adaptor ring.

The chucks are arranged so that they can mount either :—

(a) The special key for No. 198 fuzes (without adaptor ring) as supplied for the 4.7-in., Mark XVIII mountings.

(b) The existing hand fuze setting keys, No. 127 or No. 153, for fuzes 206 or 207/211 respectively.

To fit the existing keys to the chuck, it is necessary to modify the keys as shown on A.F.O. Diagram 332/45 (1) (Part Drg. No. CO/2313/4), i.e. :—

Remove fittings.

Machine body of key.

Drill 0.25 in. dia. hole in key.

(For 4.7-in., Mark XVIII mountings only) :—Make and fit adaptor ring.

The present position as regards the keys in the hand fuze setting trays supplied for the various types of mountings are as follows :—

4.7-in., C.P., Twin, Mark XIX.—Ships were instructed to modify and fit their own keys

4-in., H.A., Twin, Mark XIX.—The trays as issued are fitted with a modified key No. 153 for setting 207/211 fuzes. If 206 fuzes are used, four in number of keys No. 127 (and the same number of spare setting studs) should be demanded if they have not already been supplied. The keys should then be modified as described above.

4.7-in., C.P., Twin, Mark XIX, and 4-in., H.A., Twin, Mark XIX, Fuze 198.—If it is required to use fuze No. 198 on these mountings, a special key should be made as shown in A.F.O. Diagram 332/45 (2) (Part Drg. No. CO/2313/2 and 3).

4.7-in., C.P., Mark XVIII.—The trays are fitted with a special key for 198 fuzes. If it is required to adapt these trays for setting 206 or 207/211 fuzes, the appropriate key should be modified and an adaptor ring should be fitted as described above.

F.—*Drawing or A.F.O. Diagram*—

Part Drawing No. CO/2313/4. A.F.O. Diagram 332/45 (1).

Part Drawing No. CO/2313/2 and 3. A.F.O. Diagram 332/45 (2).

G.—*By whom to be done*—

Ship's staff with the assistance of dockyards or repair establishments if necessary.

H.—*When to be done*—

At first available opportunity if and when required.

I.—*Whether to be treated as an alteration and addition or as a defect*—

Defect.

(A.F.O. 4741/44.)

5067.—Gun Mountings—4-in. H.A., Twin, Mark XIX—Removal of Breech Block

(G. 6119/45.—6 Sep. 1945.)

(a) *Ships, establishments and authorities concerned*—C.Os. ships concerned.

(b) *Types and marks of mountings*—4 in., H.A., twin and R.P.50 series mountings.

(c) *Part of mounting affected*—Breech block—tools.

(d) *Purpose of modification*—To facilitate the lowering of the breech blocks when servicing the guns.

(e) *Nature of modification*—Make bracket (1 in number per C set) to be placed with special spanner and tools.

(f) *A.F.O. diagram*—Drg. No. G.R.7048. A.F.O. Diagram 334/45.

(g) *By whom to be done*—Ship's staff.

(h) *When to be done*—At first available opportunity if required.

5068.—Small Arms—Lanchester Machine Carbines—Supply

H.D.M.Ls.

(A.S./G. 06584/45.—6 Sep. 1945.)

Each H.D.M.L. on the East Indies station is to be supplied with three Lanchester machine carbines with ancillaries, web equipment and ammunition.

2. A.F.O. 2491/44 is to be amended accordingly.

3. Naval Proportion Book will be amended.

(A.F.O. 2491/44.)

5069.—Training—Instructional Appliances—Type 6 Sights for Use in Dome Teachers and Portobels

Establishments and dockyards concerned

(G.D. 0471/45.—6 Sep. 1945.)

A new design of vibrating gun for dome teachers is now coming into production and will be distributed without demand to establishments concerned. This gun is suitable for carrying either a Type 6 or Mark XIV gyro gun sight. An improved dummy gun for use in Portobels has also been designed, but this is not expected to become available for some months. Supply to establishments with Portobels will be made without demand. This gun will also be suitable for Type 6 sight.

2. The allowance of Type 6 sights is one sight per dome teacher and one sight per Portobel. Application for sights and associated control units should be made direct to the Admiralty Gun Mounting Depot, Coventry, for establishments in U.K., and establishments abroad should demand on the nearest dockyard where stocks of Type 6 sights are held.

3. The new guns for dome teacher and Portobel are designed to represent a single Oerlikon mounting, and the following control units will be required per gun :

- 1 anti-vibration mounting
- 1 dimmer unit, No. 1, Mark I
- 1 regulator unit, No. 1A, Mark I
- 1 range unit, No. 1A, Mark I
- 1 spare part box, No. 1A

5070.—Depth Charges—Carrying of by Coastal Force Craft

(C.F.M. 1939/45.—6 Sep. 1945.)

The number of depth charges carried by Coastal Force Craft operating outside belligerent areas may be reduced at the discretion of authorities concerned.

2. Coastal Force Craft, fitted to carry depth charges, and in full commission, should normally carry two of their depth charges, to ensure that the implications of routine maintenance are observed. The depth charges so carried should be used for annual practices with live charges.

5071.—Smoke-making Apparatus—REPORTS

"Captain" Class Frigates

(T. 06426/44.—6 Sep. 1945.)

"Captain" class Frigates built in U.S.A. were equipped with "Eleo" smoke apparatus either in the form of Smoke Screening Generators, Mark IV (employing FM/CO₂) or Smoke Generator, Mark I (employing C.S.A.).

2. In some ships these smoke units have already been replaced by British M.L. C.S.A. apparatus. Similar action is now to be taken in remaining ships.

3. Eleo apparatus is to be discharged of contents before landing.

4. Pending further instructions in regard to disposal, U.S. smoke apparatus surrendered is to be retained. Plants retained in the open should be suitably preserved and covered with tarpaulin.

5. Particulars of plant surrendered and names of vessels from which removed should be reported by the authorities now holding the gear to the Admiralty at an early date.

5072.—A.P. 5441—Range Transmission Unit—Design 53—Modification to Prevent Earthing of the Scale Illumination Lamp

Ships concerned

(G. 010256/45.—6 Sep. 1945.)

The possibility exists, in the Pattern 5441, R.T.U. Design 53, of the scale illumination lamp holder connections earthing on the cover of the instrument. As the supply to this lamp is taken from the 50-volt 50-cycle supply, this results in an earth on the indicator transmission system.

2. Ships which experience this trouble should either file away the appropriate portion of the metal rim of the front cover of the instrument to provide an adequate clearance or fit a thin strip of insulating material, as a lining to the cover, to prevent the connections to the lamp holder from touching the cover.

5073.—Torpedo Stores—Heads, Blowing, 18-in., Lengthened Type, and 21-in., Ballasted Type—Introduction

(A.S. 9291/45.—6 Sep. 1945.)

A number of 18-in. XII and XV type blowing heads have been modified to represent 18-in. XII and XV B warheads as regards length.

2. These heads have hitherto been accounted for as "18-in. XII and XVH".

3. As these heads have been converted from either Types B, D or F, and thus differ in certain respects, e.g., fitment of A.V.B.V. and pistol pockets, it has been decided that, in future, these heads are to be accounted for as follows:—

Heads, blowing, 18-in., XII and XVH.B. = conversions from 18-in., XII and XV B
Heads, blowing, 18-in., XII and XVH.D. = conversions from 18-in., XII and XV D
Heads, blowing, 18-in., XII and XVH.F. = conversions from 18-in., XII and XV F

4. Marking on the affected heads should be amended as necessary.

5. Torpedo discharge trials of destroyers and submarines will be carried out, in future, using existing type blowing heads ballasted to represent Torpex filled warheads.

6. The blowing heads, after modification, will be accounted for as follows:—

Heads, blowing, 21-in., VIII G.A. = conversions from 21-in., VIII A
Heads, blowing, 21-in., VIII G.B. = conversions from 21-in., VIII B
Heads, blowing, 21-in., VIII G.C. = conversions from 21-in., VIII C
Heads, blowing, 21-in., VIII G.D. = conversions from 21-in., VIII D
Heads, blowing, 21-in., VIII G.F. = conversions from 21-in., VIII F
Heads, blowing, 21-in., IX E.B. = conversions from 21-in., IX B
Heads, blowing, 21-in., IX E.C. = conversions from 21-in., IX C
Heads, blowing, 21-in., IX E.D. = conversions from 21-in., IX D

5074.—Chronometers—Packing and Transmission

(H.C. 4790/45.—6 Sep. 1945.)

Instances have occurred of chronometers returned to store for repair, or from vessels paying off, arriving either ruined, or very materially injured, from defective packing. The attention of officers is therefore directed to the need for the careful packing of chronometers for transmission, and the following instructions on this subject have been framed by the Astronomer Royal:—

Take the brass case containing the chronometer out of its gimbals, unscrew the glass face, and remove the chronometer from its brass case. Secure the balance with two thin wedges of cork (which must be perfectly dry). The wedging action should be divided between the cross bar and the arm of the balance, care being taken that the wedge, while placed as close as possible, to the cross bar, does not touch the brass screws carried at its extremity. The placing of the two wedges should be symmetrical with regard to the axis of the balance, and while they must be inserted firmly enough to prevent any motion of the balance, no attempt should be made to force them further. Replace the chronometer in the brass case, screw on its glass face, but do not put it again in its gimbals. Take out the screws which fix the gimbal ring to the wooden box; wrap the screws, with their circular brass nuts (if any) in paper; and lay the packet at the

bottom of the wooden box. Place some clean, soft, packing material in the bottom of the box. Lay the gimbal ring upon the packing, seeing that the screws and nuts (if any) in the gimbal ring, used for fixing the chronometer to the ring, are screwed home. Place on the gimbal ring some more packing, then lay in the brass case containing the chronometer, first wrapping a sheet of thin paper round it to prevent contact with the packing material. Fill the space between the brass case and wooden box with packing, around the brass case below it, and above it, up to the glass lid of the wooden box.

5075.—Accelerators Type H, Mark II, Type H, Mark II, Mod. I and Type H, Mark IVC—Venting of Preventer System

"Tracker" and "Smiler" Class Escort Carriers

(D. 18093/45.—6 Sep. 1945.)

Several cases of failure of the runaway shot preventer to operate during a runaway shot, with resultant damage to the accelerator, have recently been reported. The probable cause of the failure is air trapped in the system preventing the building up of the required pressure.

2. The following precautions are, therefore, to be taken before commencing a series of launching operations, or at monthly intervals:—

- Top up preventer to the required level in the expansion tank or header.
- Open vent on operating cylinder (H. II), the control valve (H. IVC), making sure that piping and cylinder are completely free of air. In those H. IV accelerators which are not fitted with control valve venting arrangements the pipe connection to the valve should be temporarily eased back in lieu.
- Close the vent on operating cylinder or control valve and open vent on preventer cylinder until all the air is exhausted from the cylinder, then close vent.
- In each case continue venting until at least one gallon of fluid has been drawn off. Collect the fluid in a clean vessel and retain it for further use.
- After completion of venting top up to the required level.
- Test for presence of air in the system while launching by rigging the pressure indicator on the preventer cylinder and taking at least three indicator cards.

3. The pressures obtained on the indicator will vary with the speed of launch but normal launching speeds should produce pressures of approximately 350–400 lb/sq.in. If the maximum pressure recorded does not exceed 300 lb/sq. in., then air is still contained in the system and the venting is to be repeated until satisfactory results are obtained.

4. If at any time joints in the system are broken for examination or repair work continued venting should be carried out to ensure that all air trapped in the pipes has been removed.

5076.—Fire Extinguishers, Methyl Bromide—Supply of Replace Parts

(D/C.P. 62381/45.—6 Sep. 1945.)

Arrangements have been made with Messrs. National Fire Protection Co., Ltd., Petersham Road, Richmond, Surrey, under the provisions of Admiralty letter dated 26th June, 1945, C.P.7B/62381/45, to hold available complete sets of methyl bromide remote controlled fire extinguishing equipment suitable for the following types of petrol-engined craft:—

Fairmiles "B," "D" and "H".
L.C.P.(S) or W.A.
L.C.P.(L).
L.C.T. (Marks I, II or III).
L.C.M. (Marks I, III or VII).
L.C.N. (two types).
L.C.S. (M).
L.C.A.

L.B.O.

L.B.E.

L.B.V.

L.B.F.

L.B.K.

L.B.W.

R.C.L. and Z.Z. craft.

British power boats, 71½ ft. M.T.B.

Vosper, 1943, M.T.B., 73 ft. and 70 ft.

2. Demands for replace parts or for replace sets of equipment are to be forwarded by repair authorities to the National Fire Protection Co., Ltd., who will supply from stock. Demands should (a) refer to this order and Admiralty contract referred to in paragraph 1, and (b) indicate numbers, and items of spare parts, and numbers of complete sets required. It is essential that this information be given in order that claims may be correctly rendered.

3. Cylinder (refills) are to be obtained through normal store procedure and not under the provisions of this order.

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

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

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

(A.F.O. 6569/44 is cancelled.)

5077.—Radar—Type 253P—Test Set 74A., A.M. Ref. 10 S.B./160

(R.E. 02439/45.—6 Sep. 1945.)

The operation of Type 253P can only be adequately checked with Test Set 74A. This is at present allowed to ships and bases where a Radar Officer is borne. As soon as stocks permit the test set will be provided to all ship sloops and above fitted with Type 253P. Supply of the test set is at present sufficient to allow a total of four to each Captain (D). Test sets required to bring the supply up to this number should, therefore, be demanded from S.N.S.O., Haslemere, quoting this Admiralty Fleet Order as authority and stating to which ships in flotilla they should be charged.

5078.—Radar—Type 268—Merchant Vessels—Fitting-out Information

(R.E. 11546/45.—6 Sep. 1945.)

A.S.E. Installation Specification No. B.618 has been prepared to show the method of fitting and wiring Type 268 Radar set in merchant vessels.

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

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

The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Type 268 Radar set in merchant vessels are therefore to apply to the Warship Production Superintendent of their areas for a copy of A.S.E. Specification No. B.618.

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

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

5079.—Radar—Types 268, 268U—Fitting of Reduction Gearboxes to 268 P.P.I. Chassis, REL Assembly No. 6602

(R.E. 02320/45.—6 Sep. 1945.)

Each 268 P.P.I. Chassis (REL Assembly No. 6602, fitted in 268 Rack No. 3, REL Assembly No. 6169), is fitted with an M-type switch which is driven by the P.P.I. Cursor handwheel and by means of which the P.P.I. cursor position is transmitted to certain aerial gyro bearing repeaters. If the cursor handwheel is rotated too quickly the aerial gyro bearing repeaters slip and the Radar pointers in these repeaters fall out of step.

2. To minimize this effect, a reduction gear box is to be fitted to the cursor handwheel driving mechanism in 268 P.P.I. Chassis, REL Assembly No. 6602.

3. Stores required are A.P. 59862, Plate, Mounting and A.P. 59861, Box of Parts. Necessary instructions for effecting the modification are given on Drawing WO. 44181, included in A.P. 59861, Box of Parts.

4. Mounting plate A.P. 59863 and viewing hood A.M. Ref. 10AB 155 are also available for remote P.P.I.s. mounted on bridge positions if required but will not be supplied unless specially demanded.

5. Coastal Force craft in Eastern waters fitted with Type 268U are to demand the above stores from C.F.M.S.O., Bombay, and other Coastal Force craft fitted with Type 268U are to demand stores from S.N.S.O., Haslemere, quoting this Admiralty Fleet Order as authority. All other services will be supplied with stores by Haslemere, without demand.

5080.—Conversion of Radar Type 970 to Type 971—Fitting-out Information

(R.E. 11594/45.—6 Sep. 1945.)

A.S.E. installation, Specification No. B.565, has been prepared to show the method of converting existing Type 970 Radar installations to Type 971.

2. Copies of the specification have been forwarded to the Commanders-in-Chief, British Pacific Fleet, East Indies; V.A.(Q); R.A.D., British Pacific Fleet; Rear-Admiral, Fleet Train; Admirals Superintendent, Chatham, Devonport, Portsmouth, Rosyth, Alexandria; Flag Officers-in-Charge, West Africa and Ceylon; Commodore, East Africa; Flag Officer-in-Charge, Aden (for Radar and Port W/T Officers); Flag Officer, Bombay; Naval Secretary, Melbourne, for the officers concerned at Melbourne, Sydney and Fremantle; Naval Headquarters, India; Naval Secretary, Wellington; Secretary, Naval Board (N.D.A.), Ottawa; Commodores Superintendent, Gibraltar, Malta, Bermuda, Sheerness, Simonstown; Commodore-in-Charge, Halifax; Commanding Officer, Combined Operations Naval Unit, Calshot; Captain, Major Landing Craft; Captain, G.S.I. R.A.L.S.C.(U); Commanding Officer, H.M.I.S. "Chamak"; Commanding Officers, H.M. ships "Artifex", "Resource", "Assistance", "Diligence", "Lizard", "Northey", "Sea Serpent", "Squid", "Tormentor", "Vectis", "Midge", "Bee-Hive", "Hornet", "Attack", "Bee", "Fervent", "Blackbat", "Wildfire III.", "Cape Wrath", "Kinnairds Head", "Trevose Head", "Mull of Kintyre", "Derby Haven", "Woodbridge Haven"; C.C.F.(E.T.); C.O., C.B.F., Malta; C.O., C.B.F., Leghorn; C.O., C.B.F., Isehia; C.O., C.B.F., Maddalena; Captains Superintendent, Kilindini, Durban; Deputy Superintendent, Pembroke.

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

The principal (Ship) Overseers and Emergency Repair Overseers of all ships fitted with Radar Type 970 and approved to be converted to Radar Type 971, are therefore to apply to the Warship Production Superintendent of their areas for a copy of A.S.E. Specification No. B.565.

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

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

5081.—Radar Set, Type 971—Fitting-out Information

(R.E. 11585/45.—6 Sep. 1945.)

A.S.E. Installation Specification No. B.563 has been prepared to show the method of fitting and wiring Radar Set Type 971.

2. Copies of the specification have been forwarded to the Commanders-in-Chief, British Pacific Fleet, East Indies; V.A.(Q); R.A.D., British Pacific Fleet; Rear-Admiral, Fleet Train; Admirals Superintendent, Chatham, Devonport, Portsmouth, Rosyth, Alexandria; Flag Officers-in-Charge, West Africa and Ceylon; Commodore, East Africa; Flag Officer-in-Charge, Aden (for Radar and Port W/T Officers); Flag Officer, Bombay; Naval Secretary, Melbourne, for the officers concerned at Melbourne, Sydney and Fremantle; Naval Headquarters, India; Naval Secretary, Wellington; Secretary, Naval Board (N.D.A.), Ottawa; Commodore Superintendent, Gibraltar, Malta, Bermuda, Sheerness, Simonstown; Commodore-in-Charge, Halifax; Commanding Officer, Combined Operations Naval Unit, Calshot; Captain, Major Landing Craft; Captain, G.S.1; R.A.L.S.C.(U); Commanding Officer, H.M.I.S. "Chamak"; Commanding Officers, H.M. ships "Artifex", "Resource", "Assistance", "Diligence", "Lizard", "Northney", "Sea Serpent", "Squid", "Tormentor", "Vectis", "Midge", "Beehive", "Aggressive", "Hornet", "Attack", "Bee", "Fervent", "Blackbat", "Wildfire III", "Cape Wrath", "Kinnairds Head", "Trevose Head", "Mull of Kintyre", "Derby Haven", "Woodbridge Haven"; C.C.F. (E.T.); C.O., C.B.F., Malta; C.O., C.B.F., Leghorn; C.O., C.B.F., Ischia; C.O., C.B.F., Maddalena; Captains Superintendent, Kilindini, Durban; Deputy Superintendent, Pembroke.

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

The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Radar Type 971 are therefore to apply to the Warship Production Superintendent of their areas for a copy of A.S.E. Specification No. B.563.

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

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

5082.—R.N. Shore Wireless Stations—Power Point for Soldering Iron in Small Buildings Housing Ground Radio Equipment at R.N. Air Stations

R.N. Air Stations, Aircraft Repair Yards, etc.

(R.E. 220/45.—6 Sep. 1945.)

A power point for a soldering iron is to be provided in all small buildings housing ground radio equipment at R.N. Air Stations. This point should be a 5/10 ampere three-pin switch socket to British Standards Institution rating, fed from 230-volt, 50-cycle A.C. mains supply.

- The buildings affected are those housing the following equipment :—
251MS, YJ, YG, 93S Main and marker beacons, D/F outfits FV4, DFG25, DFG24, FM12.
- Admiralty Signal Establishment Specifications will be amended.

5083.—R.N. Shore Wireless Stations—Radar, Types 251MS and 273PS/QS—A.C. Supply Outfit DUT

R.N. Air Stations, Air Repair Yards and R.N. Shore Radar Stations, etc., concerned

(R.E. 203/45.—6 Sep. 1945.)

Reports have been received stating that, in some installations, the A.P. W.5219 Motor Alternator fails to start satisfactorily. In these cases the following modification is to be carried out to A.P. W.5674, Starter :—

- Remove the cover on top of the resistance compartment which forms the rear component of Pattern W.5674 starter.
- Immediately below this cover are three terminals; the centre and left-hand terminals are to be connected together.

2. This modification, by which the series resistance (approximately 1.7 ohms) is short circuited, will increase the starting current by approximately 25 per cent. and decrease the starting time by approximately 40 per cent.

5084.—R.N. Shore Wireless Stations—Receiver Outfit CDU—Modification to Receivers P.38, P.48 and P.104, to Reduce Susceptibility to "Cross Talk"

Shore W/T Stations, R.N. Air Stations, etc., fitted with Receiver Outfit CDU

(R.E. 237/45.—6 Sep. 1945.)

Reports have been received of unacceptable cross-talk where the audio output of receivers P.38, P.48 and P.104 is passed through unscreened pairs in multi-core cables.

2. One of the causes of this cross-talk is excessive audio output where stations share lines in G.P.O. cables. This is being dealt with separately.

3. Another cause is the presence of low frequency choke "L/F C1" which is in series with one of the leads from the secondary winding of the audio output transformer "T.1." Choke "L/F C1" is shown on the extreme right of Figure 7 of Handbooks SS.166 (for receiver P.38 and P.48) and SS.203 (for receiver P.104).

4. Choke "L/F C1" forms part of a low pass filter which attenuates frequencies above 3,000 cycles per second. It has now been decided that the purpose served by this choke does not warrant its retention in circuit.

5. Action is, therefore, to be taken by staffs employing receivers P.38, P.48 and P.104 to :—

- Short circuit "L/F C1".
- Amend handbook.

6. This modification entails no alteration in the pattern number of the receiver.

7. *Method of Modification.*—With reference to Handbooks SS.166 or SS.203, which should be available, the instructions for modification are as follows :—

- Remove cover from chassis and turn chassis upside down on bench. Identify choke ("L/F C1", Fig. 3, SS.166) which is directly below jacks "line" and "monitor".
- Identify the two solder tags close together at the right-hand end of tag strip of choke (looking from rear of chassis). Join the two solder tags together by a short piece of tinned copper wire, making secure mechanical joints and then soldering. The choke is now out of circuit.
- Replace cover over chassis.

8. *Handbooks.*—Handbooks SS.166 and SS.203, Fig. 7, "circuit diagram" is to be amended by station staff in red as follows, with a marginal reference to this order :—

Join by a straight line the following two connections :—

- The lead from "C.117" to the "L/F C1." with
- the lead from "C.118" to the other end of "L/F C1".

5085.—W/T—Outfits—Speech Control Outfit K.G.D.—Fitting-out Information

(R.E. 11630/45.—6 Sep. 1945.)

A.S.E. Installation Specification No. B.602, has been prepared to show the method of fitting and wiring Speech Control Outfit K.G.D.

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

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

The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Speech Control Outfit K.G.D. are therefore to apply to the Warship Production Superintendent of their areas for a copy of A.S.E. Specification No. B.602.

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

(A.F.O. 790/49.)

5086.—Aircraft Radio AN/APS.4—Use of Stretchers and Mountings

(N.S.Air 10872/45.—6 Sep. 1945.)

In connection with the handling of AN/APS.4 transmitter receivers it is necessary to use the lower half of the stretcher fitted in the packing case in conjunction with the Mounting Stand, Ref. 10A/NIV/1.

2. When these stretchers are required, and supplies are not available locally, application should be made to the nearest R.N. air store depot for one to be removed from an empty case, or direct to Admiralty if the depot cannot supply.

5087.—Aircraft Engine Starter and Compressor Spares—Section 37—Changes in Nomenclature

(N.S.Air 3065/45.—6 Sep. 1945.)

The following alterations have been made to the sub-section and reference numbers of engine starter and compressor spares. Stocks held under the old reference numbers should be transferred to the new numbers, the part numbers remaining the same.

| Old Section and Ref. No. | Part No. | Description | New Section and Ref. No. |
|--------------------------|-----------|-------------|--------------------------|
| 37F 1058 | N. 1063 | Screw | 37A/2821 |
| 37G 64 | CX. 55525 | Nut | 37A/7375 |

5088.—Aircraft Equipment—Accounting and Checking Procedure

(A.E. 1342/45.—6 Sep. 1945.)

The following amendments are to be made to A.F.O. 1249/45 :—

Paragraph 12. Amend heading to read "Transfer of an aircraft to a contractor for repair, overhaul or modification".

At the end of sub-paragraph (i) add :—

"It should be clearly stated in the space provided for the purpose that the issue is on 'Contract Loan'. Any amplification required, e.g. 'Mod. 448 Repair' should be inserted with the authority in the remarks column of Form 603."

Insert new paragraph 12A :—

"12A. Transfer of an aircraft to a contractor for break down.—(i) When an airframe is allotted to a contractor for breakdown, all readily removable items of Appendix 'A' equipment which are serviceable are first to be removed and taken on charge in the Main Store accounts; if the aircraft is being flown in for breakdown discretion must, of course, be used. The airframe is then to be checked to the Standard Airframe Transfer List as 'Complete to R.N. Standard Airframe Transfer List No. (or as in paragraph 4 above for certain types) for..... (type and mark) airframe, Serial No....., plus (or minus) the differences detailed on the voucher (or accompanying schedule)'. Forms A.44 are not to be used for this purpose; the contractor will make use of the S.A.T.L. for checking the aircraft on receipt. If known, the breakdown contract number is to be shown on all four copies of the Form 603, and these are to be dealt with as shown in Appendix I. It should be clearly stated in the space provided for the purpose that the issue is 'On Transfer'. The words 'For break down' should be inserted with the authority in the remarks column of Form 603.

(ii) Any discrepancies reported by the contractor are to be accepted unless the despatching unit is in a position to prove that items stated to be deficient were, in fact, installed on the airframe on despatch.

(iii) The procedure laid down in (i) above is also to apply to aircraft transferred to breakdown contractors direct by Salvage Units. Accounting and vouching action is to be initiated by the parent unit having the aircraft on its charge, on receipt of final disposal instructions."

Appendix I

Amend heading of paragraph IV to read :—

"By Naval Consignor on transfer to contractor for repair, overhaul or modification."

Add new paragraph IVA :—

"IVA. By Naval Consignor on transfer to contractor for break down.—Raise Form 603 in quadruplicate :—

- (i) Original to be endorsed 'copy sent to D.A.E., Admiralty on (date)' and retain. Note.—C.V.F.S. does not require a copy.
- (ii) Duplicate to be forwarded to the contractor with log books, etc.
- (iii) Triplicate to be forwarded by post to the contractor, with a request that it may be receipted and returned. On return it is to be compared with the original and retained to support credit entry in the store account.
- (iv) Quadruplicate (unreceipted) to be stamped with date on which the other copies were distributed and despatched to the Director of Air Equipment, Admiralty, Rex House, Regent Street, London, S.W.1."

(A.F.O. 1249/45.)

5089.—Flying Control—Special Telephone Facilities

R.N. Air Stations

(D. 08539/45.—6 Sep. 1945.)

Special telephone facilities for use in connection with flying control are being, or have been, installed at the majority of R.N. air stations and the approved standard arrangements are as detailed in paragraphs 2(a), (b) and (c) and 3 below :—

2. (a) Three 10-line keyboards are normally provided in the control building, two being situated in the flying control desk, and one at the flying control position. Each board is arranged with two telephone handsets which enables any two lines

or groups of lines to be used simultaneously. At Naval air stations where there is no flying control position, the third board is not fitted, and at minor stations, such as satellites, it may be necessary to fit only one keyboard. Special consideration is given to such cases as they arise.

(b) A loud speaking inter-communicating system is provided in the control building and is designed to give loud speaking communication between six positions. Simultaneous conversations can take place between any pairs of stations. Each position consists of an amplifier-loud-speaking unit, a desk microphone, and an operating key unit with calling indicator lamps. This system is connected to :

- (i) Flying control room
- (ii) Flying control position
- (iii) Commander (F)
- (iv) Chief flying instructor
- (v) Meteorological office
- (vi) Operations room or, alternatively, crash tender.

Note.—At certain Naval air stations an earlier type of equipment has been fitted which enables each out-station to receive incoming calls from, but not to initiate calls to, the control station. The control station only has loud speaker reception and is sited in the flying control room. Inter-communication between out stations is effected by a separate telephone circuit.

(c) The following circuits which terminate on individual telephone instruments on the flying control desk :

- (i) Line to P.B.X.
- (ii) Line to R.A.F. sector
- (iii) Line to telephone keyboard in aircraft direction room.

3. The connections to the 10-line keyboards referred to in paragraph 2 (a) are as follows :—

Flying Control Room

Keyboard Number 1 :

- (1) Runway controller—omnibus circuit
- (2) Squadron offices
- (3) Squadron offices
- (4) Squadron offices
- (5) Squadron offices
- (6) Sandra lights (where fitted)—omnibus circuit
- (7) Spare
- (8) H/F D/F
- (9) M/F D/F
- (10) VH/F D/F

Keyboard Number 2

- (1) Commanding Officer
- (2) Battle headquarters
- (3) P.B.X.
- (4) Signals distribution office
- (5) 93S main beacon (where fitted)
- (6) 257S beacon
- (7) 251MS beacon
- (8) Spare
- (9) Spare
- (10) Spare

Flying Control Position

Keyboard Number 3 :

The connections are identical to, and in parallel with, those for keyboard number 1 and it is the intention that boards numbers 1 and 3 should be capable of simultaneous operation.

4. With reference to paragraphs 2 (a), 2 (c) and 3, the G.P.O. have issued instructions to telephone managers to arrange for existing facilities to be reviewed and rearranged to conform to the foregoing at all R.N. air stations in the U.K., with the exception of those stations in respect of which separate and specific Admiralty instructions have been issued.

5. At stations in the U.K. where it appears that a modification or addition to the standard arrangement would be of advantage, proposals are to be submitted to Admiralty through Admiral (Air) for prior approval before any work is put in hand.

6. It is not intended that the keyboards referred to in paragraph 2 (a) should be used as telephone switchboards for connecting two extensions together, e.g. Commanding Officer and signals distribution office. Such practice would defeat the primary object of the arrangements, which is to give personnel in the flying control room and flying control position direct access to the various facilities associated with flying control. The traffic which can be handled by each keyboard is limited to a maximum of two simultaneous calls per keyboard. The termination on these keyboards of lines in excess of the standard detailed in paragraph 3 is, therefore, likely to lead to congestion.

7. At Naval air stations overseas, equipment is provided by Admiralty to implement the arrangements detailed in paragraphs 2 and 3 above and the standard arrangement is not to be departed from except as may be approved by the Flag Officer Commanding Naval air stations in the area concerned. It should be noted that additional equipment will normally not be available, and therefore any modifications should, wherever possible, be made within the existing provision.

8. This order is not intended to preclude suggestions for improvements to flying control telephone systems, which should continue to be submitted through the proper channels, the criterion for such suggestions being the improved efficiency of flying control and increased safety of personnel and equipment.

9. This order applies to the special telephone facilities developed for use in connection with flying control at R.N. air stations and is not to be construed as restricting in any way the exercise by Naval authorities of delegated powers in requisitioning telephone facilities for other purposes under the terms of A.F.O. 1769/43.

(A.F.O. 1769/43.)

**5090.—Underground Services—Record of
R.N. Air Stations**

(D. 9410/45.—6 Sep. 1945.)

Consideration has been given to the arrangements which should obtain to keep up to date "as fitted" plans and records of underground services at R.N. air stations. The following arrangements have now been approved and are to be implemented forthwith.

2. At each station the S.C.E. or his local representative will—

- (i) hold a master plan of the station on which the position of all underground plant, including electric power and lighting cables, telephone cables, sewers, gas, water and steam mains, petrol installations, etc., is to be recorded, and
- (ii) be responsible for recording on this plan details of new underground services immediately on completion of the work.

3. The E.E.M., M.E.D., and local G.P.O. Telephone Manager will take action in respect of works for which they are responsible at each station to ensure that information is available to the S.C.E. to enable the master plan to be kept up to date.

4. The Superintending Civil Engineer will furnish copies of the plan showing all the information as available on the 1st January, 1946, to the Commanding Officer of the Station, G.P.O. Telephone Manager, E.E.M. and M.E.D. of the appropriate dockyard, and two copies to C.E.-in-C., Admiralty, Bath, for circulation to the Admiralty departments concerned. Thereafter the Superintending Civil Engineer will circulate annually to the same authorities copies of the plan showing the alterations and additions made during the preceding year.

5. With reference to paragraph 3 of A.F.O. 1762/44, "as fitted" drawings of electric cables—other than telephone cables—will continue to be made available to Commanding Officers of stations, but the master plan prepared by the S.C.E. is the one to be referred to when proposing to make alterations and additions to underground services or to use picketing irons for aircraft.

6. The procedure detailed in paragraphs 2-5 above also applies to Naval air stations overseas, with the exception that the responsibility of G.P.O. Telephone Managers in the U.K. for records of underground telephone plant will devolve upon local dockyard officers.

7. This order does not apply to certain R.A.F. stations on loan temporarily to the Navy, for which the Air Ministry is responsible for works services.

(A.F.O. 1762/44.)

5091.—Alterations and Additions.—Procedure

"Isles" Class Fleet Danlayers

(D/M/S. 0616/45.—6 Sep. 1945.)

As from 1st September, 1945, the co-ordination of As. and As. for "Isles" class Fleet Danlayers will be undertaken by the Squadron Engineer Officer, Minesweepers, H.M.S. "Lochinvar", Granton, Edinburgh, to whom all correspondence concerning As. and As. for these ships is to be forwarded.

(S.E.O. Minesweepers, 17 Aug. 1945, No. Y/21.)

5092.—Binoculars, Telescopes and Other Optical Instruments—Supply of Desiccator Unions

(N.S. 33600/44.—6 Sep. 1945.)

Many binoculars, telescopes and other enclosed optical instruments are not completely watertight. To facilitate desiccation, instruments not fitted with desiccator unions should be so fitted when repair or cleaning is in hand at dockyards.

2. For this purpose, and to provide for replacements where necessary, a type of union which can be used on all instruments has been adopted, which will be known as "Pattern 12119, union, desiccator, standard, for fitting to binoculars, telescopes and watertight instruments". This is the type already fitted to binoculars, Patterns 1947 and 1947A. Details and modifications required for fitting unions to optical instruments are shown in Pamphlet 0/6079/2—"Desiccation of Gunsighting Telescopes". Purchase of 21,500 unions, Pattern 12119, has been arranged under the following contracts:—

CP.4/97558/44, dated 5th October, 1944, and

CP.4/86659/44, dated 28th July, 1944,

with Messrs. Barr and Stroud, Ltd., for distribution as follows, supply to yards abroad being made by Superintending Naval Store Officer, Park Royal:—

- 2,000 Superintending Naval Store Officer, Portsmouth;
- 500 Superintending Naval Store Officer, Devonport;
- 750 Superintending Naval Store Officer, Chatham;
- 500 Superintending Naval Store Officer, Rosyth;
- 1,800 Deputy Director of Stores (R.N.), Sydney, New South Wales;
- 650 Superintending Naval Store Officer, Malta;
- 650 Superintending Naval Store Officer, Alexandria;
- 1,300 Superintending Naval Store Officer, Ceylon;
- 250 Superintending Naval Store Officer, Durban;
- 250 Naval Store Officer, Gibraltar;
- 1,300 Naval Store Officer, Simonstown;
- 1,050 Naval Store Officer, Bombay;
- 500 To the order of the New Zealand Government;

and 10,000 under Contract C.P.4/111316/44, dated 2nd January, 1945, with Pressurette, Ltd., the first 4,400 of which are to be used in the manufacture of watertight instruments, such as the hand-desiccating pump, Pattern 12128, and a new design of Radar binocular attachment. The balance of the unions of this order will be delivered to Superintending Naval Store Officer, Stroud. Desiccator unions, Pattern 12119, should be demanded by ships only when replacements are required.

3. The article will be added to the Rate Book under Subhead F, Item 1C, Part IV, and should be shown on page 32 of the War Demands.

(A.F.O. 1999/45.)

(A.F.O. 1471/45 is cancelled.)

5093.—Breakwater—Fitting of—As. and As.

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

(D.05949/45.—6 Sep. 1945.)

A breakwater is to be fitted on the upper deck, forward, generally in accordance with the arrangement shown on A.F.O. Diagram No. 333/45 in L.C.G.(M) I and I*.

2. An angle bar stop (or similar) is to be fitted immediately forward of Nos. 1 and 2 hatches on the upper deck and is to be provided with a spring clip to hold the hatch covers in the open position.

3. The stop to No. 1 hatch must be kept below the height of adjacent ventilators in order not to interfere with the arcs of fire of main armament.

4. Where such stops have already been fitted, they are to be inspected and, if necessary, reduced in height so as to clear the arcs of fire.

5. Commanding Officers of craft concerned should insert an item in the next list of As. and As. (Classification "A") to cover the work involved.

(R.A.L.S.C.O., 25 Mar., 1945, No. 257/M.677/19.)

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

5094.—Additional Naval Stores—Supply

L.S.T. (2).

(N.S. 32579/44.—6 Sep. 1945.)

The following stores are to be carried in L.S.T. (2):—

(a) Fire-fighting equipment.

| Subhead | Description | Quantity |
|---------|---|----------|
| B.8 | Twin foam compound unit, Type "C" | 2 No. |
| | Mechanical spares for | 1 set |
| | Hose, canvas, delivery, with instantaneous connections:— | |
| | 2½-in. × 40-ft. | 4 No. |
| | 2½-in. × 20-ft. | 2 No. |
| B.9 | Adaptors, 2½-in. male instantaneous to 2½-in. female American standard hose thread | 2 No. |

(b) Towing arrangements.

| | | |
|-----|---|-------|
| B.4 | Senhouse slips with end links for 1½-in. chain cable (Figs. 52/53)... .. | 1 No. |
| | N.B.—Two of these slips are required for ex U.S. L.S.T. (2) fitted with a Bofors gun at the stem. | |

(c) For L.C.T. Launching Ways (when fitted).

| | | |
|------|---|--------|
| B.11 | D.H.T. 2461. (Admiralty pattern 3865), spanners box, ¾-in. × ¾-in. | 10 No. |
| | D.H.T. 1634. (Admiralty pattern C.659), mauls, double-headed, 7½-lb. | 2 No. |

(d) For repair of awnings, etc.

D.1. Canvas, R.N.2 ½ bolt

2. Certain of the above items may have been supplied whilst approved As and As. were being carried out, and Commanding Officers are to ensure that such stores are included in the ship's store account.

3. Demands should be forwarded to the nearest yard or R.N. store depot for any articles which are not already held on board with the exception of Adaptors and Senhouse Slips, which should be demanded from Naval Store Officer, Preston.

(A.F.O. 3927/45 is cancelled.)

5095.—Disarming of D.E.M.S.—Removal of Gun Platforms and Pedestals

(T.D./D.E.M.S./118/44.—6 Sep. 1945.)

When defensively equipped merchant ships are disarmed abroad pursuant to the general policy laid down in A.F.O. 2482/45, any items, such as those listed below, which are removed during the course of disarming should be brought to produce :—

Gun platforms and pedestals.
Depth charge chutes and stowages.
Crows' nests.
Asdic structures.
Bridge and other protection.
Ammunition lockers.
Kite masthead platforms.
Stools and brackets for C.S.A. gear.
Depth charge flotation racks.
Mail container and skids.
A.N.D. booms, platforms and latching gear.
C.A.M. runways, blast screens, pylons, etc.

2. Arisings should be disposed of in accordance with current instructions.

(A.F.O. 2482/45.)

5096.—Cinema Projectors Supplied to Shore Establishments for Instructional Purposes—REPORTS

(N.T.—6 Sep. 1945.)

Cinema projectors supplied to shore establishments under the approval notified in A.F.O. 5377/44 or previous orders were provided for instructional (i.e., Naval training) purposes.

2. Such projectors may not be retained where the instructional use for which they were provided no longer exists or where the prime requirements is for the exhibition of entertainment films, without special Admiralty sanction.

3. Commanding Officers of establishments concerned are therefore to forward reports through the normal channels, where the instructional use of such projectors is not considered to justify the retention of the equipment.

4. Reports are also to be rendered and reasons for the retention of cinema equipment given in all cases where the number of showing hours of instructional (as opposed to educational) films is less than five hours a week.

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

5097.—Furniture—Bedplaces—Use of Bottom Portions of Chests of Drawers, Patterns S.726B and S.727A

W.P.Ss., P.S.Os., P.E.R.Os., E.R.Os. and Yard Officers

(N.S. 20814/45.—6 Sep. 1945.)

A.F.O. Diagram 331/45 shows an arrangement for fitting bottom portions of standard steel or aluminium chests of drawers, Patterns S.726B and S.727A under bedplaces in lieu of the present practice, i.e. bedplaces built up with trays under and fitted with sliding doors. This arrangement is to be fitted in all single and double cabins wherever practicable to do so.

2. Where there is excessive flare to the ships' side as in Aircraft Carriers the clear floor space can, if necessary, be increased by raising the chests of drawers and setting them back to the flare. Where this is done it will be necessary to support the drawers on an angle frame stool, the space below providing stowage for shoes.

3. The arrangement is intended for adoption for ships building and refitting. The modification should be embodied in existing ships when wood bedplaces are being replaced by steel or aluminium.

4. P.S.Os. and Yard Officers are to forward the requirements of ships building in their areas to D.C.W.(S), Bath, together with the latest date by which delivery can be accepted.

5. Commanding Officers of ships refitting are to include an item, classification "A", to cover the work involved, in their list of approved As. and As., giving particulars of the wood bedplaces on board and the bottom portions of steel chests of drawers required in replacement. A duplicate copy of the list is to be forwarded to D.C.W.(S), Bath.

6. The Sea Store Establishments will be amended.

(A.F.O. 1251/44.)

5098.—Fire and Smoke Risks in H.M. Ships—Painting of Machinery Items

(D./P. 3924/45.—6 Sep. 1945.)

To reduce fire and smoke risks in H.M. Ships, the painting of machinery and associated work is to be reduced to a minimum by applying it only to those surfaces where essential for purposes of preservation.

2. Where painting is necessary, the following procedure is to be adopted by manufacturers, shipbuilders, dockyards and ships' staffs except where otherwise specified or approved :—

(a) Surfaces to be painted with one undercoat of zinc chromate primer followed by one coat of white fire retardant paint tinted to the same colour at present specified.

(b) If apparatus under repair requires repainting the existing oil base paint is to be removed by solvents or other means and procedure (a) applied. If repainting is not necessary the existing paint is to remain.

3. The paints employed under paragraph 2 (a) are to be as follows :—

(a) Zinc chromate primer, to Ministry of Supply Specification C.S. 1454B.

(b) White interior fire retardant paint to Admiralty Specification D.N.C./M/71. This flattening is made up from titanium white oil paste (86 lb.), dryers (1 pint) and white spirit (23½ pints). This may be pigmented to give various shades between white and black as at present specified.

(c) Interior white fire retardant paint to Specification D.N.C./M/71 is obtainable from—

(i) Messrs Sherwood Paints, Ltd. ;

(ii) Messrs. I.C.I. (Paints Division).

It is anticipated that further sources of supply will become available when other firms' samples are tested and approved. These will be promulgated in due course.

4. The paints may be applied either by brushing, spraying or dipping (each coat being allowed to air-dry thoroughly). The surfaces to be treated are to be thoroughly cleaned and freed from scale, rust or grease.

5. After erection on board, further painting should be limited as far as possible to one coat and only titanium flattening, tinted as required, should be employed.

(A.F.O. 1251/44.)

5099.—Fire and Smoke Risks in H.M. Ships—Types of Paints to be used for Electrical Equipments

(D./P. 3924/45.—6 Sep. 1945.)

In order to reduce the fire and smoke risks in H.M. ships the specified requirements for the painting of electrical machinery and apparatus have been reviewed and the following procedure is to be adopted in future by manufacturers, shipbuilders, dockyards and ships' staffs except when otherwise specified or approved.

(a) *All exterior surfaces (including ferrous, non-ferrous and rust-proofed surfaces) where painting is specified.*—To be painted with one undercoat of zinc chromate primer followed by one coat of interior white fire retardant paint tinted to the same colour as at present specified.

(b) *Interior surfaces where painting is specified.*—To be painted as at present specified or alternatively in accordance with (a) if approved.

(c) *Apparatus under repair.*—If such apparatus requires repainting the existing oil base paint is to be removed by solvents or other means and procedure (a) or (b) applied, but if repainting is not necessary the existing paint is to remain.

2. Services which are excepted from the above procedures, and for which the finish at present specified is to be continued, include the following :—

(a) Interior surfaces of ring main switchgear.

(b) The front surfaces of low voltage relay system main and unit switchboards.

(c) The front surfaces of main controlling switchboards, Type II, and earlier types.

(d) Non-luminous radiators, Patterns 228, 228A, 514 and 514A.

(e) Interior and exterior surfaces of thermionic valve amplifier equipment.

3. The paints employed under paragraph 1(a) are to be as follows :—

(a) *Zinc chromate primer.*—To Ministry of Supply Specification C.S. 1454B.

(b) *Interior white fire retardant paint to Admiralty Specification D.N.C./M/71.*—This may be pigmented to give various shades between white and black as at present specified.

(c) *Interior white fire retardant paint to Specification D.N.C./M./71* is obtainable from :—

(i) Messrs. Sherwood Paints Ltd.

(ii) Messrs. I.C.I. (Paints Division).

It is anticipated that further sources of supply will become available when other firms' samples are tested and approved. These will be promulgated in due course.

4. The paints may be applied either by brushing, spraying or dipping (each coat being allowed to thoroughly air-dry). The surfaces to be treated are to be thoroughly cleaned and freed from scale, rust or grease.

5. After erection on shipboard further painting should be limited as far as possible to one coat, and only interior white fire retardant paint, tinted as required, should be employed.

6. Separate action is being taken to inform shipbuilders and electrical manufacturers of these requirements.

7. The standard electrical specifications affected will be amended in accordance with the above, in due course.

(A.F.O. 1251/44.)

5100.—Cancelled.

5101.—Harbour Service Craft Proceeding Abroad

(S.V.P. 2650/45.—6 Sep. 1945.)

The following revision is to be made to A.F.O. 642/45, Appendix III, paragraph 2 (2), sub-section (v), *et seq.* :—

“(2) *Boats fitted with internal combustion engines.*

(v) Electrical equipment.

(a) Covers of fuseboard, sockets, etc., to be examined for watertightness and firmly tightened where necessary.

(b) Preservation and packaging.

Starter motors and dynamos are to be removed from the engine and fan motors from the hull. Any residue, swarf, dirt or grease is to be removed. The machines are to be stove-dried and when nearly cold, the exposed bright ferrous parts should be coated with preservative, Pattern 1178. The machine is to be completely enclosed in an envelope of ordnance wrap. The joints of the wrap are to be double lapped and sealed with adhesive tape. The wrapped machine is to be placed in packing case made of seasoned timber (i.e. not more than 18 per cent. moisture content of minimum thickness 1-in.) and lined with a waterproof liner bag. The case is to be fitted with chocks. The case is to be accurately fitted and secured by cement coated nails. The lid is to be secured by brass countersunk screws. A container of silica gel, Pattern 182, allowing $\frac{1}{2}$ -lb. for every cu. ft. of unoccupied space is to be secured inside the box. Alternatively, the machine may be packed in a hermetically sealed zinc-lined wooden packing case. A statement of the contents should be stencilled on the lid, using waterproof paint.

(c) Distributors, coils, starter and solenoid switches and regulators, excluding A.P. watertight switches, boxes, and fuse boards.

Each item is to be completely enclosed in an envelope of waxed paper sealed with adhesive tape and placed in carton. The carton is to be wrapped in ordnance wrap and sealed with adhesive tape. The cartons are to be packed in a wooden case similar to the manner described for motors. A statement of the contents of the box is to be stencilled on the lid, using waterproof paint. Regulators fitted in watertight metal fuseboards or boxes need not be removed.

(d) General Notes regarding packaging.

Identification labels are to be attached to items at each stage of packing, labels are to be waterproofed by varnishing or by the use of waterproof transparent tape.

Sealing of packages and cartons is to be superseded by wax dipping as soon as facilities are available. After setting and before final packing, dip-coated packages are to be wrapped with Kraft or similar paper to prevent adherence of packages to each other when subject to tropical temperatures.

Preservatives, waterproof liner bags and other packaging materials may be obtained from Naval stores.

(e) Securing cases.

The cases are to be secured in the engine-room of the craft concerned, care being taken to see that they are clear of the deck to prevent their being in contact with any water.

(f) Cables.

Cables which have been disconnected are to have the insulant at the ends sealed with Blackley tape.

(g) Covers.

Covers are to be made and fitted to blank off positions from which motors, starters have been removed.

(h) Batteries.

If it is considered that shipment and consequent idleness of batteries will be less than one month, the batteries should be removed from the boat and fully charged at the normal charging rate until the cells gas freely and the specific gravity has ceased to rise. The voltage required towards the end of the charge will be about 2.75 volts per cell.

Before replacing the batteries in the boat upon disembarkation they should be again brought to a fully charged condition as described above.

| | |
|---|---------------|
| *Aircraft carriers | } 1 set each |
| "Perseus" and "Pioneer" | |
| Monitors | |
| Fast minelayers | |
| Submarine depot ships | |
| Salvage vessels and lifting craft | |
| Repair and destroyer depot ships | } 2 sets each |
| *Maintenance ships (escort, L.S.T. and L.C.) | |
| *Maintenance ships (motor craft, coastal force and armament) | } 1 set each |
| H.M.S. "Tedworth" | } 1 set each |
| H.M.S. "Defender" | |
| H.M. Gunnery Schools, Portsmouth and Devonport | |
| R.N. Gunnery School, Chatham | |

* See paragraph 7.

2. The revised composition of the Cox submerged bolt driving and punching units No. 2 size is detailed in Appendix I.

3. Appendix II shows an ammunition selection chart which should be used as a guide to enable operators to obtain satisfactory penetration of the particular plate being operated on.

4. Attention is drawn to the risk involved in the use of the Cox gun where petrol vapour or any other gas which may form an explosive or inflammable mixture with air is present. The gun should not, therefore, be employed if the presence of such a mixture is suspected. Instructions for using the gun are contained in B.R. 155/43—The Diving Manual—paragraph 504.

5. (i) The ammunition for the Cox gun has not been manufactured under Naval inspection and is therefore to be stowed in accordance with Article 258, paragraph 3 (ii), B.R. 862, Naval Magazine and Explosive Regulations.

(ii) When ammunition is stowed ashore in dockyards and Naval store depots it should be stowed in a clean dry building free from grit or stores subject to spontaneous combustion and should be kept at least 2 ft. from steam pipes and radiators. No naked lights should be allowed in the store. The same store should not be used for other explosives or inflammables.

6. The equipment is in short supply and for the present stocks will be held at Chatham, Ceylon and Sydney only. Ships concerned in commission, if not already in possession of this equipment, should demand on the nearest appropriate S.N.S.O. Supply to ships under construction or conversion should be arranged by the warrant yards through S.N.S.O., Chatham.

7. Priority of issue will be:—(i) capital ships and one set to depot ships, repair ships and maintenance ships; (2) aircraft carriers; (3) cruisers; (4) monitors, salvage vessels and lifting craft; (5) fast minelayers; (6) second set to repair and destroyer depot ships and maintenance ships concerned. Any of these ships proceeding abroad will be supplied first. Supply will not be made to escort carriers and maintenance ships equipped in U.S.A. or Canada which have been supplied with U.S. special velocity power tools.

8. A set of air bolt equipment as detailed in Appendix III will be supplied without demand by S.N.S.O., Chatham, to each of the following services:—

Repair ships and submarine and destroyer depot ships in commission.

H.M.S. "Tedworth".

H.M. Gunnery Schools, Portsmouth and Devonport and R.N. Gunnery School, Chatham.

Salvage vessels and lifting craft.

9. This apparatus is designed for the supply of air, oxygen, etc., to submarines in distress or for the supply of compressed air for lifting operations.

10. Arrangements for the supply of one set of air bolt equipment to H.M.S. "Ranpura" should be made by the S.N.S.O., Portsmouth, through S.N.S.O., Chatham. (Note.—Supply to "Alaunia" will be made by S.N.S.O., Chatham, without demand.)

11. The conditions and instructions in paragraphs 4 and 5 above apply equally to the air bolt equipment.

12. The Sea Store Establishments concerned will be amended.

Appendix I

Cox Submerged Bolt Driving and Punching Units

Each unit comprising:—

| | | |
|----|---|-----------|
| P. | Cox submerged bolt driving and punching gun, size No. 2, complete with all tools, one bolt barrel and one punch barrel, etc., with all the latest improvements. | 1 No. |
| P. | Extra bolt barrels | 8 No. |
| P. | Extra punch barrels | 5 No. |
| P. | Timbering barrels | 3 No. |
| C. | Wooden ferrules | 100 No. |
| | Cofferdam extension bolts, complete with washer plates and wing nuts:— | |
| | 12 in. long | 60 No. |
| | 18 in. long | 24 No. |
| | 24 in. long | 24 No. |
| | Bolt ammunition, Index No. 2, for $\frac{1}{4}$ -in. plate... .. | 50 rounds |
| | Bolt ammunition, Index No. 3, for $\frac{3}{8}$ -in. plate... .. | 50 rounds |
| | Bolt ammunition, Index No. 4, for $\frac{1}{2}$ -in. plate... .. | 50 rounds |
| | Bolt ammunition, Index No. 5, for $\frac{3}{4}$ -in. plate... .. | 50 rounds |
| | Bolt ammunition, Index No. 6, for $\frac{3}{4}$ -in. plate... .. | 50 rounds |
| | Bolt ammunition, Index No. 7, for $\frac{7}{8}$ -in. plate... .. | 50 rounds |
| | Bolt ammunition, Index No. 8, for 1-in. plate... .. | 50 rounds |
| C. | Punch ammunition, Index No. 2, for $\frac{1}{4}$ -in. plate | 25 rounds |
| | Punch ammunition, Index No. 3, for $\frac{3}{8}$ -in. plate | 25 rounds |
| | Punch ammunition, Index No. 4, for $\frac{1}{2}$ -in. plate | 25 rounds |
| | Punch ammunition, Index No. 5, for $\frac{3}{4}$ -in. plate | 25 rounds |
| | Punch ammunition, Index No. 6, for $\frac{3}{4}$ -in. plate | 25 rounds |
| | Punch ammunition, Index No. 7, for $\frac{7}{8}$ -in. plate | 25 rounds |
| | Barrel release catch | 1 No. |
| | Barrel release catch screw | 1 No. |
| | Barrel release catch spring | 1 No. |
| | Firing catch screw | 1 No. |
| | Firing catch spring | 1 No. |
| | Spare contact arresting blocks | 9 No. |
| | Elastic slinging cord | 1 No. |

P. = Permanent stores.

C. = Consumable stores.

Appendix II

Cox Bolt Gun Ammunition Selection Chart

| Thickness of plating to be pierced | Index No. of ammunition for use against mild steel | | Index No. of ammunition for use against H.T. or D. quality steel | |
|---|--|--------------|--|--------------|
| | For bolting | For punching | For bolting | For punching |
| 10 lb. per sq. ft. = $\frac{1}{4}$ in. ... | 2 | 2 | 2 | 2 |
| 12½ lb. per sq. ft. = $\frac{5}{16}$ in. ... | 2 | 3 | 2 | 3 |
| 15 lb. per sq. ft. = $\frac{3}{8}$ in. ... | 3 | 3 | 3 | 4 |
| 17½ lb. per sq. ft. = $\frac{7}{16}$ in. ... | 3 or 4 | 4 | 4 | 4 |
| 20 lb. per sq. ft. = $\frac{1}{2}$ in. ... | 4 | 4 | 5 | 5 |
| 22½ lb. per sq. ft. = $\frac{9}{16}$ in. ... | 4 or 5 | 5 | 5 | 5 |
| 25 lb. per sq. ft. = $\frac{5}{8}$ in. ... | 5 | 5 | 6 | 6 |
| 27½ lb. per sq. ft. = $\frac{11}{16}$ in. ... | 5 or 6 | 6 | 6 | 6 |
| 30 lb. per sq. ft. = $\frac{3}{4}$ in. ... | 6 | 6 | 6 | 7 |
| 32½ lb. per sq. ft. = $\frac{13}{16}$ in. ... | 6 or 7 | — | 7 | — |
| 35 lb. per sq. ft. = $\frac{7}{8}$ in. ... | 7 | — | 7 | — |
| 37½ lb. per sq. ft. = $\frac{15}{16}$ in. ... | 7 or 8 | — | 8 | — |
| 40 lb. per sq. ft. = 1 in. ... | 8 | — | 8 | — |

Note.—Existing ammunition coloured red and marked "D" is to be used by ships and establishments already supplied with the unit for H.T. work in accordance with Book of Instructions, until stock is exhausted. There will be no further supply of red "D" ammunition, its place being taken by the type of ammunition indicated in above chart.

Appendix III

Air Bolt Units for use with Cox Gun

Each unit comprising:—

- P. Air bolt barrels, complete ... 4 No.
- C. Air bolt bronze adaptors, complete with blanking nuts, sealing nuts, 2 screwdrivers and 1 spanner. 12 No.
- C. { Air bolt ammunition, Index No. 2, for $\frac{1}{4}$ -in. plate ... 12 rounds
 Air bolt ammunition, Index No. 3, for $\frac{5}{16}$ -in. plate ... 12 rounds
 Air bolt ammunition, Index No. 4, for $\frac{3}{8}$ -in. plate ... 12 rounds
 Air bolt ammunition, Index No. 5, for $\frac{7}{16}$ -in. plate ... 12 rounds
 Air bolt ammunition, Index No. 6, for $\frac{1}{2}$ -in. plate ... 12 rounds
 Air bolt ammunition, Index No. 7, for $\frac{5}{8}$ -in. plate ... 12 rounds
 Air bolt ammunition, Index No. 8, for 1-in. plate ... 12 rounds

P. = Permanent stores.

C. = Consumable stores.

Note.—Air bolt ammunition is marked as for solid bolt, but followed by the letter A and is suitable for both mild steel and "D" quality high tensile plate.

(A.F.Os. 3191/44, 4526/44 and 3945/45 are cancelled.)

5106.—Crash Boat Equipment for Air/Sea Rescue Duties

"Castle" Class Corvettes

(N.S. 015437/45.—6 Sep. 1945.)

"Castle" class corvettes employed on air/sea rescue duties are to be allowed equipment for each crash boat as detailed in A.F.O. 603/45. Vessels concerned should forward demands to their storing yards accordingly.

2. The Establishment of Naval Stores for "Castle" Class Corvettes will be amended.

(A.F.O. 603/45.)

5107.—Yale "Pul-Lift" Appliances—Allowance Submarines and Submarine Depot Ships

(N.S. 14664/45.—6 Sep. 1945.)

It has been reported that Yale Pul-Lift appliances have been found more adaptable for use in submarines than the existing pattern types of general blocks.

2. At present, one $\frac{1}{4}$ ton "Pul-Lift" appliance, Pattern 4189, is allowed for each vessel of "Unity" class only, but other vessels may also have been supplied by shipbuilders.

3. One "Pul-Lift" appliance $1\frac{1}{2}$ ton, Pattern 4188, and one $\frac{1}{4}$ ton, Pattern 4189, will be allowed to all submarines for the use of the engine room department, and two of each pattern to submarine depot ships.

4. Submarine depot ships concerned should forward demands to their storing yard or Naval store depots to complete to the allowances in paragraph 3 above, but as some time will elapse before deliveries can be obtained from contractors, supply should not be hastened.

5. Flotillas should report what existing patterns of general blocks held it is proposed to surrender in lieu and the Captain (S/m) Fourth Submarine Flotilla is to report whether the appliances allowed to submarine depot ships are required as spares for attached submarines or for use in the depot ships' workshops.

6. Purchase is being arranged (under subhead B8) of 100 of each Pattern 4188 and 4189 to meet this requirement for delivery of half quantities to each of R.N. Store Depots, Leigh and Llanishen.

7. Severn and Mersey Areas only.—On receipt and in conjunction with other dues under existing orders for these appliances, shipment abroad should be made as follows:—

From Severn Area—

Pattern 4188, $1\frac{1}{2}$ ton ... 40 } To Ceylon.
 Pattern 4189, $\frac{1}{4}$ ton ... 40 }

From Mersey Area—

Pattern 4188, $1\frac{1}{2}$ ton ... 40 } For later allocation.
 Pattern 4189, $\frac{1}{4}$ ton ... 40 }

8. B.R. 363—Establishment of Naval Stores for Submarines of "Oberon" and Later Classes—will be amended.

(Admiral (Submarines), 26 Jan., 1945, No. S.M.745/20.)

(A.F.O. 450/45.)

5108.—Accommodation Spaces—Fitting of Savealls—As. and As.

Submarines

(D/P. 9150/45.—6 Sep. 1945.)

Item No. "A", class 21.

Classification "A."

2. In order to drain away loose water in the accommodation compartment in "A" class submarines a saveall as shown on Messrs. Vickers Armstrongs' Plan No. 607 is to be fitted along the port and starboard sides. On the port side the saveall should be run inboard of the frames and sufficiently clear to catch the condensation that may drip from the unlagged pipes running along the frames. On the starboard side the saveall should run inboard of all deck fittings which are more numerous on that side.

(72472)

3. Copies of Plan 607 will be forwarded, on request, by the Director of Naval Construction.

4. Separate instructions have been issued for vessels under construction.

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

5109.—Timber—Fireproofing of

All W.P.Ss., P.S.Os. and Dockyard Officers

(P. 10152/45.—6 Sep. 1945.)

Recent inspection of the approved timber fireproofing processes at Market Bosworth and Crayford has shown that timber is being received from H.M. dockyards and shipbuilding firms in unusually large sizes.

2. To ensure satisfactory fireproofing within the normal time required for treatment, and to avoid undue waste on conversion, it is essential that the sizes of all timber despatched to the fireproofing works should, wherever possible, approximate to the nearly finished sizes required for working after treatment. Moreover, if treated timber is subsequently cut up there is a danger that surfaces may be exposed which are not satisfactorily fireproofed.

3. It has, therefore, been decided that the dimensions of timber to be processed should not normally exceed the following:—

Cross section up to 36 sq. in. with a maximum thickness of 4 in. (square edged). Length up to 28 ft.

Timber in sizes larger than the above can be satisfactorily treated, but the time for fireproofing and the labour required for handling are excessive. Larger timber will not, therefore, be accepted by the fireproofing firms unless it is specifically certified that the processing of such material is essential and that none will subsequently be cut up into smaller sections.

4. During the inspection it was noted that some of the timber in hand for treatment was of poor quality and subject to bad shakes. Good quality timber does not deteriorate under treatment, but poor quality material is liable to do so. It is appreciated that the present day timber supply position entails the acceptance of material not fully up to pre-war standard and specification, but the attention of all concerned should be drawn to the need for careful selection of timber to be fireproofed.

5. W.F.Ss., P.S.Os. and Dockyard Officers are to ensure that the above conditions are observed in future.

6. The principal shipbuilding firms concerned are being informed by Admiralty letter in the sense of this order.

Section 4

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

5110.—Victualling Stores—Packing of Returns from H.M. Ships and Establishments Paying Off

(V. 13/6269/45.—6 Sep. 1945.)

It has been reported that stores returned by H.M. ships and establishments on paying off have been received in railway trucks unbagged and uncased. Clean clothing has been received packed in dirty bags or in the same bags as dirty clothing.

2. Attention is drawn to the necessity for the proper packing of these returns to avoid soiling and subsequent condemnations and to facilitate handling at the victualling depots.

(A.F.O. 3958/45.)

5111.—Issue of Rum by Coxswains in Command and in Receipt of Command Money

(V.2/6539/45.—6 Sep. 1945.)

Coxswains who are in command of small ships and to whom payment of command money has been authorized under A.F.O. 151/44 may issue rum in accordance with K.R. & A.I., Article 1827, clause 2, *without the presence of an officer*, subject to regular checks of expenditure by the Supply Officer of the parent establishment.

(K.R. & A.I., Article 1827.)

(A.F.O. 151/44.)

5112.—Provisions—Pembroke Dock and Milford Haven—Refits

Ships refitting

(V. 14/6510/45.—6 Sep. 1945.)

Owing to the reduction of storage accommodation at these ports for provisions and frozen meat, ships proceeding there for refit should not carry more frozen meat than will be required for the passage, or more dry provisions than will be needed, and for which accommodation will be available on board, during refit.

2. Facilities exist at both ports for obtaining supplies of frozen meat and other fresh provisions to meet day to day requirements and to provide sea stocks on conclusion of refit. Requirements of dry provisions and mess gear should be demanded from the Victualling Store Officer, H.M. Naval Victualling Depot, Newtown, Montgomeryshire.

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

5113.—Australia—Distribution of Literature

(D.P.S. 466/45/SC.—6 Sep. 1945.)

Spotlight on Australia, Part II: The Dominion, an exhibition of twelve panels, will shortly be distributed from Admiralty (C.C.B.) to recipients of the A.B.C.A. Map Review.

(A.F.O. 2640/45, paragraph 28.)

5114.—Handbook Amendments

(A.S.E.—6 Sep. 1945.)

The following book of instruction has been modified by Amendment No. 1—S.S.150—Receiver P.33.

2. Authorities and ships in the United Kingdom should demand copies from S.N.S.O., Haslemere; ships abroad should demand copies from their respective storing yards.

5115.—Amendments to Books

(E.F.O.—6 Sep. 1945.)

The undermentioned amendments (A.F.Os. P.733-753) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. Volume, 1941, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

2. Demands from Shore Establishments in the Nore, Plymouth and Portsmouth Commands should be addressed as under :—

Nore ... Book Office, Quarry House, Aylestone Hill, Hereford.
 Plymouth... Book Office, R.N. Port Library, Devonport.
 Portsmouth Book Office, 54, Bedford Street, Leamington Spa, Warwickshire.

- A.F.O. *P.733/45.—B.R. 377 (General) A.S.E.—Amendment No. 40.
 *P.734/45.—B.R. 377 (General) A.S.E.—Amendment No. 41.
 *P.735/45.—B.R. 377 (General) A.S.E.—Amendment No. 42.
 *P.736/45.—B.R. 378 (General) A.S.E.—Amendment No. 79.
 *P.737/45.—B.R. 378 (General) A.S.E.—Amendment No. 80.
 P.738/45.—B.R. 229—Handbook of Wireless Telegraphy—Volume I—Amendment No. 2.
 P.739/45.—B.R. 819 (3)—R.N.A.S., Part III—Torpedoes—Amendment No. 14.
 P.740/45.—B.R. 1018—40-mm. Power Drive System, Mark V, Mods. 0, 1, 2, 3, 4, 5, 6, 7, 8—Description and Instruction—Preliminary (O.D. 4408)—Amendment No. 1.
 P.741/45.—B.R. 1061—Drill for 4.7-in., Q.F., Mark IX** Gun, on C.P., Mark XXII Mounting, and 4.5-in., Q.F., Mark IV Gun, on C.P., Mark V Mounting—1944—Amendment No. 4.
 P.742/45.—B.R. 959/44—Handbook for 8-in., Marks VIII, VIII*, VIII** Guns, on Twin, Marks I, I* Mountings—1944—Amendment No. 1.
 *P.743/45.—B.R. 380 B—Barracuda—S.A.T.L. and List of "M" Items—Amendment No. 20.
 *P.744/45.—B.R. 380 J—Seafire—S.A.T.L.—Amendment No. 16.
 *P.745/45.—B.R. 380 B—Barracuda—S.A.T.L.—Amendment No. 21.
 P.746/45.—

| | |
|---|---|
| { | B.R.93—Manual of Victualling, Vol. I—Amendment No. 20. |
| | B.R. 93A—Manual of Victualling, Vol. II—Amendment No. 13. |

 P.747/45.—B.R. 157/33—Naval Electrical Pocket Book—Amendment No. 6.
 P.748/45.—B.R. 669—Cash Duties Instructions—Amendment.
 P.749/45.—B.R. 869 (2)—Cine Marking of H.A. Long Range Practices—Amendment No. 1.
 P.750/45.—B.R. 632C—Gunnery Training Manual, Vol III—Amendment No. 32.
 P.751/45.—B.R. 860 (1)—Block Sketch Cards of German War Vessels—Amendment No. 10.
 P.752/45.—B.R. 291—Tables showing Particulars in Regard to Naval Ordnance, 1942—Amendment No. 32.
 P.753/45.—B.R. 1207 Drill for the 25-pdr. Gun, Mark II, on the Marks I and II (Naval) Mountings—Amendment No. 1.

*Exceptionally, A.F.Os. P.733-737 and 743-745/45 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherds Bush, W., who holds the stock of the parent books.

(A.F.O. 4967/45.)

5116.—B.R. 382—Establishment of Naval Stores for L.C.T. and Associated Types.—List of Errata No. 1

(N.S. 22462/45.—6 Sep. 1945.)

List of Errata No. 1 to the Establishment of Naval Stores for L.C.T. and Associated Types (B.R. 382) has been prepared and copies will be distributed from the R.N. Store Depot, Park Royal.

5117.—B.R. 383—Aircraft Stores Establishment for Spares and Tools for Aero Engines, Power Plants, Aero Engine Accessories and Propellers

(N.S. Air 8282/44.—6 Sep. 1945.)

Distribution of the following part for inclusion in B.R. 383 is being made by S.N.S.O., R.N. Store Depot, 191A, Askew Road, Shepherds Bush, W.12, without demand to holders of the A.S.E. :—

"Section I, Part IV—Centaurus Aero Engine Spares."

(A.F.Os. 3472/44, 866/45, 2197/45, 3082/45 and 3552/45.)

5118.—B.R. 642 (U) (Restricted)—Summary of U.S.A. Warships—Issue

(N.I.D. 9972/44.—6 Sep. 1945.)

The above book, in the new B.R. 642 series, is now in the press, and will shortly be issued by the Supt. Naval Store Officer, R.N. Store Depot, Park Royal, N.W.10, without demand, on the distribution as laid down in A.F.O. 5483/42.

2. The following will become obsolete on receipt of B.R. 642 (U), and are to be disposed of as shown :—

- (i) B.R. 120 (5)—In accordance with instructions laid down in B.R.1., paragraph 9.
- (ii) Pages 112 to 124 of B.R. 127 are to be cancelled and the contents pages amended accordingly.

(A.F.O. 5483/42.)

5119.—Taranto—Correct Address for Letters, Account Vouchers, Advance Copies of Packing Notes, etc.

(N.S. 1494/45.—6 Sep. 1945.)

Considerable inconvenience is being caused by the use of incorrect addresses on correspondence intended for the Naval Store Officer, Taranto. With the exception shewn in paragraph 2, all letters, account vouchers, advance copies of packing notes, etc., intended for the Naval Store Officer should be addressed as follows :—

Naval Store Officer,
 R.N. Base,
 Taranto (Italy),
 c/o G.P.O., London.

2. Correspondence posted in the Mediterranean, the Dominions and the Colonies should be addressed :—

Naval Store Officer,
 R.N. Base,
 Taranto (Italy),
 c/o British Fleet Mail.

3. Care should be taken to differentiate between Taranto (Italy) and Toronto (Canada).

(A.F.O. 3691/45 is cancelled.)

5120.—Plymouth—Transfer of Fire and Anti-Gas Schools to Bickleigh Camp (M/C.E.-in-C. 75985/45.—6 Sep. 1945.)

The Shore Fire Fighting School, Granby R.N. Barracks, and the Anti-Gas School, R.N. Barracks, Devonport, have been transferred to Bickleigh, Devon.

2. The postal address of these two schools will henceforth respectively be :—

(1) The Superintendent,
 R.N. Shore Fire Fighting School,
 Plymouth Command,
 Bickleigh, Devon.

(2) The Superintendent,
 R.N. Anti-Gas School,
 Plymouth Command,
 Bickleigh, Devon.

The combined schools will be known as the R.N. Camp, Bickleigh.

5121.—Income Tax—Annual Returns (12D) for Year 1946-47

(D.N.A. 7979/45.—6 Sep. 1945.)

All Supply Officers and Paying Officers of H.M. ships and establishments are to report to the Director of Navy Accounts, Branch 4A, their estimated requirements of Forms 12D for the year 1946/47. The reports should be made in time to arrive not later than the 1st February, 1946, in the case of ships at home, or 1st January, 1946, in the case of those abroad. If the forms are not received within a reasonable time on or after the 31st March, 1946, a duplicate demand should be made by signal, or air mail, as issues are only made upon demand, and there is the possibility that the original request may not have been received.

2. Owing to the need for economy in the use of paper, it is important that requirement should be kept to a minimum, and no provision should be made for duplicate forms for retention by the taxpayer.

5122.—Mail Bags—Excessive Weight

(M.2939/45.—6 Sep. 1945.)

Complaints have been received of the excessive weight of mail bags received from Fleet mail offices and H.M. ships. In order to facilitate the rapid handling of mails in transit, it is necessary, under present conditions, that the weight of both letter and parcel bags should not exceed 60 lbs.

2. Fleet mail offices and H.M. ships making up mails are to take care that this weight is not exceeded.

(A.F.O. 3313/41 is cancelled.)

5123.—Information about the Far East—Distribution of Literature

(D.P.S. 726/45/SC.—6 Sep. 1945.)

A coloured interest map of the Malay Archipelago will shortly be distributed from Admiralty (C.C.B.) to recipients of the A.B.C.A. Map Review. The map shows in a simplified form the most important ports, rivers, sea routes and railways, together with high ground above 600 feet and symbols showing where raw materials are found. The map has been varnished in order to prolong its life under tropical conditions. Five hundred copies each, additional to the normal distribution, are being forwarded to the Commanders-in-Chief, British Pacific Fleet and East Indies.

5124.—Air Publications—Distribution of Amendment Lists and Leaflets during July, 1945, from the R.N. Store Depot, Belfast

(N.S. Air 5613/45.—6 Sep. 1945.)

Any service receiving more copies of any amendment list or leaflet than it needs should return such surplus copies to the Naval Store Officer, 6, Murray Street, Belfast, with a statement of the actual number of copies required.

2. Services which have not received copies of amendment lists or leaflets referred to in this Order, and which hold copies of the parent publication, should demand the appropriate number of copies from the Naval Store Officer, Belfast.

| General Publications | | |
|----------------------|--|---------------------|
| A.P. No. | Description | Amendment List No. |
| A.P.(N)1 | Establishment of Publications for Naval Air Services. | A.L.3 |
| 958 | K.R. and A.C.I. for the R.A.F. | A.L. 140 |
| 970 | Design Requirements for Aeroplanes for the R.A.F. | A.L. 32 |
| 1086, Part 2 | Tools and Portable Machinery | A.L. 3 |
| 1086, Part 3A | Wireless, Telephone and Telegraph Stores. | Sub-divisions 5, 11 |
| 1086, Part 10A | Barrack Equipment, China, Earthenware, Glass, Woodware, Metal Ware and Textiles. | A.L.3 |
| 1086, Part 11B | Standard and Roller Bearings (other than M/T). | A.L. 1 |

| A.P. No. | Description | Amendment List No. |
|------------------------------------|---|--------------------|
| 1086, Part 11C... | Remote Controls | A.L. 1 |
| 1086, Part 12 ... | A.G.S. and General Hardware | A.L. 2 |
| 1086, Part 13A | Timber, Cordage, Textiles, Rubber and Packing Cases. | A.L. 2 |
| 1086, Part 13B | Paints, Chemicals, Cleaning Materials, Disinfectants, Fuel and Oil. | A.L. 1 |
| 1086C, Book 3 (ii) | Aircraft Electrical Equipment (Sections 105C, D, L). | A.L. 3 |
| 1095B, Vol. II, Part 3. | Electrical Equipment Manual (Armament). | A.Ls. 12, 13 |
| 1095C, Vol. I ... | Electrical Equipment Manual, Power Services (Airborne). | A.Ls. 43 to 46 |
| 1095G, Vol. I ... | Electrical Equipment Manual (Ground) | A.Ls. 19, 20 |
| 1095H, Vol. I ... | Electrical Equipment Manual (Meters and Testing Apparatus). | A.L. 17 |
| 1095M, Vol. I ... | Electrical Equipment Manual (Marine Craft). | A.Ls. 36, 37 |
| 1112 ... | Regulations for Trade Testing in the R.A.F. | A.L. 14 |
| 1182D, Vol. I ... | Air and Sea Rescue Airborne Equipment. | A.Ls. 14, 15 |
| 1186, Vol. I ... | R.A.F. Signal Manual (Part IV) | A.L. 66 |
| 1186, Vol. III, Sec. 1. | R.A.F. Signal Manual (Part IV) | A.L. 11 |
| 1186B, Vol. I ... | Safety Harness | A.L. 8 |
| 1275A, Vol. I ... | Instrument Manual—General Instruments. | A.Ls. 82 to 84 |
| 1275B, Vol. I ... | Instrument Manual — Navigational Instruments. | A.L. 36 |
| 1275D, Vol. I ... | Instrument Manual—Bomb Sights | A.Ls. 1 to 3 |
| 1275F, Vol. II, Part 3. | Instrument Manual—Torpedo Sights | A.Ls. 1, 2 |
| 1355A, Vol. I ... | Photographic Theory and Processes | A.L. 5 |
| 1355B, Vol. I ... | Photographic Equipment Manual | A.L. 7 |
| 1355G, Vol. I ... | Processing, Printing and Duplicating Machines. | A.L. 6 |
| 1374, Vol. I ... | Aero-Engine Ignition Equipment | A.L. 56 |
| 1441A, Vol. I ... | Operation of Aircraft under Low Temperature Conditions. | A.Ls. 4 to 6 |
| 1464B, Vol. III, Part 8, Sec. 42U | Generators for Charging Accumulators | A.Ls. 12, 13 |
| 1464B, Vol. III, Part 8, Sec. 42Y. | Portable Petrol Electric A.C. Test Set | A.L. 11 |
| 1464G, Vol. I ... | Ground Equipment | A.L. 38 |
| 1538, Vol. I ... | Propellers, all Types—General Information. | A.L. 29 |
| 1641E, Vol. II, Part 3. | Firing Control Mechanism | A.Ls. 33 to 35 |
| 1641F, Vol. II, Part 3. | Hispano 20-mm. Shell Gun | A.L. 39. |
| 1641G, Vol. I ... | Plessey Belt Filling Machine | A.L. 12 |
| 1641G, Vol. II, Part 3. | Plessey Belt Filling Machine | A.Ls. 21 to 26 |
| 1641P, Vol. II, Part 3. | Small Arms | A.Ls. 13, 14 |
| 1661B, Vol. I ... | Bombs | A.Ls. 106 to 110 |
| 1661C, Vol. I ... | Bomb Components | A.Ls. 55, 56 |
| 1661E, Vol. I ... | Pyrotechnics | A.Ls. 118, 119 |
| 1664, Vol. I ... | Bomb Carriers | A.L. 48 |
| 1664C, Vol. II, Part 3. | Bomb Winches | A.Ls. 13, 14 |
| 1670, Vol. III, Sec. 2, Ch. 3. | Coventry Climax Engine, Type E | A.Ls. 9, 10 |

| A.P. No. | Description | Amendment List No. |
|--|--|---|
| 1670, Vol. III, Sec. 2, Ch. 5. | Coventry Climax Engines, Type E and F | A.L. 10 |
| 1670, Vol. III, Sec. 11. | 4-kW Reflector Type Floodlight | A.Ls. 8 to 10 |
| 1670, Vol. III, Sec. 13. | 5-kW Dioptric Floodlight | A.L. 5 |
| 1730A, Vol. II, Part 3. | Bomb Sights | A.L. 30 |
| 1730C, Vol. I | Torpedo Sights | A.L. 7 |
| 1803, Vol. I | Aeroplane Hydraulic Equipment Manual. | A.L. 51 |
| 1803B, Vol. I | Lockheed Aircraft Hydraulic Equipment. | A.Ls. 4 to 6 |
| 1803F, Vol. I | Messier Aircraft Hydraulic and Under-carriage Equipment. | A.Ls. 1 to 5 |
| 1846, Vol. III | Fordson Model W.O.T. Chassis | A.Ls. 1 to 3 |
| 2111A, Vol. I | Aircraft Depth Charges and Equipment | A.L. 35 |
| 2189, Vol. III, Sec. 5A. | Aero-Engine Repair Base (for Cheetah Type Engines) Tool Kits, | A.Ls. 1, 2 |
| 2240A, Vol. I | Rotol Accessory Gear Boxes and Drives | A.Ls. 1, 2 |
| 2240A, Vol. II, Part 3. | Rotol Accessory Gear Boxes and Drives | A.L. 4 |
| 2247, Vol. III, Pt. 2, Sec. 42L. | Generating Sets, 35-volt, 1,260-watt, D.C. | A.Ls. 4 to 6 |
| 2247, Vol. III, Sec. 42P. | 3-kW. Landmark Beacon, Mark II | A.L. 7 |
| 2247, Vol. III, Sec. 42Q. | Coventry Climax, Type ZE | A.L. 10 |
| 2247, Vol. III, Sec. 42X. | Generating Sets, Mark II | A.Ls. 5 to 7 |
| 2247, Vol. III, Part 2, Sec. 42Y. | Portable Petrol/Electric A.C. Test Set | A.L. 4 |
| 2337, Vol. I | Wheels, Tyres and Brakes for Aircraft | A.L. 13 |
| 2496A, Vol. I | Bunce Snow Plough Attachment, Type "A" | A.Ls. 1 to 4 |
| 2502, Vol. I | Snogo Snow Plough Model LTR | A.Ls. 1 to 4 |
| 2655, Vol. I | Training Aids Manual | A.Ls. 1 to 14 |
| 2656A, Vol. I | External Finish of Aircraft | A.L. 16 |
| 2662A | Standard Repairs for Airframes | A.L. 2 |
| 2802B, Vol. I | Aircraft Rocket Installations | A.Ls. 8, 9 |
| 2850A, Vol. II, Part 3. | Aero-Engine Oil and Fuel Cooler | A.L. 4 |
| <i>Leaflets to General Publications, Volume II, Part 1</i> | | |
| 1182 | Safety Equipment Manual | D.5-W, E.15-W |
| 1186 | R.A.F. Signal Manual (Part IV) | A.72-W (A.L. 1 inc.), A.222-W, B.61-W (A.L. 1 inc.), D.18-W (A.L. 1) |
| 1186A | R.A.F. Signal Manual of V.H.F. Equipment. | A.52-W (A.L. 1) |
| 1186D | R.A.F. Signal Manual, Part IV Electrical Equipment (Airborne). | A.4-W |
| 1276 | Instrument Manual | B.45-W (A.L. 1) |
| 1355 | Photographic Equipment Manual | C.104-W, G.107-W, Z.102-W |
| 1374 | Aero-Engine Ignition Equipment | D.2-W (A.L. 2), S.6-W, X.20-W (A.L. 2) |
| 1464A | Engineering Manual, Organisation and Administration. | 5-W |
| 1464B | Engineering Manual—Engineering | 11-W, 20-W |
| 1464C | Aero-Engines and Power Plants | 2-W, 3-W, 5-W, 6-W, 7-W, 8-W |
| 1464D | Aircraft | 3-W |

| A.P. No. | Description. | A.L. or Leaflet No. |
|----------|--|--|
| 1464F | Marine Craft and Marine Engines | 5-W |
| 1464G | Ground Equipment | 2-W |
| 1538D | Propellers, De Havilland Hydromatic | 70-W, 71-W, 72-W |
| 1538E | Propellers, Rotol External Cylinder | 34-W |
| 1641C | Browning Guns | B.3-W |
| 1641F | Hispano, 20-mm., Shell Guns | B.2-W (A.L. 1), D.2-W (A.L. 1), L.1-W, M.6-W, M.7-W |
| 1664 | Bomb Carriers | B.1-W (A.L. 1 inc.) |
| 1664D | Bomb Trolleys and Associated Equipment. | D.1-W |
| 2112B | Holley Carburettor Manual | 11-W, 12-W |
| 2240 | Bristol and Rolls Royce Accessory Gear Boxes and Drives. | Z.13-W (A.L. 1 inc.) |
| 2578 | Bendix Gun Turrets | X.7-W, X.8-W |

Revisions to Technical Orders

| T.O. No. | Description | Date of Revision |
|---------------|---|---------------------|
| A.N.03-5DA-14 | Handbook of Instructions with Parts Catalogue for Type SF9LN-4 Aircraft Magnetos. | 25th December, 1944 |

5125.—Air Publications Distributed during the Week Ending 18th August, 1945 from the R.N. Store Depot, Belfast

(N.S. Air 8858/45.—6 Sep. 1945.)

The following Air Publications have been distributed from the R.N. Store Depot, 6 Murray Street, Belfast.

General Publications

| A.P. No. | Description | Distribution |
|---|--|------------------|
| A.P. 1275C Vol. I | Instrument Manual (American Instruments). | Initial General. |
| T.O. 03-5-25 (dated 15th May, 1942). | Preliminary Handbook of Instructions for the Type B-4 Battery and Starter Circuit Relay Manufactured by Cutler-Hammer Inc. | Initial General |
| NAV-AER 05-1-580 (dated 1st January, 1945). | Installation Operation and Service Instructions Test Equipment Oscillating Table (Scorsby). | Initial General |
| A.N. 05-20-39 (dated 15th February, 1945). | Handbook of Overhaul Instructions—Attitude Gyro Indicator. | Initial General. |
| A.N. 05-25-11 (dated 15th January, 1945). | Preliminary Parts Catalogue for Pelorus Drift Sight Recording Base Mark 2C F.S.S.C. No. 88-B-110 Model 1. | Initial General. |
| A.N. 08-30ART13-3 (dated 17th September, 1944). | Handbook for Operating Instructions for Radio Transmitting Set AN/ART-13 AN/ART-13A and Navy Model ATC and ATC-1. | Initial General. |
| T.O. 16-40I56-21 (dated 29th January, 1945). | Test Data for Vacuum Tubes 1A3, VT-100, VT-202, VT-203, VT-214, VT-217 and VT-269-1-56-A, 1-56-C, 1-56-D, 1-56-E, 1-56-H, 1-56-J, 1-56-K and 1-56-L. | Initial General. |
| T.O. 16-40I56-23 (dated 10th February, 1945). | Testing Tube VT-118, using Adaptor M-418-1-56-A, 1-56-C, 1-56-D, 1-56-E, 1-56-H, 1-56-J, 1-56-K, and 1-56-L. | Initial General. |

5126.—Air Publications—Distribution of Amendment Lists and Leaflets during July, 1945, from the R.N. Store Depot, Shepherd's Bush

(N.S. Air 5613/45.—6 Sep. 1945.)

Any Service receiving more copies of any amendment list or leaflet than it needs, should return such surplus copies to the Superintending Naval Store Officer, 191A, Askew Road, Shepherds Bush, W.12., with a statement of the actual number of copies required.

2. Services which have not received copies of amendment list or leaflets referred to in this Order and which hold copies of the parent publication, should demand the appropriate number of copies from the Superintending Naval Store Officer, Shepherd's Bush.

Amendment Lists to Airframe and Aero-Engines Publications, Vol. I., Pilot's Notes and Ground Handling Notes

| A.P. No. | Description | A.L. or Leaflet No. |
|-----------------------------|---|--|
| 1565E, Vol. I ... | Spitfire VA, VB and VC Aircraft. | A.L. 49 (slips for A.Ls. 47 and 48). |
| 1566C, Vol. I ... | Sunderland III Aircraft ... | A.Ls. 5, 38. |
| 1590 G and N, Vol I ... | Merlin XX, XXI, XXII, XXIII, XXIV, XXV Engines. | A.L. 12. |
| 1721A, F and J, Vol. I | Beaufighter Aircraft ... | A.L. 51. |
| 1721H, Vol. I ... | Beaufighter X Aircraft ... | A.L. 38. |
| 1728D, Vol. I ... | Hercules VI Engine ... | A.L. 11. |
| 1728E, Vol. I ... | Hercules XVIII Engine ... | A.L. 10. |
| 1804A, Vol. I ... | Typhoon 1A and 1B Aircraft | A.Ls. 43, 44, 45, 46. |
| 1810A, Vol. I ... | Sabre I and II Engines ... | A.L. 28 (slips for A.L. 26). |
| 2018A, B and C, Vol. I | Barracuda I, II and III Aircraft. | A.Ls. 61, 62, 64. |
| 2102A and B, Vol. I ... | Firefly I and II Aircraft ... | A.Ls. 51 and 58 (slips for A.Ls. 52, 53, 54, 56 and 57). |
| 2208C, Vol. I ... | Firebrand TF Mark III Aircraft. | A.Ls. 9, 10, 11. |
| 2209A, Vol. I ... | Sea Otter Aircraft ... | A.L. 18. |
| 2382A and B Pilot's Notes. | Hellcat I and II Aircraft... | A.L. 1. |
| 2440E, Vol. I ... | Auster IV Aircraft ... | A.Ls. 10, 11. |
| 2607B, Vol. I ... | Monitor TT Mark II Aircraft. | A.L. 3. |
| 6008 Ground Handling Notes. | Buckingham Aircraft ... | A.L. 2. |
| 6012 Ground Handling Notes. | Halifax Aircraft ... | A.L. 9. |
| 6021 Ground Handling Notes. | Swordfish Aircraft... | A.L. 3. |
| 6023 Ground Handling Notes. | Warwick I Aircraft ... | A.Ls. 5, 6 (slips for A.L. 4). |
| 6037 Ground Handling Notes. | Wildcat Aircraft ... | A.L. 6. |
| 6039 Ground Handling Notes. | Mustang I Aircraft ... | A.L. 7. |
| 6055 Ground Handling Notes. | Proctor Aircraft ... | A.L. 6. |
| 6071 Ground Handling Notes. | Cosair Aircraft ... | A.Ls. 4, 5. |
| 6077 Ground Handling Notes. | Tempest Aircraft ... | A.L. 6. |
| 6081 Ground Handling Notes. | Expediter Aircraft ... | A.L. 3. |
| 6083 Ground Handling Notes. | Buckmaster Aircraft... | A.L. 1. |

Leaflets to Airframe and Aero-Engine Publications, Vol. II, Part I

| A.P. No. | Description | A.L. or Leaflet No. |
|-----------------------|-----------------------------------|---|
| 1525 ... | Anson I Aircraft ... | F.17, J.31 (A.L. 1), J.36, J.37, Q.26. |
| 1525F ... | Anson XI Aircraft ... | Q.1. |
| 1565E ... | Spitfire VA, VB and VC Aircraft. | A.14 (A.L. 1), C.11, C.12, M.12 (A.L. 1), J.9, Z.77, Z.78. |
| 1565H ... | Spitfire VIII Aircraft ... | B.3, C.6, C.7, H.8, H.10, N.2, Q.4, Z.64, Z.65, Z.66. |
| 1565J ... | Spitfire IX Aircraft ... | A.5 (A.L. 1), A.7, J.5, J.6, M.7, N.2, Z.69, Z.70, Z.71. |
| 1578C ... | Wellington III Aircraft ... | Z.84, Z.85. |
| 1578L, M, N and P ... | Wellington Aircraft ... | F.8, H.2, Z.45. |
| 1596A ... | Oxford I and II Aircraft ... | A.7, J.23, J.24, Z.109, Z.110. |
| 1665A ... | Albacore I Aircraft ... | Z.51. |
| 1690C ... | Hudson Aircraft ... | F.12. |
| 1690D and E ... | Hudson IV and V Aircraft ... | Q.28. |
| 1691D ... | Harvard IIB Aircraft ... | F.4, Q.4, Z.16. |
| 1691G ... | Harvard III Aircraft ... | T.1, Z.8. |
| 1708C ... | Proctor III Aircraft ... | Z.32 |
| 1708D ... | Proctor IV Aircraft ... | J.3 (A.L. 1), J.4, Y.1 (Issue No. 2) Z.13, Z.14. |
| 1721B ... | Beaufighter II Aircraft ... | A.11 (A.L. 1). |
| 1721H ... | Beaufighter X Aircraft ... | A.5, B.7, C.13, C.15, M.8 (A.L. 1), M.11, Q.5, Q.8, Z.62 (A.L. 1), Z.63, Z.65, Z.66. |
| 1763A ... | Dominie Aircraft ... | Z.20. |
| 2017E ... | Baltimore V Aircraft ... | Z.2. |
| 2018B ... | Barracuda II Aircraft ... | A.16, B.24 (A.L. 1), B.25 (A.L. 1), C.25 (A.L. 2), C.28 (A.L. 1), C.32, C.33, F.12, H.8, K.9 (A.L. 1 incorp.), K.14, K.15, Q.16 (A.L. 1). |
| 2018C ... | Barracuda III Aircraft ... | A.3, B.4 (A.L. 1), B.5 (A.L. 1), C.6 (A.L. 1), C.9, D.3, F.7, K.8, K.9, Q.7, J.2, K.4 (A.L. 1 incorp.). |
| 2023B ... | Boston III Aircraft ... | F.9, M.29. |
| 2023C ... | Boston IIIA Aircraft ... | A.2. |
| 2031E ... | Wildcat V Aircraft ... | P.4. |
| 2102A ... | Firefly I Aircraft ... | H.4 (A.L. 1), F.11, H.10, Z.37 (A.L. 1). |
| 2102B ... | Firefly II Aircraft ... | H.3 (A.L. 1), H.4. |
| 2208C ... | Firebrand TF, Mark III, Aircraft. | K.1, Z.1, Z.1 (A.L. 1), Z.2, Z.3, Z.4. |
| 2209A ... | Sea Otter I Aircraft ... | A.5, D.7, M.8, N.3, P.6. |
| 2281A ... | Martinet I Aircraft ... | Z.47 (A.L. 1). |
| 2339A ... | Kingfisher Aircraft ... | A.1 (A.L. 1), C.1, D.2 (A.L. 1), D.3 (A.L. 1), D.4 (A.L. 1), D.5 (A.L. 1), D.8, E.1 (A.L. 1), E.2 (A.L. 1), E.3, F.2 (A.L. 1), F.3 (A.L. 1 incorp.), F.4 (A.L. 1), H.1 (A.L. 2), M.2 (A.L. 1), M.3, Z.13, (A.L. 1), Z.14 (A.L. 1), Z.15 (A.L. 1), Z.16 (A.L. 1), Z.17 (A.L. 1), Z.18 (A.L. 1), Z.19 (A.L. 1), Z.20 (A.L. 1), Z.21 (A.L. 1), Z.23, Z.24, Z.25, Z.26. |

| A.P. No. | Description | A.L. or Leaflet No. |
|----------------------------|--|------------------------------|
| 2351A | Corsair I Aircraft | A.1. |
| 2351B | Corsair II Aircraft | A.2, B.5, P.2 (A.L. 1), P.7. |
| 2351C | Corsair III Aircraft | P.2, Q.9. |
| 2351D | Corsair IV Aircraft | C.3, C.5, F.3, M.1, Q.1. |
| 2380A | Avenger I Aircraft | B.7, D.7, Q.13, T.2. |
| 2380B | Avenger II Aircraft | D.6, Q.11, T.1, Z.14 |
| 2382, B, C, D and E | Helocat F, NF, PR and FR, Mark II, Aircraft. | Q.1. |
| 2440A | Auster I Aircraft | A.1. |
| 2607B | Monitor T.T., Mark II, Aircraft. | Z.6. |

(ii) Aero-Engines.

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| 1420 | Gipsy I and II Engines | Z.15, Z.16. |
| 1451D | Pegasus III, VI, 30 Engines | M.9, Z.64, Z.65. |
| 1451H | Pegasus XVIII Engine | Z.51, Z.52. |
| 1491D | Mercury XV, XX and 30 Engines. | Z.47, Z.48, Z.49. |
| 1500 | Gipsy Major Engine | D.7 (A.L. 1), Z.34 (A.L. 1). |
| 1526B | Cheetah X Engine | Z.30. |
| 1590E | Merlin X Engine | M.7. |
| 1590F | Merlin XII Engine | M.7. |
| 1590 G and N | Merlin XX, XXI, XXII, XXIII, XXIV and XXV Engines. | M.23, Z.34. |
| 1590J, L and T | Merlin 45 Engine | M.17. |
| 1590K and R | Merlin 61, 63, 63A, 64, 72 and 73 Engines. | D.5, J.3, K.2, M.11, M.12, Z.20 (A.L. 2), Z.21 (A.L. 2), Z.24, Z.25, Z.27. |
| 1593A | Gipsy Queen I Engine | Z.25. |
| 1593B | Gipsy Queen II Engine | D.7 (A.L. 1), Z.22. |
| 1593C | Gipsy Queen III Engine | F.2, P.1, Z.17. |
| 1707A | Taurus II, Mod. I and XII, Engines. | Z.47, Z.48. |
| 1707B | Taurus VI, Mod. L, and XVI Engines. | Z.48. |
| 1717A | Wright Cyclone Engine | D.1. |
| 1717D | Cyclone G.R. 1820 Engine | D.2. |
| 1728B | Hercules III, X and XI Engines. | A.12, B.7 (A.L. 1 incorp.), E.14, Z.52. |
| 1728D | Hercules VI Engine | A.10, E.9, M.14, Z.41. |
| 1792A | Gipsy VI Engine | F.3, Z.16. |
| 1810A | Sabre I and II Engines | C.2, D.9, F.7, G.6, G.7, J.6, M.14, M.16, M.17, Z.18 (A.L.3), Z.22 (A.L. 1), Z.24. |
| 2046A | Double Cyclone G.R.2600/A5B Engine. | D.2. |
| 2140A | Merlin XX Power Plant, Mark I. | Z.17. |
| 2218A | Hercules VI Power Plant, Mark I. | G.3, J.7, Z.27. |
| 2234B | Griffon VI Engine | J.2, M.2, Z.12. |
| 2234K and L | Griffon 61 and 65 Engines | D.2, J.1, M.3, Z.29. |

Amendment Lists to Airframe and Aero-Engine Publications, Vol. II

| A.P. No. | Description | A.L. or Leaflet No. |
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| 1525A, Part 2 | Anson I Aircraft | A.L. RTP/1. |
| 1526B, Part 2 | Cheetah X Engine | A.L. 7. |
| 1565H, J and L, Part 2 | Spitfire IX and XVI Aircraft | A.L. RTP/2. |
| 1565A and E, Part 3 | Spitfire IA and IB, VA, VB and VC Aircraft. | A.L. 12. |
| 1596A and E, Part 3 | Oxford I and II Aircraft | A.L. 7. |

| A.P. No. | Description | A.L. or Leaflet No. |
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| 2209A, Part 2 | Sea Otter Aircraft | A.L. 2. |
| 2351, Part 4 | Corsair Aircraft | A.1/1, A.1/2, A.2/1, A.3/1, D.1/1, D.1/2, D.3/1, D3/2, F.1/1, F.2/1, F.3/1. |

Amendment Lists to Airframe and Aero-Engine Publications, Vol. III, Pt. 1

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| 1451D | Pegasus III, VI and XXX Engines. | A.L. 19. |
| 1491D | Mercury XV and XX Engines. | A.L. 14. |
| 1517 | Swordfish Aircraft... .. | A.L. 14. |
| 1565G and H | Spitfire VII and VIII Aircraft. | A.Ls. 2, 3. |
| 1578C and K | Wellington III and X Aircraft. | A.Ls. 10, 11, 12, 13. |
| 1582A, B and C | Lysander T.T. Aircraft | A.L. 3. |
| 1590N | Merlin 32 Engine | A.L. 3. |
| 1707A and B | Taurus II and VI Engines | A.L. 12 |
| 1708C | Proctor III Aircraft | A.L. 2. |
| 1721A, B, F and J | Beaufighter IC, IF, II, VIC and VIF Aircraft. | A.L., 21. |
| 1721H and K | Beaufighter X Aircraft | A.L. 16. |
| 1728D and E, Pt. 1 | Hercules VI Engine | A.L. 11. |
| 1728 D and E, Pt. 2 | Hercules VI Engine | A.L. 11. |
| 1763A | Dominie III Aircraft | A.L. 14. |
| 2039A and B | Centaurus V, VH, IX and XI Engines. | A.L. 8. |
| 2102A and B | Firefly I and II Aircraft | A.Ls. 10, 11. |

Amendment Lists to Airframe and Aero-Engine Publications, Vol. III, Part 2 (Appendices "A")

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| App. "A" 1225 | Hudson III | A.L. 89. |
| App. "A" 1226 | Defiant II TT | A.L. 38. |
| App. "A" 1244 | Swordfish | A.L. 89. |
| App. "A" 1324 | Martinet I | A.L. 54. |
| App. "A" 1390 | Sea Otter | A.Ls. 41, 42, 43, 44. |
| App. "A" 1416 | Harvard IIB | A.Ls. 25-28. |
| App. "A" 1442 | Avenger | A.Ls. 11, 12, 13, 14, 15. |
| App. "A" 1471 | Swordfish III | A.L. 14. |
| App. "A" 1476 | Defiant TT, Mark III | A.Ls. 4, 6. |
| App. "A" 1489 | Fairey 05/43 | A.Ls. 1, 2. |
| App. "A" 1491 | Corsair II | A.Ls. 5, 7, 8. |
| App. "A" 1506 | Monitor | A.L. 3. |
| App. "A" 1509 | Beaufort I | A.L. 1. |
| App. "A" 1529 | Avenger II | A.Ls. 8, 9, 10, 13, 14. |
| App. "A" 1533 | Harvard III | A.Ls. 1, 2, 3. |
| App. "A" 1538 | Anson | A.L. 17. |
| App. "A" 1550 | Wildcat VI | A.Ls. 4, 5, 6, 7. |
| App. "A" 1552 | Firefly, Mark I | A.Ls. 49, 50, 51. |
| App. "A" 1562 | Vengeance TT, Mark IV | A.Ls. 4, 5, 7. |
| App. "A" 1589 | Firefly FR., Mark I, NF, Mark I. | A.Ls. 28, 29, 30, 31, 32, 33. |
| App. "A" 1803 | Wellington XI and XIII | A.Ls. 13, 14, 15. |

Amendment Lists to Airframe and Aero-Engine Publications O.U. and B.R. Series

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|------------------|---------------------|--|
| B.R. 377 | General | A.L. 34 (P. 444/45), A.L. 35 (P. 513/45), A.L. 36 (P. 514/45), A.L. 37 (P. 619/45), A.L. 38 (P. 620/45). |
| B.R. 377 | Photographic | A.L. 7 (P. 503/45), A.L. 8 (P. 621/45). |
| B.E. 377A | Swordfish | A.L. 11 (P. 416/45), A.L. 12 (P. 673/45). |

| A.P. No. | Description | A.L. or Leaflet No. |
|-------------|---|---|
| B.R. 377B | Barracuda | A.L. 14 (P.482/45), A.L. 15 (P.568/45), A.L. 16 (P.575/45), A.L. 17 (P.622/45). |
| B.R. 377C | Firefly | A.L. 14 (P.419/45), A.L. 15 (P.420/45), A.L. 16 (P.498/45), A.L. 17 (P.528/45), A.L. 18 (P.577/45), A.L. 19 (P.623/45). |
| B.R. 377J | Seafire | A.L. 1 (P.564/45), A.L. 2 (P.565/45). |
| B.R. 377(P) | Corsair I, II, III, and IV... | A.L. 5 (P.421/45), A.L. 6 (P.501/45), A.L. 7 (P.529/45), A.L. 8 (P.530/45), A.L. 9 (P.624/45), A.L. 10 (P.625/45). |
| B.R. 378 | General | A.L. 71 (P.435/45), A.L. 72 (P.482/45), A.L. 73 (P.501/45), A.L. 74 (P.531/45), A.L. 75 (P.566/45), A.L. 76 (P.567/45), A.L. 77 (P.627/45). |
| B.R. 378A | Swordfish | A.L. 29 (P.422/45), A.L. 30 (P.574/45). |
| B.R. 378B | Barracuda | A.L. 39 (P.423/45), A.L. 40 (P.424/45), A.L. 41 (P.425/45), A.L. 42 (P.445/45), A.L. 43 (P.576/45), A.L. 44 (P.628/45). |
| B.R. 378C | Firefly | A.L. 23 (P.427/45), A.L. 24 (P.485/45), A.L. 25 (P.499/45), A.L. 26 (P.578/45), A.L. 27 (P.629/45). |
| B.R. 378L | Hellcat | A.L. 1 (P.563/45). |
| B.R. 378P | Corsair | A.L. 8 (P.430/45), A.L. 9 (P.532/45), A.L. 10 (P.533/45), A.L. 11 (P.534/45). |
| B.R. 378Z | Walrus | A.L. 26 (P.431/45). |
| B.R. 380A | Swordfish | Gummed labels. A.L. 8 (P.610/45), A.L. 9 (P.611/45). |
| B.R. 380B | Barracuda | Gummed labels. A.L. 17 (P.524/45), A.L. 18 (P.525/45), A.L. 19 (P.612/45). |
| B.R. 380C | Firefly | Gummed labels. A.L. 13 (P.613/45), A.L. 14 (P.618/45), A.L. 15 (P.615/45), A.L. 16 (P.616/45). |
| B.R. 380Y | Sea Otter | A.L. 2 (P.526/45), A.L. 3 (P.527/45). |
| B.R. 383 | A.S.E. for Spares, Tools for Aero-Engines, Power Plants, etc. | Sect. II, Pt. 2 Hinged Boards Slips. A.L. 9 (P.433/45), A.L. 10 (P.434/45), A.L. 11 (P.516/45), A.L. 12 (P.580/45). |

| A.P. No. | Description | A.L. or Leaflet No. |
|----------|--|-------------------------------|
| B.R. 777 | Naval Aircraft Code | Correction No. 1 (SC. 33/45). |
| B.R. 863 | R.N. Air Stations Magazine Explosives Regulations. | A.L. 9 (P.541/45). |

Amendment Lists to Airframe and Aero-Engine Publications. Provisional Carrier Allowance Lists and Squadron Mobile Equipment Lists and Squadron Servicing Units

| | | |
|--|---|-------------------|
| | Provisional Carrier Allowance List for Avenger I. | A.L. 10. |
| | Provisional Carrier Allowance List for Avenger II. | A.Ls. 10, 11, 12. |
| | Squadron Mobile Equipment List for Avenger III | A.L. 3. |
| | Provisional Carrier Allowance List with Squadron Mobile Equipment List for Wildcat V. | A.Ls. 6, 7. |
| | Provisional Carrier Allowance List for Wildcat VI. | A.Ls. 8, 9. |
| | Squadron Servicing Unit List, General Stores. | A.L. 13. |
| | Squadron Servicing Unit List for Wildcat V and VI. | A.L. 2. |
| | Squadron Servicing Unit List for Avenger I, II, III. | A.L. 3. |

Amendment Lists to Airframes and Aero-Engine Publications
Technical Orders

| | | |
|--------------|--|---|
| AN-01-50KA-4 | Parts Catalogue—Reliant I | Revision 25th Feb., 1945. |
| AN-01-60F-2 | Erection and Maintenance Instructions for Harvard IIA and III. | Revision 5th May, 1945. |
| AN-01-85FB-4 | Illustrated Parts Catalogue for Hellcat I and II. | Revision 15th Apr., 1945 |
| AN-01-90CD-2 | Erection and Maintenance Instructions for Expediter. | Revision 10th May, 1945. |
| AN-02-10AB-2 | Service Instructions—R. 985—AN-1, 2, 3, 4, 6, 6B, 8, 10, 12, 12B, 14B Engines. | Revision 15th Feb., 1945. |
| AN-02-10AB-3 | Overhaul Instructions—R. 985—AN-1, 2, 3, 4, 6, 6B, 8, 10, 12, 12B, 14B Engines. | Revision 1st May, 1945. |
| AN-02-35GD-2 | Service Instructions—R.1820-56, 56W, 62, 66, 72W Engines. | Revision 15th Mar., 1945. |
| AN-03-5AB-27 | Handbook of Instructions with Parts Catalogue—Type 0-1 Generator. | Revision 1st May, 1945. |
| AN-03-10-39 | Handbook of Instructions with Parts Catalogue—Fuel Selector Valves. | Revision 30th Apr., 1944, and 5th Jun., 1945. |
| AN-03-25B-1 | Handbook of Instructions with Parts Catalogue—Main Landing Wheels. | Revision 1st Jun. 1945. |
| AN-05-20BB-1 | Handbook of Instructions with Parts Catalogue—Type E-1, FSSC 88-1 1357 Gyro Horizon Indicator. | Revision 20th Apr., 1945. |

| <i>A.P. No.</i> | <i>Description</i> | <i>Amendment List No.</i> |
|----------------------|--|--|
| TO-08-20-37 ... | Handbook of Instructions with Parts Catalogue—Runway Control Regulator—Type B-1 TO-08-20-37. | Revision 20th Apr., 1945. |
| AN-08-35TS89-2 ... | Handbook of Maintenance Instructions. — Voltage Divider—TS-89 A.P. | Revision 22nd Jan., 1945. |
| Nav-Aer 00-500. ... | Index of Nav-Aer Publications. | Supplement May, 1945. |
| Nav-Aer 01-85WA-3 | Repair Manual for Avenger I and II, T.B.F.-1 and T.B.M.-1. | British Supplement Jun., 1945. |
| Nav-Aer 08-1-507 ... | Airborne Electrical Maintenance Notes. | A.E.M.N. Supplement No. 15 (June, 1945). |

Additions to N.A.M.Os. and M.O.N.A.Bs.

| | |
|----------------------------|--|
| N.A.M.O. for Avenger ... | STI/31. STI/32. |
| N.A.M.O. for Barracuda ... | F.2 (2nd May, 1945). STI/28. STI/30. |
| N.A.M.O. for Beaufighter | SI/Index (3rd May, 1945). STI/Index (6th Jun., 1945). |
| N.A.M.O. for Corsair ... | A.10 (7th May, 1945). A.11 (14th May, 1945). C.1 (30th April, 1945). O.4 (12th May, 1945). STI/26. STI/27. |
| N.A.M.O. for Firefly ... | STI/22. |
| N.A.M.O. for Hellcat ... | STI/Index (14th April, 1945). STI/16. STI/19. SI/Index (16th April, 1945). |
| N.A.M.O. for Master ... | STI/Index (6th June, 1945). |
| N.A.M.O. for Mosquito ... | SI/Index (3rd May, 1945). STI/Index (3rd May, 1945). |
| N.A.M.O. for Seafire ... | A.9 (3rd May, 1945). C.1 (30th April, 1945). STI/Index (7th May, 1945). |
| N.A.M.O. for Swordfish ... | STI/6. |
| N.A.M.O. for Wildcat ... | STI/Index (4th June, 1945). STI/3A. |
| N.A.M.O. for Miscellaneous | STI/Oxford/6A |
| N.A.M.O. General | A.13 (7th May, 1945). A.16 (11th June, 1945). E(AS)2 (15th May, 1945). E(RR)7 (12th May, 1945). E(RR)8 (14th July, 1945). E.9 (3rd May, 1945). I.2 (24th May, 1945). O.3 (11th May, 1945). O.6 (30th April, 1945). O.7 (2nd May, 1945). O.8 (24th May, 1945). W.5 (14th May, 1945). W.7 (26th May, 1945). W.8 (11th June, 1945). SI/P and W.R.2800/1A. STI/Misc/74. STI/Misc/82. |

| <i>A.P. No.</i> | <i>Description</i> | <i>A.L. or Leaflet No.</i> |
|--------------------------|--------------------|---|
| N.A.M.O. General/C.1 ... | | C.1. Section I (dated 3rd May, 1945). List of Obsolete Aero-Engines, Propellers and Engine Accessories. |
| | | C.1, Section II (dated 3rd May, 1945). List of Specific Defects—Merlin All Marks. |
| | | C.1, Section II (dated 3rd May, 1945). List of Specific Defects—Griffon, All Marks. |
| | | C.1, Section II (dated 3rd May, 1945). List of Specific Defects—Hercules, All Marks. |
| | | C.1, Section II (dated 3rd May, 1945). List of Specific Defects—Mercury, All Marks. |
| | | C.1, Section II (dated 3rd May, 1945). List of Specific Defects—Cheetah, All Marks. |
| | | C.1, Section II (dated 3rd May, 1945). List of Specific Defects—Gipsy, All Types. |
| | | C.1, Section II (dated 3rd May, 1945). List of Specific Defects—Rotol Propellers, All Types. |
| | | C.1, Section II (dated 3rd May, 1945). List of Specific Defects—Rotol Governor Units. |
| | | C.1, Section II (dated 3rd May, 1945). List of Specific Defects—Griffon Power Plants. |
| | | C.1, Section II (dated 3rd May, 1945). List of Specific Defects in Airframe Accessories. |
| | | C.1, Section III (dated 3rd May, 1945). Cheetah IX, X, XIX, Modifications. |
| | | C.1, Section III (dated 3rd May, 1945). Centaurus IX Modifications. |
| | | C.1, Section III (dated 3rd May, 1945). Mercury XV, 20, 25 and 30 Modifications. |
| | | C.1, Section III (dated 3rd May, 1945). Gipsy Queen III Modifications. |
| | | C.1, Section III (dated 3rd May, 1945). Griffon II Modifications. |
| | | C.1, Section III (dated 3rd May, 1945). Griffon VI Modifications. |

A.P. No.

Description

A.L. or Leaflet No.

- C.1, Section III (dated 3rd May, 1945). Griffon XII Modifications.
 C.1, Section III (dated 3rd May, 1945). Griffon II Power Plant Modifications.
 C.1, Section III (dated 3rd May, 1945). Merlin 32, 55, 55M Modifications.
 C.1, Section III (dated 3rd May, 1945). Rotol Propellers Modifications.
 C.1, Section III (dated 3rd May, 1945). Roto Governor Units Modifications.

Amendment Lists to Miscellaneous Publications

| | |
|-------------------------------|----------------------|
| Armament Notes for Air crews. | B.13. |
| Air Diagram 2708... | A.L. 1. |
| Repair Ship Group, A.S.E. | A.Ls. 5, 6, 7, 8, 9. |
| M.O.N.A.B., A.S.E., General | A.Ls. 8, 9, 12. |
| M.O.N.A.B. No. 1 Schedule | A.Ls. 10, 11. |

5127.—Air Publications Distributed during the Week Ending 18th August, 1945, from the R.N. Store Depot, Shepherds Bush

(N.S. Air 8858/45.—6 Sep. 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) <i>Airframe and Aero-Engine Publications</i> | | |
| A.P. 2039A, Vol. II, Part 1. | Centaurus IV, V, VII and XI | Initial General. |
| A.P. 2039A and B, Vol. II, Part 3, with A.Ls. 1-8. | Centaurus V and VII Aero-Engines | Initial General. |
| A.P. 2208C, Vol. I, with A.Ls. 1-4 and 6-9. | Firebrand T.F., Mark III | Initial General. |
| A.P. 2866A, Vol. I, with A.L. 1. | Firebrand T.F., Mark III and IV, Power Plant "A" | Initial General. |
| B.R. 380D, with A.L. 1 (Supersedes A.P.(N)5). | Firebrand, Marks III and IV | Initial General. |
| A.N. 02-10DC-3 (dated 10 April, 1945). | Overhaul Instructions for R.1340-AN-1 Engine. | Initial General. |
| A.N. 02-10DC-4B (dated 15 May, 1945). | Parts Catalogue for R.1340-AN-1 Engine. | Initial General. |
| (ii) <i>Air Diagrams</i> | | |
| A.D. 1391 (February, 1945). | Emergency Runway Service | Initial General. |
| A.D. 2093 Sheet 1 (February, 1945). | Radio Altimeter A.7D | Initial General. |
| A.D. 2783 (March, 1945) | Automatic Boost Control Unit | Initial General. |

5128.—Establishment of Naval Stores for Fairmile Craft—List of Errata No. 4

(N.S. 41674/44.—6 Sep. 1945.)

List of Errata No. 4 to the Establishment of Naval Stores for Fairmile Craft has been prepared and will be distributed to services concerned by Director of Stores.

5129.—Resettlement in Civil Life—Government Vocational Training Scheme—Pamphlets—Distribution

(E.F.O. 195/45.—6 Sep. 1945.)

The following pamphlets forming part of "the Government Vocational Training Scheme" Series have been or will be distributed with Admiralty Fleet Orders, for the use of Resettlement Information Officers, on the dates shown.

2. The scale of supply is the equivalent of that laid down for the Educational and Resettlement Information Series (instituted by A.F.O. 2875/45), or a multiple of the scale.

| | |
|---|----------|
| Commanders-in-Chief, Flag Officers, Naval Officers-in-Charge, Captains (D) Ashore and Afloat. | 6 copies |
| Battleships, battle cruisers, cruisers, carriers, training establishments, air stations, destroyer and submarine depot ships. | 3 copies |
| Other vessels down to submarines | 1 copy |
| Group Commanders, A/S, M/S, M.G.Bs., M.Ls., R.M.Ls., M.T.Bs. | 1 copy |
| Flotilla Officers, major landing craft, minor landing craft, landing barges. | 1 copy |
| First line air squadrons | 1 copy |

| Description | Scale or multiple | Date |
|------------------------------------|-------------------|---------------------|
| | Scale of supply | distributed |
| Building industry | Scale × 12 | 30th August, 1945 |
| Clerical work and shorthand-typing | Scale × 12 | 30th August, 1945 |
| Baking industry | Scale | 6th September, 1945 |
| Retail distributive trades | Scale × 12 | 6th September, 1945 |

5130.—Re-instatement in Civil Employment Act, 1944—Revision of Leaflet R.E.L. 4

(N. 10548/45.—6 Sep. 1945.)

With reference to A.F.O. 6148/44, the leaflet R.E.L. 4 (Compassionate Releases) has been revised, and the new leaflet is known as R.E.L. 4 (Revised).

2. If not already in use, R.E.L. 4 (Revised) should be brought into use forthwith, and stocks of the old leaflet R.E.L. 4 should be destroyed.

(A.F.O. 6148/44.)

Section 6.—SHORE ESTABLISHMENTS

5131.—Civilian Non-industrial Staff—Day Continuation Classes for Juveniles aged 16–18 Years

(C.E. 57329/45.—6 Sep. 1945.)

Juveniles aged 16 and 17 years employed in a non-industrial capacity should, wherever practicable, be released to attend day continuation classes during official hours. It is advantageous for them to attend classes for a whole day rather than for two half-days, and where local education authorities provide whole-day classes, juveniles should, if possible, be released to attend. Where fees are payable, the full fees will be paid by the Admiralty.

2. Boys and girls aged 16 and 17 are in present circumstances expected to work 44 hours and 48 hours a week respectively. Attendance at day continuation classes should rank as official attendance.

3. The general arrangements for young people under 18 who attend day continuation classes may be applied to persons of 18 in so far as it is necessary to enable them to complete the term in which they attain the age of 18.

4. Boys and girls between 14 and 18 years of age and over should be encouraged to continue their education at evening classes. In the case of those under 16 attending classes held by the local education authorities full fees are payable by the Admiralty. In the case of young people over 16 fees are normally payable by individual. In some cases in the provinces, however, the fees fixed by the local education authority for evening classes in English, that is to say in classes which are designed to improve the individual's use of the English language and appreciation of its literature, may be substantially more than those payable in London. In any case where the fee for such English classes exceeds 2s. 6d. per term, the excess over 2s. 6d. may be paid by the Admiralty.

(A.F.O. 5120/44.)

(A.F.O. 6115/44 is cancelled.)

5132.—War and other Injuries—Position of Civil Servants in Regard to

(C.E. 17031/45.—6 Sep. 1945.)

The undermentioned Circular and Statutory Rules and Orders are promulgated for information and guidance.

Any question of doubt or difficulty should be referred to the Admiralty for instructions.

Treasury Circular T.C. No. 16/45 dated 7th August, 1945.

Statutory Rules and Orders, 1945, No. 908 Injury Warrant (No. 2) 1945 dated 23rd July, 1945.

P.C.6/15

7th August, 1945

T.C. No. 16/45

THE INJURY WARRANT (No. 2) 1945

Sir,

1. I am directed by the Lords Commissioners of His Majesty's Treasury to inform you that They have given further consideration to the position of war entrant Civil Servants under the Injury Warrants.

2. As explained in paragraph 15 of Treasury Circular No. 3/40 the Injury Warrant, 1940, made, inter alia, the following provisions regarding an injury suffered by a "non-workman" Civil Servant who entered the Civil Service after 31st August, 1939, and who was recruited, and normally resident, in the United Kingdom (i.e. a "war entrant") :—

(i) If the injury was a war injury or a war service injury, no award would be made under the Injury Warrants No. 1 or No. 2 of 1935, and the Civil

Servant and his dependants would accordingly fall to be dealt with by the Ministry of Pensions in respect of such injuries under the Personal Injuries (Civilians) Scheme.

(ii) If the Civil Servant retired from the service, or died, as a result of some other injury which satisfied the condition of Section 1 of the Superannuation Act, 1887, he or his dependants would be eligible for an award under the Injury Warrants at rates not exceeding those which would have been payable under the Civilians Scheme if the injury had been a war injury.

3. Similar provisions as regards war entrant Civil Servants resident or normally resident in British overseas territories in which there were local schemes corresponding to the United Kingdom Personal Injuries (Civilians) Scheme were made in the Injury Warrant 1942, as explained in Treasury Circular No. 4/42.

4. So long as the possibility remains of a Civil Servant incurring a war injury or a war service injury, and special provision for these classes of injury is made under the Personal Injuries (Civilians) Scheme, My Lords feel that the present provisions of the Injury Warrants governing these types of injuries must remain. In view, however, of the termination of hostilities in Europe, They no longer consider it necessary to limit awards to war entrants under the Injury Warrants in respect of other types of injury to the Civilians Scheme rates, and They have accordingly decided that a war entrant may be treated in the same manner as a pre-war entrant in respect of such injuries incurred on or after the 8th May, 1945. Effect has been given to this decision in paragraph 2 of the Injury Warrant (No. 2), 1945 (S.R. & O. 1945, No. 908) dated 23rd July, 1945, a copy of which is enclosed.

5. Paragraphs 3 and 4 of the same Warrant provide for amendment of the provisions of the Principal Warrants governing awards to children to correspond with the provisions as to avoidance of duplication in Section 13 of the Family Allowances Act, 1945. It will be seen that the amount of the annual allowance awarded in respect of a child under the Warrants is to be reduced by the amount of any allowance payable in respect of the child under the Family Allowances Act, 1945, and that no gratuity is to be payable under paragraph 7 of the No. 1 Warrant of 1935 if a family allowance is payable in respect of that child at the date at which it would otherwise have been eligible for a gratuity.

6 * * * * *

I am,

Your obedient Servant,

J. A. BARLOW.

STATUTORY RULES AND ORDERS

1945 No. 908

PENSION

Injury Warrant

THE INJURY WARRANT (No. 2), 1945. DATED JULY 23, 1945.

By virtue of the powers conferred upon Us by Section I of the Superannuation Act, 1887(a) (as amended by Section II of the Superannuation Act, 1935)(b), and by Section 5 of the Superannuation Act, 1909(c), We, Being two of the Lords Commissioners of His Majesty's Treasury, do hereby direct as follows :—

1. This Warrant may be cited as the Injury Warrant (No. 2), 1945.

2.—(I) Paragraph 3 of the Injury Warrant, 1940(d), as amended by paragraph 3 of the Injury Warrant, 1941(e), and paragraph 8 of the Injury Warrant, 1945(f) (which limits the amount of the award which may be made under the Injury Warrants to war entrants who sustain injuries other than war injuries and war service injuries), shall cease to apply in relation to any war entrant who sustains an injury on or after the 8th day of May, 1945, and his dependants.

(2) Paragraph 3 (I) (f) (ii) of the Injury Warrant, 1942(g), as amended by paragraph 8 of the Injury Warrant, 1945 (which limits the amount of the award which may be made under the Injury Warrants to local war entrants of certain British Overseas Territories who sustain injuries other than local war injuries, local war service injuries or local defence service injuries) shall cease to apply in relation to any local entrant who sustains an injury on or after the 8th day of May, 1945, and his dependants.

(3) Sub-paragraph (I) of paragraph 13 of the Injury Warrant, 1945 (which amends the definition of "war injury" for certain purposes), shall apply in relation to a war entrant who, on or after the 8th day of May, 1945, is injured while carried, in pursuance of official instructions, in any aircraft and his dependants; and accordingly the said sub-paragraph (I) shall have effect, as regards any such injury sustained on or after the 8th day of May, 1945, as if the words "who is not a war entrant or is under paragraph 12 of this Warrant deemed not to be a war entrant and" were omitted.

3. Paragraph 9 of the Injury Warrant No. I, 1935(h) shall be amended by adding at the end thereof the following:—

"The annual allowance payable under paragraph 6 of this Warrant in respect of any child shall, in respect of any period for which a family allowance is payable in respect of that child under the Family Allowances Act, 1945, be reduced by the amount of the family allowance.

No gratuity shall be payable in respect of any child under paragraph 7 of this Warrant if a family allowance was so payable in respect of that child at the time of the death of the deceased injured person or, in the case of a posthumous child, as from the date of the child's birth."

4. Sub-paragraph (I) of paragraph 4 of the Injury Warrant No. 2, 1935(i) shall be amended by inserting at the end thereof the following:—

"(d) the allowance in respect of any child shall, in respect of any period for which a family allowance is payable in respect of that child under the Family Allowances Act, 1945, be reduced by the amount of the family allowance."

*P. Buchan-Hepburn,
Robert Cary,*

Two of the Lords Commissioners
of His Majesty's Treasury.

Treasury Chambers.
23rd July, 1945.

- | | |
|---|---|
| (a) 50 & 51 Vict. c. 67. | (b) 25 & 26 Geo. 5. c. 23. |
| (c) 9. Edw. 7. c. 10. | (d) S.R. & O. 1940 (No. 215) I, p. 741. |
| (e) S.R. & O. 1941 (No. 573) I, p. 740. | (f) S.R. & O. 1945 No. 153. |
| (g) S.R. & O. 1942 (No. 871) I, p. 708. | (h) S.R. & O. 1935 (No. 576) p. 1339. |
| (i) S.R. & O. 1935 (No. 577) p. 1347. | |
| (A.F.O. 1250/45.) | |

5133.—Civilian Non-Industrial Staff—Senior Temporary Assistants and Temporary Assistants—Pay and Overtime

(C.E. 55950/45.—6 Sep. 1945.)

The ranges of salary of Temporary Assistants aged 25 years and over have been amended as follows. Individual rates will be assessed according to age, experience and qualifications.

| | |
|--------------|-----------|
| Men | £250—£450 |
| Women | £200—£360 |

2. The primary object of extending the ranges for Temporary Assistants is to enable increases to be granted in appropriate cases to officers who have been at the former maximum of the range for a year or more. The new ranges are effective from 1st July, 1945.

3. Persons under 25 should be appointed at the following rates:—

| | Men | Women |
|--|------------------------|------------------------|
| Under 21 | £200 | £150 |
| 21–24 inclusive— | | |
| If possessing university or other special qualifications, e.g. previous commercial experience. | £250 | £200 |
| If lacking special qualifications but fully up to executive standard. | Between £200 and £250. | Between £160 and £200. |

4. Every Temporary Assistant should be reviewed after six months' service in the grade and a report forwarded to the Admiralty (C.E. Branch I or C.E. Branch II as appropriate) on any officer:—

(a) Who is not fully up to the standard expected of executive officers, or

(b) Whose salary given on first appointment is not considered appropriate. This review after six months is not applicable to Senior Temporary Assistants whose services are to be reviewed as in paragraphs 6 and 7 below.

5. The ranges of pay for Senior Temporary Assistants are £450–£600 for men and £360–£480 for women. The starting pay of Temporary Assistants promoted to Senior Temporary Assistants is raised to not less than £475 (men) and £378 (women) as from 1st July, 1945.

6. In addition to the review prescribed in paragraph 4 above, the salaries of all Temporary Assistants should be reviewed after completion of 12 months' service in the grade and thereafter annually, unless the salary has been re-assessed after 6 months' service, in which case the first annual review should be made 12 months after the date of re-assessment and thereafter at 12 monthly intervals. All Senior Temporary Assistants should be reviewed after completion of 12 months' service in the grade and thereafter annually. Increases of salary within the ranges for the grades will not be automatic but will be related to the ability and experience of the officers concerned. Those whose services are fully satisfactory may be recommended for increases as follows:—

| | Men | Women |
|---------------------------------|-----|-------|
| Temporary Assistants | £18 | £15 |
| Senior Temporary Assistants ... | £25 | £18 |

7. Exceptionally, where a Temporary Assistant or a Senior Temporary Assistant is carrying responsibilities well above the average, a recommendation may be forwarded at any time for his or her salary to be re-assessed and the officer advanced to a higher point on the range. Proposals for re-assessment, as distinct from the annual increases referred to in paragraph 6 above for satisfactory services, should be supported by full details of the reason for the recommendation, including a description of the officer's duties. This information should make it clear whether the officer is carrying responsibilities materially greater than those envisaged when the appointment was made or when salary was last re-assessed.

8. Temporary Assistants are eligible for overtime payment at plain time rate (calculated by dividing annual salary including bonus by 52 and then by 44) for hours worked in excess of 48 gross in any one week, but the maximum quarterly limit on a Temporary Assistant's salary is raised as from 1st July, 1945, to £118 15s. (men) and £94 10s. (women) exclusive of bonus in each case. Where a Temporary

Assistant does not receive a full quarter's salary the maximum amount payable should be calculated proportionately. The credit allowed to Temporary Assistants for absences, sick or on approved leave, is eight hours for any day from Monday to Friday and four hours for Saturday.

9. Temporary Assistants required to attend on a Sunday should be granted equivalent time off in lieu within the ensuing six days. Where time off cannot be given, the hours of attendance on the Sunday will reckon towards overtime pay as if they had been worked on a weekday.

10. Temporary Assistants who have been entered in the United Kingdom and appointed on tours of duty for service in overseas establishments are eligible for overtime payment under the above provisions, except that the limitation on salary and overtime payments to £118 15s. a quarter (men) or £94 10s. (women) is waived to the extent of the additional payments arising from the appropriate zonal percentage addition allowed under A.F.O. 2331/41, except that such payments shall not exceed what would be payable to an officer on the maximum of the range. For example, at places where the zonal addition is 75 per cent. the total emoluments must be limited to £123 8s. 9d. (£112 10s. salary, £6 5s. overtime and £4 13s. 9d. zonal percentage) a quarter exclusive of war bonus. The limiting figure will of course vary according to the different zonal percentage applicable. This limitation does not apply to Temporary Assistants whose agreements for foreign service were signed before 3rd February, 1944.

11. Senior Temporary Assistants are ineligible for overtime.

(A.F.Os. 2331/41 and 2650/45.)

(A.F.Os. 1146/43 and 638/44 are cancelled.)

5134.—Temporary Civil Staff Serving Abroad under Agreements for the Duration of Hostilities—Return to United Kingdom—REPORTS

(C.E. 17221/45.—6 Sep. 1945.)

Applications are being made by Temporary Assistants, Temporary Clerical Officers and other temporary staff serving abroad on agreements which provide for an engagement for three years or the duration of hostilities, whichever is the shorter, to terminate their appointments and return to England following the surrender of Japan.

2. These agreements will be honoured and reliefs will be sent as circumstances permit. As replacement by experienced staff will be a matter of extreme difficulty and pressure of work in many theatres will remain high for some time, those concerned should be urged to sign new agreements for three years if so long required, the period to run from the date on which passage from United Kingdom was originally taken. This is the form of agreement now being used for recent appointments.

3. The names, grades and departments of those who are unwilling to enter upon the new agreement should be reported by signal as soon as possible in order that the provision of reliefs can be planned. While every endeavour will be made to effect relief as soon as possible the staff concerned should be reminded that the shipping difficulties, particularly where priority must be given to the repatriation of prisoners-of-war and H.M. forces, may prevent return to England for some considerable time to come. They should also be warned that on return they will be subject to the Control of Employment (Civil Servants) Order (A.F.O. 2831/45) and it does not follow that their return to England will mean their release from Admiralty service.

(A.F.O. 2831/45.)

5135.—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. 28027/45.—6 Sep. 1945.)

A.F.O. 4994/45 is to be amended as follows:—

After heading:—For "D.N.A. 2827/45" read "D.N.A. 28027/45".

Paragraph 9, line 5

For "but not allowance. . . ." read "but no allowance. . . .".

(A.F.O. 4994/45.)

5136.—Civil Defence and Fire Prevention—Revocation of the Defence (Fire Guard) Regulations

(C.E. 53546/45.—6 Sep. 1945.)

With effect from 9th May, 1945, the Defence (Fire Guard) Regulations have been revoked and the whole fire guard machinery at business and government premises has lapsed. Steps should accordingly be taken to wind up any part of the organization which still remains in existence.

2. Instructions will be issued later about the collection and disposal of equipment, which in the meantime should be maintained in a serviceable condition.

(A.F.Os. 3115/43, 3123/43, 5173/43 and 868/45 are cancelled.)

5137.—Fires Occurring in Naval and Shore Establishments

(M/L.D. 5153/45.—6 Sep. 1945.)

The appended schedule is an analysis of fire reports received at the Admiralty during the three months ended 30th April in accordance with A.F.O. 5838/44.

2. From the 76 fires reported, the following points were brought to light:—

(a) Three or more fires reported showing an increase of 19 fires or approximately 33 per cent. more than during the previous three months.

(b) Fifteen fires were caused by "careless disposal of lighted material".

(c) Four fires were caused by "defective or injudicious building construction". The majority of these occurred in requisitioned premises.

(d) Six fires were caused by "welding operations" which emphasizes the necessity for strict fire precautions when carrying out this work.

(e) Three fires were caused by leaving electric fires unattended.

(f) Five fires were caused by electrical defects.

(g) Five fires were caused by spontaneous combustion. Some such fires occurred where Kapok lifejackets were stored. These articles are very liable to spontaneous ignition if stowed in a damp condition or are contaminated with grease or oil.

(h) Two fires were caused by insufficient precautions with petrol, and a separate Fleet Order (A.F.O. 4338/45) has been promulgated concerning this hazard.

(i) The remaining 36 fires, or approximately 47 per cent., were due to various other accidental causes.

3. It will be observed that the loss by fire in the Home Commands so far reported is estimated at £12,606 8s. 4d. This figure represents only the fire loss in respect of 29 fires, the estimated damage not being stated in respect of 30 fires.

4. As in the previous quarter's report, the action taken by W.R.N.S. when fires have occurred in their establishments is again worthy of note, reflecting credit on their instructors.

5. It is also observed from many of the fire reports, that no effort was made to extinguish fires by "first-aid equipment" prior to the arrival of "Major appliances". The importance of the use of "first-aid equipment" during the incipient stage of a fire cannot be too strongly emphasized.

6. Where R.N.F.F. personnel have been or are being withdrawn from establishments it is essential that the ship's company or civilian employees should receive "first-aid" firefighting instruction, in order to cope with, or arrest the spread of fire in its incipient stage.

7. Commanding Officers and heads of establishments should request the services of the Chief Fire Officer on the staff of the Commander-in-Chief for guidance in this direction.

8. Attention is drawn to the necessity of reporting *all* fires as required by A.F.O. 5838/44.

QUARTERLY ANALYSIS OF FIRES OCCURRING IN ADMIRALTY AND NAVAL ESTABLISHMENTS
FROM FEBRUARY 1st, 1945—APRIL 30th, 1945 AND REPORTED IN ACCORDANCE WITH A.F.O. 5838/44

| Establishment | Command | Date | Fire discovered | Fire extinguished | Fire extinguished by | | | | | How extinguished | | Presumed cause | Estimated damage |
|--|------------|---------------|-----------------|-------------------|----------------------|----------|--------|--------|--------------|--------------------------------------|---------------------------|---|--|
| | | | | | Ship's company | R.N.F.F. | R.M.P. | N.F.S. | Civil employ | First aid appliances | Major appliances | | |
| 1. H.M.S. "Vernon" (Roedean) ... | Portsmouth | 1 Feb., 1945 | 2305 | 0005 (2.2.45) | Yes | Yes | — | Yes | — | Two man Manuals | Yes | Overheating of slow combustion stove | Building £350. Furniture £53. Canteen stocks not stated. |
| 2. Portland C.F.B. | " | 7 Feb., 1945 | 0610 | 0655 | — | Yes | — | — | — | No | Yes | Not known. | Building, nil. Naval stores, £80. Building, nil. Ratings clothing, £7. |
| 3. D.G. Wiping Station N.W.T.B. | " | 8 Feb., 1945 | 1030 | 1035 | Yes | — | — | — | — | Hand extinguisher (no type stated). | No | Electrical defect. | Building, nil. Ratings clothing, £7. |
| 4. H.M. Dockyard | " | 11 Feb., 1945 | 0114 | 0153 | — | Yes | Yes | — | Yes | C.T.C. and hose from hydrant. | Yes | Dockyard employee filling petrol tank near stove. Fabric screen in contact with galley stove. Defective flue. | Building, £170. Contents, etc., £25. |
| 5. H.M. Tug "Gripper," H.M. Dockyard. | " | 14 Feb., 1945 | 0645 | 0704 | Yes | Yes | Yes | Yes | — | Nu-Swift | Yes | Fabric screen in contact with galley stove. Defective flue. | Not stated. |
| 6. Anchor Gate House, H.M. Dockyard. | " | 21 Feb., 1945 | 1347 | 1402 | — | Yes | — | — | — | No | Yes | Defective flue. | Buildings, nil. Contents, nil. |
| 7. H.M.S. "Petard" H.M. Dockyard. | " | 23 Feb., 1945 | 1035 | Not stated. | Yes | Yes | — | — | Yes | No | Yes | Electric welding operations. Spark from incinerator. | Ship, nil. Contents, nil. Buildings, nil. Damage to contents. |
| 8. H.M.S. "Tormentor" | " | 24 Feb., 1945 | 1600 | 1604 | Yes | Yes | — | — | — | Fire beaten out by mat. | In attendance not in use. | | |
| 9. H.M.S. "Sea Serpent" | " | 25 Feb., 1945 | 2115 | 2121 | Yes | — | — | — | — | Yes (no type stated). | No | Paraffin stove accidentally upset. | Damage to Building, bedding, occupiers kit. |
| 10. Kneller Court, Fareham. | " | 4 Mar., 1945 | 2115 | 2200 | Yes | — | — | Yes | — | No | Yes | Sparks blowing back down chimney. | Slight damage to building. |
| 11. North Camber, H.M. Dockyard. | " | 6 Mar., 1945 | 1037 | 1045 | — | Yes | — | Yes | — | No | Yes | Heat from electric welder igniting acetylene gas. | Buildings, nil. Damage to electric welding torch, 10-ft. cable, timber bench and ladder. |
| 12. H.M.S. "Turtle" (Base). | " | 9 Mar., 1945 | 1743 | 1745 | Yes | — | — | — | — | Stirrup pump buckets of water. | No. | Spark from boiler house. | Buildings, nil. Contents, £55s. 0d. |
| 13. H.M. Signal School. | " | 13 Mar., 1945 | 1015 | 1110 | Yes | Yes | — | — | — | Stirrup pumps buckets of water. | Yes | Spark from chimney igniting thatched roof | Buildings, £95. |
| 14. U.S. Army Depot, Mere. | " | 18 Mar., 1945 | 1225 | 1237 | Yes | Yes | — | — | — | No. | Yes | Spontaneous combustion. (Kapok life-belts) | Damage to wooden hut. |
| 15. H.M.S. "Northney" | " | 20 Mar., 1945 | 1030 | 1035 | Yes | — | — | — | — | C.T.C. and foam | No | Sparks from coppersmith's hearth. | Damage to building. |
| 16. F.O.G.M.O. Ordnance Workshop. | " | 10 Mar., 1945 | 1812 | 1830 | Yes | — | — | — | Yes | Buckets of water. Hose from hydrant. | Yes | Careless disposal of lighted material. | Building, £10. |
| 17. U.S. Naval Quarters, R.N. Canteen Cinema. | " | 23 Mar., 1945 | 1333 | 1355 | Yes | Yes | — | — | — | Jet from 1-in. rubber hose | Yes | Sparks from improvised stove pipe. | Buildings, £10. |
| 18. W.R.N.S. Quarters, 50, High Street, Fareham. | " | 28 Mar., 1945 | 0815 | 0830 | Yes WRNS | — | — | Yes | — | Water from Bath. | Yes | Careless disposal of lighted material. | Damage to building and blackout material. |
| 19. H.M. Dockyard | " | 8 Apr., 1945 | 1939 | 1953 | Yes | Yes | — | Yes | — | No | Yes | Careless disposal of lighted material. | Nil. |

| Establishment | Command | Date | Fire discovered | Fire extinguished | Fire extinguished by | | | | | How extinguished | | Presumed cause | Estimated damage |
|---|------------|---------------|-----------------|-------------------|----------------------|----------|--------|--------|--------------|---------------------------------------|------------------|---|--|
| | | | | | Ship's company | R.N.F.F. | R.M.P. | N.F.S. | Civil employ | First aid appliances | Major appliances | | |
| 20. W.R.N.S., Kneller Court, Fareham. | Portsmouth | 9 Apr., 1945 | 2100 | 2125 | Yes WRNS | — | — | Yes | — | Nu-Swift | Yes | Sparks from chimney falling on wooden beam. | Damage to buildings. |
| 21. R.N.A.S., Worthy Down. | " | 18 Apr., 1945 | 2250 | 2400 | Yes | Yes | — | — | — | Hoses from hydrant. | Yes | Spontaneous combustion. | Nil. |
| 22. R.N. Torpedo Depot, Thatcham. | " | 20 Apr., 1945 | 1905 | 1911 | Yes | — | — | Yes | — | Fire extinguishers. Buckets of water. | Yes | Not known | Nil. |
| 23. H.M. A/S Yacht "Noir", H.M. Dockyard. | " | 24 Apr., 1945 | 1109 | 1120 | Yes | Yes | — | — | — | Two foam extinguishers. | Yes | Sparks from welding apparatus. | Nil. |
| 24. Eastney Barracks. | " | 28 Apr., 1945 | 1115 | 1800 | Yes | — | — | Yes | — | No | Yes | Careless disposal of lighted material. | Nil. (A quantity of waste material.) |
| 25. H.M.S. "Squid" | " | 30 Apr., 1945 | 0945 | 1012 | Yes | Yes | — | Yes | — | Fire extinguishers, hoses, etc. | Yes | Careless disposal of lighted material. | L.C.T. "1043", Mess Deck Scuttle, plates slightly buckled. L.C.T. "638". Hull plates buckled, mess deck scuttle, ratings personal gear. |
| | | | | | | | | | | | | Total estimated damage | £795 5 0 |

| | | | | | | | | | | | | | |
|---|--------------------|---------------|------|------|----------|-----|---|---------------------|-----|---|-----|-------------------------------|---|
| 1. Escort Force base, Northern Ireland. | Western Approaches | 8 Feb., 1945 | 1528 | 1529 | Yes | Yes | — | — | — | Nu-Swift | No | Curtain blowing on to geyser. | Slight damage to building. No estimate given. |
| 2. H.M.S. "Gazelle" | " | 11 Feb., 1945 | 0005 | 0155 | Yes | — | — | Yes | — | Ships Fire Main. | Yes | Spontaneous Combustion. | Damage to kit-bags, pith helmets, etc. |
| 3. N.A.Y. "Alice Troon" | " | 21 Feb., 1945 | 0957 | 1007 | Yes | — | — | Yes | — | Fire extinguishers, hoses, etc. | Yes | Not stated | No damage stated. |
| 4. H.M.S. "Quebec" | " | 21 Feb., 1945 | 0645 | 0825 | Yes | Yes | — | Yes, also Army F.S. | — | Stirrup pumps. Buckets of water. | Yes | Unknown | Buildings, £10,000 Contents, £300. |
| 5. H.M.S. "Copra" W.R.N.S. Quarters. | " | 28 Feb., 1945 | 0044 | 0145 | Yes | Yes | — | Yes | — | Hoses from hydrant. | Yes | Unknown | Building, £76. |
| 6. H.M.S. "Quebec" | " | 6 Mar., 1945 | 2115 | 2230 | Yes | Yes | — | — | — | Stirrup pump. Buckets of water. | Yes | Defective hearth. | Building, £5. |
| 7. R.N.A.D., Garvel Basin, James Watt Dock. | " | 6 Apr., 1945 | 1430 | 1450 | Yes | — | — | Yes | Yes | Buckets of water. Foam exting. Hose from hydrant. | Yes | Paper blowing on to stove. | Buildings not stated. Contents, £20. |
| 8. H.M.S. "Warren", W.R.N.S. Quarters, The Hydro, Skelmorlie. | " | 24 Apr., 1945 | 1035 | 1115 | Yes WRNS | Yes | — | Yes | — | Stirrup pumps. Buckets of Water. Hose from hydrant. | Yes | Ignited tar | Buildings, £100. Contents not stated. |
| 9. U.S.N. Base, Rosneath. | " | 27 Apr., 1945 | 1800 | 2000 | Yes | — | — | Yes | — | Stirrup pumps. Buckets of water. | Yes | Unknown | No estimate given. |
| | | | | | | | | | | | | Total estimated damage | £10,501 |

| Establishment | Command | Date | Fire discovered | Fire extinguished | Fire extinguished by | | | | | How extinguished | | Presumed cause | Estimated damage |
|--|-------------------|---------------|-----------------|-------------------|----------------------|----------|--------|--------|--------------|----------------------------------|------------------|---|--|
| | | | | | Ship's company | R.N.F.F. | R.M.P. | N.F.S. | Civil employ | First aid appliances | Major appliances | | |
| 1. Hilliers Yard, Fowey. | Plymouth Command. | 11 Feb., 1945 | 2220 | 2315 | — | — | — | Yes | — | Buckets of water. | Yes | Petrol thrown on fire to rekindle. | Damage to buildings. No estimate stated. |
| 2. H.M.S. "Forte" | " | 13 Feb., 1945 | 2000 | 2039 | Yes | Yes | — | Yes | — | Not stated | Yes | Electrical defect. | Buildings Nil. Contents £1,000 |
| 3. H.M. Dockyard, Devon (H.M.S. Valiant). | " | 1 Mar., 1945 | 1928 | 1941 | Yes | Yes | — | — | — | Hand extinguisher | Yes | Spark from ward room galley. | Ship, Nil. Contents, Nil. |
| 4. H.M. Dockyard, Devon. | " | 11 Mar., 1945 | 1555 | 1612 | — | Yes | — | — | — | Not stated | Yes | Electric radiator left unattended. | Buildings, Nil. Contents, £13 8s. 10d. |
| 5. 4, Penlee Gdns, W.R.N.S. Quarters. | " | 12 Mar., 1945 | 2000 | Not stated. | Yes WRNS | — | — | — | — | Not stated | No | Electric fire in contact with bedclothes. | Buildings, Nil. Contents, £4 2s. |
| 6. R.N. Barracks, Devon. | " | 17 Mar., 1945 | 1610 | 1620 | Yes | Yes | — | — | — | Not stated | Yes | Overloading electric circuit. | No estimates stated. |
| 7. R.N.A.S., Yeovilton, Pad-dock Lodge, W.R.N.S. Quarters. | " | 17 Mar., 1945 | 0045 | 0145 | Yes WRNS | Yes | — | — | — | Stirrup pumps, buckets of water. | Yes | Hot embers from grate. | Buildings, £40. Contents, nil. |
| 8. R.N.A.S., Yeovilton, Sutton Montis, W.R.N.S. Quarters. | " | 21 Mar., 1945 | 2000 | 2030 | Yes WRNS | — | — | — | — | Stirrup pumps, buckets of water. | No | Heat from stove igniting nearby woodwork. | Buildings, £5. Contents, nil. |
| 9. H.M. Dockyard, H.M. Tug "St. Michael". | " | 25 Mar., 1945 | 1031 | 1110 | Yes | Yes | — | — | — | Hose from hydrant. | Yes | Backfire from auxiliary petrol engine. | Damage to electrical equipment, wooden panel, etc., engine room. No estimate stated. |

| | | | | | | | | | | | | | |
|--|--------|---------------|------|------|-------------|-----|-----|-----|-----|----------------------------------|-----|--|--|
| 10. Creechbarrow House, Taunton. | " | 29 Mar., 1945 | 2025 | 2110 | — | Yes | — | — | Yes | C.T.C. | Yes | Careless disposal of lighted material. | Buildings, nil. Contents, nil. |
| 11. H. A. Range, Wembury. | " | 6 Apr., 1945 | 2345 | 2346 | Yes | — | — | — | — | Buckets of water. | No | Unknown. Suspected arson. | Buildings, nil. 11 articles of bedding. |
| 12. R.N.A.S., Yeovilton. | " | 8 Apr., 1945 | 1845 | 1910 | Yes | Yes | — | — | — | Nil | Yes | Spontaneous combustion. | Buildings, nil. Contents, £5. |
| | | | | | | | | | | | | dam | Total estimated damage, £1,067 10 10 |
| 1. R.N. Store Depot, Almondbank. | Rosyth | 1 Feb., 1945 | 0100 | 0130 | — | — | Yes | — | Yes | Extinguishers (No type stated). | Yes | Defective electrical wiring. | Motor lorry, £100. Naval stores, £40. |
| 2. R.N.A.H., Kingseat, Newmachar, Aberdeenshire. | " | 16 Feb., 1945 | 0833 | 0850 | Yes | Yes | — | — | — | Buckets of water. | Yes | Careless disposal of lighted material. | Damage to four doors, floorboards, cupboards, etc. Contents, £9. |
| 3. R.N. Store Depot, Almondbank. | " | 27 Feb., 1945 | 0525 | 0545 | — | — | Yes | — | Yes | Stirrup pumps, buckets of water. | Yes | Spark from blow lamp. | Buildings, nil. Naval stores, £1. |
| 4. West Quay, Greenock. | " | 7 Mar., 1945 | 1530 | 1610 | — | — | — | Yes | Yes | Buckets of water. | Yes | Sparks from destructor. | Buildings, nil. Contents, nil. |
| 5. St. Leonard's Hill, W.R.N.S. Quarters. | " | 18 Mar., 1945 | 2000 | 2005 | Yes WRNS | — | — | — | — | Not stated | No | Electric fire overturned. | Damage to 4-in. x 9-in. floor. Contents, nil. |
| 6. H.M. Dockyard | " | 30 Mar., 1945 | 1557 | 1820 | — | Yes | — | Yes | — | Nil | Yes | Careless disposal of lighted material. | Quantity of timber damaged. No estimates stated. |
| 7. H.M. Dockyard | " | 27 Apr., 1945 | 1220 | 1235 | — | Yes | — | Yes | — | Nil | Yes | Sparks from acetylene cutting. | Front tyre of lorry destroyed. No estimate stated. |
| 8. R.N.A.S., Evanton. | " | 28 Apr., 1945 | 1140 | 1143 | Yes | — | — | — | — | Foam extinguishers. | No | Unknown | Aileron and main plane damaged. |
| | | | | | | | | | | | | | Total estimated damage £150. |

| Establishment | Command | Date | Fire dis- covered | Fire extin- guished | Fire extinguished by | | | | | How extinguished | | Presumed cause | Estimated damage |
|---|---------|---------------|----------------------|------------------------|------------------------|----------|--------|--------|-----------------|--|---------------------|---|--|
| | | | | | Ship's com- pany | R.N.F.F. | R.M.P. | N.F.S. | Civil employ | First aid appliances | Major appliances | | |
| 1. 66, Marine Parade, Sheerness. W.R.N.S. Quarters. | Nore | 3 Feb., 1945 | 0930 | 1045 | Yes WRNS | — | — | Yes | — | Stirrup pumps, buckets of water. | Yes | Careless disposal of lighted material. | Buildings, £15. Contents, £1. |
| 2. "Leaffield", Wimbledon, S.W.19. | " | 3 Feb., 1945 | 1630 | Not stated. | Yes | — | — | Yes | — | Foam extinguisher. | Yes | Overheating of stove pipe. | Buildings, nil. Contents, nil. |
| 3. H.M.S. "West-cliff", 37, Cobham Road. | " | 9 Feb., 1945 | 1515 | 1610 | Yes | Yes | — | — | — | No | Yes | Defective hearth. | Buildings, £20. Contents, nil. |
| 4. R.N.A.D., Lodge Hill. | " | 11 Feb., 1945 | 1655 | 1720 | — | Yes | — | — | Yes | Stirrup pumps, buckets of water. | Yes | Chimney fire | Buildings, nil. Contents, nil. |
| 5. H.M.S. "West-cliff", Sick Bay (Skin Ward), Pembury Road. | " | 14 Feb., 1945 | 2035 | Not stated. | Yes | — | — | — | — | Buckets of water. | — | Careless disposal of lighted material. | Buildings, £4. |
| 6. Naval Party 1734, R.N. Barracks, Sheerness. | " | 21 Feb., 1945 | 2120 | 2131 | Yes | Yes | — | — | — | Stirrup pumps, buckets of water. | Yes | Careless disposal of lighted material. | Buildings; 10s. |
| 7. 10, Arthur Road, Wimbledon, S.W.19. | " | 22 Feb., 1945 | 1330 | Not stated. | — | — | — | — | Yes | Not stated | No | Gas cooker too near floor boards. | No estimate stated |
| 8. R.N.B., Chatham. | " | 3 Mar., 1945 | 1730 | 1735 | Yes | Yes | — | — | — | Stirrup pump, buckets of water. | Yes | Careless disposal of lighted material. | No estimate stated. |
| 9. H.M.S. "West-cliff", 8, Manor Road. | " | 5 Mar., 1945 | 1405 | 1412 | Yes | Yes | — | — | — | Stirrup pump, buckets of water. | Yes | Careless disposal of lighted material. | No estimate stated. |
| 10. R.N.B., Chatham. | " | 7 Mar., 1945 | 1840 | 1842 | Yes | Yes | — | — | — | Jugs of water | Yes | Careless disposal of lighted material. | Buildings, nil. Contents, £1. |
| 11. H.M.S. "West-cliff", Palmerston Court. | " | 8 Mar., 1945 | 0430 | 0530 | Yes WRNS | Yes | — | — | — | Stirrup pumps, buckets of water. | Yes | Defective hearth construction. | Buildings, £30. Contents, £1 2s. 6d. |
| 12. H.M. Dockyard, Chatham. H.M.S. "Grey Owl". | " | 10 Mar., 1945 | 0907 | 0923 | Yes | Yes | — | — | — | Foam extinguisher, Pattern 230 B.A. | Yes | Oil leak from defective sprayer. | Ship, nil. Contents, nil. |
| 13. H.M. Dockyard, Chatham. Garage Parking Area. | " | 14 Mar., 1945 | 1220 | 1235 | — | — | — | — | Yes | Hoses from hydrant. | No | Sparks from passing locomotive. | No estimate stated. |
| 14. H.M. Dockyard, Chatham. H.M. Submarine "Surf". | " | 22 Mar., 1945 | 0930 | 0940 | Yes | Yes | — | — | — | Foam extinguisher. | Yes | Spark from electric welding. | Ship, nil. Contents, nil. |
| 15. R.N.B., Chatham. | " | 29 Mar., 1945 | 1437 | 1515 | Yes | Yes | — | — | — | Not stated | Yes | Children in possession of matches igniting grass. Spontaneous combustion. | Buildings, nil. Contents, nil. |
| 16. R.N. Torpedo Depot, Larkfield. | " | 3 Apr., 1945 | 0645 | 0650 | — | — | — | — | Yes | Buckets of water. C.T.C. sand | No | Spark from locomotive. | Buildings, nil. Contents, nil. |
| 17. H.M. Dockyard, Chatham. Ground adjoining inflammable store. | " | 3 Apr., 1945 | 1632 | 1655 | — | Yes | — | — | Yes | Buckets of water. | Yes | Spark from locomotive. | Buildings, nil. Contents, nil. |
| 18. H.M.S. "Beehive" W.R.N.S. Convalescent Home, Felixstowe. | " | 7 Apr., 1945 | 0858 | 0904 | Yes WRNS | — | — | Yes | — | First aid equipment in use. No specific type stated. | Yes | Unknown. | Buildings, nil. Damage to contents of wardrobe. |

| Establishment | Command | Date | Fire dis- covered | Fire extin- guished | Fire extinguished by | | | | | How extinguished | | Presumed cause | Estimated damage |
|---|---------|---------------|-------------------|---------------------|----------------------|----------|--------|--------|--------------|----------------------|------------------|--|---|
| | | | | | Ship's com- pany | R.N.F.F. | R.M.P. | N.F.S. | Civil employ | First aid appliances | Major appliances | | |
| 19. Bowden Court, Ladbroke Rd., London, W.11. | Nore | 9 Apr., 1945 | 2220 | 2247 | — | — | Yes | — | — | Nil | Yes | Electrical defect in lift motor. | Buildings, nil. Contents, nil. |
| 20. H.M. Dockyard, Chatham. | " | 10 Apr., 1945 | 1413 | 1420 | — | Yes | — | — | Yes | Nil | Yes | Spark from acetylene cutter. | Buildings, nil. Contents, nil. |
| 21. Channing School, Highgate, N.6. | " | 25 Apr., 1945 | 0945 | 1000 | Yes WRNS | — | — | — | — | Not stated | No | Careless disposal of lighted material. | Buildings not stated. Contents, £20. |
| 22. H.M. Dockyard, Chatham. | " | 26 Apr., 1945 | 1120 | 1132 | — | — | — | — | — | Nil | Yes | Spark from portable boiler. | Three cork life- belts damaged. |

Total estimated loss by fire in Home Commands £12,600 S 4

(A.F.Os. 5838/44, 1115/45 and 3571/45.)

5138.—H.M. Government's Thanks to Civil Servants from the Prime Minister
(C.E. 57481/45.—6 Sep. 1945.)

I.

10, Downing Street,
Whitehall.

At the end of the war against Germany, Mr. Churchill addressed to the Civil Service a message of thanks, on behalf of His Majesty's Government, for their part in the victory we then celebrated.

Now that the war in the Far East is over and final victory is won, I send you, on behalf of His Majesty's Government, this further message :—

"At this turning point in the world's history, the nation is confronted with issues of enormous moment; and we now have an unparalleled opportunity to forward the cause of peace and social justice at home and abroad. The hard work of British civil servants—permanent and temporary—throughout this country, the Colonial Empire and other parts of the world, has contributed in no small measure to the victory which opens up these possibilities of world progress. For this I wish to thank you, one and all.

I know how exacting have been the various calls to which civil servants of every grade have responded throughout these long years of war, whether by faithfully discharging monotonous but essential tasks or by shouldering high responsibility. When now I call upon every one of you to renew and intensify your efforts for the common good, no one can doubt your response. There can only be a short breathing space before we turn to further equally vital work.

The continuance of your zeal and experience in public service is indispensable if the Government and people of this country are to discharge the grave responsibilities of this historic moment and together play their full part in winning, for ourselves and others, that new enjoyment of a peaceable and constructive way of life which victory has put within our reach."

(Signed) C. R. ATTLEE.

15th August, 1945.

II

I am directed by the Lords Commissioners of His Majesty's Treasury to request you to bring the attached Message from the Prime Minister and First Lord of the Treasury to the attention of all civil servants.

I am,

Your Obedient Servant,
E. E. BRIDGES.

(A.F.O. 2547/45.)

5138a.—Camps and Premises Requisitioned—Furniture and Chattels Taken Over
(also General Naval Stores)—Store Accounting

(N.S. 20228/45.—6 Sep. 1945.)

The following instructions concerning the accounting for furniture and chattels taken over with camps and premises requisitioned as overflow establishments to R.N. barracks or other R.N. establishments, and for any Naval stores supplied subsequently for Naval purposes, are promulgated in amplification of the instructions contained in A.F.O. 649/44.

2. Camps or other premises requisitioned by Naval authorities for overflow purposes are to be regarded for Naval store accounting purposes as "tenders", and the procedure contained in the Naval Storekeeping Manual, B.R.4, Appendix IV, is to be applied. In accordance with this procedure, a copy of the inventory, enclosed in a cover S.1099 (outside), is to be taken on ledger charge by the Supply Officer of the parent establishment or base, and two additional copies are to be provided for the use of the Officer in Charge of the camp or premises, one copy being enclosed in a cover S.1099 (outside) and the other in a cover S.1099B. The articles recorded in the inventory will be regarded as issued on "permanent loan" to the Officer in Charge of the camp or premises, but they are not to be taken on separate charge in the Naval store account of the parent establishment or base.

3. The Officer in charge of the camp or premises is responsible for ensuring that all hired chattels, for which the Admiralty are under an obligation to return, are safeguarded from damage or loss; also, that 100 per cent stocktakings of these particular items are carried out once every six months or more frequently if con-

sidered by local administrative authorities to be necessary, and the result reported to the parent establishment or base on forms S.148. A copy of the inventory for these chattels, if not available, can be obtained on direct application to the local Surveyor of Lands.

4. It is also necessary for all requisitioned chattels and Naval stores on charge to be mustered so far as is practicable every six months, and reported on forms S.148.

5. The Supply Officer of the parent establishment or base will be responsible for ensuring that the reports of periodical musters are received, and that the discrepancies are satisfactorily dealt with.

6. The copy of the inventory held by the Officer in Charge of the camp or premises is to be kept up-to-date with any nett alterations in descriptions or quantities of the items on his charge, and the particulars of such nett alterations are to be communicated to the Supply Officer for corresponding corrections to be made to the copy held at the parent establishment or base.

(A.F.O. 649/44.)

(A.F.O. 4804/42 is cancelled.)

5139.—Workpeople—Employees not Engaged in Shipbuilding, Ship-repairing, Engineering or the Manufacture of Explosives—RETURN

Fleet and Civil Establishments, Hospitals, Bases, etc., at Home

(L. 15134/45.—6 Sep. 1945.)

A return is required of the numbers of Admiralty industrial workpeople borne, who were not employed in the shipbuilding, shiprepairing and engineering industries or in the manufacture of explosives on 22nd September, 1945, and who will, therefore, be omitted from returns made on the forms prescribed in Admiralty Letter L.15133/45 (limited distribution). The return is to be rendered in the form shown in the Appendix to this Order, and should reach the Admiralty not later than 29th September.

2. In the case of establishments which render a weekly Return D.52, the return now required should include all the workpeople not employed in shipbuilding, etc., who are borne on the books and are shown in Return D.52, and a list should be forwarded showing the depots and establishments for which figures are included in the return now asked for. It will be unnecessary for establishments such as R.N. Barracks, whose civilian employees are borne for payment on dockyard books, to render this return. Similarly, in the case of Naval Store, Victualling, Medical, etc., establishments, the parent establishment should include in its return all the depots and sub-establishments over which it exercises general control and supervision, and should forward a list of such depots, etc., with the return. Other depots, bases, etc., must render their own returns.

3. The following categories of employees are to be excluded from the return:— (a) those reported in the Shipbuilding, Engineering and Explosives Return (Admiralty Letter L.15133/45), e.g., employees in the professional departments of dockyards or in torpedo depots, armament depots, etc.; (b) workpeople serving at establishments abroad or transferred for the period of the war to other home establishments; (c) employees serving with the forces; (d) employees in the following R.N. aircraft repair yards and Fleet Air Arm workshops; Fleetlands, Donibristle, Coventry Store Depot and Perth, for which separate returns are rendered under L.15133/45.

4. All employees of the Naval Store Department should be shown in one of the grades under the headings "Naval Store Department", "Vehicle Staff" or "Fleet Fuelling Service". Similarly all employees of the Civil Engineer-in-Chief's Department should be shown under the heading "Works Department". All employees not employed in Naval Store, Victualling Store, Works Departments, R.N. Air Stations, etc., or on printing and bookbinding should be shown under the heading "Miscellaneous". Chargemen of Mechanics and Leading Men should be included with Mechanics; similarly, Chargemen of Labourers and of Skilled labourers should be included with Skilled Labourers.

5. Mechanics, Storehousemen, Titular Grades, and other employees whose range or scale of pay is not less than 64s. 0d. at the minimum, e.g. (Engineering) Machinists, should be recorded in the columns headed "Paid at Skilled Rates". The remainder should be shown in the column "Others".

Appendix

Return of Industrial Staff employed in Naval Store, Victualling and Civil Engineering Departments and in various miscellaneous establishments on.....

Name of Department or Establishment

The Return includes all Established employees ("E") and all Hired, Temporary and Casual employees ("H") borne on the above dates; Chargemen are shown under their trades or grades; Tracers and employees mentioned in paragraph 3 of the Order are excluded.

| | Men | | Women | | Apprentices and Boys | Girls | Totals |
|---|-----------------------|--------|-----------|-----------|----------------------|-------|--------|
| | Paid at skilled rates | Others | Full-time | Part-time | | | |
| | E | H | E | H | E | H | |
| <i>Naval Store Department :</i> | | | | | | | |
| Mechanics | | | | | | | |
| Skilled labourers | | | | | | | |
| Storehousemen | | | | | | | |
| Storehouse assistants... .. | | | | | | | |
| Other workpeople | | | | | | | |
| <i>Vehicle Staff :</i> | | | | | | | |
| Maintenance and repair | | | | | | | |
| Other workpeople | | | | | | | |
| <i>Fleet Fuelling Service :</i> | | | | | | | |
| <i>Victualling Department :</i> | | | | | | | |
| Mechanics | | | | | | | |
| Skilled labourers | | | | | | | |
| Storehousemen | | | | | | | |
| Storehouse assistants... .. | | | | | | | |
| Other workpeople | | | | | | | |
| <i>Works Department :</i> | | | | | | | |
| Carpenters | | | | | | | |
| Joiners | | | | | | | |
| Bricklayers | | | | | | | |
| Plumbers | | | | | | | |
| Painters | | | | | | | |
| Other mechanics | | | | | | | |
| Skilled labourers | | | | | | | |
| Other workpeople | | | | | | | |
| <i>Printing and Bookbinding :</i> | | | | | | | |
| <i>R.N. Air Stations and Aircraft Training Establishments :</i> | | | | | | | |
| Mechanics | | | | | | | |
| Skilled labourers | | | | | | | |
| Other workpeople | | | | | | | |
| <i>Miscellaneous *</i> | | | | | | | |
| Mechanics | | | | | | | |
| Skilled labourers | | | | | | | |
| Other workpeople | | | | | | | |
| Totals | | | | | | | |

..... Head of Department.
..... Date.

* For numbers given under this heading, establishments rendering this Return are requested to indicate in the form of a footnote, the approximate distribution among the various votes of the workpeople borne, males and females being shown separately.

(A.F.O. 2544/45 is cancelled.)

