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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,

3rd February, 1944.

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

A list of these Orders is enclosed.

By Command of Their Lordships

H.V. Markham

To all Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Ships, Vessels and C.O. Craft (see A.F.O. 494/44), Superintendents or Officers in Charge of H.M. Naval Establishments and Admiralty Overseers concerned.

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

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ADMIRALTY FLEET ORDERS

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| 511. | Royal New Zealand Navy—Pay, etc.—Arrangements and Conditions of Service. <i>(Issued separately on 27th January, 1944.)</i> |
| 512. | Admiralty Surgeons and Agents (Form S. 582). <i>(Issued separately on 2nd February, 1944, 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. 494/44) Superintendents or Officers-in-Charge of H.M. Naval Establishments.)</i> |
| 513. | Telegraphic Addresses of Naval and Civil Authorities (Home)—Revised List. <i>(Issued separately on 2nd February, 1944.)</i> |

3rd February, 1944.

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575. Guns—20 mm. Oerlikon, Marks II and IV—Collapse of Barrel Springs, Mark I.
576. Gun Mountings—American—5-in., U.S./38 Cal., Single Mounting Mark XXX and Mods. Marks of Mountings and Sub-assemblies—REPORTS.
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584. Training Instructional Appliances—Rypa Attack Teacher.

Torpedo.—(Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)

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 601. Methyl Chloride Gas for Recharging Sarnette Refrigerators.
 602. Paraffin Cooking Stoves and Spares.
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 604. Drum Economies.
 605. Carrier, Bomb L.S. attachment No. 8, Ref. 11A/2636.
 606. Plates, Speed, for Use in Conjunction with F.24 Camera Shutters—Introduction.
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 615. Spare Gear held for Royal Fleet Auxiliaries—REPORTS.
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 617. Officers—Provision of Bed Linen and Towels.
 618. Working Suits—Issue of Brown Dungaree to Officers Carrying Out Duties of Gunners.
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 620. Coconut Matting for L.C.I.(L) Ramps.
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 626. Ministry of Home Security Publications—Distribution of.
 627. B.R. 234/43—Drill with Respirator—Anti-Gas—Issue.
 628. B.R. 268 (37)—Electrical Manual Vol. II—Handbook of Emergency Searchlight Sight—Issue.
 629. B.R. 868—Preliminary Pamphlet for Q.F., 6-pdr., Mark IIA Gun on 6-pdr., Mark VII Mounting—Issue.
 630. B.R. 980 (K)—O.B. Diagram No. 115, High Angle Trajectory Chart for Q.F., 4-in., Mark XIX Gun, Dated October, 1943—Issue.
 631. B.R. 980 (X) Range Tables—Additional Pages.
 632. Form O.1—Introduction of Forms O.381 and O.382.
 633. Cash Accounts—Grouping of Receipts and Payments.
 634. Combined Operations Pamphlet No. 2, 1942 (Provisional)—"Beach Organisation and Maintenance"—Cancellation of.
 635. Pilots Notes for Naval Aircraft—Increased Allowances—A.P.(N)1.
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 644. Machinery and Electrical Installations and Constructive Work—Responsibility, etc.—REPORTS.
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 647. Railway Consignment Notes—Form D 80.

*(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.

514.—H.M.S. "Turnstone"—Date of Commissioning

(A. 01934/43.—3 Feb. 1944.)

R.N. Aircraft Training Establishments, Watford and Fulham, commissioned as H.M.S. "Turnstone" on 1st January, 1944.

2. A.F.O. 131/44 is to be amplified accordingly.

(A.F.O. 131/44.)

515.—Flying Accidents—Procedure for Reporting and Investigating

(A. 02011/43.—3 Feb. 1944.)

A.F.O. 4257/43, paragraph 9, is to be amended as follows:—

Delete paragraph 9, substitute:—

9. (i).—At Home or in Home Waters.

(a) Accidents to training aircraft and to aircraft in first line squadrons which are disembarked for purposes other than operating against the enemy:—

Three copies of the report are to be forwarded to the administrative authorities and one copy to F.O.N.A.S. where he is not the administrative authority concerned.

(b) Accidents to aircraft in embarked squadrons:—

Three copies to the administrative authority in company: if not in company, three copies to the S.N.O. present and one copy to the administrative authority.

(c) Accidents to first line squadrons disembarked for operations against the enemy:—

Three copies to the officer (of whichever service) operationally responsible for the unit who will inform the administrative authority as necessary.

(ii) Abroad.

(a) In accidents to training aircraft and in squadrons disembarked for training as for 9 (i) (a) above.

(b) In accidents to aircraft embarked, as for 9 (i) (b) above.

(c) In accidents to aircraft disembarked for operations against the enemy as for 9 (i) (c) above.

(iii) In all cases one copy of the written report is to be forwarded to the Naval Liaison Officer, C.I. (Accidents), Air Ministry, Room 706, Princes House, Kingsway, London, W.C.2.

(A.F.O. 4257/43.)

(A.F.O. 6199/43 is cancelled.)

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

*516.—Honours and Awards—New Year Honours List, 1944—
“London Gazette” Supplement of 1st January, 1944

(H. & A.—3 Feb. 1944.)

CENTRAL CHANCERY OF THE ORDER OF SAINT MICHAEL AND SAINT GEORGE

The King has been graciously pleased to give directions for the following appointments to the Most Distinguished Order of Saint Michael and Saint George:—

To be Additional Members of the Third Class, or Companions, of the said Most Distinguished Order

Captain Hilary Dorsett Owen, R.N., Naval Attaché at His Majesty's Embassy, Lisbon.

Paymaster-Commander Robert Gillman Allen Jackson, O.B.E., R.A.N., Principal Assistant Secretary, Department of the Minister of State, Cairo.

Paymaster-Commander Percy Stanley Sykes, O.B.E., R.D., R.N.R., Attached to a Department of the Foreign Office.

*517.—Honours and Awards—“London Gazette” Supplement of
18th January, 1944

(H. & A.—3 Feb. 1944.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

18th January, 1944.

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

To be additional Officers of the Military Division of the said Most Excellent Order

Lieutenant-Commander Edward Alan Blundell, R.N. (Esher, Surrey).

Lieutenant-Commander (E) Sir John Scarlett Warren Walsham, Bart., R.N. (Wadebridge, Cornwall).

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

Lieutenant (E) Peter Trevredyn Hoath, R.N. (Leatherhead, Surrey)—

For distinguished conduct in spite of great difficulties after the successful bombardment of the coast at Salerno.

The KING has been graciously pleased to give orders for the award of the British Empire Medal (Military Division) to:—

Temporary Acting Petty Officer Albert Cynric Manders, P/JX.207806—

For outstanding courage and endurance during thirteen days spent in an open boat after his ship was lost.

Wireman Bernard Frank Franklin, FX.94928—

For bravery in diving to recover an unexploded depth charge in the fairway of a seaplane base, and on another occasion in diving and removing the depth charges from a crashed aircraft.

Temporary Acting Petty Officer James Beech, D/X.18644—

For gallantry in throwing overboard a damaged shell which had fallen on deck and was about to explode.

ADMIRALTY,

Whitehall,

18th January, 1944.

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

For gallant and distinguished services in H.M. ships “Nelson”, “Warspite”, “Rodney”, “Valiant”, “Faulknor” and “Troubridge” in operations in the Mediterranean from the time of the entry of Italy into the war until the surrender of the Italian fleet—

Bar to the Distinguished Service Order

Captain Alan Kenneth Scott-Moncrieff, D.S.O., R.N. (Emsworth, Hampshire).

To be a Companion of the Distinguished Service Order

Captain Leslie Haliburton Ashmore, R.N.

The Distinguished Service Cross

Lieutenant-Commander Geoffrey Martin Bennett, R.N.

Lieutenant-Commander Geoffrey Maurice Edward Grove, R.N. (Capetown).

Lieutenant-Commander John Lawrence Rathbone, R.N. (Epsom).

Lieutenant-Commander Jasper Nicholas Netterville Synnott, R.N. (North Queensferry, Fife).

The Distinguished Service Medal

Chief Petty Officer William Henry James Mortimore (Plymouth).

Petty Officer Norman Cecil Hall, D/JX.152579 (Burton-on-Trent).

Leading Seaman Albert Edward Clark, P/JX.264686 (Dartford).

Ordinary Seaman David William Isaac, D/JX.306101 (Rhondda, Glamorganshire).

Mention in Despatches

Rear-Admiral Arthur William La Touche Bisset.

Rear-Admiral Clement Moody, C.B.

Rear-Admiral James William Rivett-Carnac, D.S.C.

Captain Charles Leslie Firth, M.V.O., R.N.

Captain John Montagu Howson, C.B.E., R.N.

Captain Ronald Gordon Mackay, R.N. (Cranleigh).

Captain Herbert Annesley Packer, R.N.

Captain the Honourable Guy Herbrand Edward Russell, C.B.E., D.S.O., R.N.

Lieutenant-Commander Richard James Bailey, O.B.E., R.N.

Lieutenant-Commander John Graham Hamilton, R.N. (Sandhurst, Surrey).

Lieutenant-Commander John Howson, R.N. (Bath).

Lieutenant-Commander James Begg Saunders, R.N. (Edinburgh).

Lieutenant (E) Arthur Eric Bryant, R.N. (Poole, Dorset).

Temporary Lieutenant Ian Devereaux Cuffe, R.N.V.R. (Westerham, Kent).

Temporary Acting Lieutenant John Edward Ruberry, R.N.V.R. (Devonport).

Captain Richard Dennis Crombie, R.M. (Watford).

Temporary Acting Lieutenant John Watson Tattersfield, R.N.Z.N.V.R.

Mr. Frederick Arthur James Pilcher, Warrant Engineer, R.N. (Rochester, Kent).

Mr. John Mollett, Temporary Acting Warrant Electrician, R.N. (Swansea).

Chief Mechanician Alfred John Cooper, C/K.64560 (Rochester).

Chief Stoker John Joseph Blacklock, C/K.65976 (Gillingham, Kent).

Chief Electrical Artificer Edward Thomas Lewis, D/M.38582 (Newport).

Engine Room Artificer Third Class William Clifford Nesbit, D/SMX.26 (Liverpool).

Electrical Artificer First Class Joseph John Cripps, P/MX.45561 (Newbury, Berkshire).

Electrical Artificer Third Class Philip Frederick Williams, D/MX.60201 (Erdington, Birmingham).

Colour Sergeant James Henry Reid, Ch/23709 (Chudleigh, Devon).

Petty Officer Edward Adam Rowland, P/JX.129913 (Wallsend-on-Tyne).

Yeoman of Signals Samuel John Bines, C/JX.151115 (London).

Engine Room Artificer Fourth Class Desmond Douglas McGuigan, C/MX.56117 (Sleaford, Lincolnshire).

Armourer William George Teall, C/M.20522 (Strood).

Petty Officer Cook (S) Samuel John Harding, C/MX.45428.

Bandmaster First Class Archer Thomas Russell, L.R.A.M., R.M.B.2727 (Scarborough).

Acting Leading Seaman Albert Victor Foster, P/JX.296101 (Rainham, Essex).
 Leading Telegraphist Norman Rogers, C/SSX.24990 (Southport).
 Able Seaman Henry John Butler, P/JX. 291776 (Reading).
 Able Seaman Robert Charles Leslie Campbell, P/SSX.27052 (Bulverhythe, Sussex).
 Able Seaman Robert Cook, P/JX.323914 (Luton).
 Able Seaman William Harold Green, P/JX.234620 (Sheffield).
 Able Seaman Albert Henry Lovell, D/JX.250903 (Wakefield).
 Telegraphist James William Stafford, C/JX.308617 (Leeds).
 Stoker First Class Edmund Preston, P/KX.144570 (Wolverhampton).
 Stoker First Class Stanley Thomas Alfred Smith, C/KX.111628 (Loughton, Essex).

For outstanding bravery, skill and devotion to duty—

The Distinguished Service Cross

Temporary Lieutenant Charles Edward Capel Martin, R.N.V.R.

For courage, resolution and skill in successful patrols in H.M. submarine "Torbay"—

The Distinguished Service Cross

Lieutenant Antony Stuart Melville-Ross, R.N.

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

A.F.O. 2697/43

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

Boatswain A/S William C. G. Pett, R.C.N.

A.F.O. 6202/43

Mention in Despatches

Chief Petty Officer Writer Arthur Cecil Hampshire, C/MX.37842.

A.F.O. 1/44

Mention in Despatches

Stoker Petty Officer William Amos Hart, C/KX.79454.

***518.—Honours and Awards—"London Gazette" Supplement of 25th January, 1944**

(H. & A.—3 Feb. 1944.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

25th January, 1944.

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

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

Temporary Acting Lieutenant Commander (E) Frank Gordon Challen, R.N.V.R. (Newhaven).

For untiring energy and devotion to duty in the maintenance and repair of Landing Craft during the Sicilian Campaign and landings on the Italian mainland.

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

Temporary Lieutenant (E) Stanley Clifford Jones, R.N.V.R. (Southend-on-Sea).

For outstanding services in the maintenance of Landing Craft during landings in Italy.

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

Temporary Lieutenant Lionel Kenneth Crabb, R.N.V.R.
 Acting Petty Officer David Morrison Bell, P/JX.144608.

For gallantry and undaunted devotion to duty.

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

Able Seaman Thomas Gordon, C/SSX.23955.

For gallantry in diving into the sea during an attack on a convoy to rescue a wounded survivor from a torpedoed Merchant Ship.

ADMIRALTY,

Whitehall.

25th January, 1944.

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

For gallantry, leadership and undaunted devotion to duty under heavy and continuous fire from the enemy during landings on the Italian mainland.

To be a Companion of the Distinguished Service Order

Lieutenant-Commander Leslie Johnson Smith, R.D., R.N.R. (Ret.).

The Distinguished Service Cross

Commander Avon Alexander Barnett, R.D., R.N.R.

Acting Temporary Lieutenant-Commander Thomas Geoffrey Mordaunt Snagge, R.N.V.R.

Lieutenant Thomas Leslie Martin, R.N.

Temporary Lieutenant John Irvine Murray, R.N.R.

Temporary Lieutenant Harry Rothwell, R.N.V.R.

Lieutenant Jack Eardely Koyl, R.C.N.V.R. (Winnipeg).

Temporary Sub-Lieutenant Oswald Cook, R.N.V.R.

Temporary Lieutenant William Keith Rogers, R.M. (Oxshott).

Conspicuous Gallantry Medal

Able Seaman Thomas Henry Richard Hills, C/JX.372402 (Didecot).

Able Seaman Hills was serving in a Landing Craft which was heavily damaged by a shell which burst just over the bridge. All the officers were killed or badly wounded and he was the only man left alive on the bridge. With complete coolness he took control and steered the craft through bursting shells and ammunition out of range of the enemy's guns and brought her to safety.

The Distinguished Service Medal

Leading Motor Mechanic George William Edwin Moore, C/MX.116206.

Corporal (Temporary) Arthur Norman Leatherbarrow, R.M., Ply.X.105443 (Liverpool).

Able Seaman George Harrison, C/JX.354153.

Able Seaman Henry Edward Leslie Hawes, C/JX.377638 (Plumstead).

Able Seaman Ernest William Maynard, C/JX.167292.

Stoker First Class Roderick Morrison, C/KX.127429.

Sick Berth Attendant Edwin Joseph Burton, C/MX.109011.

Ordinary Seaman John Bentley Wood, C/JX.377882.

Marine John George Wingate, Ply.X/105671 (Sunderland).

Posthumous Mention in Despatches

Temporary Lieutenant Kenneth Owen Griffith, R.N.V.R. (Llandudno).

Mention in Despatches

Captain Hugh Webb Faulkner, D.S.O., R.N.

Acting Captain Andrew Nichol Grey, D.S.O., R.N.

Acting Captain Roderick Edward Francois McQuhae MacKenzie, D.S.C., R.N.

Acting Captain Ian Reddie Hamilton Black, R.N.

Acting Commander Evelyn John Tamlyn, R.N.R.

Lieutenant-Commander Kenneth Cecil Martin Fleetwood, R.N. (Bramshott).

Lieutenant-Commander Edmund George Irving, R.N.

Lieutenant-Commander Cyril William Black Milner, R.N.

Acting Temporary Lieutenant-Commander Frank Edward Weatherston Lammert, R.N.V.R.

Lieutenant William Lewis Clinton-Baker, R.N.

Lieutenant Robert Henry Graham, D.S.C., R.N.
 Lieutenant Patrick La Barte Walshe, R.N.
 Temporary Paymaster Lieutenant James John Aherne, R.N.
 Temporary Lieutenant (E) Donald Barnett Grant, R.N.R.
 Temporary Lieutenant Alan Fernand Candelot, R.N.V.R. (Twickenham).
 Temporary Lieutenant Robert Knott, R.N.V.R. (Stockport).
 Temporary Lieutenant Clifford Stanley Wickham New, R.N.V.R.
 Temporary Lieutenant Norman Alan Rutherford, R.N.V.R.
 Temporary Lieutenant Norman Smale, R.N.V.R.
 Temporary Lieutenant (E) Patrick Michael Bowler, R.N.V.R. (Lowestoft).
 Temporary Lieutenant (E) Ernest Walter Culverwell, R.N.V.R.
 Temporary Lieutenant (E) Jack Augustus Mills, R.N.V.R. (Staines).
 Temporary Lieutenant Frederick Ernest Covington, R.N.V.R. (Twickenham).
 Lieutenant Douglas John Browne, R.A.N.V.R.
 Temporary Sub-Lieutenant Charles Terence Doyle, R.N.V.R.
 Temporary Sub-Lieutenant John Gray Drury, R.N.V.R. (Moreton in the Marsh).
 Temporary Sub-Lieutenant Charles Arthur Winn, R.N.V.R.
 Temporary Sub-Lieutenant (E) Walter Forsyth Gammie, R.N.V.R.
 Mr. Frederick Baker, Warrant Engineer, R.N.R. (Ryton on Tyne).
 Mr. Dundonald Tribe, Acting Temporary Warrant Telegraphist, R.N.
 Chief Petty Officer Alfred James Reed, P/J.109359 (Swanwell).
 Chief Petty Officer Telegraphist Reginald Howard Hensman, P/JX.135112.
 Chief Engine Room Artificer John Chandler Condon, C/M.33198 (Portsmouth).
 Chief Engine Room Artificer Claude Lionel Feben, C/M.33207.
 Chief Engine Room Artificer William John Fearon Heslop, D/MX.49944.
 Acting Chief Motor Mechanic Ernest George Jenkins, D/MX.68211.
 Acting Chief Motor Mechanic Gordon Thomas Ward, C/MX.117041 (Peterborough).
 Petty Officer Henry Roland Hill, C/JX.125310 (Chessington).
 Acting Petty Officer Victor Henry William Freestone, C/JX.147708 (South Shields).
 Yeoman of Signals Ernest John Burrows, D/JX.133576.
 Petty Officer Telegraphist George Rees Kershaw, P/JX.130204.
 Petty Officer Telegraphist James Hannah Muir, D/J.106819.
 Petty Officer Telegraphist William Frederick South, C/JX.147807.
 Petty Officer Motor Mechanic Richard James Matterson Ballintine, D/MX.78300.
 Petty Officer Motor Mechanic Frank Alfred Baxter, C/MX.99590 (Sutton, Cambridge).
 Petty Officer Motor Mechanic Frank Richard Brierley, P/MX.90565 (Northampton).
 Petty Officer Motor Mechanic Reginald Elijah Davies, D/MX.66341.
 Acting Petty Officer Motor Mechanic John Ellis, D/MX.89816 (Hartington).
 Acting Engine Room Artificer Fourth Class Samuel Joseph Stevenson, C/MX.120346.
 Engine Room Artificer Fourth Class Kenneth Bowker, D/MX.73534.
 Electrical Artificer Fourth Class George Alfred Dawkins, P/MX.78326.
 Shipwright Fourth Class Frederick George Parry, P/MX.53582.
 Leading Seaman Edward Blackburn, D/JX.227037 (Bangor, Ireland).
 Leading Seaman Thomas Brown, D/MD/X.2334.
 Leading Seaman Jack Skeels, D/SSX.17799.
 Leading Seaman Norman Thomas Edwin Stevens, P/JX.235864 (Exeter).
 Acting Temporary Leading Seaman John William Charles McLagan, P/JX.192532 (Moseley).
 Leading Writer Donald William Edwards, P/MX.58749.
 Leading Motor Mechanic Percy Duncan Stogden, C/MX.116189 (Farnham).
 Leading Stoker George Ramsey, D/KX.113107 (Barrow-in-Furness).
 Marine (Acting Temporary Corporal) Arthur John Banks, Ply.X/101629 (Torpoint, Cornwall).
 Marine (Acting Temporary Corporal) Arthur Lakin, Ply.X.100423 (Leicester).
 Able Seaman John McNeil Christie, P/JX.325865 (Eastbourne).
 Able Seaman John Llewellyn Hague, P/JX.384730 (Sheffield).
 Stoker First Class Alfred Leslie Andrews, C/KX.87011 (London).
 Stoker First Class Stanley Fullagar, R.F.R. C/SS.125271 (Battersea).
 Stoker First Class Sylvester Robert Jolliffe, D/KX.153012.
 Ordinary Seaman Kenneth Uren, C/JX.377860.
 Sick Berth Attendant Graham Bowhay, D/MX.84809 (Plymouth).
 Telegraphist Harry Alcraft, C/WRX.442.
 Telegraphist James William Walton, P/JX.310623.
 Signalman John Charles Butler, C/JX.231998.
 Signalman Leslie Chadwick, D/SSX.35037.
 Stoker First Class Leonard Richard Neate, C/KX.140223 (Potters Bar).
 Wireman James Somerville, D/MX.103440 (Newcastle).

For gallant and distinguished services in the assault on and capture of, Termoli in the face of heavy opposition from the enemy :

Bar to the Distinguished Service Cross

Lieutenant Dennis Kenelm Leonard Learmount, D.S.C., R.N.

The Distinguished Service Cross

Acting Temporary Lieutenant-Commander Frank Edward Weatherston Lammert, R.N.V.R.

Lieutenant Kenneth Melville Brennan, R.A.N.V.R.

Temporary Lieutenant William Thomas Skeels, R.N.V.R.

The Distinguished Service Medal

Temporary Petty Officer Ernest Gilbert Ham, D/JX.130688.

Able Seaman Sidney Herbert Henshall, C/JX.354816.

Able Seaman Albert John Patrick Jeal, P/JX.385667.

Able Seaman James Thomas Masters, P/JX.328961.

Able Seaman Herbert Gordon Bradford Quick, C/JX.354674.

Mention in Despatches

Temporary Lieutenant Ian Howard Gale, R.N.V.R.

Sub-Lieutenant James George Jungius, R.N.

Temporary Acting Yeoman of Signals Frank Douglas Franklin, C/JX.149793.

Temporary Acting Leading Seaman Reginald George Bettles, P/J.32559.

Leading Stoker Richard Garman, P/KX.86755.

Able Seaman Patrick John Cardwell, D/JX.303772.

Able Seaman William Douglas, D/JX.304808.

Able Seaman Victor William Girdlestone, C/JX.351899 (Norwich).

Signalman Bernard John Stanley Roberts, P/JX.233238.

Signalman Eric Enos Todd, D/JX.260008.

For courage and unceasing devotion to duty in landing reinforcements vitally important to the Army in crossing the Voltorno River :

The Distinguished Service Cross

Commander Jackson Whayman, R.D., R.N.R.

Mention in Despatches

Temporary Lieutenant Bernard Ernest Caddick, R.N.V.R. (Dudley).

Temporary Lieutenant Maurice Vincent Grimes, R.N.V.R.

Temporary Lieutenant Jack Turner Richardson, R.N.V.R.

Temporary Sub-Lieutenant Paul Willis, R.N.V.R. (Norwood).

Petty Officer Motor Mechanic Marshall Granville Hill, P/MX.90631.

Petty Officer Motor Mechanic Joseph Baird Wells, P/MX.89022 (Edinburgh).

Leading Seaman Alexander James, P/JX.326391.

Leading Seaman William Henry Ledger, C/JX.351774 (Sheffield).

Acting Leading Seaman Ernest John Richard Evans, C/JX.317394.

Acting Leading Seaman Edwin Thacker, C/JX.317809 (Hanley).

Leading Motor Mechanic William Horace Mitchell, C/MX.117823.

For good services in fire-fighting on board a merchant vessel :

Mention in Despatches

Acting Temporary Lieutenant-Commander Robert Johnson Knott, R.N.R.

Temporary Lieutenant John Wilfred Brown, R.N.V.R.

Temporary Lieutenant William Thomas Dyer, R.N.V.R.

519.—Honours and Awards—1939/43 Star—Issue of Ribbon

(D.N.A. 1621/44.—3 Feb. 1944.)

As the issue of the ribbon of the 1939/43 Star is provisional only and gives no claim to the award of the Star itself, the notation of the Service documents of ratings that the issue has been effected is undesirable and should not therefore be made.

(A.F.O. 5056/43.)

520.—Honours and Awards—Royal Hellenic Navy

(H. & A. 1039/43.—3 Feb. 1944.)

The King has been graciously pleased to approve the award of a Mention in Despatches to :

Lieutenant-Commander Panaiotis Damilatis, D.S.C., R. Hell. N.

Lieutenant-Commander Dimitrios Fifas, R. Hell. N.

for services in command of the Greek destroyers "Kanaris" and "Pindos" on convoy escort duties.

2. These Awards will not be gazetted.

521.—Honours and Awards—Royal Netherlands Navy

(H. & A.—1039/43 : H. & A. 1283/43.—3 Feb. 1944.)

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

Distinguished Service Cross

Lieutenant John Hendrik Christaffel Vermeer, R. Neth. N.

For services in command of M.M.S. 73 on minesweeping duties.

Mention in Despatches

Lieutenant Gerard Volkersz, R. Neth. N.

For outstanding services as a flight leader and pilot when flying from H.M.S. "Hunter" in the operations at Salerno.

2. These awards will not be gazetted.

522.—Honours and Awards—Polish Navy

(H. & A. 1039/43.—3 Feb. 1944.)

The King has been graciously pleased to approve the award of the Distinguished Cross to Commander Jan Tchornicki, Polish Navy, for services in command of the Polish Destroyer "Krakowiak" on channel and ocean convoy escort duties.

2. This Award will not be gazetted.

523.—Commander Egerton Memorial Prize—Award for 1943

(C.W. 57938/43.—3 Feb. 1944.)

Five separate Qualifying Courses for Lieutenant (G) were held during 1943.

2. The Commander Egerton Memorial Prize for 1943 has accordingly been divided equally between :—

Lieutenant J. Dunse, D.S.C., R.N.V.R.

Lieutenant D. C. Anderson, R.N.V.R.

Lieutenant R. G. Sturdy, R.N.V.R.

Lieutenant R. M. Rose, R.N.

Lieutenant J. de M. Baynham, R.N.V.R.

524.—Ogilvy Prize—Award for 1943

(C.W. 1965/43.—3 Feb. 1944.)

The Ogilvy prize for the June-December, 1943, Qualifying Long Course for (T) Officers has been awarded to Lieutenant W. M. C. Martin, R.N.

(A.F.O. 4041/43.)

525.—Royal Navy (Section Belge)—Organisation

(N. 27710/43.—3 Feb. 1944.)

A.F.O. 2135/42 is to be amended as follows :—

Delete sub-paragraphs (f) and (g) and substitute :—

(f) Advancements of Supply Assistants, Cooks and Stewards to be made by Devonport Depot under the same conditions as equivalent ratings in the Royal Navy up to 33½ per cent. of the total Accountant Branch ratings borne.

(g) The ratings of Leading Signalman, Leading Telegraphist and Leading Coder may be granted by Devonport Depot on the recommendation of the Signal School, under the same conditions as for equivalent ratings in the Royal Navy, up to 20 per cent. of the total Communications ratings borne.

(A.F.O. 2135/42.)

526.—Officers Returning from Abroad—Reporting at the Admiralty

(C.W. 52047/43.—3 Feb. 1944.)

Although under K.R. & A.I., Article 1650, officers returning from abroad, other than those provided for in Article 970, are not required to report in person at the Admiralty, it is hoped that all such officers who may be in London or in its vicinity and have any useful information to impart, will take the opportunity of visiting the Second Sea Lord's office at Queen Anne's Mansions, S.W.1., i.e. :—

Naval Assistant to Second Sea Lord ... For Executive Officers (including Air Branch and Special Branch officers).

Extra Naval Assistant for Engineering personnel ... For Engineering officers.

Chaplain of the Fleet ... For Chaplains.

Director of Education Department ... For Instructor Officers and Schoolmasters.

Medical Director-General ... For Medical, Dental and Wardmaster Officers.

Paymaster Director-General ... For Accountant Officers.

2. Actual reasonable expenses incurred in making such visits will be repaid.

3. This is to be regarded as a wartime measure.

(K.R. & A.I. Article 1650.)

527.—Commanders, Lieutenant-Commanders and Lieutenants, ex Gunner, Gunner (T), Boatswain, and R.N.V.R. Officers Trained as Substitutes for Gunners and Gunners (T)—Insertion of Distinguishing Letter in Navy List

(C.W. 6180/43.—3 Feb. 1944.)

It has been approved, purely as a war-time measure of administrative convenience in order to facilitate the work of appointing and record authorities, that Commanders, Lieutenant-Commanders and Lieutenants, ex Gunner, Gunner (T), and Boatswain, shall be distinguished in the seniority lists in the Navy List by a letter placed behind their names as follows :—

A.—Smith (G) (G) = Gunner.

B.—Smith (G.T.) (G.T.) = Gunner (T).

C.—Smith (B) (B) = Boatswain.

2. These proposals will not apply to Warrant Officers who are promoted direct to the rank of Lieutenant under A.F.O. 1874/42.

3. It has also been approved that R.N.V.R. officers who have been trained as substitutes for Gunners and Gunners (T) shall be distinguished in the Navy List by letters in italics against their names in the seniority lists as follows :—

Officers trained to take the place of Gunners... G.S.

Officers trained to take the place of Gunners (T) in coastal forces or escort aircraft carriers. T*

Officers trained in the store duties of a Gunner (T) and to a limited extent in Whitehead and torpedo control, who will be borne in replacement of Gunners (T) in certain "V" and "W" destroyers on certain convoy work. G.T.S.

(A.F.O. 1874/42.)

***528.—Accelerated Promotion**

(C.W. 4764/44.—3 Feb. 1944.)

With reference to A.F.O. 425/42, the following Sub-Lieutenants have been promoted from the dates shown :—

Executive.

J. G. Wilson ...	"Marne" ...	1st October, 1943
M. F. Puttnam ...	"Telemachus" ...	1st January, 1944
D. C. Watson ...	"Landguard" ...	1st January, 1944
M. Wallrock ...	"Talybont" ...	1st January, 1944
P. R. Crosley ...	"Mantis" (M.G.B. 84) ...	1st February, 1944
E. Whitnell ...	"Westminster" ...	1st February, 1944
J. W. McLeod ...	"Dinosaur" ...	1st February, 1944
J. R. Boorer ...	"Quebec" ...	1st February, 1944
R. G. Hayes ...	"Kale" ...	1st February, 1944
Hugh Wilson Arnold ...	"Midge" (M.T.B. 621) ...	1st February, 1944
A. W. Sullivan ...	"Pangkor" ...	1st February, 1944
C. N. Rands ...	"St. Christopher" (M.L. 523) ...	1st February, 1944
B. E. Hale ...	"Mercury" ...	1st February, 1944
Y. H. Sorotos ...	"Foxtrot" ...	1st February, 1944
J. D. Davies ...	"Landguard" ...	1st February, 1944
B. Wilkinson ...	"Midge" (M.G.B. 605) ...	1st February, 1944
P. A. Hicks ...	"Surf" ...	1st February, 1944
S. F. Neal ...	"Fleetwood" ...	1st February, 1944
D. T. Watts ...	"Leith" ...	1st February, 1944
I. K. Bryce ...	"Oribi" ...	1st February, 1944
F. E. Tandy ...	"Boscawen" ...	1st February, 1944
R. V. Harris ...	"Quebec" ...	1st February, 1944
F. R. S. Gillham ...	"St. Christopher" (M.L. 574) ...	1st February, 1944
J. R. Mackay ...	"Leamington" ...	1st February, 1944

Flying

H. J. Costley ...	"Daedalus" ...	1st January, 1944
A. F. Button ...	"Kestrel" ...	1st February, 1944
J. J. Bromfield ...	"Sparrowhawk" ...	1st February, 1944
M. G. O. Varley ...	"Daedalus" ...	1st February, 1944
L. V. Godfrey ...	"Gannet" ...	1st February, 1944
A. T. Gray ...	"Cormorant II" ...	1st February, 1944
A. W. Goadby ...	"Cilicia" ...	1st February, 1944
F. W. Baring ...	"Daedalus" ...	1st February, 1944
A. M. Dennis ...	"Illustrious" ...	1st February, 1944
N. C. Gillis ...	"Illustrious" ...	1st February, 1944

Electrical

H. B. Knight ...	"Andelle" ...	1st February, 1944
R. Fletcher ...	"Irwell" ...	1st February, 1944

Engineering

P. S. Evetts ...	"Copra" ...	1st February, 1944
E. C. Betts ...	"Copra" ...	1st February, 1944

Special

J. A. Dean ...	"Ferret" ...	1st February, 1944
C. G. Jones ...	"President" ...	1st February, 1944
G. L. Darker ...	"Excalibur" ...	1st February, 1944
J. Griffiths ...	"Baldur" ...	1st February, 1944
R. Stead ...	"Excalibur" ...	1st February, 1944

Accountant

L. O. V. Moore ...	"Britannia II" ...	1st February, 1944
J. Midgley ...	"Blackcap" ...	1st February, 1944
N. Catterall ...	"Landrail" ...	1st February, 1944
D. H. Gill ...	"President" ...	1st February, 1944

Executive R.N.Z.N.V.R.

H. A. Nation ...	"Unst" ...	1st February, 1944
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Executive R.A.N.V.R.

H. W. Roberts ...	"Cygnet" ...	1st February, 1944
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Executive S.A.N.F.(V)

G. G. King ...	"Mantis" (M.T.B. 692) ...	1st February, 1944
D. M. Lello ...	"Assegai" ...	1st February, 1944

Flying R.N.Z.N.V.R.

J. A. Cramp ...	"Daedalus" ...	1st January, 1944
S. G. Woodroffe ...	"Sparrowhawk" ...	1st February, 1944
W. G. Coleman ...	"Landrail" ...	1st February, 1944
H. A. Foote ...	"Landrail" ...	1st February, 1944

2. With reference to A.F.O. 3899/43, the following Sub-Lieutenants have been promoted from the dates shown :—

Executive

B. W. T. Jones ...	"Quebec" ...	1st August, 1943
N. G. Harry ...	"Mersey" ...	1st February, 1944
J. L. Cabedo ...	"Cormorant" ...	1st February, 1944

R.N.V.R.(A)

E. J. Davis ...	"Godwit" ...	1st February, 1944
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3. The above promotions will appear in C.W. List of Appointments.

(A.F.Os. 425/42 and 3899/43.)

529.—Army, R.A.F., Dominion and Allied Officers—Messing

(M. 3408/43.—3 Feb. 1944.)

For the duration of the war, except as shown in paragraphs 2 and 3 below, all Army, R.A.F., Dominion and Allied officers embarked in H.M. Ships are to be regarded as on passage and should be dealt with as regards messing under K.R. and A.I., Article 1696 (i.e., the allowance authorised therein credited to the mess concerned and no mess subscription charged).

2. Army, R.A.F. and Dominion officers specifically appointed to H.M. Ships and Naval Establishments for duty or training are to be dealt with under K.R. and A.I., Article 1818, Clause 3b (i.e., to be victualled and pay the usual mess subscription).

3. When Army, R.A.F. and Dominion officers are embarked in H.M. Ships for operations, they are to be dealt with as shown in paragraph 2 above, except during periods when operational conditions render it impracticable for mess bills to be rendered and collected, when the terms of K.R. and A.I., Article 1696 may be applied. Whenever possible, however, these officers are to be victualled and pay the usual mess subscription.

4. Allied officers visiting shore establishments for several days are to be treated in the same manner as those embarked in H.M. ships, and the allowances laid down in K.R. and A.I., Article 1696, credited to the mess.

(A.F.Os. 857/42, 2733/42, 4244/42, 4704/42 and 5366/42 are cancelled.)

530.—Handling Squadron of the Empire Central Flying School—Appointment and Responsibilities of Naval Pilot

(C.W./A.W.D. 1278/43.—3 Feb. 1944.)

A Naval pilot has been attached to the Handling Squadron of the Empire Central Flying School at the Royal Air Force Station, Hurlavington, Wiltshire. This squadron is responsible for the preparation of Pilot's Notes on all aircraft.

2. Pilot's Notes are issued in the form of an Air Publication and a pilot should know all the information contained therein, in Pilot's Notes General, A.P. 2095 and other relevant Air Publications. This information is obtained direct from the Ministry of Aircraft Production, the aircraft firms, Service experimental establishments, and from flying experience on the type concerned. It is in due course checked with Service units operating this aircraft. As the type is modified and its role developed, Pilot's Notes are kept up to date by amendment. Provisional Pilot's Notes for British aircraft are compiled while a new aircraft is undergoing initial flying and handling

trials, for use by the service until the final edition is printed. The final edition is prepared as soon as possible after the aircraft is released to the service. As regards American aircraft the Provisional Notes are obtained from the British Air Commission in the United States from information supplied by the manufacturing firms and from handling trials.

3. The Naval pilot in the Handling Squadron will be responsible for ensuring that Pilot's Notes on Naval aircraft are entirely satisfactory in these respects. He will be available to offer advice and assistance to units forming and re-equipping, or for consultation on any flying problem not connected with the tactical employment of the aircraft. Naval air stations and squadrons should take full advantage of this facility. Such consultation should be considered unofficial, and is in no way to take the place of formal reports which are required to be made through the usual channels.

4. Further to assist him in his duties, the Naval pilot has authority to deal direct with the following:

Admiralty—Director of Naval Air Warfare and Flying Training.
Air Ministry—Director of Flying Training.
Flag Officer, Naval Air Stations, Lee-on-Solent, Hants.
Ministry of Aircraft Production, Chief Naval Representative.
Naval Air Stations } through the appropriate Administrative Authority.
Naval Air Squadrons }
The Royal Aircraft Establishment, South Farnborough, Hants.
The Aircraft and Armament Experimental Establishment, Boscombe Down.
The Marine Aircraft Experimental Establishment, Helensburgh.
Aircraft Firms.

AFO
499/44
531.—Promotion of Engineer Officers R.N.R. and R.N.V.R. entered for Patrol Service Duties—Acting Lieutenant (E) to Lieutenant (E)

(C.W. 50373/43.—3 Feb. 1944.)

A.F.O. 3237/41 is to be amended as follows.

Section 12 (a), columns (iii) and (iv). *Delete* existing note and *substitute* :—

- (a) Have performed a minimum of one year's service as Acting Lieutenant (E).
(b) Recommended by Commanding Officer, if of rank of Lieutenant or above, otherwise by Senior Officer of Flotilla.

2. The provisions of this amendment are not retrospective.

(A.F.O's. 3237/41, 4958/42 and 6082/43.)

532.—Medical Officers—Allocation to Temporary Duty Locally after Sick Leave—REPORT

(M.D.G. 3904/44.—3 Feb. 1944.)

Cases are still occurring of Medical Officers on being found fit for duty after a period of sick leave, and who are without appointment, being sent on leave pending instructions as to disposal.

2. Such officers are to be retained locally for temporary duty or, where more convenient, discharged to the nearest R.N. Barracks (Chatham, Portsmouth, or Devonport) for temporary duty, pending a further appointment. An early report should be forwarded to the Medical Director-General of the interim employment in each case.

(A.F.O. 392/41.)

See AFO 5060.
***533.—Naval Officers' and W.R.N.S. Officers' Leave Bureaux, London and Edinburgh**

(C.W./W.A.F./G.C. 160/209.—3 Feb. 1944.)

Organisations 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 Messrs. R. W. Forsyth Ltd.,
Vigo House,
115, 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.

All the above times are liable to vary according to blackout times.

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. 2700/41 is cancelled.)

1799/44
534.—Uniform—Disposal of by Officers on Leaving the Service

(N.L. 574/44.—3 Feb. 1944.)

Officers wishing to dispose of articles of uniform, etc., by gift, should forward them to :—

The Honorary Secretary,
Officers' Kit Replacement Bureau,
72, South Audley Street,
London, W.1.

2. This voluntary organisation was instituted for the purpose of replacing the uniforms of officers in cases of loss by enemy action or of hardship. Civilian clothes are also issued, if available, to officers leaving the service.

3. As the garments accepted by the Honorary Secretary are, in effect, gifts from one officer to another, payments or donations are not accepted in any circumstances.

4. Officers wishing to sell articles of Naval uniform are advised, in view of the terms of Regulation 1 (3) of the Defence (General) Regulations, 1939, to apply to The National Federation of Merchant Tailors, 90, Regent Street, London, W.1, for a list of firms licensed and registered with the Board of Trade to acquire and dispose of service uniforms.

AFO 900/44
535.—Temporary Commissions in the Royal Marines—Standard of Vision

(M.D.G. 3307/44.—3 Feb. 1944.)

For General Service.

Vision Standard 2. Colour Vision Grade II.
Spectacles not permitted for constant wear.

For Shore Service (including Naval Air Stations defence duties).
Vision Standard 3.

Royal Marine Engineers—Vision Standard 4.

Barrack Service—Vision Standard 4.

(A.F.O. 4923/43 is cancelled.)

536.—Merchant Navy Officers' Pension Fund—RETURNS

(C.E. 288/44.—3 Feb. 1944.)

Merchant Navy Officers are required under conditions of employment laid down by the National Maritime Board to be members of the above Fund.

- (a) The rules of the Fund require that subscriptions should be paid for Masters, Navigating Officers, Engineer Officers, Radio Officers, Refrigerator Engineers, Electrical Engineers or Boilermakers. No exception can be made except as provided in paragraph 5 below and applications for exemption should be refused.
- (b) In addition, the Management of the Fund may, under the terms of the Trust Deed, elect to membership others of the officer or quasi-officer class to voluntary membership.
- (c) (i) The rules require that each officer should contribute ninepence in the pound of pay (excluding non-pensionable allowances) and for fractions of a pound, one penny for each complete half-crown. The employer will make a like contribution.
- (ii) For the purpose of contribution, Speed Allowance and allowances paid to Pursers and Chief Stewards serving on vessels of under 10,000 tons, when more than 200 hands are carried, should be regarded as pensionable as from 1st October, 1943.
- (d) The weekly basic pay of officers (e.g. Engagement 6) who are not victualled under Naval arrangements is deemed to include an element in respect of "food allowance" (normally 17/- a week) and this "allowance" should be deducted from the basic wage before calculating the M.N.O.P.F. contributions.
2. Pension contributions are payable to the Fund in respect of—
- (a) officers engaged for Admiralty service under Merchant Navy conditions of pay, etc., who would normally be required to contribute, and
- (b) others of the officer or quasi-officer class so engaged who have been elected to membership of the Fund and who, immediately prior to entry into Admiralty service, were, in fact, contributing as members to the Fund. It does not apply to those who were not so contributing. Cases of doubt or difficulty should be reported for decision with full particulars.
3. These arrangements also apply to those officers and others of the quasi-officer class in the same categories who are members of private schemes recognised by the Merchant Navy Officers' Pension Fund and who, but for such membership, would be required or permitted to contribute to the Fund.
4. The Admiralty, as employer, will make a like contribution.
5. The provisions of the Fund do not apply to permanent employees of the Crown who come under the provisions of the superannuation Acts, e.g. Yard Craft, who may be temporarily employed under Merchant Navy conditions of service nor to officers appointed by the Director of Stores to Royal Fleet Auxiliaries who come under the provisions of the Superannuation Scheme for Officers of the Royal Fleet Auxiliaries. A Merchant Navy Officer's membership of the Merchant Navy Officers' Pension Fund is regarded as being in abeyance whilst he is serving in a Royal Fleet Auxiliary.
6. (a) To enable the subscriptions to be paid over, returns for each vessel should be rendered immediately at the end of each quarter, showing:—
- (i) The Officer's pension number in the Merchant Navy Officers' Pension Fund.
- (ii) His name and Merchant Navy rank.
- (iii) The inclusive dates of service for the purpose of the Statement.
- (iv) The total amount of pay, together with any reckonable allowances for the period.
- (v) The amount of contribution deducted from pay for the period.
- (vi) The returns should give a reference to the Cash Account Voucher(s) on which the pay, etc., of the personnel concerned have been brought to account.

(vii) Where officers have already paid over their contributions direct to the Fund for the initial period, they should be shown on the return and earmarked "Officers' contributions paid direct to Fund".

(b) Where an officer is not a member of the Merchant Navy Officers' Pension Fund but of a private scheme, the name of the scheme should be stated in a remarks column. In the event of any voluntary contributions having been deducted from the pay of officers in categories other than those mentioned in paragraph 1 above, a separate statement should be forwarded.

(c) The financial year of the Merchant Navy Officers' Pension Fund ends on 31st December of each year and to enable contributions for the Christmas quarter to be credited in the accounts of the current year, a return showing the amount of contributions for the quarter should be forwarded by the quickest route to reach the Director of Navy Accounts (D.N.A.4) as early as possible after the close of the quarter.

(d) To minimise correspondence, Accountant Officers are requested to observe the following details:—

- (i) Should an officer who has signed Ships' Articles since the last return was forwarded to D.N.A.4 and is qualified, under the foregoing conditions, to contribute to the Fund (or private scheme) be unable to furnish his pension number, the officer's full Christian names and last private address are to be furnished together, where applicable, with the name of the private scheme.
- (ii) Deductions on ledger must be made at a uniform rate of 9d. in the £ irrespective of the rate charged before entering Admiralty service. No departure from this rule can be allowed. The amount to be charged should be based only on pay together with any allowances which are subject to contributions (vide paragraph 1 (c) (ii) above); Seafarers' War Risk money and any other non-pensionable allowance should be excluded when calculating the amount to be charged.
- (iii) The contributions of Radio Officers borne on Ship's Ledger at a nominal rate of pay are dealt with by the supplying company and no deductions should therefore be made on the ledger.
- (iv) Returns showing the particulars set out in sub-paragraph (i) above are to be made in triplicate on the special forms provided, two copies to be forwarded to Director of Navy Accounts, Branch 4, Foxhill Hutments, Combe Down, Bath, the remaining copy to be retained on board. Supplies of forms may be obtained from that address.
7. The deductions from officer's pay should be shown in the "other charges" column of the ledger.

(A.F.Os. 414/40, 3613/40, 4403/43 and 4404/43 are cancelled.)

537.—Schemes of Complement—Amendment

H.M. Submarines

(N. 27477/43.—3 Feb. 1944.)

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

- H.M. Submarines of "Thames", "Triton", "Porpoise", "O", "P", "R", "Swordfish", "H", "L" and "Unity" Classes (Admiralty letter N. 2880/41 of 19 Feb. 1941).
- "P.511" and "P.551" Classes (Admiralty letter N. 10450/42 of 27 Nov. 1942).
- "A" Class (Admiralty letter N. 3072/43 of 29 Mar. 1943).
- "P.611" Class (Admiralty letter N. 26148/42 of 12 Aug. 1943).
- H.M.S. "Graph" (Admiralty letter N. 1795/42 of 19 Mar. 1942).

Insert: " (in abeyance—vide C.A.F.O. 315/42) " after Leading Signalman.

(C.A.F.O. 315/42.)

538.—Drafting of Ratings of the Communications Branch

(N. 20045/43.—3 Feb. 1944.)

The following amendment is to be made to A.F.O. 5957/43:—
Paragraph 1. *Amend* last sentence to read:—

“Ratings (except Radar ratings) in the above categories . . .”.

(A.F.O. 5957/43.)

539.—Reversion to General Service of Submarine Ratings—Authority for

(N. 1211/44.—3 Feb. 1944.)

For the duration of the war, captains (S) are authorised to revert submarine ratings to general service in anticipation of the approval of the Flag Officer, Submarines.

2. Where such reversion takes place abroad, the Commander-in-Chief is to be informed.

3. Paragraph 12 of Appendix 17, Part 4, K.R. and A.I. should be regarded as amended in the light of the above for the period of the war.

(K.R. & A.I., App. XVII, Part 4.)

(A.F.O. 153/44 is cancelled.)

540.—Request of Ratings to ascertain position on Port Division Advancement Rosters

(N. 1834/44.—3 Feb. 1944.)

Manning depots report that a very large number of requests are received to ascertain position of men on the advancement roster.

2. It is not desired to discourage legitimate enquiries, particularly those where there is reason to believe that the man's claim to advancement may have been overlooked, but owing to the correspondence they cause, such requests should only be forwarded after it has been ascertained that the ratings concerned are fully qualified, and are recommended, and there are reasonable grounds for them to expect advancement in the near future.

3. When it appears that men have been passed over on the roster, copies of relevant passing certificates should be forwarded to the depot with the application. This may avoid further correspondence and consequent delay.

541.—Grant of Leave to Naval Personnel Proceeding to Shetlands

(N./E.F.O. 184/43.—3 Feb. 1944.)

As vessels will not in future sail from Invergordon to the Shetlands, A.F.O. 4550/43 is to be amended by the deletion of “and N.O.I.C., Invergordon” from line 4 of paragraph 4. “Invergordon” should also be amended to “Aberdeen” in A.F.Os. 4263/42 and 4946/43.

Personnel from London for the Shetlands should be routed to Aberdeen, and should travel by the 1900 hours train on alternate Mondays, ex King's Cross, and report to E.S.O. on arrival. Personnel from other points should be routed to Aberdeen to report to E.S.O. by 0930 hours on Tuesdays.

Applications for accommodation by this steamer service should be made to P.R.T.O., Admiralty, or R.N.R.T.O., Scotland.

There are fortnightly sailings from Aberdeen on Tuesdays, for example, on February 8th and 22nd, and in addition there is the weekly Aberdeen-Shetlands service sailing from Aberdeen on Wednesdays.

D.N.A. Forms 811 and 822 for personnel travelling by this service should be made out to Aberdeen.

A.F.O. 6356/42 should be amended as necessary.

(A.F.Os. 4263/42, 6356/42, 4550/43 and 4946/43.)

542.—Air Artificer (L/O)—Conversion Course—Eligibility

(N. 2014/44.—3 Feb. 1944.)

Cancelled by
AFO 6647/46
Air Artificers (L) and Air Artificers (O) who are pensioners or reservists, or who have completed their time but are not drawing pension, or with 12 years' service and not re-engaged, are not eligible for the Conversion Course to Air Artificer (L/O).

2. A.F.Os. 6255/42 and 3258/43 are to be amended accordingly.

3. When candidates are being selected for the Conversion Course to Air Artificer (L/O), the length of time remaining to serve will be taken into account.

(A.F.Os. 6255/42 and 3258/43.)

543.—Reservists—Transfer to Stoker (F.F.)—Execution of H.O. Engagement

(N. 568/44.—3 Feb. 1944.)

See AFO 1397/45.
Members of the R.F.R., R.N.R., R.N.V.R. or R.N.V.(W)R., who may be transferred to Stoker (F.F.) under the provisions of A.F.O. 5516/42, are to be discharged from the Reserve and should execute engagements (S.55) for service “until the end of the period of the present emergency”, with effect from the date of transfer.

(A.F.O. 5516/42.)

544.—Sick Berth Staff—Refresher Courses for

(M.D.G./N. 31392/43.—3 Feb. 1944.)

The attention of all medical officers is called to the necessity of continuing the training of sick berth ratings, wherever they may be serving, at every reasonable opportunity.

2. In Naval hospitals, auxiliary Naval hospitals, hospital ships, sick quarters, etc., medical officers-in-charge are to arrange courses on the subjects of general nursing, dispensing and hygiene duties whenever possible.

3. Commanding officers of H.M. ships are to arrange with medical officers-in-charge for their sick berth ratings to attend the nearest Naval hospital, etc., for instruction when in harbour and whenever practicable.

4. Afloat, medical officers are to give systematic instruction to their sick berth staff in the subjects named above.

5. Particular attention is to be paid to the instruction of Leading S.B.As. in those subjects with which they are unfamiliar; both in R.N. hospitals, etc., and afloat such ratings should be assisted to gain the necessary knowledge to qualify for advancement.

(Instructions for Naval Hospitals, Article 99b.)

***545.—Medically Unfit or Over-age Ratings—Re-advancement**

(N. 21071/43.—3 Feb. 1944.)

Men who are medically unfit for general service and those who are over 48 years of age are ineligible for re-advancement, but the concessions of A.F.O. 2241/43 are applicable to re-advancements as well as to advancements. In regard to men disgraced for misconduct, recommendations on Forms S.507 for re-advancement up to Petty Officer may be made on completion of the required period of V.G. conduct.

2. Men are not to be specially examined to ascertain whether they are medically fit for re-advancement, and men who are sick are not to be disqualified unless, on or before the date due for re-advancement, and irrespective of any re-advancement consideration, they have been found permanently medically unfit. These instructions apply to advancement as well as to re-advancement of medically unfit and over-age men.

(A.F.O. 2241/43.)

546.—Deceased Naval Ratings and Ratings Invalidated for Insanity—Disposal of Effects

See AFO 1645/46.
See AFO 7332/45.
6374/45

(V. 1/7899/43.—3 Feb. 1944.) See AFO 5985/44.

During the period of hostilities, the instructions regarding the sale by auction of the effects of deceased naval ratings and ratings invalidated for insanity may be modified to the extent that when the Commanding Officer considers that owing to the number of kits to be sold or for other reasons it will not be in the interests of the next of kin to conduct a sale by auction before the mast, he may apply to his Administrative Authority for permission to deal with the *uniform articles of clothing* (both compulsory and optional) in the following way.

2. Articles which are considered to be fit for issue to survivors of ships lost pending full rekitting, or suitable to be offered for resale at two-thirds of the issuing price, are to be valued at two-thirds of the issuing price, and the proceeds included with other credits due to the estate shown on Form S.46, being described as "Credit in respect of Clothing—A.F.O. 546/44." Details of the clothing in respect of which this credit is due should be kept in ships and establishments, to whom enquiries received from the next of kin will be referred. No details in this respect will therefore be required to be shown on the back of Form S.46.

3. The articles of kit so dealt with should then be either taken on charge in the ship's cash clothing account, separately from new clothing, and offered for sale from the slop-room at two-thirds of the full issuing prices or transferred, by arrangement, to the nearest convenient base to be taken on charge in the Loan Clothing account of the base for issue to survivors of ships lost, as decided by the Administrative Authority.

4. Where effects are sold under the provisions of K.R. & A.I., Article 1769, Clause 2, details of purchases made, etc. should continue to be furnished on the back of Form S.46.

5. Articles unfit for issue to survivors and unsaleable should be disposed of in the same way as other discarded personal effects (see A.F.O. 4427/40, section (f)).

6. All *non-service* effects of a deceased rating whose service effects are disposed of under this Order may be reserved for the next of kin at the discretion of the Commanding Officer. Where possible the wishes of the next of kin should be ascertained before *non-service* effects or *non-uniform* articles of optional kit are disposed of by sale in ships and establishments in home waters. In deciding what articles are to be reserved, it should be borne in mind that in view of the present clothing shortage relatives may prefer that *non-service* articles of clothing should be sent to them rather than that they should be sold by auction. A list of reserved effects should be shown on the back of Form S.46.

7. All *non-service* effects of ratings invalidated for insanity should be dealt with as directed in Article 426, Instructions for Naval Hospitals, etc., as heretofore.

8. On foreign stations, when application to the Administrative Authority would involve difficulty and delay, the uniform clothing of deceased ratings should be disposed of as considered most appropriate by Commanding Officers.

(K.R. & A.I. Art. 1769, Cl. 2)

(A.F.O. 4427/40.)

(A.F.Os. 17/42, 1111/42 and 5330/42 are cancelled.)

547.—Cash Advances to Army Ranks in R.N. Ships and Establishments

(D.N.A. 38/44.—3 Feb. 1944.)

Advances of pay to individual Army ranks, when necessary, are invariably to be made through the Cash Account, acquittance rolls being forwarded in duplicate to the Regimental Paymaster concerned with a request for cash reimbursement, the triplicates of the acquittance rolls being forwarded to Director of Navy Accounts in support of the Cash Account.

2. Where it is not practicable for the Accountant Officer to obtain cash reimbursement direct, the Regimental Paymaster should be requested to effect reimbursement to the Director of Navy Accounts, quoting particulars of the relevant Cash Account Voucher.

3. The special arrangements already notified in the case of cash advances made to soldiers of the Maritime A.A. Regiment in the various D.E.M.S. Pools are to continue.

(A.F.O. 2018/42 is cancelled.)

548.—Sick Berth Attendants—Specialists (H.O.)—Progressive Pay

(N. 31860/43.—3 Feb. 1944.)

With reference to A.F.O. 3033/43, paragraph 2, specialist sick berth ratings entered for Hostilities Only who are not required to pass an examination for the next higher rating are to be regarded for progressive pay purposes as having passed finally for Leading Sick Berth Attendant when they have attained the standard of proficiency required for advancement.

2. Sick berth ratings (D) and dental mechanic ratings affiliated to the sick berth branch are also eligible for progressive pay under the same conditions as those stated in paragraph 1 above.

(A.F.Os. 4969/42, 3033/43 and 3911/43.)

549.—Service Certificates of Men Discharged to Civil Prisons—Disposal of—REPORTS

(N. 31259/43.—3 Feb. 1944.)

With reference to A.F.O. 3679/43, and K.R. and A.I., Article 1753, Clause 3, the following procedure is to be adopted for ratings and other ranks, Royal Marines, who are—

(a) dismissed, or discharged from the Service and committed to Civil Prisons to undergo sentences awarded by Naval Courts Martial, etc., or

(b) discharged from the Service in consequence of sentences of imprisonment awarded by the Civil Power.

2. When the man's account in ship's books has been closed, the Service Certificate is to be completed and sent to the Governor of the Prison, to be handed to the man on discharge from prison to civil life, together with Form S.1558, which form is to be amended as shown in paragraph 3 below.

3. (i) The lower portion of Form S.1558 is to be expunged, commencing at "The above-named is {

discharged on leave	.....
pending discharge, indefinitely	.....
released	.....

"

In its place a slip, worded as follows, is to be affixed:—

The above-named has been { dismissed } from the { Royal Navy } and
{ discharged } from the { Royal Marines } and
committed to Prison to undergo his sentence.

Ship's stamp.

C.O.

(Date)

He was discharged from Prison on(date) to(address).
.....

Governor of Prison
.....

(Date)

4. The disposal of the Service Certificate is to be reported to the Director of Navy Accounts (Branch 3), Bath, in all cases, when it has been sent to the Governor of the Prison.

(K.R. & A.I., Article 1753.)

(A.F.O. 3679/43.)

550.—W.R.N.S.—Promotion of Third Officers

(C.W./N. 24227/43.—3 Feb. 1944.)

In view of the increased importance of certain appointments now held by non-administrative Third Officers, it has been decided to upgrade a number of these posts as for "Second Officer or Third Officer". This will provide further facilities for the promotion of non-administrative Third Officers to the rank of Second Officer. A list of the types of posts that will be so upgraded is given in paragraph 9. This list will be added to as circumstances require.

2. The proportion of Second Officers allowed in cypher staffs will be increased as follows and paragraph 1 of A.F.O. 1369/42 should be regarded as amended accordingly:—

- (i) Cypher staffs of 4-7 ... One Second Officer will be allowed.
- (ii) Cypher staffs of 8-19 ... Heads of Watches to be Second Officers.
- (iii) Cypher staffs above 20 ... Heads of Watches and Deputy Heads of Watches to be Second Officers.

3. Promotion to Second Officer will be by selection and will depend upon merit in relation to others and on recommendation. It must not be assumed that the W.R.N.S. officers at present holding the appointments upgraded will automatically continue in them in the higher rank or that in the event of a Third Officer being subsequently appointed to one of the posts this will constitute a claim to promotion and retention in the post as Second Officer.

Recommendations for Promotion

4. *Non-administrative Officers Other than Cypher Officers.*—Third Officers who have already been recommended for promotion from the appointments they now hold and who fulfil the following qualifications will be considered for promotion without further recommendation:—

- (i) have attained the age of 22 years;
- (ii) have performed one year's service from the date of promotion to Acting Third Officer;
- (iii) are efficient in the performance of their duties and recommended for immediate or accelerated promotion.

5. The names of non-administrative Third Officers who fulfil the required qualifications and who have not already been recommended from the appointments they now hold should be forwarded at once, the recommendations being made on Form S.206.

6. *Cypher Officers.*—Recommendations for the promotion of Cypher Officers in accordance with paragraph 2 above are to be forwarded at once on Form S.206. Any such officers recommended should fulfil the qualifications detailed in paragraph 4 (i), (ii) and (iii).

7. *Administrative Officers.*—The qualifications for promotion to Second Officer set out in paragraph 4 (i), (ii) and (iii) apply also to Administrative Officers.

8. *All Third Officers.*—Recommendations for those Third Officers not now eligible or not yet recommended may be forwarded quarterly as they become eligible in accordance with the procedure laid down in A.F.O. 3985/42.

9. Types of Posts.—

- Captain's Secretary.
- Secretary to Officer-in-Charge of large establishment.
- Secretary to N.C.S.Os. at the larger ports.
- Secretary to Officers-in-Charge of D.E.M.S. at the larger ports.
- Secretary to Chief Staff Officer.
- Secretary to Extended Defence Officer at the larger ports.
- Extended Defence Officer—Watchkeepers.
- Section Officer in the office of a Commander-in-Chief.
- Section Officer in the office of a Flag Officer-in-Charge or Naval Officer-in-Charge.
- Section Officer in large pay offices.
- Sub-Accountants at outlying naval establishments.
- Officers employed on important operational duties.
- Routeing officer (N.C.S.).
- Duty Signal Officer.

- Assistant Signal Officer.
- Officer-in-Charge of the larger fleet mail and censorship offices.
- Assistant to Staff Officer, A.R.P.
- Assistant to Drafting Officer.
- Officer-in-Charge of certain naval offices (e.g., personnel office).
- Officers engaged on instructional duties.
- Flag Lieutenant or Personal Assistant to Flag Officer or Commodore.
- Officer-in-Charge of certain C.B. appointments.
- Senior Torpedo Assessor where more than one officer is employed.
- Officer-in-Charge of both T.A.T. and assessing on a Fleet Air Arm Station.
- Assistant Staff Officer (Intelligence).
- Officers engaged upon meteorological duties at Naval Air Stations.
- Secretary to Maintenance Captain.
- Secretary to Engineer Captain or Captain (E) in charge of an establishment.

(A.F.Os. 1369/42 and 3985/42.)

(A.F.Os. 1665/43, 3140/43, 3798/43, 5573/43, 5952/43 and 6095/43 are cancelled.)

551.—W.R.N.S.—Stewards (O) Employed as Wine Stewards—Pay

(N. 30444/43.—3 Feb. 1944.)

Under A.F.O. 2128/43, paragraph 11, W.R.N.S. Stewards (O) who are employed in full charge of the wines and spirits of an Officers' Mess and the accounts thereof are eligible while so employed to receive the specialised rate of pay appropriate to their rating. They continue, however, to be members of the unspecialised Steward (O) category and the following pay arrangements are accordingly applicable:—

- (a) All time spent on Wine Steward duties, as defined above, counts towards the award of the higher unspecialised rate of pay as Steward (O).
- (b) A Wren Steward (O) allocated for Wine Steward duties is to be paid as follows, according to the rate of unspecialised pay she is drawing at the time:—
 - (i) *Lower rate.*—To be placed on the lower specialised rate. The higher specialised rate may be paid on completion of three months' duty as Wine Steward, if recommended. If eligible and recommended during this three months' period, may first be awarded the higher unspecialised rate.
 - (ii) *Higher rate.*—To continue at that rate. The higher specialised rate may be paid on completion of three months' duty as Wine Steward, if recommended.

2. Adjustments of pay under this Order may be made retrospectively to 3rd September, 1942, i.e., the earliest date from which payment at the higher unspecialised rate is permissible—*vide* A.F.O. 5838/43, paragraph 7.

(A.F.Os. 2128/43 and 5838/43.)

***552.—Re-advancement of Canteen Ratings Disrated for Misconduct**

(N. 757/44.—3 Feb. 1944.)

With reference to K.R. & A.I. Article 560, Clause 9, the following minimum periods of Very Good Conduct apply to the re-advancement of Canteen Ratings disrated for misconduct:—

Canteen Assistant to Leading Canteen Assistant	6 months	} In each grade immediately preceding re-advancement
Leading Canteen Assistant to Petty Officer Canteen Manager	6 months	
Petty Officer Canteen Manager to Chief Petty Officer Canteen Manager	1 year	

2. Whenever a Canteen rating is disrated for misconduct he will be relieved in the ship or establishment in which he is serving, and will be drafted to another.

3. Application for a rating's re-advancement will be made by NAAFI Headquarters to his Commanding Officer.

553.—N.A.A.F.I. Barbers' Shops—Employment of W.R.N.S. Hairdressers on Part time Barbering Duties

See AFO 2580/445.

(V.2/N. 7301/43.—3 Feb. 1944.)

Owing to the impossibility of obtaining the required number of male barbers for the staffing of the Barbers' Shops, conducted by the Naval Canteen Service, the Corporation has proposed that this difficulty should be met by augmenting the staff by volunteer W.R.N.S. Hairdressers with a knowledge of barbering. These volunteers would work on a commission of 50 per cent. of their takings, payable to them by the Canteen Manager direct.

2. Their Lordships have no objection to this arrangement at the discretion of Commanding Officers, but it is emphasised that W.R.N.S. Hairdressers should only be employed in the Barbers' Shops outside their normal working hours and when not required for naval duties.

The conditions of their employment and payment will be at the discretion of the Commanding Officers concerned and proper supervision of their work should be exercised by the Naval Canteen Service Head Barber or Barberess and the Canteen Manager of the Establishment. Care should be taken that adequate recreation of Hairdressers is not prejudiced by the arrangements now approved.

3. W.R.N.S. Hairdressers undertaking this work should be employed solely on barbering and should not be connected in any way with the sale of goods in the shop.

554.—Royal New Zealand Naval Forces—Special Leave Allowance

*See AFO 4557/48
A.F.O. 648/44.*

(C.W. 24481/43.—3 Feb. 1944.)

With reference to A.F.O. 4418/43, officers and ratings of the R.N.Z.N. and R.N.Z.N.V.R. who are serving in the Fleet Air Arm and Submarine Service are eligible for Special Leave Allowance under the conditions laid down in A.F.O. 6260/42, as from the dates specified in A.F.O. 4504/42.

(A.F.Os. 4504/42, 6260/42 and 4418/43.)

555.—South African Naval Forces—Cost of Living Allowances

(N. 1162/44.—3 Feb. 1944.)

With reference to A.F.O. 3022/43, paragraphs 31 and 32, cost of living allowances for personnel of the South African Naval Forces have been revised from 1 Jan. 1944, as follows:—

	<i>Per diem.</i>	
	<i>s.</i>	<i>d.</i>
All married personnel	3	11
All unmarried personnel	1	4

(Admiralty General Message 372, 24 Jan., 1944, is cancelled.)

(A.F.O. 3022/43.)

556.—Naval and Royal Marine Personnel taken Prisoner of War—Destruction of Cash

(N.L. 13578 43.—3 Feb. 1944.)

Their Lordships have recently had under consideration a case where Naval personnel, on being taken prisoners of war, were ordered to destroy their currency notes with a view to preventing these falling into the hands of the enemy.

2. Article 6 of the Prisoners of War Convention of 1929 provides that sums of money carried by prisoners may only be taken from them on the order of an officer, and after the amount has been recorded. A receipt is to be given and sums thus impounded are to be placed to the account of the prisoner.

3. The destruction of money in these circumstances is therefore unnecessary and is to be deprecated since no compensation can normally be allowed in such cases, and the personnel concerned may thus be involved in pecuniary loss.

557.—Prisoners of War and Internees—Prohibition of Disclosure of Information

(N.L./N.I.D. 0637/44.—3 Feb. 1944.)

It is an offence under the Defence Regulations and contrary to the King's Regulations and Admiralty Instructions, Article 17, to publish or to communicate to any unauthorised person any information or anything which purports to be information on any matter which would or might be directly or indirectly useful to the enemy.

2. Any information about an escape or evasion is information that would be useful to the enemy.

3. Therefore, except when required officially as provided in paragraph 4 below, or where permission has been obtained from the Admiralty as provided in paragraph 6 below, escaped or repatriated prisoners of war or those who have evaded capture are forbidden until further notice to write, publish, repeat or transmit in any form particulars of any escape or evasion they may have effected or attempted or publish photographs in connexion therewith.

4. No officers except those authorised by the Admiralty (or other Service departments) or by Commanders-in-Chief in overseas theatres of war, are permitted to interrogate any escaper or evader on the circumstances of his escape or evasion.

5. In Allied or neutral countries the British Naval Attache, or in his absence, the British Military Attache, is an officer authorised by the Admiralty to interrogate on escape and evasion matters.

6. Should it be considered desirable for an escaped prisoner of war to lecture on his experiences in connexion with his escape or evasion, the script of the proposed lecture will first be submitted to the Admiralty for approval. No such lecture will be arranged until this approval has been obtained.

7. An escaped or repatriated prisoner of war who is asked to give a description of his experiences as a prisoner of war will say nothing that might react unfavourably on other prisoners of war or mislead relatives of prisoners of war, but will confine himself strictly to welfare matters such as food, clothing, educational, religious, or recreational facilities. Lectures on such welfare matters will be permitted without the prior sanction of the Admiralty.

558.—Pay and Identity Books—(S.43A)—Royal Marines Drafted to Shore Units

(N. 1547/43.—3 Feb. 1944.)

Considerable difficulty is being experienced through lack of details being shown in the Pay and Identity Books of Royal Marines drafted to R.M. Shore Units from H.M. Ships and Establishments. In many cases some time elapses before the S.45 (transfer list) is received.

2. The system of payment to Royal Marines borne on the books of Home Base Ledger requires full particulars of current pay, N.S. pay, allotments, weekly rate of advances and balance on discharge to be shown in the pay book. Accountant Officers are to ensure that the essential details are recorded before Royal Marines are discharged from ships' books.

(A.F.Os. 4611/41 and 2484/43.)

559.—Stewards and Cooks, R.N.P.S.—Complements

(N. 24079/43.—3 Feb. 1944.)

The following amendment is to be made to A.F.O. 6254/42:—

Seagoing Ships

Delete: Complement of 1-3 Commissioned Officers or 2-3 Skippers 1 Steward.

Add: Complement of 1 or 2 Commissioned Officers or 2 Skippers 1 Steward.

Complement of 3 Commissioned Officers or 3 Skippers 1 Leading Steward or 1 Steward.

(A.F.O. 6254/42.)

560.—Cable Ship—Transferable Agreement—Introduction

(N/A S/M 49/44.—3 Feb. 1944.)

The following amendment is to be made to A.F.O. 251/44, Appendix II (a):—
Cancel "(ii) The rate of pay . . ." and substitute:—

"(ii) The rate of pay and allowances for an Ordinary Seaman on engagement as at (i) will be as follows:—

Wages per month		Overtime allowance	Cable ship allowance	War risk money
£	s. d.	s. d.	£ s. d.	£ s. d.
8	10 0	10 9	1 19 3	10 0 0".

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

561.—Accidents—Small Arms

(G.D. 033/44.—3 Feb. 1944.)

Fatal accidents with small arms continue to occur with regrettable frequency because elementary safety precautions are not taught and enforced. The majority of casualties are caused by revolvers, and sentries are most frequently involved in them.

2. The following points should be covered in local orders and enforced; when this is done the incidence of accidents is greatly reduced:—

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

3. Attention is called to the fact that many small craft, although supplied with small arms, do not receive A.F.Os. and may therefore be ignorant of relevant orders.

(A.F.Os. 1114/40, 3376/41, 2366/42, 4259/42, 2729/43, 2834/43 and 2851/43 are cancelled.)

562.—Amputation Cases—Invaliding and Transfer of Patients to Ministry of Pensions Hospitals

(M.D.G. 60760/43.—3 Feb. 1944.)

Cases requiring artificial limbs should be transferred when the stump is healed, to a Ministry of Pensions Hospital nearest to the patient's home.

2. Arrangements for transfer should be made direct with the Superintendent of the appropriate Ministry of Pensions Hospital without prior reference to the Medical Director-General of the Navy. This is applicable to non-attributable as well as attributable cases and they are not to be invalided before transfer.

3. The transfer of cases should be reported to the Medical Director-General in order that arrangements can be made for survey after the limb has been satisfactorily fitted.

4. The Ministry of Pensions Hospitals are as follows, and all communications are to be addressed to the Medical Superintendent.

MINISTRY OF PENSIONS HOSPITALS

(All communications to be addressed to the Medical Superintendent.)

CHEPSTOW	... ..	Mount Pleasant, Chepstow, Mon. Telephone: Chepstow 228. Telegrams: "Hospens, Chepstow."
DUBLIN	... ..	Leopardstown Park, Blackrock, Co. Dublin. Telephone: Dun Loaghaire 84187. Telegrams: "Hospens, Blackrock."
*GATESHEAD	... ..	Dunston Hill, Gateshead, LI. Telephone: Gateshead, Dunston 84444-5. Telegrams: "Hospens, Whickham."
*LIVERPOOL	... ..	Childwall Hospital, Woolton Road, Liverpool, 16. Telephone: Childwall 2238-9. Telegrams: "Hospens, Liverpool."
*LLANDRINDOD WELLS	... ..	Pump House Hotel, Llandrindod Wells, Radnor. Telephone: Llandrindod Wells 2271. Telegrams: "Hospens, Llandrindod Wells."
*ROEHAMPTON	... ..	Queen Mary's Hospital, Roehampton House, Roehampton, London, S.W.15. Telephone: Putney 6131-4. Telegrams: "Hospens, Put., London."
*COSHAM	... ..	Queen Alexandra Hospital, Cosham, Portsmouth, Hants. Telephone: Cosham 76078 and 76079. Telegrams: "Hospens, Cosham."
*EDINBURGH	... ..	Edenhall, Musselburgh, Midlothian. Telephone: Musselburgh 46. Telegrams: "Hospens, Musselburgh."
*LEEDS	... ..	Chapel Allerton, Leeds, 7. Telephone: Leeds Chapelton 41071-2; Telegrams: "Hospens, Leeds."
*LLANDAFF	... ..	Rookwood, Llandaff, Cardiff. Telephone: Llandaff 1027 and 1028. Telegrams: "Hospens, Cardiff."
*NEWQUAY	... ..	Headland Hotel, Newquay, Cornwall. Telephone: Newquay 2211. Telegrams: "Hospens, Newquay."
HAWKSHILL	... ..	Portsmouth Road, Esher, Surrey. Telephone: Esher 82. (Officers and Nurses communications to Queen Mary's Hospital, Roehampton.)

EMERGENCY MEDICAL SERVICE HOSPITALS

(Managed by Ministry of Pensions on behalf of the Ministry of Health.)

*STOKE MANDEVILLE	... ..	Stoke Mandeville Hospital, Mandeville Road, Aylesbury, Bucks. Telephone: Aylesbury 900. Telegrams: "Hospens, Aylesbury."
*WORCESTER	... ..	Ronkswood Hospital, Newton Road, Worcester. Telephone: Worcester 4335. Telegrams: "Hospens, Worcester."

* In the E.M.S. Scheme.

(A.F.O. 347/43 is cancelled.)

(Instructions for R.N.H. Articles 406, 588.)

563.—Burial by Naval Authorities of Mercantile Marine Personnel

(N.L. 9184/43.—3 Feb. 1944.)

The following is a re-issue of A.F.O. 2014/40, as revised by subsequent orders :—

It has been decided that the burial of all officers and men of the Mercantile Marine, whether British or foreign, who are killed or die as the result of enemy action and whose bodies are washed up or brought ashore in the United Kingdom, is in future to be undertaken whenever possible by the Naval authorities.

2. In the first place an accurate description should be made of the body and effects, and unless it is clear that the body is that of a foreigner, any particulars which may assist in identification should at once be communicated to the Registrar General of Shipping and Seamen, Llantrisant Road, Llandaff, Cardiff, with a request that if the body can be identified, the name of the deceased and of the ship to which he belonged, his religious denomination, and the name and address of the next-of-kin may be reported by telegram. The next-of-kin should then be informed of the recovery and funeral arrangements as appropriate in accordance with A.F.O. 6225/43, the provisions of which will govern the question whether bodies may be sent home for burial.

3. The expenses of burials undertaken by Naval authorities will be chargeable to Navy votes in the same manner as those for the burial of Naval personnel (K.R. and A.I., Article 1354, and A.F.O. 3041/43). The travelling expenses of two near relatives attending a funeral arranged by Naval authorities may also be borne by Naval funds.

4. Where it is impracticable for Naval authorities to undertake burial, the arrangements and expenses will be the responsibility of local civil authorities.

5. When bodies are sent home for burial under the provisions of A.F.O. 6225/43, conveyance charges and the appropriate grant-in-aid towards funeral expenses are payable from Naval funds as in the case of Naval personnel.

6. All bodies brought ashore or washed up in the United Kingdom should be assumed to be those of persons to whom this arrangement applies in default of evidence to the contrary.

(K.R. and A.I., Art. 1354.)

(A.F.Os. 3041/43 and 6225/43.)

(A.F.Os. 2014/40 and 736/41 are cancelled.)

AFO 4715/44* 564.—Naval Salvage Money—Distribution

(D.N.A./S. 277/41, D.N.A. 3A/S. 145/41.)—3 Feb. 1944.

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

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

Award for the salvage of s.s. "Westmoreland" by H.M. Ships "Hornbeam" and "Wild Swan" on 29th January, 1941 :—

	H.M.S. "Hornbeam"			H.M.S. "Wild Swan"		
	£	s.	d.	£	s.	d.
2nd Class	—	—	—	27	10	10
3rd Class	2	4	10	—	—	—
5th Class	1	9	10	13	15	4
6th Class	—	—	—	10	6	6
7th Class	—	—	—	8	5	3
8th Class	—	—	—	6	17	9
9th Class	0	11	10	5	10	2
10th Class	0	9	0	4	2	8
11th Class	0	7	6	3	8	11
12th Class	—	—	—	2	1	4
13th Class	—	—	—	1	7	6

Awards for the salvage of s.s. "Tetela" by H.M.S. "Widgeon" and H.M.R.T. "Sabine" on 17th-19th September, 1941 :—

	H.M.S. "Widgeon"			H.M.R.T. "Sabine"		
	£	s.	d.	£	s.	d.
3rd Class	39	8	9	—	—	—
5th Class	26	10	—	27	2	11
6th Class	19	4	4	20	5	11
7th Class	13	15	6	16	5	9
8th Class	13	2	11	13	11	6
9th Class	10	10	5	10	17	2
10th Class	7	17	10	8	3	0
11th Class	6	11	6	6	15	10
12th Class	3	18	10	4	1	6

Double shares to Mr. E. A. Aguzzi, Gunner, R.N., C. Moyes, Sig., C/S.S.X.29511, and W. Harmsworth, A/P.O., C/J.X.136070, of H.M.S. "Widgeon."

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

565.—Customs Privileges for Major Landing Craft

(N.L. 20877/43.—3 Feb. 1944.)

Henceforth certain types of major landing craft will be eligible to receive duty-free mess and canteen stores under precisely the same conditions as apply in the case of other H.M. commissioned seagoing ships.

2. Eligibility is at present confined to all types of L.C.T., L.C.F., L.C.I.(L), L.C.I.(S), L.C.G., L.C.H., and L.C.S.(L), Mark II. L.C.S.(L), Mark I are not eligible for this privilege.

3. Notification of the entitlement of such of these craft as are actually seagoing and commissioned should be forwarded in accordance with the procedure laid down in A.F.O. 345/42.

4. Duty-free service tobacco cannot be issued in craft whose crews are in receipt of subsistence allowances, e.g., L.C.Ts., but this prohibition does not apply to duty-free tobacco supplied as mess and canteen stores.

(A.F.O. 345/42.)

(A.F.O. 6221/43 is cancelled.)

566.—Stores—Care of Ships Under Repair, etc.

(N.L. 20540/43.—3 Feb. 1944.)

A.F.O. 414/44 is to be amended as follows :—

Amend cancelled A.F.Os. at end of Order to read :—

"(A.F.Os. 6127/42 and 3725/43 are cancelled.)"

567.—Instructional Films—"The Diesel Engine"

(T.S.D. 3034/43.—3 Feb. 1944.)

With reference to A.F.O. 4251/43, a further series of instructional films dealing with Diesel engines are now available, and will be distributed as in paragraph 3 below.

2. The titles and serial numbers of these films are as follows :—

G.40. Pt. 2. Diesel Engine Lubricating and Cooling System—Lubrication of the GM-71 Series Engines.

G.51. Pt. 2. Diesel Engine Mechanical Governors—GM Series 71.

G.169. Pt. 1. Diesel Engine Fuel System.

3. Distribution will be as follows, without demand :—

	No. of Copies	
	35 mm.	16 mm.
Command Instructional Film Libraries :—		
H.M.S. "Wellesley", Liverpool	1	1
R.N. Barracks, Devonport	1	1
H.M.S. "Cochrane", Rosyth	1	1
H.M.S. "Collingwood", Fareham	1	1
R.N. Barracks, Chatham	1	1
R.N. Store Depot, Neasden, London	1	1

4. Application for copies of these films on temporary loan should be made in accordance with A.F.O. 4251/43, paragraph 10.

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

568.—Instructional Film and Film Strips—"Passive Defence" (Serial No. A.132)

(T.S.D. 2005/44.—3 Feb. 1944.)

With reference to A.F.O. 4251/43, an instructional film entitled "Passive Defence" (serial number A.132) has now been completed and copies will be issued without demand in accordance with the scale of distribution as set out in paragraph 3 below.

2. The film is in five parts, which are as follows :—

	Running time.
Part 1—War Gases	10 minutes
Part 2—Methods of Offensive	11 minutes
Part 3—The Respirator	14 minutes
Part 4—Anti-Gas Clothing and Personal Cleansing	6 minutes
Part 5—Decontamination	15 minutes

3. Distribution will be as follows :—

	No. of Copies.	
	35 mm.	16 mm.
(a) For re-issue on temporary loan :—		
Film Libraries :—		
Lyness	A.F.O. 4251/43 paragraph 10 refers	1
Rosyth		1
Glasgow		1
Liverpool		1
Chatham... ..		1
Portsmouth		1
Devonport		1
London	1	

(b) On permanent loan :—

All H.O. establishments conducting Part 1 training.

4. Application for copies of this film on temporary loan should be made to the libraries referred to in paragraph 3 (a) above, in accordance with A.F.O. 4251/43 (paragraph 10.).

5. The film strip "Passive Defence" (serial No. S.A. 132, Parts 1-5) will be issued without demand to all establishments engaged in Part 1 Training and to Anti-Gas Schools, together with pamphlets describing fully the use of this visual aid.

6. Copies of this film strip are also available to H.M. Ships and Establishments where still projectors are in use, and application for copies should be made direct to D.T.S.D. Admiralty.

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

569.—Instructional Film "The Volunteer" (Serial No. D.538)

(T.S.D. 2004/44.—3 Feb. 1944.)

With reference to A.F.O. 4251/43, a film entitled "The Volunteer", produced by the Ministry of Information, is being made available for showing to Naval personnel and copies will be distributed without demand in accordance with paragraph 3 below.

2. The film describes the importance of the Air Branch maintenance ratings to the work of the Fleet Air Arm and consequently to the Navy generally. The film was designed for public showing, but should be shown officially to all Air Branch maintenance ratings, as opportunity offers. Running time, 45 minutes.

3. Distribution will be as follows :—

	No. of Copies.	
	35 mm.	16 mm.
(a) For re-issue on temporary loan :—		
Libraries :—		
Scapa	A.F.O. 4251/43 paragraph 10 refers	1
Rosyth		1
Glasgow		1
Liverpool		1
Chatham... ..		1
Portsmouth		1
Devonport		1
London	6	12

(b) On permanent loan :—

Director of Pre-entry Training (Lecture Section)	6	12
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4. Application for copies on temporary loan should be made to the libraries in accordance with A.F.O. 4251/43 paragraph 10.

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

570.—H.M.S. "Gambia"—Disposal of Gun Room Funds on Closing Accounts

(N.L. 1315/44.—3 Feb. 1944.)

The sum of £3 18s. 4d., being the balance of cash remaining after closing the Gun Room accounts of H.M.S. "Gambia," has been paid to the Officers' Association and Officers' Benevolent Department of the British Legion.

*571.—Collection of Waste Metal Foil

(N. 772/44.—3 Feb. 1944.)

Their Lordships desire that ships and establishments in home waters should co-operate to the fullest extent in the arrangements made to organise a national mass collection of waste metal foil, the proceeds from the sale of which are devoted to the Duke of Gloucester's Red Cross and St. John Fund. The many good offices of this fund include the provision and despatch of parcels of food and other comforts to British prisoners of war, and the provision of comforts for wounded sailors, soldiers and airmen.

2. All types of tin, aluminium and lead foils, such as foil from cigarettes, tobacco, tea, chocolate, biscuits, etc., are required, as well as lead tubes used for dentifrice, shaving cream, etc., and lead and aluminium caps or capsules from bottles, and it is suggested that collection in H.M. Ships and establishments should be arranged by placing suitably labelled sacks in convenient positions in mess decks, canteens, recreation rooms, etc., care being taken that only the metal objects described above are inserted in such sacks.

3. Bags of waste foil, etc., collected under these arrangements should all be forwarded to the following address :—

The Duke of Gloucester's Red Cross and St. John Fund,
Tin Foil Section,
18a, Newport Street, Lambeth, London, S.E.11.

As carriage will be paid by the Red Cross and St. John Fund, it will be necessary only for the bags (which should not weigh less than 28 lb.) to be clearly addressed as above and handed to a Naval Store Officer or Victualling Store Officer for forwarding by rail.

4. It will be generally sufficient if the notation "From H.M. Navy" is made on the address label so as not to disclose the identity or whereabouts of any particular ship. This does not apply to shore establishments, the names of which may be stated if desired. A collective acknowledgment of the quantities of waste foil, etc. received from the Fleet will be made by the Red Cross and St. John Fund from time to time through the medium of Admiralty Fleet Orders.

(A.F.O. 510/40 is cancelled.)

*572.—Sports—R.N. & R.M. Sports Control Board—Donation

(N.—3 Feb. 1944.)

*(Included in Notice Boards Issue only.)*Section 3.—G., T., N., E., etc. & STORES; HULL,
EQUIPMENT & FITTINGS

573.—Guns—40-mm. Bofors—Lubricants for D.E.M.S.

(N.S./D.N.O. (W.O.) 183/43.—3 Feb. 1944.)

With reference to A.F.O. 5475/43, an initial supply of special white lubricant (in 7-lb. tins) has been requisitioned from the War Office for delivery as follows:—

Chatham	154 lb.	Preston	3,962 lb. (a)
Sheerness	154 lb.	Tyne Area	700 lb.
Portsmouth	308 lb.	(Gateshead).	
Devonport	308 lb.	Severn Area	9,912 lb. (b)
Rosyth	308 lb.	Humber (Hull)	700 lb.
Clyde Area	1,204 lb.	Belfast	700 lb.
(Greenock).			

(a) Includes quantities for distribution as follows:—

Gibraltar	700 lb.	Algiers	700 lb.
Malta	154 lb.	Port Said	1,204 lb.

(b) Includes quantities for distribution as follows:—

Bombay	1,204 lb.	Simonstown	700 lb.
Colombo	700 lb.	Halifax	700 lb.
Calcutta	700 lb.	Trinidad	154 lb.
Abadan	700 lb.	Sydney	700 lb.
Durban	700 lb.	Melbourne	700 lb.
Fremantle	700 lb.	Wellington	700 lb.
New York	700 lb.	Freetown	154 lb.

(A.F.O. 5475/43.)

574.—Guns—20 mm. Oerlikon—Supply of Shoulder Rests for Guns in Twin
Mark V Mountings*Coastal Force Craft Only*

(A.S./C.F.M. 4860/43.—3 Feb. 1944.)

To facilitate handworking of 20 mm. Oerlikon twin Mark V mountings if the power or manual hydraulic supply fails, one shoulder rest will be supplied for each pair of guns in Mark V twin mountings in Coastal Force craft.

2. Bulk demands should be sent by Commanding Officers, Coastal Force bases, to the local R.N. armament depot from which Oerlikon gun parts are normally obtained.

3. Naval Proportion Book will be amplified.

575.—Guns—Oerlikon, 20-mm., Marks II and IV—Collapse of Barrel
springs, Mark I

(AS/G.D. 01352/42.—3 Feb. 1944.)

Barrel Springs, Mark I, of 20-mm. Oerlikon M.G.s., Mark II and IV, are to be replaced and returned to the nearest Armament Depot when they have collapsed to such an extent that no initial compression exists with the gun in the fired position. (i.e., recoiling parts fully forward).

2. In the event of replacement not being possible, they may, in emergency, be used until metal to metal recoils occur at high elevations of fire.

3. Available spare barrel springs should be redistributed on the basis of one spare set (one L.H. wound and one R.H. wound) for six or less guns mounted. Ships carrying springs in excess of this allowance should land the surplus for redistribution.

576.—Gun Mountings—American—5-in. U.S./38 Cal. : Single Mounting Mark 30 and
Mods.—Marks of Mountings and sub-assemblies—REPORTS*Ships concerned*

(G. 018693/43.—3 Feb. 1944.)

In order to determine whether modifying instructions reaching the Admiralty from the U.S. Bureau of Ordnance are applicable to particular 5-in./38 Cal. mountings the C.O.s. of ships concerned are to prepare a tabular statement giving the following information, and forward to the D.N.O. Admiralty, Bath.

5-in. U.S. 38 Cal. Assemblies			
	Mark	Mod.	Serial No.
Mounting			
Gun			
Carriage			
Slide			
Stand			
Shield			
Sight			
Telescopes			
Hoist (projectile)			
Hoist (powder)			

577.—Gun Mountings—3-in. U.S., Marks XI, XX and XXII, Fitted with Mark XVI
Sights. Elevation Drums and Sight Bar Graduation Strips—Replacement*Ships, Dockyards and Repair Establishments Concerned*

(G. 06382/43.—3 Feb. 1944.)

The 3-in., Mark XVI AA projectiles in use with these mountings will probably shortly be replaced by projectiles, Marks XXIII and XXVII.

2. The difference in ballistics of the new projectiles will necessitate the fitting of new elevation drums, and graduation strips for the sight bar, to replace those at present fitted. Arrangements for the supply of these drums and strips are being made and instructions for obtaining and fitting will be promulgated later.

3. As an interim measure, supplies of paper strips and dials graduated to suit the projectiles, Marks XXIII and XXVII, are being made available at D.N.O., Admiralty, Bath, and will be supplied on demand.

Demand should be made for sketch Nos.

111765—Range graduations for bar (paper scale).

111764—Range graduations for drum (paper scale).

4. The paper dial should be secured to the drum disc by a coat of clear shellac with the zero lined up against the index mark, having previously set elevation to

zero. When dry, apply a coat of shellac to the outside of the paper. Secure the paper strip to the sight bar in a similar manner, first removing the old metal graduation strip. If subsequent sight testing indicates the necessity for slipping the scales, new paper strips must then be applied and properly aligned.

578.—Gun Mountings—2-pdr., Marks V and VI—All Types—Fitting of Intermediate Deck Ring—As. and As.

Ships and Establishments concerned

(G. 07101/43.—3 Feb. 1944.)

To avoid jams between the revolving structure and accumulations of empty cartridge cases and links on deck, it has been decided that where the clearance between the lowest part of the revolving structure and the deck is less than 6-in., the mountings are to be raised by fitting a 4-in. thick intermediate ring between the deck seating and lower racer plate.

2. Commanding Officers of ships concerned should insert an item, Classification A, in their current lists of As. and As. to cover the work, stating the number and position of the mountings involved. The rings should be demanded as required from G.M.O., Barrow.

3. In ships of the "Kent" class, compensation for top weight equal to 65 tons/ft. above a 23-ft. waterline will be required. In ships of "London" class and "Norfolk" compensation equal to 50 tons/ft. will be required, except that for "London" 85 tons/ft. is necessary. Commanding Officers of ships concerned should forward their proposals for surrendering equivalent top weight before the work is taken in hand.

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

579.—Gunnery Equipment Trials—Return of N.A. Stores on Completion

(A.S./G. 3245/42/B.89.—3 Feb. 1944.)

Considerable quantities of empty and weighted shell and projectiles, dummy and weighted cartridges, with empty and/or drill fuzes, have been supplied to Principal (Ship) Overseers for use at the gunnery equipment trials of new ships.

2. Avoidable loss of time and expense has been caused in the past due to these stores not being returned to armament depots immediately after trials.

3. For these reasons, and having regard to the risk that distorted or incorrect rounds may be used in the second trial if rounds supplied and used for one ship are retained and used for another, Principal (Ship) Overseers are to arrange for all such stores to be returned to the Officer-in-Charge of armament supply or Naval armament depot from which the stores were received, *immediately trials have been successfully concluded.*

4. Commanding Officers of new construction ships are to ensure as far as possible that the stores referred to are landed as soon as they can be released.

(A.F.Os. 2838/41 and 948/43 are cancelled.)

580.—Ammunition—20-mm. Hispano of American Manufacture—Withdrawal from Use in Naval Service

(G. 07187/43.—3 Feb. 1944.)

20-mm. Hispano AP/T (M.75) ammunition of American manufacture is not to be used in Naval Service owing to hard extraction stoppages.

2. Other types of 20-mm. Hispano ammunition of American manufacture are not to be used for operational purposes in Naval Service pending further instructions, unless British ammunition is not available or cannot be obtained.

3. If the use of American ammunition is essential the cartridge cases should be lightly greased with anti-freezing grease, to Air Ministry Specification D.T.D. 143C, after belting and immediately before loading into the magazine of aircraft, so that dirt and grit are not collected on the grease.

4. 20-mm. Hispano ammunition of American manufacture on board ships or at Naval Air Stations should be returned to the nearest Naval Armament Depot at the first convenient opportunity and British ammunition demanded in lieu.

5. Naval Armament Depots are to set aside the quantities held or subsequently received, and report details of stocks held to D.A.S. (B107) on 1 May, 1944.

6. American 20-mm. Hispano ammunition can be distinguished by being packed in boxes containing 120 rounds, whereas British ammunition is packed in H.32 or H.45 boxes containing 60 rounds.

(C.A.F.O. 2091/43 is cancelled.)

581.—Ammunition—20-mm. Oerlikon—Clearing Charges

(Part I, G. 0186/43.—3 Feb. 1944.)

The 20-mm. Oerlikon clearing charges, Mark I, referred to in A.F.O. 4076/43 are to be used only in British, Mark II, III and III*, barrels. They are *not* to be used in American barrels.

2. A clearing charge that can be used in any barrel is in production. Its advent will be announced by A.F.O.

3. D.E.M.S. staff officers should inform merchant ships.

(A.F.O. 4076/43.)

582.—Ammunition—Magazine and Shell Rooms—Bottle Rack Stowages—Supply of New Pattern Cartridge Retaining Clips—As. and As.

(N.S. 25015/43.—3 Feb. 1944.)

Consequent on the receipt of unexpectedly heavy demands for the supply of cartridge retaining clips for bottle rack stowage, it has now been decided to amend the demanding procedure laid down in A.F.O. 1572/43.

2. Paragraph 4 of the A.F.O. should be amended to read as follows:—

Sets of fittings will be supplied by Admiralty and should be demanded direct from Director of Contract Work (Supplies), Admiralty, Pulteney Hotel, Bath, Somerset.

3. Where demands have already been made in accordance with the original instructions and clips have not been supplied, a further demand should be forwarded to D.C.W.(S), Bath. In order to avoid duplicate issues the new demand should give full particulars of the previous demand forwarded, together with the date and the Dockyard or Depot from which the clips were originally demanded. Clips will be issued to ships in order of priority.

(A.F.O. 1572/43.)

583.—Ammunition—Miscellaneous A.A.D. Weapons—Tails, Propelling Rockets U2-in., Marks II and III, Filled, Kirkby, Lots 32, 33, 136, 178, 179 and 182—Restriction.

*Cancelled
AFO 5083/44*

(A.S./C.I.N.O. 12874/43.—3 Feb. 1944.)

Owing to failures in service, tails, propelling rocket, 2-in., Marks II and III, Kirkby, Lots Nos. 32, 33, 136, 178, 179 and 182, filled SU/D, are not to be issued. Any ammunition of these lots already issued should be withdrawn.

584.—Training—Instructional Appliances—Rypa Attack Teacher

(Coastal Forces) as Constructed and used in H.M.S. "Midge"

(G. 188/44.—3 Feb. 1944.)

The modifications to the layout of the "Poole" Rypa detailed in A.F.O. Diagram No. 29/44 (1-9) are recommended for the training of personnel at working-up and operational bases of Coastal Forces. The modified layout is, however, considered to be too advanced for the basic training of A.A. 3 (L.C.) in gunnery schools.

2. The chief advantages of the modified layout are as follows:—

(a) Greater realism in appearance of target.

(b) Correct scale aim-off required.

(c) A method of recording is embodied for subsequent analysis.

(d) Effect of "own Speed and Lookout Bearing" is included.

3. *Layout.*—The existing tank is completely removed and in its place a stage is constructed—8-ft. × 3-ft. 6-in. and 5-ft. 10-in. above the floor. On this is stretched a piece of canvas painted blue and covered over with cellophane to give the effect of reflection on water. A space of 2-ft. is left between the back of the stage and the background for shifting targets, etc.

The background consists of a sheet of $\frac{1}{8}$ th iron plate, 8-ft. long by 18-in. high. This is painted to represent a skyscape, and, whilst the paint is still wet, covered with gauze, this absorbs some of the paint and so adheres to the iron and effectively stops reflections.

In the gap at the back of the stage is a rail 3-in. by 2½-in. and 8-ft. long, this is placed 3-in. in front of the background and 6-in. below the level of the stage. On this is fixed a sliding trolley carrying a plain card target in such a way that the target can be moved laterally.

At a central point under the stage a hole is drilled to take a brass spindle and a bracket fitted to support a pulley on the lower end of the vertical brass spindle, the pulley is keyed to the spindle so that they both turn together. On the upper end of the spindle a piece of brass 1½-in. × 1-in. is fastened, having two pins $\frac{1}{4}$ -in. soldered to each end.

A small waterline model of a boat (a trawler) is made about 8-in. long, two holes are drilled in the base of the model to coincide with the $\frac{1}{4}$ -in. pins on the brass strip, so that when the model is placed on the pins, the model turns with the action of the pulley.

The size of the model must be calculated taking into consideration the distance from the sight, the size of the prototype and the range which it is decided to represent.

A black hessian drop is attached to the front of the stage from the level of the sea down to the floor.

The Rypa unit itself is unchanged and mounts the standard air rifle. The model should be preferably placed somewhere near the centre of the stage and the "zero" position of the target holder on the beam be set at a distance of approximately 12 inches to the left of the model. This position should be carefully marked on the beam, the model should then be turned to give an inclination of 0° and the sights laid on to the model with no aim-off applied; the air gun is then to be adjusted so that the pellets strike approximately in the centre of the card target carried in the target holder when the target holder is at the "zero" position.

The control panel should be placed alongside the Rypa unit so that the A.V.G.I. can control the teacher, and also devote his attention to the trainee. The panel consists of two sections—the switchboard and the aim-off control.

The aim-off control consists of a spindle keyed to a pulley the same size as the pulley under the model. Bowden cable is rove through sheaves led round both pulleys, having one additional turn on each pulley to counteract slipping, the two ends being joined together by a bottlescrew, which affords a means of taking up slack. On the other end of the second pulley spindle an inclination bar is fixed at right angles to the rod and also keyed to the pulley spindle, so that on moving the inclination bar the movement is transmitted through both pulleys and so turns the model through the same number of degrees. The inclination bar must be so lined up that when the operator is facing the stage the model will have an inclination of 0° when the inclination bar is at 090° to the stage. The next step is to place a sheave in the left-hand end of the target beam, whiting line is rove through this, one end is attached to the left hand edge of the target carrier and a weight attached to the other end, so giving the target carrier a tendency to run to the left. A second piece of whiting line is attached to the right hand edge of the target carrier and led through sheaves back to the control panel.

The next step should be done very carefully, as on it depends the whole success of the apparatus. Take very careful aim at the model (inclination 0° or 180° and the target carrier at zero), and fire one round. Next, take another shot with 100-kts. aim-off left; the shot will go some distance away to the left. Measure this distance very carefully and divide it by 10. This gives the distance the target carrier must be slewed left for the pellets to strike the same hole as the first shot when giving 10-kts. left aim-off.

Now measure this distance on the inclination bar from the centre of the pulley rod and drill a $\frac{1}{4}$ -in. hole, drill another hole twice this distance and another three times the distance. Next make a speed knob with a $\frac{1}{4}$ -in. rod on it so that it will drop into these holes snugly. At the base of the speed knob make a sleeve that will rotate freely. Label the innermost hole on the inclination bar 10-kts., the middle one 20-kts. and the outer hole 30-kts.

Place the inclination bar at 090° with the speed knob in ANY hole. Attach the end of the whiting line which has been led back to the control panel to the collar on the speed knob so that the target carrier is held at "zero". This must be done accurately.

For instructional purposes it is essential that trainees be taught to aim at a point on the model immediately above the axis of the pulley rod, and a white line should be drawn down the model in this position. If this is omitted and trainees take a point of aim which is not vertical to the pulley axis an error will be introduced.

The inclination should be set to 90° left and the speed knob placed in the 30, 20 and 10-kt. holes, and the position of the target carrier carefully marked on the carrier beam for lining up in future. The same procedure should be followed for 90° right.

The only other "mechanical" requirement is a "front drop" of hessian with a hole cut so that only the actual stage is seen to take the place of the front screen of the original tank. If this is omitted extraneous light may cause difficulties later on.

Electrical Layout

Apart from the starter switch for the hydraulic pump motor the following circuits are required:—

Back Floods.—These consist of three 4-v. flash-lamp bulbs wired up in series and placed at the back end of "the sea" and 4-in. below it.

Star Shell.—Consists of three 4-v. flash-lamp bulbs wired up in series with very thin insulated wire. These are hung from the roof by thin twine and a length of black thread is attached to the bottom bulb with a small weight attached so that, when the "stars" are hauled up out of the way the small weight is just below the horizon. The "stars" should not be placed on the left of the model so as to avoid risk of their being hit by pellets. The twine which supports them is led through sheaves back to the control panel where they are wound up and down by means of a small reel.

Both the back flood and star shell are wired up through a potentiometer.

Distant Gunfire.—A 4-v. lamp is placed to one side of the back floods in a small tin to limit the amount of light.

Flashing.—A 4-v. lamp is set up inside a thin tube in which a $\frac{3}{32}$ -in. hole has been drilled near the top; this assembly is "sunk" into the "sea" at any convenient place on the stage.

Gunfire.—A similar assembly to the above is constructed but instead of having a single $\frac{3}{32}$ -in., four $\frac{1}{16}$ -in. holes are drilled. This assembly is sunk into the sea at 180° from the trawler so that it is just clear of the bows at inclination 180°. It can be raised so as to make the holes as high above the sea as possible, providing it does not superimpose the silhouette of the model.

Panel Light.—4-v. flashlamp bulb mounted up in a simple holder similar to a dashboard light, with red filter, so as not to impair night adaption.

The distant gunfire, gunfire, and flashing are operated through bellpushes and the panel light by means of a switch. All four are run through a resistance equivalent to two 4-v. lamps to bring them into line with the other combinations of three 4-v. lamps in series. A 12-v. mains switch is provided and the whole 12-v. assembly led to a 12-v. car battery. A 12-v. horn should also be wired up to a bellpush to act as a gun horn.

The usual 230-v. system is also laid on, comprising floodlights for the stage, to simulate day conditions, and general lighting. A light may be suspended over the turret to give the effect of enemy star shell.

The model is set to represent the enemy right ahead with no inclination, hence no deflection. The gunlayer has one shot at the aiming mark on the model and the pellet should strike somewhere in the middle of the cardboard target, thus showing that the gunlayer has taken aim correctly. This shot hole is marked on the card with a white chalk mark and represents the "mean point of impact".

The run is then started and at various combinations of inclination own speed, enemy's speed and lookout bearing 10 further shots are given. These should form some sort of a group round the M.P.I.

Night Attack Teacher

Range

It is not practical to move the stage for range; range at night with close-range weapons having little T.E. resolves into VISIBILITY. By having the back floods wired up through a potentiometer the "visibility" can be increased or decreased to suit the range, the more light the easier the target and the shorter the range.

Enemy's Speed

It is not practical to move the stage sideways for enemy's speed. Aim-off is the main thing, not the speed of swing of the turret. By slewing the turret gradually the swing of the turret can be simulated and to the gunner this has the same effect as if the target was moving and the turret stationary.

Own Speed and Lookout Bearing

An additional adjustment has been introduced to allow for both these factors by including a second bearing bar working on a bight of the target line and as it is working on a bight the bar will have to be half the scale of the inclination bar. The layout of this is shown on one of the attached diagrams. Distance between "Speed holes" is half that of the enemy's speed bar.

Stage in Darkness

Trainee is told he is Starboard Turret and is on patrol off the Dutch coast, and is to report anything he sees. Start electric motors.

Press Distant Gunfire Push

A slight flash will appear.

Trainee reports "Bearing Green 90—a distant Flash". G.I. explains that 20 minutes have elapsed and we expect to make contact with the enemy. Switch on the back floods and turn up the potentiometer until you can just see a glow.

Press Flashing Push Several Times

Trainee reports: "Bearing Green 80 Flashing". G.I. replies: "Very Good", "Lookout bearing Green 80 Own speed 20 knots".

Increase Back Floods Very Gradually to Give Impression of Closing Range

Suddenly the trainee will see the silhouette and report: "Bearing Green 90, a darkened ship". G.I. replies: "Very Good alarm starboard enemy in sight bearing Green 90—a trawler—moving left—estimated speed 20 kts."

Increase Lights Very Gradually the Whole Time During the Run

When the trainee gets his aim-off applied and his sights on, he will report "Target". When the G.I. thinks the trainee has sufficient light he will sound the fire gong. Trainee will fire one round.

Change inclination. Repeat fire gong.

Change inclination. Repeat fire gong.

Switch on Starshell and Wind Down Stars

Two shots with star shells.

Out Stars—Press Gunfire Push

At the end of 10 rounds examine the target. All rounds should be round the M.P.I. if the gunlayer is good and knows his aim-off procedure. The tale sheet described can be laid over the group and the score assessed on a numerical basis.

It is possible to vary shoots to suit different gunlayers: Poor ones can have plenty of light, slow speeds and small inclinations; good ones bad visibility, big speeds, many changes of inclinations with gun flashes, etc., to upset them.

The night shoots create very great interest among gunlayers, and much more is learnt than would be the case with the splash tank.

N.B.—Gunlayers who are used to the Night Attack Teacher can cheat by watching which way the card target moves and see how much it moves and aim off accordingly. If all targets are painted dark blue this is not possible.

A model of an E-boat was constructed at first, but with no wake it was difficult to tell whether the model was moving right or left. Hence a trawler model was constructed, the speeds still being given up to 30 knots as for the faster craft, as the bigger the speed, the larger the error—this makes it easier to spot mistakes.

585.—Torpedo Handling Equipment—Periodical Examinations and Tests

H.M. Ships, Shore Stations and Dockyards

(T. 85/43.—3 Feb. 1944.)

Investigation of two recent cases in which ribbon strops have parted while hoisting a torpedo has shown that:—

- (a) Strands of ribbon strops are particularly liable to deterioration underneath the leather serving, and this defect cannot be detected without removing the leather.

- (b) There is a general tendency to neglect the periodical examinations and tests of certain items of torpedo handling equipment.

2. With regard to paragraph 1 (a) above, trials have shown that the leather serving can be dispensed with, provided the four parts of the wire forming the soft eye of the strop are kept together by suitably placed wire seizings and spun yarn servings.

3. Approval has therefore been given for all future supplies of ribbon strops for torpedoes to be made without leather servings and in accordance with the following drawings:—

Pattern 4982 for 18-in. torpedoes, Drg. Po. M.C.D. 021161

Pattern 4983 for 21-in. torpedoes, Drg. Po. M.C.D. 021162

Pattern 4985 for 21-in. torpedoes, Drg. Po. M.C.D. 021163

4. These strops are to be subjected to the following inspections and tests:—

Strops in Ships and Naval Shore Establishments—

- (a) Survey by ships' or depot ships' staff six months after receipt or annual load test.

- (b) Survey and load test annually by dockyard.

Strops in Stock—

- (c) Six-monthly inspection.

- (d) Survey and load test immediately before issue.

5. With regard to paragraph 1 (b) above, instructions regarding the examinations and tests of torpedo handling equipment are at present contained in the torpedo tube maintenance handbooks.

6. References to these examinations and tests and instructions of maintenance of handling equipment generally are also contained in K.R. and A.I. Engineering Manual (B.R. 16) and Home Dockyard Regulations (O.U. 5225).

7. In order to make the required information on maintenance and test of torpedo handling equipment more readily accessible to those having charge of this equipment, action is being taken to consolidate this information and to issue it in the torpedo, as opposed to the tube, maintenance handbooks.

8. Amendments to books will be made accordingly.

(A.F.O. 6043/42 is cancelled.)

586.—Standard Compass Pattern 0188A—Replacement of Defective Compass Corrector Coils on

L.C.T., L.C.F., L.C.G., etc.

(C.D. 49/44.—3 Feb. 1944.)

Manufacture of "B" coils, Pattern 961, and H.E. coils, Pattern 962, for binnacles Pattern 189 has now ceased, and no further coils of these patterns will be issued. Binnacles, Pattern 189N, in which are incorporated "B" coils, Pattern 889, H.E. coil, Pattern 962D.2, and terminal box, Pattern 890, are being supplied to vessels under construction and for replacement purposes.

2. It is not intended to supply coils, Patterns 889 and 962D.2, apart from binnacles, since the fitting of these coils to binnacle, Pattern 189N, entails dismantling the binnacles completely, while considerable modification is necessary in order to convert binnacle Pattern 189 into binnacle Pattern 189N.

3. Defective Compass Corrector Coils on Standard Compasses in L.C.T., L.C.F., L.C.G. etc., are to be replaced as follows:—

"B" coil, Pattern 961	...	Return binnacle, Pattern 189, with coils to Naval Store Officer, Slough, and demand and fit new binnacle, Pattern 189N, in lieu, quoting this order.
H.E. coil, Pattern 962		
"B" coil Pattern 889	...	Return binnacle, Pattern 189N, to Naval Store Officer, Slough, and demand and fit new binnacle, Pattern 189N, in lieu, quoting this order.
H.E. coil, Pattern 962D.2		

4. Replacement of correction coils and binnacle does not involve change of resistance boxes (Patterns 968, 969, 867A) unless these are defective also.

587.—Boiler Tubes, etc.

H.M. Ships—"Aries", "Barbridge", "Bartizan", "Blackbird", "Fancy", "Helmsdale", "Honesty", "Kempenfelt", "Parrett", "Pincher", "Serapis", "Shiel", "Skomer", "Urania", "Verulam", "Windrush", H.M. Tug "Antic", (N.S./P. 21896/43.—3 Feb. 1944.)

H.M. Tug "Antic" (P. 21896/43)
 H.M.S. "Fancy" (P. 21977/43)
 H.M.S. "Helmsdale" (P. 21055/43)
 H.M.S. "Honesty" (P. 20636/43)
 H.M.S. "Kempenfelt" (P. 92/44)
 H.M.S. "Parrett" (P. 013980/43)
 H.M.S. "Serapis" (P. 21887/43)
 H.M.S. "Shiel" (P. 21841/43)
 H.M.S. "Skomer" (P. 22753/43)
 H.M.S. "Verulam" (P. 22846/43)
 H.M.S. "Windrush" (P. 21056/43)

Particulars of the boilers and tubes fitted in the ships shown under column A are identical with those published in the A.F.O.s quoted against those shown under column B, except in the case of stay tubes for H.M. Tug "Antic" which are staved and not swelled:—

A		B		A.F.Os.
H.M. Tug "Antic"		H.M.S. "Charon", etc.	...	1156/43
H.M.S. "Fancy"		H.M.S. "Brave"	...	5240/43
H.M.S. "Helmsdale"		H.M.S. "Chelmer"	...	5240/43
H.M.S. "Honesty"		H.M.S. "Potentilla"	...	1675/42
H.M.S. "Kempenfelt"		H.M.S. "Hardy"	...	5240/43
H.M.S. "Parrett"	}	H.M.S. "Barle"	...	4089/43
H.M.S. "Shiel"				
H.M.S. "Windrush"				
H.M.S. "Serapis"		H.M.S. "Quality"	...	2700/43
H.M.S. "Skomer"		H.M.S. "St. Agnes"	...	5745/43
H.M.S. "Verulam"		H.M.S. "Venus"	...	4927/43

H.M.S. "Aries" (P. 013933/43.)

Type and No. of boilers ... Water-tube 2 No.
 Total No. of tubes fitted ... Generator 2908 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1 $\frac{1}{2}$	116	7 9 $\frac{1}{4}$	128	} All tubes are bent.
B	1 $\frac{1}{2}$	116	7 7 $\frac{3}{8}$	128	
C	1 $\frac{1}{8}$	116	7 6 $\frac{3}{8}$	172	
D	1 $\frac{1}{8}$	116	7 6 $\frac{3}{8}$	172	
E	1 $\frac{1}{8}$	116	7 5 $\frac{3}{8}$	172	
F	1	104	7 9	196	
G	1	104	7 9 $\frac{3}{8}$	192	
H	1	104	7 10 $\frac{7}{16}$	196	
J	1	104	7 11 $\frac{3}{16}$	192	
K	1	104	8 0 $\frac{3}{8}$	196	
L	1	104	8 2 $\frac{3}{8}$	192	
M	1	104	8 4 $\frac{3}{16}$	196	
N	1	104	8 6 $\frac{11}{16}$	192	
O	1	104	8 9 $\frac{1}{8}$	196	
P	1	104	8 11 $\frac{9}{16}$	192	
Q	1	104	9 2 $\frac{1}{8}$	196	

H.M.S. "Barbridge" (P. 11999/42.)

With reference to A.F.O. 5301/42 for H.M.S. "Barbridge", particulars of the total number of preheater tubes should be amended to read 464 in number.

(A.F.O. 5301/42.)

H.M.S. "Bartizan" (P. 22751/43.)

Type and No. of boilers ... Single-ended multitubular ... 2 No.
 Total No. of tubes fitted ... { Generator 598 No.
 Preheater 464 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes Fitted	Remarks
Plain ...	2 $\frac{3}{8}$ in.	$\frac{1}{4}$ in.	7 ft. 4 $\frac{1}{2}$ in.	414	} All tubes are straight.
	Swelled one end to 2 $\frac{3}{8}$ in. for a length of 3 in.				
Stay ...	2 $\frac{3}{8}$ in.	$\frac{7}{16}$ in.	7 ft. 4 $\frac{1}{2}$ in.	4	
Stay ...	2 $\frac{3}{8}$ in.	$\frac{3}{8}$ in.	7 ft. 4 $\frac{1}{2}$ in.	16	
	Staved to 3 in. ext. diam. for a length of 2 in. at front end and screwed with a consecutive thread at both ends. 9 T.P.I. with nut.				
Stay ...	2 $\frac{3}{8}$ in.	$\frac{5}{16}$ in.	7 ft. 4 $\frac{1}{2}$ in.	100	
Stay ...	2 $\frac{3}{8}$ in.	$\frac{1}{4}$ in.	7 ft. 4 $\frac{1}{2}$ in.	64	
	Staved to 3 in. ext. diam. for a length of 2 in. at front end and screwed with a consecutive thread at both ends. 9 T.P.I. without nut.				
Plain ...	Preheater Tubes				
	2 $\frac{3}{8}$ in.	14 W.G.	3 ft. 1 $\frac{1}{8}$ in.	452	
	Swelled one end to 2 $\frac{3}{8}$ in. for a length of 2 in.				
Stay ...	2 $\frac{3}{8}$ in.	$\frac{1}{4}$ in.	3 ft. 2 $\frac{3}{8}$ in.	12	} All tubes are straight.
	Staved to 3 in. at one end for a length of 2 in. Both ends screwed with a consecutive thread. 9 T.P.I. nut fitted both ends.				

H.M.S. "Blackbird" (P. 21895/43.)

Type and No. of boilers ... Scotch 1 No.
 Total No. of tubes fitted ... { Generator 384 No.
 Air Heater 266 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
Plain ...	2 $\frac{3}{8}$ in.	8 W.G.	8 ft. 0 $\frac{1}{4}$ in.	270	} All tubes are straight.
	Swelled to 2 $\frac{3}{8}$ in. for a length of 3 in. at front end.				
Stay ...	2 $\frac{3}{8}$ in.	$\frac{7}{16}$ in.	8 ft. 0 $\frac{1}{4}$ in.	2	
Stay ...	2 $\frac{3}{8}$ in.	$\frac{3}{8}$ in.	8 ft. 0 $\frac{1}{4}$ in.	8	
Stay ...	2 $\frac{3}{8}$ in.	$\frac{5}{16}$ in.	8 ft. 0 $\frac{1}{4}$ in.	50	
Stay ...	2 $\frac{3}{8}$ in.	$\frac{1}{4}$ in.	8 ft. 0 $\frac{1}{4}$ in.	54	
	Staved to 3 in. O.D. at front end for 3 in. up, and screwed with a consecutive thread at both ends for 3 in. along. 9 T.P.I.				
Plain ...	Air Heater				
	2 $\frac{3}{8}$ in.	14 W.G.	3 ft. 5 $\frac{3}{8}$ in.	260	
	Swelled to 2 $\frac{3}{8}$ in. at front end for 3 in. up.				
Stay ...	2 $\frac{3}{8}$ in.	$\frac{1}{4}$ in.	3 ft. 6 $\frac{1}{4}$ in.	6	} All tubes are straight.
	Screwed at ends to 2 $\frac{3}{8}$ in. and 3 in. diam. for a length of 2 $\frac{3}{8}$ in. up, continuous thread 9 T.P.I.				

H.M.S. "Pincher" (P. 21049/43.)

Type and No. of boilers ... Three drum, water tube ... 2 No.
 Total No. of tubes fitted ... Generator ... 2908 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1 $\frac{1}{2}$	116	7 9 $\frac{7}{32}$	128	All tubes are bent.
B	1 $\frac{1}{2}$	116	7 7 $\frac{33}{32}$	128	
C	1 $\frac{1}{2}$	116	7 6 $\frac{33}{32}$	172	
D	1 $\frac{1}{2}$	116	7 6 $\frac{15}{16}$	172	
E	1 $\frac{1}{2}$	116	7 6 $\frac{1}{2}$	172	
F	1	104	7 8 $\frac{15}{32}$	196	
G	1	104	7 9 $\frac{1}{2}$	192	
H	1	104	7 10 $\frac{5}{16}$	196	
J	1	104	7 11 $\frac{5}{16}$	192	
K	1	104	8 0 $\frac{13}{32}$	196	
L	1	104	8 2 $\frac{13}{32}$	192	
M	1	104	8 4 $\frac{1}{2}$	196	
N	1	104	8 6 $\frac{11}{16}$	192	
O	1	104	8 8 $\frac{1}{16}$	196	
P	1	104	8 11 $\frac{1}{8}$	192	
Q	1	104	9 3	196	

H.M.S. "Urania" (P. 23628/43.)

Type and No. of boilers ... Three drum small tube type with Melesco superheaters. ... 2 No.
 Total No. of tubes fitted ... Generator ... 8996 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1 $\frac{3}{8}$	128	10 7 $\frac{3}{8}$	288	All tubes are bent.
B	1 $\frac{3}{8}$	128	10 3 $\frac{7}{8}$	284	
C	1 $\frac{1}{2}$	116	10 0 $\frac{15}{16}$	444	
D	1 $\frac{1}{2}$	116	9 11 $\frac{3}{8}$	440	
E	1 $\frac{1}{2}$	116	9 10	444	
E1	1 $\frac{1}{8}$	116	9 8 $\frac{3}{8}$	16	
F	1	104	9 6 $\frac{15}{16}$	500	
G	1	104	9 6 $\frac{3}{8}$	496	
H	1	104	9 6 $\frac{1}{16}$	492	
J	1	104	9 6	488	
K	1	104	9 6 $\frac{3}{16}$	484	
L	1	104	9 6 $\frac{1}{16}$	480	
M	1	104	9 7 $\frac{1}{8}$	476	
N	1	104	9 8	472	
O	1	104	9 9	468	
P	1	104	9 10 $\frac{3}{16}$	464	
Q	1	104	9 11 $\frac{11}{16}$	460	
R	1	104	10 1 $\frac{1}{16}$	456	
S	1	104	10 2 $\frac{1}{8}$	452	
T	1	104	10 5	448	
U	1	104	10 7 $\frac{1}{2}$	444	

Records affected, D 354 and D 682 (Standard Copy)

(A.F.Os. 1675/42, 5301/42, 1156/43, 2700/43, 4089/43, 4727/43, 5240/43 and 5745/43.)
 (This Order will not be reprinted.)

588.—Fire Bars for Cylindrical Boilers—Thickness and Air Space

Trawlers

(E. in C./N.S. 02923/43.—3 Feb. 1944.)

It has been found that considerable variation exists in the thickness and resultant air space of fire bars fitted for burning North Country or Welsh coal in trawlers on Naval Service.

2. While it is impossible to lay down definite sizes of fire bars to suit all descriptions of Welsh and North Country coal, the following are considered the best sizes as a compromise for the two main types of coal in general use.

Type of Coal.	Forced Draught.		Natural Draught.			
	Thick-ness of Bar.	Width of Air Space.	Percent-age Air Space to Grate Area.	Thick-ness of Bar.	Width of Air Space.	Percent-age Air Space to Grate Area.
(a) Good North Country Coal ...	$\frac{5}{8}$ -in.	$\frac{3}{8}$ -in.	37	1 $\frac{1}{4}$ -in.	$\frac{5}{8}$ -in.	33
(b) Large or Medium Welsh Coal ...	$\frac{5}{8}$ -in.	$\frac{1}{2}$ -in.	44	1 $\frac{1}{4}$ -in.	$\frac{3}{4}$ -in.	37

3. Admiralty built trawlers are originally fitted with bars of $\frac{5}{8}$ -in. thickness and $\frac{3}{8}$ -in. air space with a view to burning North Country coal with forced draught, and the dimensions of the fire bars have been selected with a view to adapting them to burn North Country coal or Welsh or vice versa without changing the size of bar. For example, if it is desired to burn Welsh coal with forced draught and bars of the size indicated in line (b) above are not available, the appropriate proportion of air space to grate area can be obtained approximately with the standard bar by removing one bar in every eight and spreading the remainder as evenly as possible.

4. As a general rule Welsh coal is unsuitable for use in furnaces designed to burn North Country coal with natural draught. If no fuel other than Welsh coal is available the air space through the grate should be increased by altering the spacing of the fire bars as indicated in paragraph 3 above, and in addition the air space through the throat of the furnace should be increased by removing the top row of fire bricks from the bridge.

5. The dimensions stated are intended to serve only as a guide. It may be found necessary, for instance, to increase still further the percentage of air space when burning Welsh coal with forced draught. These sizes should, however, be given a trial and if it is found necessary to modify them, a report should be forwarded to the Admiralty stating the size of bar and percentage of air space found most suitable, and the description of coal used.

6. For efficient steaming with Welsh coal, the proportion of "hards" should not be less than 50 per cent. with forced draught, and 75 per cent. with natural draught. Small or Duff Welsh coal is unsuitable for issue to trawlers and similar craft.

589.—Gearing—Examination of—REPORTS

"Hebe" Class Minesweepers, "Franklin" and "Scott"

(D. 033177/43.—3 Feb. 1944.)

The main gearing in the above-mentioned vessels is to be examined at refits at intervals not exceeding approximately one year, and reports on the condition of the gearing are to be forwarded to the Admiralty.

2. If the refit takes place in the United Kingdom, due notice of the examination should be given to enable Admiralty officers to attend if desired.

590.—Motor Minesweepers, 105-ft. and 126-ft., Fitted with Enterprise, National Superior and Fairbanks Morse Main Engines—As. & As.

(D. 356/44.—3 Feb. 1944.)

The following items, Classification "A," will be included in the class lists of As. and As. to motor minesweepers fitted with Enterprise, National Superior and Fairbanks Morse main engines:—

- (i) To fit drain cocks with locking device to lubricating oil clarifier tank.
- (ii) To fit drain cock to sump tank.
- (iii) To fit non-return valve in lubricating oil scavenge pump suction from engine sump.
- (iv) To fit lubricating oil hand priming pump with a suction direct from the engine sump.
- (v) To fit a non-return valve in a suitable position between the engine-cooling water inlet and the sea suction, in order to prevent the cooling water draining back to sea-level when the engine stops. (National Superior and Enterprise only.)
- (vi) To fit a by-pass of the same bore as the rest of the lubricating oil system, from between the scavenge pump discharge and the filter inlet change cock to between the filter outlet change cock and the sump tank, with a full bore relief valve lifting at 30 lb./sq. in. (National Superior engines only.)
- (vii) To modify the tension adjusting nut of the reversing air motor clutch as shown in A.F.O. Diagram 28/44 (Enterprise engine only).

2. The above work is to be carried out in ships in service by base staffs at the first opportunity.

3. These alterations are to be carried out in all vessels concerned under construction where no delay in completion is involved.

(C.O. H.M.S. "Epping", 6 Oct., 1943, No. B.5/1946.)

591.—Vanadium Bearing Petroleum Ashes—Recovery from Oil Burning Ships

(E.-in-C. 1122/43.—3 Feb. 1944.)

Owing to the vital importance to the war effort of the recovery of vanadium from the soot deposits in the boilers of oil-fired ships, attention is again called to A.F.O. 1058/42.

2. Analysis of soot deposits collected from various positions in the boilers of H.M. ships has shown that the deposits in the furnace and those from the superheater tube nests and generator tubes, between the furnace and the superheater, contain the highest proportion of vanadium. Deposits from generator tubes outside the superheater bank contain less vanadium but their vanadium content is sufficient to justify treatment for recovery. The yield from the lighter deposits on boiler casings outside the tube nests, air preheaters, uptakes and funnels is insufficient to justify the cost and labour of treatment and if these are mixed with the richer deposits from the tube nests and furnace it may result in the whole consignment being rejected and consequent loss of vanadium which would otherwise be recovered.

3. It is therefore essential that boiler cleaning parties should be instructed and supervised as necessary to ensure that whenever time permits, the valuable deposit from furnaces, tubes and superheaters is collected and bagged separately for return to the Eagle Oil & Shipping Co. in accordance with A.F.O. 1058/42 for the recovery of vanadium. The useless deposit from boiler casings, preheaters, uptakes and funnels should be dumped.

4. It is appreciated that the collection of deposits rich in vanadium prior to sweeping down funnels, uptakes, etc., will involve an increase in the time and labour required for external cleaning but in view of the importance of recovery of vanadium this must be accepted in the interests of the national war effort.

5. The importance of the recovery of vanadium in this way will be appreciated from the fact that, for every ton of the valuable grade of soot returned, an average of 95 lb. of metallic vanadium can be obtained.

6. It should be noted that, in the event of any trouble or difficulty, an application may be made direct to Mr. C. T. Wellington of the Eagle Oil & Shipping Co., Ltd., 34, Waldegrave Park, Twickenham, Middlesex, who has expressed his willingness to assist in every possible way.

7. It has been agreed with the Canadian and United States authorities that in future, all petroleum soot (of a grade suitable for the recovery of vanadium) from British ships arriving at Canadian ports shall, if it cannot conveniently be carried on the return voyage by the same ship, be landed for later shipment to the United Kingdom.

(A.F.O. 1058/42.)

592.—Radar Types, 286PU and 291U—Aerial Outfit A.T.S.

(S.D. 012041/44.—3 Feb. 1944.)

With reference to A.F.O. 4457/43, paragraph 5, experience has shown that existing supporting brackets, Pattern W.5133, with the fixing holes slotted, are satisfactory for use with the modified pedestal unit when fitted in trawlers. It has, therefore, been decided not to proceed with the manufacture of brackets, Pattern W.5133A. Demands already received by S.N.S.O., Haslemere, have been cancelled.

(A.F.O. 4457/43.)

593.—Asdic Oscillators—Return for Survey and Repair

(N.S. 022633/43.—3 Feb. 1944.)

The following amendment is to be made to A.F.O. 205/44:—

Delete "pattern A.1705" and substitute "pattern A.1707".

(A.F.O. 205/44.)

594.—Asdic Sets Type 124/V, 128 Series 131, 136 and 144 Series Mass Procedure Teachers and Attack Teacher—Training Motors—Introduction of Extractor for Pinion, Pattern A.2252.

(N.S. 016349/43.—3 Feb. 1944.)

Reports have been received that difficulty is experienced in removing the driving pinion on the shaft of training motors, Patterns 9955/A and 9956/A, when it is necessary to replace a defective motor.

2. New motors, Patterns 9955A and 9956A, will be supplied, complete with pinions, but as it will be a long time before the stock of the earlier motors is exhausted, it has been decided to supply an extractor to facilitate the removal of the pinion.

3. An "Extractor for Pinion", Pattern A.2252, will be supplied, without demand, from R.N. Store Depot, Copenacre, in accordance with C.A.F.O. 1305/42, on the basis of one per ship, Mass Procedure Teacher or Attack Teacher.

4. Bases and depot ships will be supplied with two for the use of base staff, and twelve will be supplied to each of "Osprey" and "Nimrod".

5. The Authorised List of Naval Stores and pertinent Establishment Lists will be amended.

(C.A.F.O. 1305/42.)

595.—Aircraft Undercarriages—Examination After Heavy Landings

(A.M.R./A.A. 1881/43.—3 Feb. 1944.)

Numerous cases of the structural failure of aircraft undercarriages after normal landings have occurred and are clearly attributable to the cumulative effect of previous heavy landings. Such failures are particularly likely to occur during deck landing training.

2. Squadron Commanders and Air Engineer Officers concerned are to ensure that undercarriages are adequately examined at Between-Flight Inspections whenever it is considered possible that a heavy landing has occurred.

596.—Indicators, Turning, Type B, Mark IA, Luminous, Made by Messrs. Ferranti Ltd.—Withdrawal from Operational Aircraft

(A.E. 5684/43.—3 Feb. 1944.)

Indicators, turning, type B, Mark IA, luminous (Stores Ref. 6A/675), manufactured by Messrs. Ferranti, Ltd., are to be withdrawn from operational aircraft and returned to store.

2. This particular make of turning indicator can readily be identified by the dial which is three inches in diameter and is appreciably smaller than other makes. Depot and are to be clearly marked "Demanded in accordance with A.F.O. 596/44

3. Demands for replacements are to be submitted to the nearest R.N. Store—Ferranti manufacture not suitable".

597.—Provision of Radio Valves for Aircraft Services

(N.S. 33169/43.—3 Feb. 1944.)

Attention is drawn to A.F.O. 648/44 relative to the introduction of a new procedure whereby all valves for radio and similar services will in future be accounted for as Naval stores under a new item of Subhead F (F.4) and not as at present either as Naval stores or air stores according to the source of supply, service for which mainly utilised, etc. Stocks of Air Ministry type valves previously maintained at air store depots will accordingly be held in future at storing yards for general Naval stores. Demands for these items for Naval aircraft services should accordingly be forwarded to services' normal Naval store storing yards and not to air store depots as at present.

598.—"Barricade" and "Bayonet" Class Boom Vessels—Fitting for Hot-weather Service

(B.D. 01096/43.—3 Feb. 1944.)

Approval has been given for the following "Barricade" and "Bayonet" class boom vessels to be fitted out for hot-weather service:—

"Barrage"	"Barneath"	"Barfield"	"Barnstone"
"Barranca"	"Barfair"	"Barbican"	"Falconet"
"Barilla"	"Barsound"	"Dragonet"	"Barbain"
"Barleycorn"	"Signet"	"Barsing"	"Barglow"
"Sonnet"	"Barlake"	"Barcombe"	"Barcote"
"Barcroft"	"Barfoot"	"Barmouth"	"Plantaganet"
			"Martinet."

2. An item, Classification "A*" to cover the following work involved, which should receive special consideration at the vessel's next refit, is to be included by the administrative authorities in the list of alterations and additions to the vessels concerned:—

- Single sun awnings and awning stanchions to be provided. Confirmation requested if already fitted.
- Ten in number additional table fans for "Barricade" class and 12 in number for "Bayonet" class to be supplied (to be demanded from storing yard).
- D.A.Rs., one in number, 3½ cubic feet and one in number 7½ cubic feet to be supplied by Admiralty and installed in the tiller compartment and the riggers' working space respectively.
- Two in number windsails to be provided.
- Light-excluding ventilators to be provided for 40 per cent. of side scuttles.
- Preparations for overseas passage to be made in accordance with C.A.F.O. 189/43 breakwater fittings, to be removable to avoid interference with boom working.
- Arrangements to be made for stowing and securing the stern anchors *vide* A.F.O. 735/43.

(C.A.F.O. 189/43 and A.F.O. 735/43.)

599.—Steering Gear—Improvement to L.B.V.2, L.B.O., L.B.W., L.B.E., L.B.F.

(D./D.C.O.M. 151/43.—3 Feb. 1944.)

In order to reduce the steering effort and the effect of wear on the steering wires of the above-mentioned craft, arrangements should be made to modify the lead of wires and yokes as shown in A.F.O. Diagram 27/44 (D.N.C. 28/AB/349).

2. The diameter of yoke and quadrant should be increased to 3 ft. 0-in. In cases where this is not possible due to the proximity of the coaming, etc., the size of steering wires should be increased to 1-in., Spec. 5 E.S.F.W.R. Modifications to the gear in craft in service should be made by base staffs as opportunity arises.

3. Blocks and sheaves and all moving parts of the steering tackle should be frequently examined and lubricated to ensure satisfactory working.

4. Replacement of defective sheaves should be arranged by base staffs where necessary, the equipment being drawn from the nearest Naval Store depot.

600.—Steaming with Smoke or Fumes in Boiler Rooms—Use of Pattern 230 Breathing Apparatus in Conjunction with L.P. Air System—As. and As.

(N.S. 25746/43.—3 Feb. 1944.)

With reference to C.A.F.O. 546/43, paragraph 2, the india-rubber asbestos-covered hose, Patterns 2313 and 2314, is supplied complete with standard pattern spigots, union nuts, and washers, and separate demands for these items are therefore not required.

2. Demands already forwarded should be considered cancelled.

(C.A.F.O. 546/43.)

601.—Methyl Chloride Gas for Recharging Sternette Refrigerators

L.C.T.(3)

(N.S. 33001/43.—3 Feb. 1944.)

One 16-lb. cylinder of methyl chloride gas is allowed to each flotilla of L.C.T.(3) fitted with Sternette refrigerators, for recharging purposes; craft concerned are Nos. 423 et. seq. if fitted with Diesel engines.

2. Bases should obtain requirements for attached flotillas from the Superintending Naval Store Officer, Park Royal (*see* A.F.O. 2553/42).

3. The establishment of stores will be amended.

(Capt., M.L.Cs., No. M.760/69, 24 Oct. 1943.)

(A.F.O. 2553/42.)

602.—Paraffin Cooking Stoves and Spares

Small M.T.Bs. and M.G.Bs. and M.A./S.Bs.

(N.S. 28029/43.—3 Feb. 1944.)

Taylor's Para-Fin cooking stoves, Model 022, are fitted in all British-built craft of the above types, with the exception of the 1943 programme M.T.Bs. Nos. 379-395 and 424-429 and all British Power Boat Co. M.T.Bs. later than M.T.B. 451.

2. Spare cooking stoves and spare parts for the stoves are to be allowed as follows:—

	Quantity per Boat		Quantity per Base per Flotilla of 8 Craft Attached	
	Home	Abroad	Home	Abroad
Taylor's Para-Fin cooking stove, Model 022	—	—	1	1
Spares for Taylor's stoves—				
Burners, complete	6	18	18	144
Domes	6	6	18	48
Prickers	6	6	18	48
Nipples	18	18	54	144

3. Bases concerned should forward demands as necessary to storing yards for the spares, etc., required for attached craft, and as base spares.

4. Yards and depots should obtain sufficient quantities of stoves and spares by local purchase to meet these requirements.

5. The Establishment of Naval Stores for 70-ft. M.T.Bs.—B.R. 374—will be amended.

(A.F.O. 6070/42.)

603.—Disposal of Obsolete V/S Apparatus

(N.S. 10504/43.—3 Feb. 1944.)

The following apparatus is obsolete, and all stocks and subsequent returns should be disposed of in accordance with A.F.O. 3118/43, paragraph 4 :—

10-in. Signalling projectors, Pattern 5300.
24-in. Searchlight projectors, Pattern 543.
24-in. Signalling projectors, Pattern 543A.

2. The following components and spares, which are suitable only for signalling projectors, Pattern 5300, should be similarly dealt with :—

Description	Pattern No.	Description	Pattern No.
Lamp	5301	Carbon holders ...	5307
Reflector	5302	Carbon holders ...	5308
Reflector	5302A	Focus finders ...	5309
Shutters	5303	Keys for carbon holders	9427
Pedestals	5304		

3. Pole and heel fittings, Patterns 5305 and 5306, with adaptor, Pattern 3859, can be used for signalling projectors, Pattern 3860A, in place of pedestals, Pattern 3865.

4. The Sea Store Establishments and Rate Book are being amended.

(A.F.O. 3118/43.)

604.—Drum Economies

(N.S. 23634/42.—3 Feb. 1944.)

Further to A.F.O. 2039/43, regarding economies being effected in the specification of certain patterns of drums, six-gallon terne-plate drums, Pattern 4735, will also be supplied in future in black sheet, painted with red oxide outside and sprayed internally with boiled linseed oil with thinner (to Specification T.G.19), similar to present supplies of drums Patterns 4732, 4733 and 4734.

(A.F.O. 2039/43.)

605.—Carrier, Bomb, L.S. Attachment No. 8—Ref. 11A/2636

(N.S. Air 7673/43.—3 Feb. 1944.)

The undermentioned item has been introduced for Kingfisher and Walrus aircraft and will be allowed to ships and services in accordance with the following scales.

Ships (except repair ships) as shown in B.R.378(X) and B.R.378(Z).
Shore establishments and repair ships.

Permanent

Ref. No.	Description	Denomination	R.N. air stations		R.N. aircraft repair yards		Repair ships	
			S.M.E.	Class "A"	Class "B"	Class "A"		Class "B"
2636	Carrier, bomb, L.S. attachment No. 8.	No.	(d)	12	8	12	8	12

(d) = 4 per aircraft.

2. The following services will be supplied from R.N. Store Depot, Stafford without demand :—

R.N. Air Station, Hastings, Freetown.
R.N. Air Section, Dartmouth, Halifax.
Supply to Piareo is not required.

3. Other services concerned should forward demands to their respective R.N. store depots at home or storing yards abroad, quoting this order as the authority for supply.

Issues to new services will be made with their initial outfit of stores.

4. Deliveries from contractors expected to commence in February, 1944, and supplies to ships and services should begin immediately thereafter.

5. Arrangements have been made for the necessary quantities to be despatched to yards abroad to cover the requirements of ships and services attached to foreign stations. Details of the quantities being supplied are being forwarded direct to (S) Naval Stores Officers concerned.

6. Aircraft Stores Establishments will be amended in due course ; meanwhile, all existing Establishments held by H.M. dockyards, R.N. air stations, store depots, etc., should be amended in manuscript.

606.—Plates, Speed, for Use in Conjunction with F.24 Camera Shutters—Introduction

(A.C.R.D. 1748/43.—3 Feb. 1944.)

The under-mentioned item of photographic equipment is hereby introduced :—

Stores Ref.	Description	Class of Store
14A/3347	Plates, Speed—For use with F.24 Camera Shutters	C

2. The Speed Plate is to be fitted on the F.24 gear box, types "C," "D," "E" and "F" (Stores Ref. 14A 2055, 14A/2056, 14A/2500 and 14A/3340 respectively). It comprises a rectangular metal plate on which is marked a table indicating the various shutter speeds of the F.24 main blinds, types "A," "B," "C" and "D." (Stores Ref. 14A/2324, 14A/2325, 14A/2326 and 14A 3096 respectively) in relation to the exposure speed indicator nut on the F.24 camera shutter.

3. It will be noted that the F.24 shutter, Mark 1, may be fitted with any one of the main blinds, types "A," "B," "C" or "D," while the existing exposure speed indicator scale nut has only three faces, "A," "B" and "C," graduated with the various speeds of the relevant blinds ; an additional scale on this nut for the type "D" blind was not incorporated. Future shutters will be fitted with an exposure speed indicator nut having one scale only, and graduations marked 1, 2, 3 and 4. Either this, or the existing type speed indicator nut, which will be permanently set at the "A" scale, may be used in conjunction with the table of relevant shutter speeds marked on the speed plate to obtain exposure speed settings for any of the F.24 main blinds.

4. Demands for speed plates to the scale of one for each F.24 gear box, obsolescent types "C" and "D," and one for each of the latest types "E" and "F," where not already incorporated by the manufacturer, are to be forwarded to the appropriate R.N. Store Depot. Gearboxes types "E" and "F" to be supplied in future will have the speed plate incorporated at time of manufacture.

5. Instructions for fitting are contained in A.P. 1355 B.41.W.

607.—Rudders and Rudder Stocks—Modifications to

61½-ft. M.F.Vs.

(D. 0838/44.—3 Feb. 1944.)

The rudders as fitted on several of the 61½-ft. M.F.Vs. already in service are believed to be defective for the following reasons :—

(a) In many cases the rudder stocks have been supplied with the flange at the lower end (to which the rudder is coupled) shrunk on, and held with a ¼-in. screw, instead of being welded on as specified.

(b) Lock nuts may not have been fitted to the six ¾-in. bolts joining the rudder and stock.

2. The rudders and stocks of all M.F.Vs. in service are to be inspected at the earliest opportunity and the following items carried out where applicable:—

- (a) The flange should be welded to the stock.
- (b) Lock nuts should be supplied and fitted.

The work is to be treated as a defect.

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

608.—Telephone Key Boxes, Patterns 13257 and 13258—Introduction

(N.S. 27828/43.—3 Feb. 1944.)

The following items for use in Target Indicating Offices, or Fighter Directing Office where no Target Indicating Office is fitted, have been added to the Rate Book of Naval Stores under Subhead F, Item 1c, Part III:—

Pattern	Description
13257	Key box (non-watertight), 4-way, for telephones and amplifiers.
13258	Key box (non-watertight), 6-way, for telephones and amplifiers.

2. Purchase of 50 of each pattern has been arranged from Messrs. Alfred Graham & Co., Ltd. (C.P. 4c/94023/43) for delivery as follows:—

	13257	13258
PEO/J.1577	1	—
PEO/J.4698	1	—
PEO/J.3317	1	—
PEO/J.1565	—	1
PEO/J.1672	—	1
Gateshead	10	15
Portsmouth	10	—
Mossley	5	15
Devonport	—	5
Glasgow	20	10
Stroud	2	3
	50	50

3. The services for which the articles that are being placed in store are being provided will be communicated to Overseers and Dockyards concerned in due course

609.—Towing Hawsers—Allowance

Trawlers

(N.S. 13821/44.—3 Feb. 1944.)

The allowance of towing hawsers to trawlers has been revised and is to be as follows:—

A/S and A/S-M/S Trawlers

- (i) Hawser, consisting of 30 fathoms of 6-in. blended manila rope, fitted with 33 fathoms of 3-in. steel wire rope at each end.

- (ii) Hawser, steel wire, flexible, 3-in., fitted complete, 150 fms.

M/S Trawlers

- (i) Hawser, steel wire, flexible, 3-in., fitted complete, 150 fms.

2. Ships concerned, in commission, should adjust the equipment on board accordingly, and furnish demands to the nearest Dockyard or Naval Store Depot for the 3-in. steel wire hawser, 150 fathoms. The composite hawser should be returned to the nearest Dockyard or Naval Store Depot by M/S trawlers to which it has already been supplied.

3. B.R.347 will be amended.

4. Composite hawsers landed by M/S trawlers should be retained at bases for issue to A/S and A/S-M/S vessels. Base stocks to be reported on 31 Mar. 1944.

(C.-in-C., *Western Approaches*, 18 May, 1943, No. W.A. 1999/4442 M.)

(C.-in-C., *Portsmouth*, 26 Oct., 1943, No. S/7953/25.)

(C.-in-C., *Plymouth*, 7 Nov., 1943, No. 3815/Ply. 367.)

(F.O. i/c, *Liverpool*, 22 Oct., 1943, No. 3166 M.)

(F.O. i/c, *Harwich*, 23 Oct., 1943, No. 70 (a).)

(A.F.Os. 5937/42 and 1955/43.)

610.—Non-Slip Deck Paint—Requirements

(*American-Built Escort Carriers*)

(N.S. 37255/43.—3 Feb. 1944.)

Requirements of non-slip deck paint and undercoating should be demanded from the appropriate dockyard or naval store depot.

2. Demands should state the shade required.

(F.O.C.T. No. 201/2123, 18 Dec. 1943.)

(A.F.O. 5263/43.)

Section 4

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

611.—D.E.M.S. Equipment—Painting of

(T.D./D.E.M.S. 254/43.—3 Feb. 1944.)

Painting of D.E.M.S. equipment exposed to the weather, e.g. guns, mountings, lockers, etc., is the responsibility of the Admiralty. Time and labour permitting, the Warship Production Superintendent should arrange for the necessary painting to be carried out by local contract.

2. When this is not possible through shortage of time or labour or when maintenance painting is required in the case of long voyages, the issue to ships of paint and the necessary brushes, etc., is approved.

3. In such cases the supply of sufficient paint, brushes, etc., for the purpose is to be made by the local (S) N.S.O. on demand of the D.E.M.S. Staff Officers who should first consult the W.P.S's. as to the quantity required. The paint, etc., should be provided to the Senior D.E.M.S. rating of the ships in order that the necessary work may be carried out by the D.E.M.S. personnel, either whilst the ship is in harbour or during the next voyage.

4. The Senior D.E.M.S. rating is to be particularly warned of the dangers of applying paint to working parts, sights, electric contacts, etc., of weapons, as this is more likely to cause failures or accidents than lack of painting. On no account is paint to be applied to ammunition.

5. For the information of D.E.M.S. Staff Officers of other ports of call a notation is to be made in the D.E.M.S. Defect Book, when paint for the above purpose is supplied.

612.—Shipment of Stores in H.M. Ships for Conveyance to H.M. Ships and Services

(N.S. 06212/43.—3 Feb. 1944.)

The reference at the foot of A.F.O. 353/44 should be amended to read:—

“A.F.Os. 3528/40 and 174/41”.

613.—Stores for First Line Naval Air Squadrons and Flights—Method of Addressing

(A. 088/41.—3 Feb. 1944.)

The following amendment is to be made to A.F.O. 489/44 :—

Paragraph 2 (A) (b), line 6 :—

For "The Main Scottish Railhead at present in use is Invergordon"
read "The Main Scottish Railhead at present in use is Aberdeen"

(A.F.O. 489/44 and C.A.F.O. 2179/43.)

614.—Victualling Stores—Accounting Instructions for Bases and H.M. Ships Dealing
See AFO 2396/43. With Supplies to Landing Craft and Landing Barges

(V. 8028/43.—3 Feb. 1944.)

The following instructions are in amplification of the arrangements promulgated in A.F.Os. 5170/43 and 5171/43 concerning accounting for victualling stores in landing craft and landing barges.

2. In connection with the instructions relating to the use and disposal of vouchers, it is emphasised that :—

- (a) The accounts of major landing craft and barges will no longer be centralised in "Dinosaur", but the local Accountant Officer is to assume the responsibilities of Accountant Officer of the parent ship for this purpose on the principles of A.F.O. 2179/42 or 1445/42 as applicable.
- (b) Minor landing craft are not normally required to carry any stocks of victualling stores and no individual victualling store accounts are therefore in existence for such craft as tenders to any base or ship.
- (c) No accounting stores vouchers are to be referred to "Copra" except as directed below.

PROVISIONS

3. *Major Landing Craft with Complements over 25.*—(a) The accounts kept by the craft on Forms S.461 and S.462 should normally be rendered to the local Accountant Officer who holds the base copies of the inventories of mess gear (see paragraph 8 below and A.F.O. 5170/43, paragraphs 2 and 15). When craft are on passage to a new base to which inventories are being transferred, the accounts should be retained until arrival at the new base. The local Accountant Officer to whom the accounts are rendered will carry out the duties of the Accountant Officer of the parent ship for this purpose as laid down in A.F.O. 2179/42, except as indicated at (b) below.

(b) The officers and crews of major landing craft will not be borne for victualling on the ledger of the local base and the statement referred to in A.F.O. 2179/42, paragraph 3 (d), will not be required. Payments of victualling allowance for these craft should be shown on a separate Form S.73, and the number of days for which victualling allowance is paid should be included in the reports required by A.F.O. 4414/43, paragraph 7, of the numbers of C.O. personnel victualled. All possible steps should be taken to ensure that canteen bills have been settled before payment of any balance of victualling allowance (mess savings) is made. Where practicable the local Accountant Officer should arrange to make test checks of the numbers victualled and whether G.T. or U.A. as recorded on Forms S.461 and S.1072 kept by the craft, following the arrangements shown in A.F.O. 4414/43, paragraph 6.

(c) Supplies and returns of provisions will be dealt with as direct transactions between the craft and the supplying base or ship, but when supplies are made by authorities other than the Accountant Officer holding the base copies of inventories, duplicate copies of supply notes are to be forwarded to that Accountant Officer. On transfer of the craft, from one base to another during the course of a month, settlement of mess savings should not be specially made on transfer, but a statement is to be forwarded to the new base of quantities of provisions supplied during the month, together with copies of supply notes received for provisions supplied from other sources, to enable the new base to check the entries in the Provision Account (Form S.462); this statement should be forwarded when practicable with the inventories (see A.F.O. 5170/43, paragraph 15 (ii)). Similarly, if provisions are supplied from any source in course of passage, the supplying authority should forward duplicate copies of supply notes to the new base. If the new base is not known the documents should be forwarded under cover by the craft to "port of destination".

4. *Major Landing Craft with Complements of 25 or Under and Landing Barges.*—(a) Victualling allowance is credited on ledger to officers and crews of these craft, and cash should be collected for provisions supplied as laid down in A.F.O. 5170/43, paragraphs 3 and 4 (b) and (c). Demands should be priced on Form S.77 or other suitable form. A daily record is to be kept of provisions sold for cash and this record should be forwarded with the provision account. If the cash is not taken by the Accountant Officer personally it should be handed over to him daily and he should sign the daily record of sales of provisions as a receipt for the cash. When frequent issues are made, the record should be kept on a separate Form S.72 (size 2). Where the system of accounting laid down in A.F.O. 2339/43 is in operation, the total of supplies made during the day should be entered in the stock ledger and the total during the month shown on Form S.1061 with a reference to the appropriate cash account voucher.

(b) The value of serviceable service provisions (other than emergency provisions) surplus to requirements on craft paying-off, etc., may be refunded to the crew in cash on the stores being taken into stock at the base, provided that the Commanding Officer of the craft certifies in writing that the provisions were originally purchased from service sources.

(c) *Emergency provisions* are dealt with on inventory account in accordance with A.F.O. 1445/42 and A.F.O. 5170/43, paragraph 4 (b), 14 and 15. When it is necessary for the emergency stock to be altered in quantity or description, the Accountant Officer supplying to or receiving from the craft is to note on all copies of the forms S.549 used that the craft's copy of the inventory has been amended and whether the base copy also has been corrected; if the base copy is not held, a copy of the form S.549 is to be sent to the base concerned.

5. *Minor Landing Craft, Beach Commandos, Beach Signal Units and Beach Support and Reconnaissance Units.*—Personnel are normally victualled in Naval establishments, H.M. ships and Red Ensign ships, or are on Army ration strength. Where casual issues require to be made to personnel not so victualled, credit should be claimed for extra meals if appropriate. If special emergency rations are provided, receipts should be obtained from the Flotilla or Commanding Officers and instructions should be given for the return of any unexpended rations at the conclusion of the exercise or operation.

CLOTHING

6. *Cash clothing* is to be issued by bases or ships under the normal arrangements.

7. *Combined Operations Kit.*—(a) Revised and consolidated instructions regarding combined operations kit issued on personal loan or gratuitously will be issued shortly.

(b) All issues authorised to be made on personal loan or gratuitously as first outfits are to be shown on Form S.105, which should be endorsed as at (d) below and forwarded with the clothing account.

(c) *Replacements of Personal Loan Items.*—Authorised replacements of articles lost or damaged otherwise than by neglect are always to be made in kind using Form S.105. Losses or damage by neglect are to be dealt with on Form S.126, two copies of which are to be forwarded to "Copra"; when replacements are issued, a further receipt copy of the Form S.126 is to be used to support the accounts of the supplying authority.

(d) *Notations in Pay Books.*—All Forms S.105 and S.126 are to be endorsed to the effect that the issue or replacement has been noted in the individual's pay book.

(e) *Gratuitous Issues.*—The procedure for replacement of gratuitous issue items of combined operations kit will be the same as that for compulsory items of uniform; if the loss was due to neglect or ordinary wear and tear, replacement is to be paid for in cash.

MESS GEAR

8. *Major Landing Craft and Barges.*—(a) Mess gear is dealt with on inventory account in accordance with A.F.O. 1445/42 and A.F.O. 5170/43, paragraphs 8, 14 and 15. The amplifying instructions at paragraph 3 (c) of this order as regards alterations in quantities of provisions on inventory charge are also applicable to mess gear in all landing craft and landing barges.

(b) With reference to A.F.O. 5170/43, paragraph 15 (iii), the names of bases are to be entered on the copy of Form S.1071 held on board the craft, as well as on the base copy, and care is to be taken that notations are kept up to date.

9. *Minor Landing Craft, Beach Commandos, Beach Signal and Beach Support and Reconnaissance Units.*—Issues on personal loan to individuals are to be dealt with in the manner prescribed for personal loan items of kit at paragraph 7 of this order.

(A.F.Os. 1445/42, 2179/42, 2339/43, 4414/43, 5170/43 and 5171/43.)

615—Spare Gear Held for Royal Fleet Auxiliaries—REPORTS

(N.S. Fuel 10220/44.—3 Feb. 1944.)

The spare gear detailed in the following lists is at present held at the Yards and Ports indicated for particular classes of Royal Fleet Auxiliaries or for individual vessels. Transfer of any of these items which may be required should be arranged direct between the Yards or Ports concerned.

2. Reports are to be forwarded to reach the Admiralty on 1 Oct. 1944, giving complete lists of the spare gear retained at the Yards and Ports for Royal Fleet Auxiliaries, the accounts under which the articles are held, whether the articles are in a serviceable condition, and the vessels or classes of vessels to which they are appropriated. The reports should also state how articles previously held, but no longer available, have been disposed of.

3. "Nil" reports should be rendered where applicable.

4. This order is intended to provide information in regard to the spare gear held at various Yards and Ports, and is not to be regarded as authority for maintaining fixed reserves.

HOME PORTS

Vessel	Description of Articles	Ledger Charge	Denomination	Chatham	Sheerness	Portsmouth	Devonport	Rosyth	Greenock	Newcastle-on-Tyne
"Dale" "A" Class.	Vickcen separator bowl ...	K.1	No.	-	-	-	-	1	-	-
	Hoses for upper piston cooling system.	K.1	No.	4	-	-	-	-	-	-
"Dale" "B" Class and "Cedardale"	Titan bowl ...	K.1	No.	-	-	-	-	1	-	-
"Dale" Class...	Joining shackles for 2 7/16-in. cable	K.1	No.	-	-	-	-	2	-	-
	Swivel pieces, 2 7/16-in. ...	K.1	No.	-	-	-	-	2	-	-
"Broomdale"	Main engine fuel cams ...	M/C	No.	-	-	-	1	-	-	-
"Derwentdale"	Propeller ...	Deposit	No.	-	-	-	-	1	-	-
"Dewdale" ...	Propeller ...	Deposit	No.	-	-	-	-	1	-	-
	Bowl for oil purifier ...	K.1	No.	-	-	-	-	1	-	-
"Ennerdale" ...	Propeller ...	Deposit	No.	-	-	-	-	1	-	-
"Empire Salvage"	30-h.p. Hercules engine ...	Deposit	No.	-	-	-	-	1	-	-
"War" Class...	C.I. pump end and distance piece for Hayward Tyler horizontal cargo pump, 14 in. x 12 in. x 14 in.	M/C	No.	1	-	-	-	-	-	-
	Main engine crank shaft. } Ex "War Mehtar"	M.E.D.	No.	-	-	1	-	-	-	-
	L.P. section ...	M.E.D.	No.	-	-	1	-	-	-	-
	L.P. section ...	M.E.D.	No.	-	-	1	-	-	-	-
	Cast iron propeller ...	Deposit	No.	-	-	-	1	-	-	-
	Spare tail end shaft—due for survey 18 months after fitting.	Deposit	No.	-	-	-	1	-	-	-
"War Bahadur"	Propeller ...	Deposit	No.	-	-	-	-	1	-	-
"War Nawab"	Plate gauges for propeller cones and keyways ...	M/C	Sets	-	-	-	2	-	-	-
"War Nizam"										
"War Sudra"										
"War Afridi"										
"War Bharata"	Spare wheel for windlass ...	M/C	No.	-	-	-	1	-	-	-
"War Hindoo"										
"War Sudra"										

HOME PORTS—contd.

Vessel	Description of Articles	Ledger Charge	Denomination	Chatham	Sheerness	Portsmouth	Devonport	Rosyth	Greenock	Newcastle-on-Tyne
"War Hindoo"	Armatures ...	K.1	No.	-	-	-	-	2	-	-
"War Krishna"		Spare bearings for dynamos ...	K.1	No.	-	-	-	2	-	-
"War Nawab"	Armature ...	K.1	No.	-	-	-	-	1	-	-
"War Nizam"										
"War Pathan"										
"War Brahmin"										
"War Pindari"	Wellin davit ...	Deposit	No.	-	-	-	-	1	-	-
"Pearleaf" ...	Pump oil ends ...	K.1	No.	-	-	-	-	2	-	-
"OL" Class ...	Gate valve piece—ex "Montenol"	K.1	No.	-	-	-	-	1	-	-
2,000-ton Class	Oiling at sea equipment:									
	Fairleads and brackets. ...	K.1	No.	-	-	-	-	2	-	-
	Deck sheaves ...	Ex K.1	No.	-	-	-	-	2	-	-
	Bollards ...	"Mixol" K.1	No.	-	-	-	-	2	-	-
	Davits ...	"K.1	No.	-	-	-	-	2	-	-
	Tail shaft ...	Ex M/C	No.	-	-	-	-	1	-	-
	Crank shaft (1/3rd part) ...	"Montenol" M/C	No.	-	-	-	-	1	-	-
"Belgol" ...	Tail end shaft ...	Deposit	No.	-	-	-	-	1	-	-
	Crank shaft (1/3rd part) ...	Deposit	No.	-	-	-	-	1	-	-
	Cylinder block for windlass ...	Deposit	No.	-	-	-	-	1	-	-
"Fortol" ...	Propeller shaft ...	Deposit	No.	-	-	-	-	1	-	-
"Prestol" ...	Propeller ...	Deposit	No.	-	-	-	-	1	-	-
	Crank shafts ...	Deposit	No.	-	-	-	2	-	-	-
	Propeller shafts ...	Deposit	No.	-	-	-	2	-	-	-
	Propeller ...	Deposit	No.	-	-	-	1	-	-	-
	Propeller nut ...	Deposit	No.	-	-	-	1	-	-	-
"Serbol" ...	Propeller ...	Deposit	No.	1	-	-	-	-	-	-
"Thermol" ...	Propeller ...	Deposit	No.	-	-	-	-	1	-	-
	Propeller tail shaft ...	Deposit	No.	-	-	-	-	1	-	-
	H.P. valve spindle ...	Deposit	No.	-	-	-	-	1	-	-
	L.P. valve spindle ...	Deposit	No.	-	-	-	-	1	-	-
	H.P. piston ring and spring ...	Deposit	No.	-	-	-	-	1	-	-
	I.P. piston ring and spring (ring in 2 parts—1/2 ring broken).	Deposit	No.	-	-	-	-	1	-	-
	L.P. piston ring and spring ...	Deposit	No.	-	-	-	-	1	-	-
	I.P. piston valve rings and springs	Deposit	No.	-	-	-	2	-	-	-
	Distiller tubes ...	Deposit	Bdle	-	-	-	-	1	-	-
	Condenser tubes ...	Deposit	Bdle	-	-	-	-	1	-	-
	Evaporator coils ...	Deposit	No.	-	-	-	5	-	-	-
"Mixol" and "Thermol"	Spare gear for dynamos, Nos. 29831/2:—									
	Armature ...	Deposit	No.	-	-	-	1	-	-	-
	Interpole coils ...	Deposit	No.	-	-	-	4	-	-	-
	Field coils ...	Deposit	No.	-	-	-	4	-	-	-
	Carbon brushes ...	Deposit	No.	-	-	-	16	-	-	-
1,000-ton Class	Propellers, rough-machined ...	M/C	No.	-	2	-	-	1	-	-
	Propeller shaft ...	M/C	No.	-	-	-	1	-	-	-
"Kimmerol"	Armature ...	Deposit	No.	-	1	-	-	-	-	-
"Philol"	Field coils ...	Deposit	Set	-	1	-	-	-	-	-
"Scotol"	Dynamo brushes ...	Deposit	Set	-	2	-	-	-	-	-
"Viscol"	Spare interpole coil ...	Deposit	No.	-	1	-	-	-	-	-
"Elderol"	Propeller shaft ...	Deposit	No.	-	-	-	1	-	-	-
"Elmol"	Propeller tail shaft ...	Deposit	No.	-	-	-	-	1	-	-
	Propeller ...	Deposit	No.	-	-	-	-	1	-	-
"Hickorol"	Propeller tail shaft ...	Deposit	No.	-	1	-	-	-	-	-
	After end of crankshaft ...	Deposit	No.	-	1	-	-	-	-	-
"Kimmerol" ...	Barrel for direct acting pump, No. 2224.	M.E.D.	No.	-	-	1	-	-	-	-
"Larchol"	Propeller tail shaft ...	Deposit	No.	-	1	-	-	-	-	-
"Limol"	Propeller tail shaft ...	Deposit	No.	-	1	-	-	-	-	-
	Steam separator for dynamo engine.	M.E.D.	No.	-	-	1	-	-	-	-

Vessel	Description of Articles	Ledger Charge	Denomination	Chatham	Sheerness	Portsmouth	Devonport	Rosyth	Greenock	Newcastle-on-Tyne
"Scotol" ...	Tubes, steel, boiler, H.R. :—	Deposit	No.	—	—	10	—	—	—	—
	3 in. × $\frac{5}{8}$ in. × 8 ft. 3 in. ...									
"Pet" Class ...	3 in. × 160 W.D.G. × 7 ft. 9 in.	Deposit	No.	—	—	—	1	—	—	—
	Propeller, R.H. (4 blades) ...									
"C.112" ...	Firebricks for galley ...	K.1	Sets	—	—	3	—	—	—	—
	Firebars for galley ...									
"C.8" ...	Rings for hot plates ...	K.1	Sets	—	—	3	—	—	—	—
	Fire covers ...									
"Oakfield" ...	Propeller, R.H. ...	M/C	No.	—	—	1	—	—	—	—
	Propeller ...									
General ...	Propeller ...	K.1	No.	—	—	—	—	1	—	—
	Tail shaft ...									
General ...	Crank shaft ...	Deposit	No.	—	—	—	—	—	—	1
	Auxiliary boiler oil fuel unit.									
General ...	Auxiliary boiler hand starting pump.	M/C	No.	—	—	—	1	—	—	—
	Auxiliary boiler hand test pump.									
General ...	Auxiliary boiler fuel transfer pump.	M/C	No.	—	—	—	1	—	—	—
	Sluice valves :—									
General ...	11-in. bore ...	K.1	No.	—	—	—	2	—	—	—
	7-in. bore ...									
General ...	5-in. bore ...	K.1	No.	—	—	—	1	—	—	—
	5-in. bore, with connections.									
General ...	Revolution telegraph transmitter.	K.1	No.	—	—	—	1	—	—	—
	Revolution telegraph receiver.									
General ...	Revolution telegraph shafting.	K.1	Lng.	—	—	—	10	—	—	—
	Engine room telegraph pedestal.									
General ...	Engine room intermediate telegraph pedestal.	K.1	No.	—	—	—	1	—	—	—
	Bollards, 8½-in. ...									
General ...	Schermuly pistol rocket apparatus, No. 1 size, requires re-conditioning.	K.1	Set	2	—	—	—	—	—	—
	Lapwelded mild steel piping for repair of cargo pipe line :—									
General ...	Flange at each end 17-in. diam. × 1½-in. thick, bossed, screwed and expanded on, and each drilled 12 holes for ¾-in. diam. bolts on a P.C.D. of 15-in. holes line in line.	K.1	No.	—	—	—	—	—	—	—
	Overall length diam. Thick									
General ...	10-ft. 3¼-in. 10½-in. 1½-in.	K.1	No.	—	—	—	—	—	—	—
	10-ft. 0-in. 10½-in. 1½-in.									
General ...	Flange as above at one end only, the other end plain for muff coupling.	K.1	No.	—	—	—	—	—	—	—
	Overall length diam. Thick									
General ...	13-ft. 0-in. 10½-in. 1½-in.	K.1	No.	—	—	—	—	—	—	—

Vessel	Description of Articles	Ledger Charge	Denomination	Chatham	Sheerness	Portsmouth	Devonport	Rosyth	Greenock	Newcastle-on-Tyne
General—contd.	Flange at each end 12-in. diam. × ¾-in. thick, bossed, screwed and expanded on and each drilled 12 holes for ¾-in. diam. bolts on a P.C.D. of 10½-in. holes line in line.	K.1	No.	—	—	—	—	—	—	—
Overall length diam. Thick	8-ft. 0-in. 7½-in. 5/8-in.									
General—contd.	Pipes, steel, 12 ft. long, fitted each end with 24/28-ton steel flange to British Institution Table H :—	K.1	No.	—	—	—	—	—	—	—
	1-in. bore 5 S.W.G. thick ...									
General—contd.	1½-in. bore 5 S.W.G. thick...	K.1	No.	—	—	—	—	—	—	—
	2½-in. bore 5 S.W.G. thick...									
General—contd.	4-in. bore 5 S.W.G. thick ...	K.1	No.	—	—	—	—	—	—	—
	9-in. bore ¼-in. thick ...									
General—contd.	Sluice valves ex. "Belgol" and "Celerol".	K.1	No.	—	—	—	—	2	—	—
	Bullivant compressor ex. "Prestol".									
General—contd.	Rotary oil pump, Stothert & Pitt, size No. 170.	K.1	No.	—	—	—	—	—	—	—
	3-cylinder "Dotman" semi-diesel motors.									
General—contd.	5-in. Sluice valves ...	K.1	No.	—	—	—	—	—	—	—
	5-in. "Lolas" oil filter (ex. Lighter "C.97").									
General—contd.	Wallsend Howden liquid fuel burning plant, comprising heater, pump and filters.	M/C	No.	—	—	—	—	—	—	1
	Hand pump for lighting up boiler (ex. "Mixol").									
General—contd.	Lifeboat, 24-ft., ex. "Belgol" ...	K.1	No.	—	—	—	—	—	—	1
	Lifeboat, 23-ft., ex. "Gray Ranger".									
General—contd.	Lifeboat, complete with equipment and certificate to B.O.T. requirements, 27-ft.	K.1	No.	—	—	—	—	—	—	1
	Lifeboat, 22-ft. ...									
General—contd.	Lifeboats, 25-ft., ex. "War Mehtar".	K.1	No.	—	—	—	—	—	—	2
	Oil sluice valves, Glenfield and Kennedy, standard pattern, 9-in. bore.									
General—contd.	10 K.W. shanks, electric generating set.	M/C	Set	1	—	—	—	—	—	—
	Spares for 5-in. fan motor :—									
General—contd.	Armature with bearing ...	M/C	No.	1	—	—	—	—	—	—
	Field coil (2 No.) ...									
General—contd.	Brush holder, complete ...	M/C	No.	1	—	—	—	—	—	—
	Brush springs ...									
General—contd.	Bearings ...	M/C	Set	1	—	—	—	—	—	—
	Fans, ventilating :—									
General—contd.	V.2492- 9-in.-110-volt-D.C.	K.1	No.	—	—	—	—	—	—	2
	V.25002-15 in.-110-volt-D.C.									
General—contd.	V.25002-18 in.-110-volt-D.C.	K.1	No.	—	—	—	—	—	—	1
	Spares for each fan :—									
General—contd.	One wound armature ...	K.1	Sets	—	—	—	—	—	—	—
	One set field coils ...									
General—contd.	One set bearings ...	K.1	Sets	—	—	—	—	—	—	—
	One set brush holders...									
General—contd.	One set springs and brushes	K.1	No.	—	—	—	—	—	—	3
	3-in. G.M. Relief valves, full-lift type.									

FOREIGN YARDS

Vessel	Description of Articles	Ledger Charge	Denomination	Yards					
				Gibraltar	Malta	Simonstown	Bermuda	Trincomalee	Alexandria
"Dingledale"...	Swivel pieces, 2½-in. ...	K.1	No.	2	-	-	-	-	-
"Eaglesdale"...									
"Easedale"...									
"War" Class...	1½-in. Chain rigging, M.S. quality, for repair of steering chains.	K.1	Fm.	-	15	-	-	-	-
"Leaf" Class...	Duplex oil fuel strainer ...	M/C	No.	-	1	-	-	-	-
	Steam capstan, with spare gear (ex. "St. Issey").	M/C	No.	-	1	-	-	-	-
"Appleleaf" ...	Crank shaft, main engine, single section, No. 47.	Deposit	No.	-	-	-	-	1	-
"Pearleaf" ...	Propeller shaft, not machined on nut end.	Deposit	No.	-	-	-	-	1	-
	Unmachined propeller nut ...	Deposit	No.	-	-	-	-	1	-
	Crank shaft, main engine ...	Deposit	No.	-	-	-	-	1	-
	Loose couplings for intermediate propeller shaft.	M/C	No.	-	-	-	-	1	-
	Intermediate propeller shaft ...	Deposit	No.	-	-	-	-	1	-
	Propeller shaft, with nut ...	Deposit	No.	-	-	-	-	1	-
"Plumleaf" ...	Telltale telegraph, P. & S. ...	M/C	No.	-	2	-	-	-	-
	Engine room telegraph transmitter, P. & S.	M/C	No.	-	2	-	-	-	-
	Revolution telegraph transmitter	M/C	No.	-	1	-	-	-	-
	Cabin heater with valve, steam (Stafford patent).	M/C	No.	-	1	-	-	-	-
	Cabin heater with valve, steam (Bilton Graham & Co.).	M/C	No.	-	3	-	-	-	-
	Cabin heaters ...	M/C	No.	-	1	-	-	-	-
	"House" pressure filter with valve (Doulton & Co.).	M/C	No.	-	1	-	-	-	-
	Hot water geyser with valve ...	M/C	No.	-	2	-	-	-	-
	Petrol strainer box with master valve.	M/C	No.	-	1	-	-	-	-
	Petrol pipe with 3 branches and cocks.	M/C	No.	-	1	-	-	-	-
	Pipes, copper, 2-in. bore ...	M/C	No.	-	2	-	-	-	-
	Hot water tank with valves, copper.	M/C	No.	-	1	-	-	-	-
	Zinc slab brackets, complete with securing bolts.	M/C	No.	-	180	-	-	-	-
"Leaf" Class and "Petrella"	Fire hoses, 2½-in., 50-ft., complete with couplings, branch pipe, etc. (2 per set).	K.1	Sets	-	2	-	-	-	-
2,000-ton Class	Crank shaft for main engine ...	M/C	No.	-	-	-	-	-	1
"Rapidol" ...	Section of crank shaft ...	M/C	No.	-	-	1	-	-	-
	Tail end shaft ...	M/C	No.	-	-	1	-	-	-
"Boxol" ...	Tail shaft, 11 ft. 2 in. ...	M/C	No.	-	1	-	-	-	-
General ...	Radio valves, Osram, type D.E.R.	K.1	No.	-	57	-	4	-	-
	Radio valves, Osram, type D.E.7	K.1	No.	-	26	-	4	-	-
	Tubes, steel, lapwelded:—								
	8½ in. × ¼ in. × 15 ft. 6 in., Class B.	K.1	No.	1	-	-	-	-	-
	8½ in. × ¼ in. × 12 ft. 0 in., Class B.	K.1	No.	2	-	-	-	-	-
	Tubes, steel, seamless, for steam pipes:—								
	10 in. × 348 × 12 ft. 0 in. ...	K.1	No.	2	-	-	-	-	-
	9 in. × 324 × 12 ft. 0 in. ...	K.1	No.	2	-	-	-	-	-
	8 in. × 300 × 12 ft. 0 in. ...	K.1	No.	2	-	-	-	-	-
	Pistol for rocket line (Schermuly)	K.1	No.	1	-	-	-	-	-
	Lines for rocket, 340 yd. × ½ in.	K.1	No.	6	-	-	-	-	-
	Schermuly pistol pocket apparatus.	K.1	Sets	-	3	-	-	-	-
	Schermuly line-throwing apparatus—Spra size.	K.1	Sets	-	2	-	-	-	-
	Pan's line-carrying apparatus ...	K.1	Sets	-	2	-	-	-	-

(A.F.O. 749/43 is cancelled.)

616.—Edible Oils

(C.P.5A. 34129/43.—3 Feb. 1944.)

A contract for the supply of Edible Oils for the period terminating 31st July, 1944, has been placed with The Premier Oil Extracting Mills Ltd., Stoneferry, Hull (Telegrams: Premier, Hull; Telephone 15191).

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

3. The contractors have been instructed to accept any demand from Naval Establishments, providing each is signed by a responsible Officer.

4. On account of the damage to which non-returnable containers are subjected in transit to Establishments abroad, all supplies of Edible Oils under this contract will be made in *returnable* containers.

5. Particular attention is drawn to A.F.O. 1969/42 concerning the return of empty drums. It is important that the screw stoppers should be returned with the empty drums.

(A.F.Os. 1969/42, 644/43 and 3618/43.)

617.—Officers—Provision of Bed Linen and Towels

(V. 13/649/44.—3 Feb. 1944.)

The attention of all officers, especially those who have been recently granted commissions, is to be drawn to the fact that they are expected to provide their own bed linen and towels, and that they should always take these with them when appointed to a ship or naval establishment, no matter how short the duration of the appointment may be. Supplies of bed linen and towels are available for issue on repayment from Service stocks to individual officers, subject to the restrictions imposed by A.F.Os. 5832/42 and 210/43 respectively.

2. Several requests have been received recently for supplies of bed linen and towels to be allowed to Naval establishments for issue on loan to officers temporarily accommodated. These requests cannot be approved, but application may be made for officers' messes of shore establishments which wish to do so to purchase a small supply of these items from Service stocks for loan to officers, the mess making charges as necessary to cover the cost of the items and their laundering. Such applications should be made by the Commanding Officer of the establishment to the Director of Victualling.

(A.F.Os. 734/42, 5832/42, 210/43, 5817/43.)

618.—Working Suits—Issue of Brown Dungaree to Officers Carrying out Duties of Gunners

(V. 1/8391/43.—3 Feb. 1944.)

An annual free issue of twelve yards of brown dungaree may be made to Officers carrying out duties of Gunners on board ships in accordance with A.F.O. 2971/42, under the conditions specified in B.R. 93, Manual of Victualling, Chapter XI, Section 9.

(B.R. 93, Chapter XI, Section 9.)

(A.F.O. 2971/42.)

619.—W.R.N.S.—Tropical Kit

(V. 628/44.—3 Feb. 1944.)

In future the issue of sun helmets on loan will be limited to W.R.N.S. ratings drafted east of Suez, and A.F.O. 3165/42 is to be amended accordingly.

(A.F.O. 3165/42.)

620.—Cocoanut Matting for L.C.I.(L) Ramps

(M./D.C.O.M. 638/43.—3 Feb. 1944.)

Cocoanut matting is to be fitted to the ramps of L.C.I.(L).

2. The whole length of the ramp is to be covered.

3. The fitting is to be carried out by base staffs who should demand (Pattern T.402A) material from the nearest Naval store.

621.—Royal Norwegian Navy—Accounting Instructions

(W.G.F. 570/43.—3 Feb. 1944.)

Attention is drawn to A.F.O. 646/43 in Section 6 of this issue.

622.—Pans, Egg Boiling and Vegetable Strainer

(V.5/7980/43.—3 Feb. 1944.)

Purchase of Pattern 320 pan, egg boiling and vegetable strainer, was discontinued as a measure of war economy. Stocks are still available at H.M. Victualling Yards and Depots, and demands for supply to the following scale will be complied with until these stocks are exhausted:—

Complement.

	1,100 and over.	Under 1,100.
Ships and Establishments on		
General Mess	2 No.	1 No.

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE**623.—Amendments to Books**

(E.F.O.—3 Feb. 1944.)

The undermentioned amendments (A.F.Os. P.64-76/44) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. Volume, 1941, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

Demands from shore establishments in the Portsmouth Command should be sent to the Portsmouth Book Office, 54, Bedford Street, Leamington Spa, Warwickshire, and from those in the Plymouth Command to the Devonport Book Office, R.N. Port Library, Devonport. Demands from other shore establishments at home should be sent to R.N. Store Depot, Park Royal, London, N.W.10.

Amendments required for personal copies of the main books should be obtained from Distributing Authorities abroad, and from Park Royal when the Officer or rating is serving at home.

A.F.O. *P.64/44.—B.R. 378 (B)—Barracuda—A.S.E.—Amendment No. 21.**P.65/44.**—B.R. 669—Instructions for the conduct of Cash Duties—Amendment.**P.66/44.**—B.R. 268 (38) (formerly C.B. 1945 (10))—Electrical Manual, Vol. II—Handbook on 36-in., Mark VIS Searchlight Lamp—Amendment No. 1.**P.67/44.**—B.R. 268 (39) (formerly C.B. 1945 (16))—Electrical Manual, Vol. II—Mark VIII Searchlight Lamp—Amendment No. 2.**P.68/44.**—B.R. 4, Part II—Naval Storekeeping Manual—Amendment No. 8.**P.69/44.**—B.R. 668—Rules and Regulations for Naval Detention Quarters—Amendment No. 4.**P.70/44.**—B.R. 632 (C)—Gunnery Training Manual, Vol. III—Amendment No. 11.**P.71/44.**—B.R. 816—Handbook for the 2-in. Rocket, Mark II (P) Pillar Box Mounting—1943—Amendment No. 4.**P.72/44.**—B.R. 817—Handbook for the 2-in. Rocket, Mark I (R) Radiator Mounting—1942—Amendment No. 8.**P.73/44.**—B.R. 818—Handbook for the 2-in. Rocket, Mark III (S) Trough Mounting—1942—Amendment No. 10.**A.F.O. P.74/44.**—B.R. 843—Handbook for the 2-in. Rocket, Mark V F.A.M. Mounting—1941—Amendment No. 9.**P.75/44.**—B.R. 919 (E)—Handbook on the High Angle Control System—Cross Levelling and Roll Stabilising Gear—1941, Amendment No. 3.**P.76/44.**—B.R. 924—Handbook for the 2-in. Rocket Flare and Projector—1943—Amendment No. 2.

* *Exceptionally A.F.O. P.64 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherd's Bush, W., who holds the stock of the parent book.*

(A.F.O. 492/44.)

624.—A.M.S.Is.

(E.F.O.—3 Feb. 1944.)

There are no Admiralty Merchant Shipping Instructions for distribution with this issue of A.F.Os.

(A.F.O. 493/44.)

625.—B.B.C. Overseas World Services Short Waveband Chart*Distributing Authorities Abroad*

(E.F.O. 156/44.—3 Feb. 1944.)

With the supersession of the B.B.C. "Forces" programme by the General Overseas Service, the next edition of the B.B.C. Short Waveband Chart which would have covered the four-monthly period March-June, 1944, will be published for the four-monthly period April-July, 1944, inclusive.

2. Distribution will be made at a later date with Admiralty Fleet Orders, without demand.

626.—Ministry of Home Security Publications—Distribution of

(M. 211/44.—3 Feb. 1944.)

The following publications have been issued by the Ministry of Home Security:—

- | | |
|---|--|
| (a) Civil Defence Training Manual No. 4 (1st Edition) ... | Incident control. |
| (b) Civil Defence Training Pamphlet No. 1 (2nd Edition) ... | Notes on the detection and reporting of unexploded missiles. |
| (c) Civil Defence Training Pamphlet No. 2 (2nd Edition) ... | Objects dropped from the air. |
| (d) Civil Defence Training Pamphlet No. 5 (2nd Edition) ... | Modifications in decontamination technique. |
| (e) Civil Defence Training Pamphlet No. 7 | Notes for the guidance of Wardens and rescue incidents. |
| (f) Industrial Bulletins Nos. 9-10. | |

2. Arrangements are in hand for the distribution of the above publications, in accordance with the following general standards:—

- (a) *Civil Defence Handbooks, Memoranda and Training Memoranda.*
Commanders-in-Chief, Home and Abroad, H.M.S. "Vernon" and Superintendents of Anti-Gas Schools (without demand).
- (b) *Civil Defences Training Bulletins and Pamphlets.*
Commanders-in-Chief, Flag Officers-in-Charge, Naval Officers-in-Charge of sub areas at home.
Flag Officers abroad (without demand).
- (c) *Gas Identification Bulletins.*
Establishments in possession of G.I.O. sets (on demand).

(d) *Industrial Bulletins.*

Commanders-in-Chief, Flag Officers-in-Charge, and Naval Officers-in-Charge at home (without demand).

(e) *Miscellaneous Bulletins.*

According to subject (on demand).

3. These Ministry of Home Security publications are intended to be for information only and any directions in them should not be read as expressing Admiralty orders. Matters on which executive action is required will be communicated in the normal way, i.e., by Admiralty letter, Fleet Order or publication.

4. Authorities other than those detailed in paragraph 2 above who consider it essential that they should hold any of the publications now notified, should make application to the Admiralty in the normal way (i.e., Secretary of the Admiralty (K.S.P.)).

627.—B.R. 234/43—Drill With Respirator—Anti-Gas—Issue

(T. 2473/43.—3 Feb. 1944.)

Copies of the above book will shortly be issued by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, without demand to the Authorities shown below, viz., :—

Flag Officers...	...	...	1	Sloops, netlayers, O.B.Vs. and A.L.C. and T.L.C. carriers	...	1
Battleships, battle-cruisers, aircraft carriers	...	...	12	Corvettes, mine destructor vessels	...	1
Cruisers	...	...	12	Monitors	...	1
Seaplane and aux. a/c carriers	...	...	6	Minelayers	...	2
Destroyer depot ships	...	...	12	A.M.Cs.	...	2
S/M depot ships and shore depots	...	...	12	Coastal force training and working-up bases and depot ships (Home)	...	10
Repair ships...	...	...	12	A/G. Schools	...	25
Flotilla leaders	...	...	2			
Destroyers	...	...	1			

Note.—Shore Establishments may draw as required up to a maximum of 20.

2. B.R.234 is superseded by B.R.234/43.

628.—B.R.268(37)—Electrical Manual Vol. II, Handbook of Emergency Searchlight Sight—Issue

(T. 02022/43.—3 Feb. 1944.)

Copies of the above book will shortly be issued by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, to all concerned without demand.

629.—B.R.868—Preliminary Pamphlet for Q.F., 6-pdr., Mark IIA Gun on 6-pdr., Mark VII Mounting—Issue

(G. 4941/43.—3 Feb. 1944.)

The above-mentioned book is now in the press and copies will be issued, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10, in accordance with the following establishment, viz. :—

	<i>Copies</i>
Flag Officers-in-Charge and Naval Officers-in-Charge, Home and Abroad.	1 each
H.M.S. "Midge" ...	16
H.M.S. "Aggressive" ...	14
H.M.S. "Hornet" ...	83
H.M.S. "Wasp" ...	9
H.M.S. "Beehive" ...	1
H.M.S. "Cicala" ...	8
Naval Officer-in-Charge, Lerwick	8
Coastal Force Base, Malta	32
Captain, M.L., Brixham	45
Captain, M.L., Brightlingsea	45
Captain, M.L., Clyde	45

	<i>Copies</i>
Captain, M.L., Portsmouth	45
H.M.S. "St. Christopher"	6
H.M.S. "Bee"	6
H.M.S. "Attack"	1
C.C.F., Great Yarmouth	1
C.C.F. (Med.), Algiers	1
H.M.S. "Excellent"	25
Captain (G), R.N. Gunnery School, Chatham	10
Captain (G), H.M. Gunnery School, Devonport	6
Commander (G), Gunnery School, Durban (H.M.S. "Assegai")	10
General Officer Commanding, Royal Marines	8

Fitting-out Gunnery Officers—

Cardiff, Liverpool, Barrow, Belfast, Clyde, Greenock, Ardrossan, Aberdeen, Leith, Great Yarmouth, Tyne, Sunderland, Middlesbrough, Hull, London, Southampton, Falmouth, Lowestoft, Hartlepool.	} 1 each
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Fitting-out Gun Mounting Overseers—

Liverpool, Clyde, Belfast, Middlesbrough, Newcastle, Hull, Cardiff, Avonmouth, Barrow, Leith, Aberdeen, Southampton, Falmouth, London, Lowestoft.	} 1 each
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Gun Mounting Overseers

North-Eastern Area, Parkhead, Barrow, Woolwich, Coventry, West Midlands, East Midlands, Belfast.	} 1 each
--	----------

Dockyards—

Portsmouth	5
Devonport	5
Chatham	5
Sheerness	5
Rosyth	3
Orkneys	1
Pembroke	2
Malta	4
Gibraltar	3
Alexandria	2
Bermuda	3
Simonstown	3
Durban	2
Ceylon	1
Kilindini	2
Gun Mounting Engineer Officer, R.N. Base, Lyness	1
E.O. Gun Mountings, Alexandria	1
Armament Supply Depots and Establishments	As necessary
Inspectors of Naval Ordnance	As necessary
R.N. College, Greenwich	1
R.A. College, Woolwich	1
Naval Staff Library	2
Ministry of Supply (for A.I., C.E.A.D., S.O.B., C.S.R.D., C.I.A., S. of E., Shoeburyness).	6
N.S.H.Q., Ottawa	10
B.A.T.M.	1
B.A.S.R.	1
B.A.M.R.	1
B.A.D.	1

2. The copies issued to Coastal Force bases are intended for issue to Coastal Force craft fitted with this equipment on the basis of one copy per vessel.

630.—B.R.980(K)—O.B., Diagram No. 115, High Angle Trajectory Chart for Q.F., 4-in., Mark XIX Gun, Dated October, 1943—Issue

(G. 5603/43.—3 Feb. 1944.)

The above-mentioned trajectory chart is now in the press and copies will be issued to all concerned, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 307 Elveden Road, Park Royal, London, N.W.10, when supplies become available.

631.—B.R. 980(X) Range Tables—Additional Pages

(G. 5965/43.—3 Feb. 1944.)

Gun	R.T. No.	Page No.	Date of Page
4·5-in., Marks I, III and IV	399	1A	November, 1943
4·5-in., Marks I, III and IV	402B	3A	November, 1943
4·5-in., Marks I, III and IV	402C	3A	November, 1943
4·5-in., Marks III and IV	423	1A	November, 1943

The above-mentioned additional pages to Range Tables are now in the press and copies will be issued to all concerned, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

632.—Form O.1—Introduction of Forms O.381 and O.382

(A.S./Sta. 20095/43.—3 Feb. 1944.)

The following Forms have been allocated "O" numbers, and are to be added to Form O.1 as follows:—

O.381—Index Sheets for T.D.Is., D.C.Is., T.E.Is., P.D.Is. and M.D.Is., etc.

O.382—Addenda Index Sheets for T.D.Is., D.C.Is., T.E.Is., P.D.Is. and M.D.Is., etc.

2. Stocks of these Forms have previously been held by T.E.O., Stoke Canon, but will, in future, be maintained at the Royal Naval Store Depot, Elveden Road, Park Royal, N.W.10, to which depot future demands should be addressed.

633.—Cash Accounts—Grouping of Receipts and Payments

(D.N.A. 21631/43.—3 Feb. 1944.)

Attention is drawn to the instructions contained in K.R. & A.I., Articles 1804 and 1810 (5) regarding the action to be taken by Accountant Officers in grouping the various items of receipts and payments appearing in the monthly cash accounts of H.M. ships and naval bases.

2. In view of the large increase in the number of cash accounts handled at the Admiralty and of the acute shortage of staff in the Directorate of Navy Accounts it is necessary to avoid, as far as possible, re-arrangement of the scheduling made by Accountant Officers and, for that purpose, the instructions quoted are to be regarded as amplified for the period of the war in the sense that, as from the 1st April, 1944, Accountant Officers are to group the receipts and payments as carefully as possible under the following headings:—

RECEIPTS

Code Letter	Service
A	Cash received from other R.N. and R.M. Accountants; Cashiers; Consuls; R.F.As. (but not M.F.As.—use Code D).
B	Cash received from D.N.A. Navy Bills drawn; stamps and postal orders received from Post Office Stores Department.
C	Cash received from Allied and Dominion, etc., Accountants.
D	Cash received from merchant ships; salvage vessels; representatives of other Government Departments; Army Cashiers; R.A.F. Accountants.

RECEIPTS—contd.

Code No.	Service
E	Cash received for remittance (Form S.64).
F	Post Office Savings Bank deposits.
G and H	Spare.
J	Naval and Marine wages returned unpaid; cash received for crediting on ledger; cash found with, and proceeds of the sale of "DD" effects; miscellaneous cash receipts from Naval and Marine personnel.
K	Victualling stores sold or lost; provisions, clothing, soap, tobacco, etc., sold; repayments for victualling and casual meals; library books lost; sale of deserters' effects.
L	Naval stores sold or lost.
M	Armament stores sold or lost.
N	Works Department, repayment services and stores sold.
O	Concession telegrams; Air Mail postage (quote name of H.M. ship sending mail); ordinary postage unpaid; Ship's Fund deposits (A.F.O. 3927/39); canteen and mess advances recovered.
P	Income tax recovered from salaries of civilians and wages of civilian clericals; insurance deductions where cards are not stamped, e.g., Q.A.R.N.N.S.
Q	Income tax recovered from wages of civilians, non-clerical; insurance deductions where cards are not stamped, e.g., V.A.Ds.
R	Travelling expenses recovered; cost of passages recovered.
Z	All other receipts.

PAYMENTS

Code No.	Service
1	Cash transferred to other R.N. and R.M. Accountants, Cashiers, Consuls, R.F.As. (but not M.F.As.—use Code 4).
2	Cash transferred to D.N.A. (cheques, warrants, payable orders, etc., cashed; National Savings Certificates paid).
3	Cash transferred to Allied and Dominion, etc., Accountants.
4	Cash transferred to merchant ships: salvage vessels; representatives of other Government Departments; Army Cashiers; R.A.F. Accountants.
5	Cash advances to civilians other than those borne for pay in the ship or establishment concerned.
6	Remittances paid on Forms S.66 on behalf of H.M. ships and naval establishments.
7	Remittances paid or payments authorised on behalf of Dominion Governments, ships and establishments.
8	Postal orders and postal drafts paid or spoiled (but not drafts issued by the Admiralty—for Admiralty pension drafts (ratings), use Code 23; for money orders use Code 2).
9	Loss by exchange, bank charges.
10	Post Office Savings Bank withdrawals (including National Savings Stamps accepted as deposits).
11	Spare.
12	Spare.
13	Spare.
14	Pay of Naval and Marine personnel including National Insurance.
15	Victualling stores and provisions purchased, freight and incidentals thereon; victualling allowances; messing by contract; Naval and Marine clothing; Marine boot repairs; laundry; mess traps; clothing allowances and gratuities, etc.
16	Naval stores purchased, repairs, freight and incidentals thereon; water, coal, oil, gas, electricity; crane hire; hire of motor vehicles, repairs; W/T Improvement Fund; Air Observation Improvement Fund, etc.
17	Medical stores purchased, repairs, freight and incidentals thereon; spectacles purchased; funeral expenses; medical and dental expenses; Sick Mess Account (Form S.16), etc.
18	Armament stores purchased, repairs, freight and incidentals thereon; rewards for recovery of mines; Gunnery and Torpedo Improvement Fund.
19	Travelling expenses—approved by D.N.A.

PAYMENTS—contd.

Code No.	Service
20	Travelling expenses approved locally, advances for travelling; entertainment expenses; subsistence and accommodation (excluding messing under contract—use Code 15).
21	Pilotage, tug hire for towage of ships.
22	Canal, dock and harbour dues for ships; tug and boat hire for general purposes; telegrams; telephone charges; removal of sullage; sanitary services; baths for personnel; grants to charitable institutions; allowances to ministers of religion; educational expenses; office cleaning; upkeep of grounds; compensation for damage by H.M. ships; compensation for loss of effects; miscellaneous compensation.
23	Pensions (for Paymaster-General warrants use Code 2), R.F.R. and R.N.R. gratuities, L.S. and G.C. gratuities, Admiralty pension postal drafts cashed for ratings.
24	Salaries of civilians and wages of civilian clericals (including Q.A.R.N.N.S.), National Insurances.
25	Wages and insurances of civilian non-clericals on miscellaneous fleet services (direct employees), including V.A.Ds., ENG.6 crews, civilian technical corps, civil police, S.V.P. ferry crews, and income tax paid thereon.
26	Ship repairs, cost of docking for repairs, degaussing work, hire of divers, repairs to electrical installations and power-driven appliances, labour in connection therewith.
27	Works Department—all expenses affecting the department of the Civil Engineer-in-Chief, labour in connection therewith, chimney sweeping, rents.
28	Casual labour supplied by contractors or labour masters for miscellaneous fleet services—not direct employees (mostly foreign local labour).
29	Postage, purchase of stationery, printing, repairs, purchase and hire of office machinery, grants in aid of string bands, canteen and mess advances, advertisements, motor vehicle driving licences, identity photographs, carriage of mails.
30	Salvage expenses.
31	Naval Prize remittances paid.
50	All other payments.

3. It is particularly desired that the code letter or number shall be prominently quoted at the head of each schedule Form S.27, or similar form, and in the Cash Account (Form S.29).

This will involve abandoning the serial numbering, etc., of vouchers at present ordered by K.R. & A.I., 1809 and 1810, and it will also mean that the same class of receipts and payments will bear the same code letter or number in different cash accounts for the same ship and in accounts from other ships. It will also mean that in the cash accounts from the smaller ships and establishments there may be missing letters or numbers owing to the absence of transactions of the particular types grouped above.

4. The various schedules should be inserted in the cash accounts (Form S.29) in alphabetical order for receipts and in numerical order for payments.

Where a form serves the dual purpose of both debit voucher and credit voucher, e.g., Form S.476 (Post Office Savings Bank Voucher) it should be filed under the payment code number. As a further example the Form S.73 or S.73a should be included as a sub-voucher to the schedule Code No. 15, the value of the provisions on repayment being entered with a cross reference on the schedule Code letter K.

Each schedule and the relevant sub-vouchers should be fastened together securely through the top left hand corner so that it may be extracted from the cash account bundle as a separate unit.

Sub-vouchers to schedules should continue to be numbered consecutively within each month, e.g., A/1, A/2; 1/1, 1/2, etc.

5. These arrangements are to be regarded as on trial for some time during which Accountant Officers are invited to forward any criticisms or suggestions to the Director of Navy Accounts (Branch 5A).

If the scheme proves satisfactory in operation it is in contemplation to introduce at a later stage a revised form for the monthly cash account (Form S.29) in which headings corresponding to the above list of groupings will be printed so that Accountant Officers would only have to insert the totals of the schedules at the appropriate places.

6. The list of groupings and code designations will be re-issued from time to time and will embody any new groupings that experience indicates as necessary, but individual Accountant Officers are *not* to make new groupings on their own authority.

634.—Combined Operations Pamphlet No. 2, 1942 (Provisional)—“Beach Organisation and Maintenance”—Cancellation of

(M. 014030/43.—3 Feb. 1944.)

The Combined Operations Pamphlet No. 2, 1942 (Provisional) entitled “Beach Organisation and Maintenance” is now out of date. A revised edition is being prepared and will be ready for issue shortly.

2. Pending the publication of this revised edition a “Short Pamphlet on Beach Organisation” (B.R.640) has been issued dealing with the general principles of beach organisation.

635.—Pilot's Notes for Naval Aircraft—Increased Allowances—A.P. (N) 1

(N.S.Air 1936/44.—3 Feb. 1944.)

A.P. (N) 1 allowances of Pilot's Notes for certain types of aircraft have been increased as follows:—

A.P. (N) 1	Col.	Copies	
3	...	6	
5	...	3 (c)	
6	...	3 (c)	
7	...	3 (c)	(c) One additional copy
9	...	6	for each aircraft
10	...	12	allotted.
11	...	12	
12	...	8	
13	...	3 (c)	

A.P. (N) 1 will be amended accordingly.

2. These revised allowances will apply only to the under-mentioned types of aircraft:—

Barracuda	Beaufighter	Wildcat V and VI
Firefly	Seafire II, III	Hellcat
Martinet	and XV	Helldiver
Defiant	Reliant	Sea Otter,
Corsair	Avenger	

and to all new types of aircraft allotted to Naval Air Services in future.

3. Existing services holding any of these types of aircraft should demand additional copies of Pilot's Notes within the revised allowance, as necessary, from the S.N.S.O. R.N. Store Depot, 191A, Askew Road, Shepherds Bush.

4. New Services on formation will be supplied to the revised allowances without demand in the normal manner.

5. These revised allowances do not apply to the remaining types of aircraft for the following reasons:—

- (i) Reprint of the Pilot's Notes is not justified for aircraft which are a wasting asset.
- (ii) Certain Pilot's Notes are not printed separately but are incorporated in Vol. 1 (Airframe), stocks of which do not permit of issues on the revised scale.

6. *Pilot's Notes General (A.P. 2095) 2nd Edition.*—Supply of this publication will be made in accordance with the terms of A.F.O. 4016/43 to which attention is drawn.

636.—Movements of R.C.N. Ships—Signals and Correspondence to be Repeated to Ottawa

(M. 055403/44.—3 Feb. 1944.)

The provisions of C.A.F.O. 1338/43 and A.F.O. 754/43 have in many cases not been observed.

2. It is imperative that N.S.H.Q., Ottawa, be kept fully informed of movements of R.C.N. ships and landing craft operating under R.N. administrative authorities.

3. All signals and correspondence affecting movements, docking, refitting, leave, action or damage reports of R.C.N. ships and craft other than those of a purely routine nature, are therefore to be repeated to N.S.H.Q., Ottawa, and in the case of R.C.N. ships operating from U.K. ports to Senior Canadian Naval Officer (London) (short title S.C.N.O. (L)).

4. Copies of reports of proceedings of R.C.N. ships are to be forwarded to N.S.H.Q. with the remarks of administrative authorities.

(A.F.O. 754/43 and C.A.F.O. 1338/43 are cancelled.)

637.—R.N. Store Depot, Aberdeen—Address for Correspondence and Stores

(N.S. 0294/44.—3 Feb. 1944.)

Commencing 23rd January, 1944, the addresses for stores and correspondence for the Naval Store Officer, Aberdeen, will be as follows :—

Stores :—

Naval Store Officer,
R.N. Store Depot,
Regent Quay, Aberdeen.

Correspondence :—

Naval Store Officer,
42, Regent Quay, Aberdeen.

Registered telegraphic address :—

“Navstore,” Aberdeen.

Telephone number :—

Aberdeen 7677.

(A.F.O. 5807/43 is cancelled.)

Section 6.—SHORE ESTABLISHMENTS

638.—Temporary Assistants in Supply and Accounting Departments Abroad when Appointed from United Kingdom—Overtime

(C.E. 11690/43.—3 Feb. 1944.)

Reports from some foreign stations indicate that the zonal addition to overtime of Temporary Assistants ex United Kingdom, authorised by A.F.O. 1146/43, has been wrongly applied. The addition is to be made only on overtime payable, not on overtime earned. The correct procedure should be introduced from the commencement of the next overtime period. Past payment may be allowed to stand.

2. The application of the present regulation permits the Temporary Assistant lower in the range to receive greater total emoluments than one higher in the range, and for those on existing agreements this position must be accepted.

3. To correct the anomaly for the future, the total payments in respect of salary and overtime for all Temporary Assistants whose agreements for foreign service are signed after the date of this Order are to be restricted so that they do not exceed what would be payable to an officer on the maximum of the range, e.g., at places where the zonal addition is 75 per cent., the total emoluments must be limited to £121 17s. 6d. per quarter exclusive of war bonus.

(A.F.O. 1146/43.)

639.—Typing Grades Proficiency Tests

(U.S.B. 121/44.—3 Feb. 1944.)

Further examinations have been announced as follows :—

	<i>Typewriting</i>	<i>Shorthand</i>
Date of examination	15th April, 1944	29th April, 1944
Last day for receipt of entries by Under-Secretary's Office, Admiralty, Bath.	23rd February, 1944	8th March, 1944

2. The arrangements for these examinations will be on the same general lines as those for the previous examination.

3. Separate lists of candidates for typing and shorthand should be prepared and forwarded to reach Under-Secretary's Office, Admiralty, Bath, not later than the dates given above. Lists of candidates should be prepared alphabetically in the following form :—

SUBJECT OF EXAMINATION						
Office	Name	Fee paid	Where brought to account	Particulars of previous test in same subject		
				Date	Where held	Amount of fee paid on each occasion

The name of the invigilator, his office address and telephone number must also be reported, together with particulars of the examination centre.

4. Fees should be taken on charge by the Cashier or other Accountant Officer as a credit to P.I. Royal Society of Arts, and a simple form of receipt issued to each candidate. Candidates who have already paid an entrance fee for a typing examination under the Civil Service proficiency scheme, and any shorthand candidate who has already paid an entrance fee for a shorthand proficiency examination may enter for a second or subsequent time in the subject for which the 5s. fee has been paid at a reduced entrance fee of 3s. 9d. It will be immaterial whether the officer has actually sat for the examination for which she has paid the fee, provided the fee has not been refunded. The full fee of 5s. will continue to be payable by every officer on entrance for the first time for a typing or shorthand examination, as the case may be.

5. It is the responsibility of heads of establishments to make the necessary arrangements for the examination of Admiralty candidates employed in such establishments, and where there is more than one Admiralty office in any town (e.g. Glasgow), the arrangements are to be co-ordinated and the examinations held at one centre if practicable. Where only a small number of Admiralty candidates are concerned, the Local Ministry of Labour official should be approached with a view to co-operation with other Government departments in the same locality to hold the examination at one centre for all Government offices in the area. In selecting an examination centre, particular care should be taken to ensure its suitability, e.g. as regards light, warmth, ventilation, audibility (at shorthand examination) and floor space necessary for the number of candidates to comply with the conditions laid down by the Royal Society of Arts. Where the examination is held under the auspices of another department, an assurance should be obtained as to the suitability of the centre selected.

6. It should be clearly understood that no entries will be accepted after the dates stated above. Each candidate will be allotted a number and in no circumstances can the papers of that candidate be transferred to any other candidate. Invigilators are to take particular care to see that the numbers on the papers issued correspond with the numbers allotted to the candidates.

640.—War or War Service Injuries—Medical Treatment

(C.E. 12253/42.—3 Feb. 1944.)

Admiralty employees (industrial and non-industrial) sustaining war or war service injuries in the course of their duties as members of a departmental unit of the civil defence organisation are eligible for the same privileges as regards medical and hospital treatment as are members of the civil defence general services.

2. Free treatment for the effects of "war injury" or "war service injury" is provided either in hospitals under the Emergency Hospital Scheme or, in the case of minor injuries, in first aid posts. Any further treatment required after discharge from hospital, or after initial treatment at a first aid post, will ordinarily be provided at the out-patient departments of hospitals. Where subsequent medical treatment is necessary which cannot conveniently be provided by a hospital or out-patient department, employees who are entitled to medical benefit under the National Health Insurance Scheme will be expected to avail themselves of that scheme. Those not so entitled will be eligible for free domiciliary treatment under arrangements made by the Ministry of Health and the Department of Health for Scotland. These arrangements are intended to supplement and not to replace free treatment at emergency casualty hospitals. Free domiciliary treatment by a doctor will therefore be provided only where the person concerned has received from the hospital (and in certain areas from the Medical Officer in charge of a first aid post) an "order for treatment after discharge" in the form approved for this purpose.

3. Employees who would normally make their own arrangements for treatment (whether domiciliary or otherwise) may prefer to continue to do so, but in view of the facilities described above, no part of any expenditure so incurred can ordinarily be accepted to Navy Votes. Claims for refund of such expenditure should be entertained only in exceptional circumstances (e.g., where owing to the grounds of necessity or distance it was not possible for the injured person to avail himself of the facilities described above) and should be forwarded to the Admiralty with full particulars for transmission to the Ministry of Health or Department of Health for Scotland as the case may be. In all such cases the position should be regularised in accordance with the arrangements described in paragraph 2 above as early as practicable.

4. Particulars of an injury sustained on duty should be recorded and officers in charge of Admiralty units should, where necessary, furnish certificates as to the fact of such injury to enable the injured person to receive free treatment under the above arrangements.

5. The provisions of this order should be brought to the attention of those concerned.

(A.F.O. 882/43 is cancelled.)

641.—Medical Examination of Workmen on Appointment to Establishments Abroad

(L.9579/43.—3 Feb. 1944.)

Instances have recently occurred where agreement workmen have been invalided home from foreign appointments, soon after arrival on the station, owing to disabilities which have not been revealed on medical examination in the U.K. prior to their appointment. Attention is drawn to Home Dockyard Regulations, Article 449 (4) (Addendum No. 3 (1939)), and to the medical certificate on page 4 of Agreement form D.136 which requires the certifying medical officer at the home establishment (or the local civil medical practitioner) to satisfy himself that a man's medical history is not such as to be likely to render him liable to invaliding home before the expiration of his agreement.

2. Officers in charge of civil establishments, etc., when referring workmen to civil medical practitioners, are to ensure that the latter are apprised of the gist of this A.F.O.

(Gibraltar Yard No. 645—3 Sep. 1943.)

642.—Passive Defence and Fire-fighting Measures—Works and Stores

(C.E.-in-C. 2674/43.—3 Feb. 1944.)

Works in connection with passive defence and fire-fighting measures may in future be authorised by officers administering works reserve funds under Vote 10, Part II, Subhead C, as a charge against their reserve, provided that the estimated cost is within the limit laid down for each fund, that the particular work is considered to be absolutely essential and that it is permitted under Admiralty policy vide C.A.F.O. 1749/42 as amended and augmented by C.A.F.O. 1451/43. The Passive Defence Officer and the Chief Fire Officer on the staff of the Commander-in-Chief

are to be consulted as necessary, and any doubtful case is to be submitted to the Commander-in-Chief for instructions. Notwithstanding the above, however, instructions contained in C.A.F.O. 1451/43 regarding submission of proposals for certain new works of this nature are to be observed.

2. In determining whether a Works Proposal falls within the limit of local approval, the whole Vote 10 cost of the service is to be taken into account, e.g., the cost of air raid shelters as well as that of the adaptation of a requisitioned building is to be reckoned in assessing the total estimated cost.

3. Special attention is drawn to the opening paragraphs of A.F.O. 1728/42 regarding the ruthless elimination of all new works not absolutely vital to the war effort.

4. There is still a severe shortage of building labour in the country, and the supply for urgent Admiralty works whilst at present not unfavourable, except in certain areas, is likely to be entirely inadequate to meet all requirements.

5. *Naval Stores.*—The up-to-date scales of Naval Stores allowed for Passive Defence will be laid down in a C.A.F.O. to be promulgated shortly.

6. *Victualling Stores.*—The scales of victualling stores for anti-gas and decontamination purposes are as laid down in C.A.F.O. 2629/43 and for fire-fighting personnel as laid down in C.A.F.O. 2630/43.

(A.F.O. 1728/42, C.A.F.Os. 1749/42, 1451/43, 2629/43 and 2630/43.)

643.—Fire Fighting Schools—Additional Equipment

(N.S. 34874/42.—3 Feb. 1944.)

Supply of the undermentioned additional fire-fighting equipment to fire-fighting schools has been approved :—

Description	Denom.	Allocation										Total	Source of supply
		Chatham	Portsmouth	Gosport	Rosyth	Lyness	Devonport	Torpoint	Keyham	Alexandria	Trincomelee			Kilindini
Extinguishers, Pattern 4726.	No.	68	68	26	26	26	68	6	6	26	26	372	From stock.
Extinguishers, "Nuswift."	"	12	12	—	—	—	12	—	—	—	—	36	From stock.
Extinguishers, 12 lb. CO ₂ .	"	6	6	4	4	4	6	4	4	4	4	50	Contract CP.89799/43—12 Aug. 1943.
Breathing apparatus, Salvus, Pattern 3485.	"	5	5	5	2	2	5	—	4	5	5	43	From stock.
Spare parts for recharging CO ₂ containers of "Nuswift" extinguishers :—													
Dip tubes ...	"	4,000 of each item to each school										44,000	Contract C.P.89784/43—11 Aug. 1943.
Fibre washers	"											44,000	
Copper washers.	"											44,000	
Sealing discs*...	"	5,000 to each school										55,000	Contract C.P.104518—30 Oct. 1943.
Phomene powder for recharging 2-gallon extinguishers, Pattern 4726.	2-gall. charges	Sufficient for 12,000 charges to each school.										132,000	Contract C.P.89433/43—31 Dec. 1943. To be issued by (S) N.S.Os. as required, in containers as supplied by contractor.

* To replace pierced sealing discs of used dip-tubes.

2. Supply should be arranged as follows:—

School	Supplying Yard
Chatham	Chatham
Portsmouth, Gosport	Portsmouth
Rosyth, Lyness	Rosyth
Devonport, Torpoint, Keyham	Devonport
Alexandria	Alexandria (a)
Trincomalee	Trincomalee (a)
Kilindini	Kilindini (a)

(a) Shipment to be arranged by Suptg. Naval Store Officer, Mersey Area.

3. Demands for further supplies of the consumable items are to be forwarded, through (Superintending) Naval Store Officers, in the usual manner.

644.—Machinery and Electrical Installations and Constructive Work—Responsibility, etc.—REPORTS

(D. 12802/43.—3 Feb. 1944.)

A.F.O. 375/44 is to be amended as follows:—

Paragraph 1.—

Against H.M. Dockyard, Devonport—fourth line—after Overhaul Shop, insert the address “Shepton Mallet.”

Against H.M. Dockyard, Portsmouth—third line—after Overhaul Shop, insert the address “Shepton Mallet.”

(A.F.O. 375/44.)

645.—V.A.Ds. Accommodation in Shore Establishments

(C.E.-in-C. 57/173/13/181A.—3 Feb. 1944.)

The accommodation for V.A.Ds. is to be in accordance with the scale laid down for C.P.O. W.R.N.S. Double-bunking for V.A.Ds. is not allowed.

2. Nursing sisters are to be provided with single cabins as for senior W.R.N.S. officers.

3. The scales laid down in A.F.O. 3835/42 apply equally to new accommodation and requisitioned property and define the minimum provisions considered satisfactory. It is recognised that in the case of requisitioned houses, on account of difficulties of planning, some deficiencies with regard to sanitary provisions may have to be accepted, but no material departure as regards areas is acceptable.

(A.F.Os. 3835/42 and 5305/43.)

646.—Royal Norwegian Navy—Accounting Instructions

(W.G.F. 570/43.—3 Feb. 1944.)

The following accounting instructions are issued in connection with A.F.O. 5160/43.

2. *Victualling Stores.*—Claims on Form V.108a should be raised for all supplies made and services rendered by victualling yards and depots up to and including 30 Jun, 1943. Receipts for supplies made after this date need not be valued but should be forwarded with the Store Account Voucher. Particulars of supplies made by H.M. ships and bases up to and including 30 Jun, 1943, should be reported to the Director of Victualling if this has not already been done. It will not be necessary for supplies subsequent to 30 Jun, 1943, to be specially reported but the received vouchers should be forwarded with the Victualling Store Accounts.3. *Vote 8—Stores and Services.*—At dockyards and store depots rendering Forms D.72, claims should be raised for supplies made and services rendered up to and including 30 Jun, 1943. For supplies, the bundle date of the vouchers should normally be taken. Any outstanding Forms D.72 should be forwarded as soon as practicable. No record under Section A, or any other heading, is required of supplies made after 30 Jun, and vouchers should not be valued in future. Cancellation will be arranged at the Admiralty of charges already reported on Forms D.72 in respect of supplies after 30 Jun, 1943, and in this respect no action by local officers will be required.

The cost of repairs, including cost of towage and pilotage required solely in connection with repairs or docking, and expenses of docking, should continue to be claimed, but the cost of other towage and pilotage should remain as a charge to Navy Votes.

4. For all requisitions by Norwegian Naval units for Naval and Victualling Stores, Admiralty Demand Note S.549 will be used.

5. *Vote 9—Stores and Services.*—Separate instructions have been issued under reference AS.A/C.96.

6. While A.F.O. 5160/43, paragraph 2 (iii), provides that purchases from third parties, other than service departments, are not covered by the Lump Sum Agreement, charges for carriage, water, coal, dock dues and pilotage should continue to be met from local cash accounts. Other charges (unless of trifling amounts) should only be met if similar accounts have been settled in the past. Cases of doubt should be reported to the Admiralty for consideration before payment is made.

7. These instructions do not apply to Norwegian commercial vessels (D.E.M.S., etc.), supplies for which are not paid for by the Norwegian Admiralty but by the Norwegian Shipping and Trade Mission, 144, Leadenhall Street, London, E.C.3.

8. *Medical and Dental Stores.*—Claims on Form V.108a should be raised for all supplies made and services rendered by R.N. Hospitals, Medical Depots and Dental Centres up to and including 30 Jun, 1943. Supply vouchers should not be valued in future, but receipted copies should be used as supporting vouchers to store accounts and ledgers.

Admiralty Letters M.D.G.23758/40, dated 11 Jul. 1940 and 8 Jul. 1942, are cancelled so far as supplies to the Royal Norwegian Navy are concerned.

9. *Medical Treatment in R.N. Hospitals and Sick Quarters.*—Claims on Form M.96 should be raised for subsistence up to and including 30 Jun, 1943. Thereafter, claims should only be raised when the maintenance and treatment was of a higher standard than that of the corresponding R.N. standard.

(A.F.O. 5160/43.)

(A.F.O. 5429/41 is cancelled.)

647.—Railway Consignment Notes—Form D.80

(N.S. 26944/43.—3 Feb. 1944.)

When goods advised on Forms D.55 are consigned by Contractors on Forms D.80 under ex-works of F.O.R. contracts, the following procedure regarding losses or damage is to be followed:—

I.—*Deliveries at Dockyards or other Main Store Depots.*(a) *Losses.*—The consignee is to notify the railway company at the receiving station of the non-delivery of the whole or part of any consignment of which advice has been received from the contractors. Provided (i) that the contractors produce satisfactory proof of delivery to the Railway Company; (ii) that there is no reason to doubt that the contents of the packages were correct on despatch or that the stores were properly protected and consigned, Part I of the relevant Form D.55 should be completed within 28 days of despatch so that the contractors can obtain payment without undue delay, even though the goods have not been traced. This should be done by signing the form under Certificate B after deleting the wording and substituting the following:—“Stores not received, but satisfactory proof of delivery to Railway Company has been established.” Should the goods be subsequently traced, care is to be taken to ensure that a second receipt on Form D.55, Part I, is not issued, as otherwise there is a danger of double payment.

- (b) *Damage*.—Damaged packages (including shortage of contents) should be dealt with as follows :—

The consignor is to be notified in the event of the packages not being properly protected and consigned (see paragraphs 5 and 6 of A.F.O. 2112/42) but in all other instances, Part I of the relevant Form D.55 is to be completed as soon as possible and in any case within 28 days of despatch so that contractors can obtain payment without delay, even though any missing items cannot be traced. This should be done by signing the form under Certificate B after adding the following to the certificate :—“except for the damaged (and/or missing) items indicated above, such damage (and/or loss) not being contractors’ liability.”

II—*Deliveries direct to Services* (in accordance with the procedure laid down in paragraph 3 (III) of A.F.O. 1879/43).

- (a) *Losses*.—In addition to notifying the railway company at the receiving station as indicated at I(a) above, the consignee is to notify the main store depot *immediately*, enclosing with the notification the D.55 (Part I) and the Packing Note (Part III), in accordance with the instructions on Form D.55A. The main store depot should take action as described under I(a) as necessary in order to avoid undue delay in payment to the contractors. The losses will be accounted for by the main store depot, who will send a supply voucher to the consignee for the quantities (if any) actually received.

- (b) *Damage*.—Damaged packages (including shortage of contents) should be dealt with as follows :—

The consignee is to notify the main store depot *immediately* in accordance with the instructions on Form D.55A. The consignor is to be notified also by the consignee only when the packages are not properly protected and consigned (see paragraphs 5 and 6 of A.F.O. 2112/42), and in all other instances Part I of the relevant Form D.55 is to be completed and dealt with by the main store depot as indicated in I(b) above. The instructions on Form D.55A are to be considered amended accordingly, and the form will be amended on reprint. The damage and shortages will be accounted for by the main store depot, who will forward a supply voucher to the consignee for the balance.

III—*Deliveries not accounted for through a main store depot* (in accordance with procedure laid down in paragraph 3 (II) of A.F.O. 1879/43).

As under I above.

(A.F.Os. 1210/42, 1214/42, 2112/42, 1879/43 and 4657/43.)

(A.F.O. 1019/43 is cancelled.)