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(See A.F.O. Diagram Issue No. 41/44)

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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
5th October, 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,

J. V. Markham

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

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

HEAD OF "P" BRANCH

ADMIRALTY FLEET ORDERS

- | No. | Subject. |
|-------|---|
| 5245. | Civil Servants Serving with H.M. Forces, Civil Defence Forces, etc.—Entitlement to Balance of Civil Pay and General Provisions Regarding Period of Absence. <i>Issued separately on 5th October 1944.</i> |

5th October, 1944.

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5295. Ammunition—Fuzes—Primers and Tubes—Tubes Vent Percussion, 0.5-in., W.B. Lots 256 and 209—Withdrawal.
5296. Ammunition—Magazine and Shell Rooms—Excessive Temperatures—Reports from Small Ships.
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5307. Depth Charge Equipment—Fitting of Additional Depth Charge Firing Lamps—REPORTS.
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5312. Short Circuiting Switches—Spares.
5313. S.A. Gear, Type A, Mark III—Reserve Stock of.
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5315. U.S., 22.4-in., Mark 13, Type Torpedoes—Gyro Direction Failures—Care and Maintenance.
5316. Base Staffs—Supply of Washers, Joint, St. No. 6662.

Engineer.—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.)

5317. Turbo Generators, Brotherhood—Hand Turning Arrangements.
5318. Crankshaft Alignment and Maintenance—Use of Clock Gauges and Chart of Deflection—Limits for Diesel Engines.
5319. Fire Fighting Equipment—Methyl Bromide—Travel of Teleflex Cable for Equipment having Cylinders of No. 5 and No. 6 Series—As. and As.
5320. Lubricating Oil—Substitution of U.S. Detergent Oil, Engine 30HD, for Admiralty I.C.E. Oil.
5321. Spare Gear and Tools for 20-ton or 70-ton Fire and Bilge Pumps, Capstans and Lister 15-kW. and 5-kW. O/D Generating Sets.

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- 5322. Radar—Type 281/B—Control Unit 20D—Oiling.
- 5323. Responsibility for Upkeep of VH/F W/T Equipment.
- 5324. Test Equipment IE-19-A for Type 86M V.H/F R/T Equipment—Introduction.
- 5325. W/T—Receivers B.28—Interference Suppression—REPORTS.
- 5326. W/T Weston Selective Analyser and Super Oscillator for Testing W/T Equipment.

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

- 5327. Mass Procedure Teacher A/S 406 Series for Asdic Installations—Establishment List.

Aircraft.—(Technical.)

- 5328. Aircraft Radio—Transmitters T.3040E—Elimination of Interference to Communications Equipment.
- 5329. Naval Aircraft—Checking of American Types.

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

- 5330. L.C.A.—Additional Stiffening in Way of Forward Sling Bar.
- 5331. Cushion Covers—As. and As.
- 5332. Commercial Type Rugs, 6 ft. by 3 ft.—Allowances.
- 5333. Hose Adaptors, etc.—Allowances.
- 5334. Nuts, Lock, A.P. 9031 (Aluminium) and A.P. 8670 (Bronze), for Elbows—Replacement by Standard 1½-in. Conduit Lock Nut (Subhead B.10).
- 5335. Caterpillar Track Units.
- 5336. Spring Hooks in Derrick Slings.
- 5337. Oiling at Sea—Special Forecastle Arrangements for Destroyers, Frigates, Sloops, Corvettes, and other Vessels likely to be Fuelled at Sea.
- 5338. Storeroom Doors—Modifications to.
- 5339. Aircraft Equipment—Accounting and Checking Procedure with Special Reference to Hellcat I Aircraft.
- 5340. Services and Supplies to the Royal Netherlands Armed Forces—Accounting—REPORTS.
- 5341. Service and Supplies to the Belgian Armed Forces—Accounting—REPORTS.

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

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

- 5342. Bread—Addition to List of Local Contracts, 1944—5 (Schedule 1015).
- 5343. Meat—Addition to List of Local Contracts, 1944—5 (Schedule 1001).
- 5344. Theft of Dutable Victualling Stores—Assessment of Value.
- 5345. Waistcoats, Life-Saving—Modification by Attachment of Torch Pocket.
- 5346. Slips and Shackles, Pattern 1915, for Oiling at Sea.
- 5347. Total Rejects Arising in Admiralty Contracts—Procedure for Acquisition and Disposal.
- 5348. Blood Transfusion.
- 5349. W.R.N.S. M/T Drivers—Limit of Capacity of Vehicles to be Driven.

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- 5350. A.M.D.Is.
- 5351. A.M.D.I. and C.A.M.D.I. Guard Books.
- 5352. A.M.S.Is.
- 5353. Amendments to Books.
- 5354. B.R. 268 (34) (Restricted)—Electrical Manual, Vol. II 44-in., Mark VII—Mark VIIA, Mark VII B Searchlight Projectors—Issue.
- 5355. B.R. 321—Establishment of Naval Stores for Engineering Purposes, and Form D.127b.—List of Particulars—Lists of Errata Nos. 1 and 13 respectively.
- 5356. B.R. 370—Establishment of Naval Stores for H.M. Mooring Vessels—List of Errata No. 2.
- 5357. Form S.81 (Bound) Sizes 1 and 2—Return of Surplus Stocks.
- 5358. Income Tax—Annual Returns (12D) for Year 1945/46—REPORT.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE—*contd.*

- 5359. Official Christmas Cards—Exchange Between the Services in Abeyance.
- 5360. Photographers Appointed to Fleet Requirements Units—Medical Categorisation for Flying Duties.
- 5361. Diversion of Mail—Authority Responsible for.
- 5362. Naval Fighter Interception Unit—Change of Address.
- 5363. Royal Naval Medical Bulletin No. 12—Issue.
- 5364. R.N. Auxiliary Hospital, East Anglia, Lowestoft.

SECTION 6.—SHORE ESTABLISHMENTS

- 5365. Defence Regulations 58A—Revised Procedure Concerning Directions.
- 5366. Civil Servants Serving with the Forces—Returns.
- 5367. Adult Civilian Electricians in Admiralty Establishments—Cost of Living (War) Addition.
- 5368. Civilian M/T Drivers—Revised Eyesight Tests.
- 5369. Income Tax—Civilian Non-Industrial Staff.
- 5370. "Pay-as-you-Earn" System of Collection of Income Tax—Tool Allowance.
- 5371. Clothing Coupons for Civilian Uniforms (Including R.M. Police Uniform) Fourth Uniform Year—1st September, 1944 to 31st August, 1945.
- 5372. Machine Tools—Progressing.
- 5373. Ropemakers—Rates of Pay.
- 5374. Ship Repair Allowance in Royal Dockyards.
- 5375. Wartime Entry and Retention of Workpeople beyond 60 Years of Age.

(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.

5246.—Consular Appointments

(M. 1792/44.—5 Oct. 1944.)

The British Consulate at Iquitos has been reduced to the status of a subordinate post under the superintendence of H.M. Consul at Lima.

2. Mr. S. W. Wareham has been appointed as Acting Vice-Consul at Valencia and Puerto Cabella during the absence for an indefinite period, of the Vice-Consul Mr. J. J. Orsman.

3. Mr. Scopes has been appointed Vice-Consul at Lourenco Marques.

See AFO 912/45 5247.—Transfer of Three Frigates to South Africa

(M. 010120/44.—5 Oct. 1944.)

The South African Government have accepted an offer by H.M. Government in the United Kingdom of three frigates as a gift, together with usual outfit of stores and reserves. S.A.N.F. crews will be sent to the United Kingdom to take over the vessels. The vessels selected will be promulgated later. The first crew will arrive shortly.

2. The following communication has been received from the Director, S.A. Naval Forces, concerning the pay of South African personnel :—

“ In connection with S.A. Naval Force crews which are proceeding to the United Kingdom to man the frigates which are being taken over by the S.A.N.F., it is necessary for the officers and men to receive pay and allowances during the period of their absence. It is intended that the personnel remain within the jurisdiction of the S.A.N.F. for pay.

For this purpose the personnel are being issued with Naval Pay and Identity Books (Form S.43a) which will show :—

- (a) Net inclusive daily rate of issues of pay and allowances exclusive of compensatory allowances.
- (b) Rates of victualling, quarters, and cost-of-living allowances and, when such is the case, periods for which payments may be made on the authority of a particular S.A.N.F. ship's Commanding Officer.
- (c) (i) That any claims for subsistence and transport, which will be payable only at the rates and under the conditions provided for members of the Union Defence Forces, are to be rendered to and paid only by the High Commissioner for the Union of South Africa, London, independently of Naval Pay and Identity Books.
- (ii) Issues of pay and allowances, as provided for in Naval Pay and Identity Books, will be made only by R.N. Accountant Officers within the limits of net dues as disclosed in the Pay Books, with due allowance for payments made as a Union Government liability for settlement between the Director of Navy Accounts and the High Commissioner for the Union of South Africa, London, for account of the Secretary for Defence (S.A.N.F. Pay).

The personnel under reference are only being paid S.A.N.F. normal rates with no additional R.N. or other allowances.”

5248.—R.N. Air Stations—Care of Airfield Surface

(A. 01701/44.—5 Oct. 1944.)

A number of accidents to aircraft continue to be reported which are attributed to the state of the airfield surface, e.g. holes, unguarded excavations, ridges, manhole covers, etc.

2. It is the responsibility of the Commander (Flying) and of the Commanding Officer of the Station through the Commander (Flying) to ensure :—

- (a) that the airfield is in an efficient condition for flying.
- (b) that all obstructions, dangerous ground or other hazards to aircraft are properly marked and, where applicable, entered in the Airfield Surface Defects Book.
- (c) that pilots are informed of the existence of hazards and are warned to exercise special care when landing or taxiing.
- (d) that such work as can be performed by the station staff or groundsmen is carried out with the minimum delay, and that such as is beyond their capabilities is reported immediately to the Superintending Civil Engineer.

3. In order to ensure that all runway and surface defects likely to cause accidents to aircraft are dealt with promptly, an Airfield Surface Defects Book is to be kept in the Station Flying Control Office in which all airfield surface defects or hazards observed are to be recorded, together with the action taken to effect repairs by station staff. If the defect is one for the Superintending Civil Engineer to deal with, as defined in paragraph 6, he is to be informed in writing immediately, copy to his local representative, and the Defects Book annotated accordingly.

4. Many accidents are caused by excavation work on the airfield. This is normally put out to contract either by the Superintending Civil Engineer or by a representative of the Dockyard Department, but the contractor's liability ceases when the work has been satisfactorily completed. The area of such excavation is, however, liable to subsidence after rain and the subsequent reinstatement and maintenance is the responsibility of the Station.

5. In order to ensure that accidents from this cause are reduced to the absolute minimum, the following clauses are being inserted in all contracts for trenching and cable laying, and are being included in instructions to Superintending Civil Engineers and Officers of Dockyard Departments who may carry out or supervise this type of work.

- (a) Before the opening up of any trenches on airfields, the contractor's representative is to make contact with the Superintending Civil Engineer and explain his proposed programme. The Superintending Civil Engineer is to be responsible for obtaining the concurrence of the Commanding Officer or Commander (Flying) with this programme.
- (b) As sections of the work are completed, the contractor's representative is to report to the S.C.E. or Officer-in-Charge of works and request that the work may be inspected and passed as satisfactory.

6. Subject to the overriding responsibilities described under paragraph 2, once the landing ground or any part of it which may have been in contractors' hands or in those of the S.C.E. is completed and handed over, the Commanding Officer of the Station is responsible for the upkeep of the grassed surfaces, while the Superintending Civil Engineer is responsible for the maintenance of all runways, drainage and taxi-tracks. If, however, any repair is required to the grassed surface which is beyond the capacity of the station staff, the Superintending Civil Engineer will undertake the repair at the request of the Commanding Officer or Commander (Flying).

7. If an aircraft accident is attributed to a defect in the airfield surface, the remarks of the Commanding Officer of the Station on the reason for this defect and the repair action taken are to be attached to the accident report. If an accident is attributed to a defect in the airfield surface for which the Superintending Civil Engineer is responsible under paragraph 6 or which he has been requested to repair by the Commanding Officer or Commander (Flying), he is to be informed immediately in writing, copy to his local representative, and a copy of his remarks is to be attached to the accident report.

8. Attention is drawn to the necessity for careful and frequent inspection of the airfield surface in order to ensure that defects are discovered and remedied or suitably marked *before* they become liable to cause an accident. Instructions regarding such inspections are to be included in Station Orders.

(A.F.O. 1876/43 is cancelled.)

5249.—United States Hospital Ships

(M. 531/43.—5 Oct. 1944.)

The Navy Department has designated the following ships as hospital ships under the terms of the Hague Convention:—

	Length	G.R.T.	Number of	
			Funnels	Masts
U.S.S. "Algonquin"	387	5,854	1	2
U.S.A.T. "Blanche F. Sigman" (ex "Stamford White")	422·8	7,176	1	2
U.S.S. "Bountiful"	484	7,440	1	2
U.S.A.T. "Charles A. Stafford" (ex "Siboney")	416	6,937	1	2
U.S.A.T. "Chateau Thierry"	437	7,555	1	2
U.S.S. "Comfort"	418	6,700	1	2
U.S.A.T. "Dogwood" (ex "George Washington Carver")	422·8	7,176	1	2
U.S.A.T. "Emily H. W. Weder" (ex "President Buchanan")	502	11,000	1	Signal masts 1 Kingposts 3 sets
U.S.A.T. "Ernest Hinds"	360	4,858	1	2
U.S.S. "Hope"	418	6,700	1	2
U.S.A.T. "Jarrett M. Huddleston" (ex "Samuel F. B. Morse")	422·8	7,181	1	2
U.S.A.T. "John J. Meany" (ex "Zebulon B. Vance")	422·8	7,177	1	2
U.S.A.T. "John L. Clem"	360	4,900	1	2
U.S.S. "Larkspur" (ex "Bridgport")	429·3	8,005	1	2
U.S.A.T. "Louis A. Milne" (ex "Lewis Luckenbach")	496	6,574	1	2
U.S.A.T. "Marigold" (ex "President Fillmore")	502	10,533	1	4
U.S.S. "Mercy"	418	6,700	1	2
U.S.S. "Refuge"	523	10,501	1	2
U.S.S. "Relief"	484	7,275	1	2
U.S.A.T. "St. Mihiel"	436·7	7,555	1	2
U.S.A.T. "St. Olaf"	423	7,191	1	2
U.S.S. "Samaritan"	448	7,555	1	2
U.S.A.T. "Thistle"	413	6,336	1	2
U.S.A.T. "Wisteria" (ex "William Osler")	423	7,191	1	2

2. Each vessel will have its hull and superstructure painted white, red crosses on each side, deck and funnel, and a horizontal green band round the hull. The red crosses will be illuminated at night. The name of each ship will be painted on the port and starboard side and on the centre line of stern. Lifeboats will be similarly painted.

(A.F.Os. 784/44, 1164/44, 1307/44, 1464/44, 1763/44, 2298/44, 2708/44, 2967/44, 2968/44 and 3251/44 are cancelled.)

5250.—Luxembourg—Spelling of

(M. 2027/44.—5 Oct. 1944.)

In compliance with a request made by the Government of the Grand Duchy, H.M. Government will in future adopt the spelling of Luxembourg (instead of Luxemburg) for all official purposes.

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

5251.—Commodore, R.N.R.—Grant of Rank on Retired List

(C.W. 48784/44.—5 Oct. 1944.)

Their Lordships have approved the promotion of the following officers to the rank of Commodore, 2nd Class, R.N.R. (Retired), to date 9th September, 1944:—

Captain C. M. Ford, R.D., R.N.R. (Retd.).

Captain D. S. Robinson, C.B.E., R.D., R.N.R. (Retd.).

(A.F.O. 4212/44.)

5252.—Honours and Awards—Royal Netherlands Navy

(H. & A. 773/44.—5 Oct. 1944.)

The King has been graciously pleased to approve the following awards for good service on hazardous minesweeping operations:

Distinguished Service Medal

Acting Petty Officer Dirk Konijn, 329, R.Neth.N., H.N.M.S. "Rozenburgh"

Posthumous Mention in Despatches

Lieutenant Jacobus Johannes Plugge, R.Neth.N., H.N.M.S. "Marken"

Mention in Despatches

Leading Seaman Jan Jansen van Dok, 11675, R.Neth.N., H.N.M.S. "Vlieland"

2. These Awards will not be gazetted.

5253.—Honours and Awards—Polish Navy

(H. & A. 758/44, H. & A. 756/44, H. & A. 757/44.—5 Oct. 1944.)

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

Bar to the Distinguished Service Cross

Commander Tadeusz Gorazdowski, O.B.E., D.S.C., Polish Navy.

For leadership and skill shown as senior officer of a force of British and Polish ships in a successful action with enemy minesweepers.

The Distinguished Service Cross

Lieutenant-Commander M. Lukas, Polish Navy.

For gallant and distinguished services with the African Coastal Flotilla.

Mention in Despatches

Commander Tadeusz Gorazdowski, O.B.E., D.S.C., Polish Navy, O.R.P. "Piorun."

Commander Konrad Franciszek Namiesniowski, D.S.O., Polish Navy, O.R.P. "Blyskawica."

For courage and skill in an action with enemy destroyers.

2. These Awards will not be gazetted.

5254.—Ogilvy Prize—Award for 1944

(C.W. 40428/44.—5 Oct. 1944.)

The Ogilvy prize for the December 1943–July 1944 Qualifying Long Course for (T) officers has been awarded to Lieutenant J. R. Blake, R.N.

5255.—C.O. and R.M.L.C. Officers—Payment

(C.W. 49800/44.—5 Oct. 1944.)

C.O. and R.M.L.C. officers are normally to be paid once a month, at the end of the month, in accordance with normal Naval practice, following the procedure laid down in A.F.O. 2827/44. It should not normally be necessary for them to be paid casual advances at other times, but exceptions may be made before going on leave, or abroad, or when the duties on which they are engaged or about to be engaged prevent them from drawing their monthly pay at the proper time.

2. Accountant Officers and other paying officers (*see* paragraph 14 of above-quoted A.F.O.) are to discourage the payment of casual advances to these officers, except as above, and such advances should be regarded as the exception rather than the rule.

3. Where, exceptionally, officers require to draw their pay in London, they are to apply to the Accountant Officer, H.M.S. "Odyssey", 11 and 12, Embankment Gardens, Chelsea; the practice of calling at the Admiralty for this purpose is to cease.

4. Admiralty General Message, Time of Origin 270027A, September, 1944, to stations abroad only, is cancelled.

(A.F.O. 2827/44.)

5256.—Signal Officers—Change of Title

(C.W. 19583/43—5 Oct. 1944.)

Their Lordships have decided that the title of Signal Officer is to be altered to Signal Communications Officer and that Lieutenant Commanders and Lieutenants who have specialized in signals shall in future be distinguished by the suffix (C) instead of (S).

2. The officers and ratings of the V/S and W/T categories will be known collectively as the Communications Branch but individually and for common usage the traditional titles of Signal Officer, Signal ratings and Telegraphist ratings will be retained.

3. The following titles and abbreviations will be adopted in the Communications Branch:—

(a) Fleet Signal Communications Officer (F.C.O.).

Fleet Wireless Officer (F.W.O.).

Fleet Wireless Officer's Assistant (F.W.A.).

(b) Squadron Signal Communications Officer (S.C.O.).

(c) Flotilla Signal Communications Officer (C.O. with number of Flotilla).

4. The following consequential alterations will be made in the abbreviations shown in the Navy List:—

(S) will become (C) ... Pages XV and 1276.

(S+) will become (C+)... Page XV.

(Se) will become (Ce) ... Pages 1156 and 1276.

(s) will become (c) ... Page 1275.

The page numbers shown above are those in the April, 1944 edition of the Navy List.

5. K.R. & A.I. will be amended in due course.

(A.F.O. 2973/44 is cancelled.)

5257.—Promotion of Reserve Officers to Acting Rank of Lieutenant-Commander

(C.W. 54214/44.—5 Oct. 1944.)

With reference to A.F.O. 3927/44 the following officers have been promoted to the acting rank of Lieutenant-Commander, to date 30th September, 1944:—

R.N.R., Permanent, Sea (Executive)

A. D. Piper ...	"P.55"	W. A. Ives ...	"La Malouine"
E. G. H. Riddelsdell	"Glenroy"	C. D. Abbott ...	"Rowena"
A. E. Smith ...	"Patroller"	J. O. Williams ...	"Clarkia"
C. W. Taylor ...	"Vampire"	N. Psaroudis ...	"Rattlesnake"
H. Sobey ...	"Bangor"	H. L. de Legh ...	"Claverhouse"
A. H. Pierce ...	"Spiraea"	A. W. Willis ...	"L.S.T. "361"
W. K. Tadmán ...	"Pink"	D. D. McIntosh ...	"Danae"
B. A. Picot ...	"Hilary"	F. Parker ...	"Stalker"
K. A. Vasey ...	"President"	G. D. Fowler ...	"Aubretia"
	(D.S/V.D.)	W. A. W. Catinus ...	"Northway"
A. L. G. Gillies ...	"Canada"	J. Cree ...	"Attacker"
J. A. Dale ...	"Kilbride"		

R.N.R., Permanent, Shore (Executive)

K. I. M. Owen ... "Cyclops"

R.N.R., Temporary, Sea (Executive)

J. W. Rennie ...	"Victory"	W. G. Pardoe ...	"Amaranthus"
B. H. Loyns ...	"Nile"	Matthews	
T. Cooper ...	"Victory"	F. J. G. Ricé ...	"St. Modwen"
H. N. Taylor ...	"Evadne"	C. A. Alexander ...	"Asbury"
C. J. Linder ...	"Fernmoor"	D. H. Everett ...	"Drake IV"
D. A. Chantler ...	"Dryad"	C. J. Spurgeon ...	"Martello"
R. Wolfenden ...	"Static"	K. Tholfsen ...	"Baldur"
J. L. James ...	"Nimrod" ("Altair")	H. Holmes ...	"Cormorant"
L. A. Sylvester ...	"Rajah"	W. Gibson ...	"Razorbill"
J. A. Booth ...	"Irwell"	T. Cannan ...	"Victory III"
	(B.Y.M.S. "2155")	H. P. Davies ...	"Campanula"
L. W. Cleverley ...	"St. Day"	L. T. Wilding ...	"Cupra"
A. W. James ...	"Pennywort"	(Act. Ty. Lt.-Cdr.)	
S. F. Archer ...	"Visenda"	W. E. Lowe ...	"Kilmun"
R. A. Vallings ...	"Highway"	W. N. Pickering ...	"Pembroke IV"
	(Act. Ty. Lt.-Cdr.)	(Act. Ty. Lt.-Cdr.)	
C. A. Steel ...	"Queen"	J. J. Allon ...	"Kenilworth Castle"
A. Morrice ...	"Victory"	J. E. S. Meade ...	"Striker"
W. S. Jolliffe ...	"Lancaster Gate"	G. Pattison ...	"Shearwater"
G. E. Kennedy ...	"Devon City"	A. T. Whish ...	"Rooke"
	(Act. Ty. Lt.-Cdr.)	T. Hand ...	"Bryony"
T. Robb ...	"Hannibal"	J. D. King ...	"Princess Beatrix"
B. A. Caws ...	"Colonsay"	(Act. Ty. Lt.-Cdr.)	
F. Nixon ...	"Calliope"	W. E. Elliott ...	"Princes Josephine Charlotte"
W. M. Bishop-Laggett	"Nasturtium"	E. J. Nicolle ...	"Sir Walter Raleigh"
C. P. Sugg ...	"Rooke"	W. T. Acton ...	"Hotham"
W. Jackson ...	"Odyssey"	J. B. Baldwin ...	"Victory III"
	(Act. Ty. Lt.-Cdr.)	F. A. Elston ...	"X "216"
W. D. W. Wright ...	"Saker"	R. Barrett ...	"Colonsay"
D. C. Maclean ...	"Baldur"	E. F. Langer ...	"K "9"
W. F. Watson ...	"Gipsy"	J. Duncan ...	"Fleetwood"
	(M.M.S. "218")	C. R. Madsen ...	"Milford"
R. Lugg ...	"Myosotis"	I. Hutchinson ...	"Hannibal"
A. S. Holland ...	"Alca"	D. V. Smith... ..	"Dartmouth"
W. Johansen ...	"Lochinvar"	E. A. Brown ...	"President"
C. H. Jacobs ...	"Pembroke"		(D.C.O.M.)
N. A. Hoyum ...	"Goatfell"	J. R. Symon ...	"Beehive"
E. A. C. Phillips ...	"Bude"	F. M. Foster ...	"Lochailort" (N)*
W. L. Turner ...	"Heather"	A. B. Palmer ...	"Nile" addl. for
E. Tait ...	"Harland"		"Maria Giovanni"
F. W. Hopkins ...	"Alaunia"		
C. G. Lofts ...	"Alca"		

R.N.R., Temporary, Shore (Executive)

H. Willington ...	"President"	A. Lamont ...	"Orland"
	(Act. Ty. Cdr.)	A. W. Hastings ...	"Orlando"
J. W. Boyes ...	"Leonidas"	W. Davies ...	"Eaglet"
	(Act. Ty. Lt.-Cdr.)	J. P. T. Coakley ...	"President"
A. W. S. Wells ...	"Ferret"		(D.M.W.D.)
	(Act. Ty. Lt.-Cdr.)		

R.N.R., Temporary, Shore (Executive)—contd.

F. H. E. Vaughan ... (Act. Ty. Cdr.)	"Odyssey"	S. W. Fowle ...	"Lucifer"
R. P. Collinson ... (Act. Ty. Lt.-Cdr.)	"President III"	J. G. J. Wildman ...	"Pembroke"
L. R. Richards ... (Act. Ty. Lt.-Cdr.)	"President III"	C. G. V. Corneby ...	"Shrapnel"
M. A. Green ...	"Eaglet"	T. K. Macdonald ...	"Victory"
W. Potts ...	"Fossbeck"	A. R. Buckley ...	"Caroline"
G. B. B. Richey ... (Act. Ty. Lt.-Cdr.)	"Copra"	C. J. Alldridge ...	"Nimrod"
H. F. M. Preston ...	"Drake IV"	A. C. Miller ...	"Cochrane"
		H. J. B. Lee ...	"Forward"
		K. J. Webb ...	"Odyssey"
		J. W. Blackburn ...	"Fabius"

R.N.V.R., Permanent, Sea (Executive)

R. F. R. Churston (Lord)	"Convolvulos"	P. Archer-Shee ...	"Scimitar"
J. O. M. Hunter ...	"Ness"	C. D. C. McNeil ...	"Fitzroy" (S)
B. W. R. Curling ...	"Odyssey"	J. D. Davey ...	"Musketeer"
L. H. Aitken ...	"Howe"	R. T. F. Smith ...	"Eaglet"
D. P. Croom-Johnson	"Peterhead"	W. G. Medlam ...	"Eaglet"
B. J. Bowick ...	"Dianthus"	D. G. M. Gardner ...	"Eaglet"

R.N.V.R., Permanent, Shore (Executive)

R. P. Pattman ...	"Braganza"	P. H. Reinold ...	"President"
R. E. Todd ...	"President" (N.I.D.)	(Act. Lt.-Cdr.)	(D.N.A.O.)
J. D. Flint ... (Act. Lt.-Cdr.)	"Byrsa"		

R.N.V.R., Temporary, Sea (Executive)

T. Muir ...	"Woodroff"	E. N. Wilding ...	"Primula"
W. Downing ...	"Ready"	W. M. Morrison ...	"Colonsay"
Norman Brooks (No. 1)	"Vernon"	(Act. Ty. Lt.-Cdr.)	
S. Rule ...	"Bergamot"	R. D. Bennett ...	"Lochinvar"
C. Brunning ...	"Pembroke IV"	O. S. Boome ...	"St. Christopher"
E. J. Newell ...	"Claverhouse"	Robert Cecil Fox ...	"President III"
R. F. B. Beesley ...	"Asbury"	C. N. N. Edge ...	"Paris"
A. S. Bennett ... (Act. Ty. Lt.-Cdr.)	"Hornet"	P. F. Flctt ...	"King Salvor"
P. A. Tritton ...	"Kintyre"	S. R. Brown ...	"Lanka"
J. K. Craig ...	"Oxlip"	W. G. Lloyd ...	"Nile"
W. B. T. Bate ...	"Claverhouse"	A. S. Eason ...	"St. Christopher"
G. C. Herbert ...	"Lynx"	(Act. Ty. Lt.-Cdr.)	
A. N. Robertson ...	"Razorbill"	K. J. Mackenzie,	"Nile"
P. N. F. Appleyard	"Stonecrop"	D.S.O.	
T. G. M. Snagge ... (Act. Ty. Lt.-Cdr.)	"Copra"	G. H. Law ...	"Asbury"
H. Trefusis ...	"Nimrod"	E. G. Selby ...	"Martello"
I. M. Milstead ...	"Vernon" (T)	J. A. B. Harrison,	"Proserpine"
S. J. McConnell ...	"Forward"	D.S.C.	
Alastair Cameron	"Caroline"	N. C. Roulston ...	"Copra"
Munro		(Act. Ty. Lt.-Cdr.)	
A. D. B. Trevor ...	L.S.T. "63"	G. I. Stern ...	"Asbury"
B. T. Carey ...	"Bacchante"	W. G. Jamieson ...	"Miranda"
B. S. Fidler ...	"Marshal Soult"	E. S. Forman ...	"St. Christopher"
J. P. Burnett ...	"Findhorn"	S. C. Mumford ...	"Keren"
M. W. Bond ...	"Exmouth"	H. W. Larsen ...	"Victory"
F. N. Bentley ...	"Eaglet"	D. C. Hayes ...	"Harman"
L. G. R. Campbell,	"Bentinck"	G. O. Sparks ...	"Iskra"
D.S.C.		(Act. Ty. Lt.-Cdr.)	
J. H. Hodder, D.S.C.	"St. Christopher"	H. C. McAusland ...	"Lynx"
C. A. Shillan ...	"Wellington"	A. E. Bell ...	"Saker I"
J. H. Mathews ...	"Defiance"	C. A. Boardman ...	"Snowdrop"
R. Whittingham ... (Act. Ty. Lt.-Cdr.)	"Razorbill"	D. H. Hackett ...	"St. Tudno"
H. W. M. Haward ...	"Miranda"	R. A. Howell ...	"Vervain"
S. W. Lock ...	"Dittany"	H. J. Galsworthy ...	"Bacchante"
B. E. Penrose ... (Act. Ty. Lt.-Cdr.)	"Copra"	H. A. Spencer ...	"Boscawen"
R. W. Yendell ...	"Collingwood" (G)	W. R. Edmunds ...	"Copra"
I. C. A. Ferguson,	"Copra"	(Act. Ty. Lt.-Cdr.)	
D.S.C.		J. A. Hill ...	"Catharine"
(Act. Ty. Lt.-Cdr.)		R. G. Cooper ...	"Hannibal"
A. G. Prideaux ...	"Lookout"	C. S. Clarke ...	"Ringmil"
R. C. Heron ...	"Irwell"	R. B. Evans ...	"Lucifer"
		D. F. S. Clogg ...	"Begum"
		L. J. McMillan ...	"Copra"
		(Act. Ty. Lt.-Cdr.)	
		R. M. M. Murdock ...	"Tyne"

R.N.V.R., Temporary, Sea (Executive)—contd.

J. N. B. Laine ...	"Eaglet"	J. G. Davison ...	"Salsette"
	("Cape Portland")	D. G. Silcock, D.S.C.	"Wildfire"
J. D. S. Hearder ...	"Midge"	(M.M.S. "17")	
W. J. Wolfe ...	"Cormorant"	H. E. Ascoli ...	"Cicala"
F. M. Phillipps ...	"Caroline"	(Act. Ty. Lt.-Cdr.)	(M.T.B. "704")
	("Fusilier")	Alan Geoffrey Gardner	"Lamerton"
E. L. Neilson ...	"Beaver I"	M. J. Driver ...	"Calliope"
C. R. Martin ...	"Asbury"	S. D. Marshall ...	"Mantis"
A. E. Alexander ...	"Lucifer"	(Act. Ty. Lt.-Cdr.)	
J. M. Anderson ...	"Victory"	H. M. Pinnell ...	"Gnu"
A. Wright ...	"Shrike"	B. W. Kelly ...	"Aggressive"
C. G. Bennion ...	"Princess Astrid"	J. E. Cook ...	"Gipsy"
G. G. D. Head ...	"Boscawen"	E. G. leG. Berry,	"Badger"
J. H. L. Burroughes	"Asbury"	D.S.C.	
William Birnie Brown	"Hunda"	M. W. Hampson ...	"Paris"
B. W. Harris, D.S.C.	"Orchis"	L. H. Percival ...	"Rosario"
R. B. F. Wylie ...	"Drake"	H. Stevens ...	"Qualicum"
A. L. Kerr ...	"Eaglet"	T. W. Boyd, D.S.O.	"Talybont"
G. H. Syrett ...	"Shrapnel"	D. F. Marlow, D.S.C.	"St. Christopher"
S. F. Carlisle ... (Act. Ty. Lt.-Cdr.)	"Copra"	J. D'A. Hoffman,	"Boscawen"
R. E. Alford ... (Act. Ty. Lt.-Cdr.)	"Stuart Prince"	D.S.C.	
T. S. Stobbs ...	"Nemo"	G. W. Searle, D.S.C.	"Forte IV"
W. K. Alexander ...	"Caroline"	J. B. McGowan ...	"Celebrity"
	(M.M.S. "215")	H. R. Kemble ...	"Gypsy"
C. H. Wardroper ...	"Caroline"	J. E. Harrison ...	"Attack"
G. P. J. de Clermont	"Martello"	J. E. Wilmot ...	"Proserpine"
G. M. Hobday ...	"Bee"	J. Blackburn ...	"Iron Duke"
W. J. Haughton,	"Whitehaven"	G. Richards ...	"Odyssey"
D.S.C.		E. H. McCormack ...	"Lochinvar"
F. Darton ...	"Epping"	(("Pierre Andre"))	
B. H. Langley ...	"Victory"	J. McA. F. Cassidy,	"Copra"
H. C. Hutchison ...	"Unicorn II"	D.S.C.	
C. G. White ...	"St. Tudno"	R. Corney ...	"Beaver"
	(M.M.S. "192")	R. W. H. Elsdon ...	"President"
A. L. Mulcare, D.S.C.	"Colonsay"	(R.N.C., Greenwich)	
R. M. Sabin ...	"Colonsay"	J. E. Guest ...	"Victory"
Harry Donald Davis	"Copra"	T. Costley ...	"Proserpine"
(Act. Ty. Lt.-Cdr.)		W. F. Weiler ...	"Wallace"
D. O. Humphreys,	"Eaglet"	L. R. Curtis ...	"Copra"
D.S.C.		(Act. Ty. Lt.-Cdr.)	
J. M. Baldry ...	"Victory"	J. S. Price, D.S.C.	"Mantis"
P. E. C. Pickles ...	"Strule"	Kenneth Robinson ...	"King George V"
M. D. Ballantine ...	"Saltash"	(No. 1)	
W. M. Russell ...	"Iron Duke"	G. C. Kleboe ...	"Copra"
B. L. Moir ...	"Hannibal"	(Act. Ty. Lt.-Cdr.)	
	("Two Step")	J. R. F. Best ...	"Bee"
R. A. L. Viner, D.S.C.	"Nile"	F. M. Hutton ...	"Copra"
F. J. Ashworth ...	"Manxmaid"	(Act. Ty. Lt.-Cdr.)	
R. B. Wannop ...	"Osprey"	F. J. B. Hart ...	"Ganges"
H. D. Bittleston ...	"Drake IV"	A. R. S. Hodgson,	"Midge"
J. L. Gardner ...	"Gipsy"	D.S.C.	
H. H. Dell, D.S.C.	"Albury"	(Act. Ty. Lt.-Cdr.)	
W. A. Noakes ...	"Irwell"	W. B. G. Leith ...	"Hornet"
G. V. Gare ...	"St. Tudno"	L. H. C. de Chateaux	"Drake IV"
E. H. Jeffery ...	"St. Tudno"	F. A. Gunson ...	"Bacchante"
	(M.M.S. "216")	W. G. R. Wright ...	"Caroline II"
R. H. R. Brittain ...	"Bacchante"	Joseph Horace Evans	"Gnu"
C. E. Ross ...	"Yeoman"	E. E. Simpkin ...	"Lochinvar"
G. W. Fox ...	"Proserpine"	D. Egginton ...	"Copra"
R. D. H. Pitcher ...	"Antrim"	D. C. K. Peacock ...	"President" (D.P.S.)
	("Alastor")	(Act. Ty. Lt.-Cdr.)	
R. A. Newbery ...	"Miranda"	D. R. Matthew ...	"Victory III"
J. K. Neale ...	"Proserpine"	E. V. Dawson ...	"Excellent"
L. B. Bridge ...	"Philoctetes"	H. A. Watkinson ...	"Excellent"
S. J. Vernon ... (Act. Ty. Lt.-Cdr.)	"Copra"	I. Le N. Priddy ...	"Queen Elizabeth"
J. Lanyon ...	"Cormorant"	F. B. Hoult ...	"Marshal Soult"
W. E. Mercer ...	"Proserpine"	J. M. Humphry ...	"Dryad"
	("Foulness")	D. M. Russell ...	"Mosquito"
Gordon Bevington	"Marshal Soult"	(Act. Ty. Lt.-Cdr.)	
Jones.	(M.M.S. "66")	B. Bleck ...	"Saker"
		(Act. Ty. Lt.-Cdr.)	
		A. T. Grevatt ...	"Attack"

R.N.V.R., Temporary, Sea (Executive)—contd.

W. L. Cambridge ... "Daedalus"
(Act. Ty. Lt.-Cdr.) J. F. Laycock ... "President"
(D.N.E. (Bath))
W. R. S. Bond ... "President" (D.N.I.)

R.N.V.R., Temporary, Shore (Executive)

H. K. Andreae ... "President"
(D.O.D. (H)) D. L. Briault ... "President"
(Act. Ty. Lt.-Cdr.)
H. G. Attenborough ... "Yeoman" W. H. Eardley ... "Cormorant"
(Act. Ty. Lt.-Cdr.)
C. G. Staines ... "President" (Act. Ty. Lt.-Cdr.)
(D.U.B.D.) John Woodhead ... "Hornet"
(Act. Ty. Lt.-Cdr.)
R. N. Bright ... "President" (D.N.I.) B. G. Wooster ... "Juno"
(Act. Ty. Lt.-Cdr.) J. N. Walton ... "Proserpine"
J. E. Audley ... "Fortitude" C. Henderson ... "President III"
(Act. Ty. Lt.-Cdr.) (Act. Ty. Lt.-Cdr.)
R. M. Hole ... "Clio" C. J. Jackson ... "Odyssey"
(Act. Ty. Lt.-Cdr.) (Act. Ty. Lt.-Cdr.)
A. L. Adler ... "Leigh" W. S. Green ... "Gosling"
K. F. Rogers ... "President" (D.B.D.) R. H. Paddock ... "Wildfire"
L. C. W. Turner ... "Cleopatra" H. E. Wadsley, G.M. ... "Vernon"
H. S. Maclauchlan ... "Orlando" G. D. V. Gout ... "Victory III"
(Act. Ty. Lt.-Cdr.) H. E. S. B. Irvine ... "President"
(D.U.B.D.) (F.O.L.U.S.)
C. W. S. Barnes ... "President" R. G. A. Verity ... "Copra"
(Act. Ty. Lt.-Cdr.) A. E. Brooker ... "President III"
A. E. Humble ... "Tennyson" (Act. Ty. Lt.-Cdr.)
(Act. Ty. Lt.-Cdr.) D. C. Sidebottom, ... "Beehive"
M. C. Clulow ... "Eaglet" D.S.C.
R. B. Kerr ... "Cormorant" (Act. Ty. Lt.-Cdr.)
H. L. McCowan ... "Copra" J. K. Woodrow ... "President"
(Act. Ty. Cdr.) (Act. Ty. Lt.-Cdr.)
L. E. H. Brunton ... "Odyssey" J. B. C. Lumsden, ... "Hornet"
(Act. Ty. Lt.-Cdr.) D.S.C.
A. C. Armour ... "Orlando" W. J. Quayle ... "President"
E. J. Chesney ... "Prudence" (Act. Ty. Lt.-Cdr.) (D.C.O.D.)
G. C. Tozer ... "Heron" A. B. Anderson ... "President"
(Act. Ty. Lt.-Cdr.) (N.A.2 S.L.)
P. F. Thiede ... "Victory" J. G. Brodie ... "Rooke"
F. G. D. Ryder ... "President" (D.O.D. (F)) N. Eyre ... "Odyssey"
(D.O.D. (F)) E. H. Thatcher ... "Asbury"
D. Vandreuil ... "Eaglet" T. S. G. Bemand ... "Scotia"
(Act. Ty. Lt.-Cdr.) J. P. English ... "Heron"
(Act. Ty. Lt.-Cdr.)
K. C. Keymer ... "Gregale" G. B. Eyre ... "Copra"
(Act. Ty. Lt.-Cdr.) (Act. Ty. Lt.-Cdr.)
D. R. W. Andrews ... "President" (D.N.I.) D. Bailey ... "Excellent"
(Act. Ty. Lt.-Cdr.) V. H. Penfold ... "President" (D.S.D.)
D. G. Dowling ... "Midge" W. J. B. Thomson ... "Copra"
(Act. Ty. Lt.-Cdr.) J. C. James ... "President III"
S. R. Perren ... "President" (D.P.S.) S. E. Sharpe, D.S.C. ... "President"
(Act. Ty. Lt.-Cdr.) (A.C.R. (D.P.E.T.))
Leonard Henderson ... "Victory III" D. Bailey ... "Excellent"
H. Marr ... "Victory" V. H. Penfold ... "President" (D.S.D.)
Ernest Edgar Morgan ... "Odyssey" W. J. B. Thomson ... "Copra"
Tom Biggs Wilkinson ... "Skirmisher" J. C. James ... "President III"
Willoughby Hansford ... "President III" S. E. Sharpe, D.S.C. ... "President"
White (A.C.R. (D.P.E.T.))
(Act. Ty. Lt.-Cdr.)

Flying

J. N. Gladish ... "Daedalus"
F. C. Booth ... "Goshawk"
(Act. Ty. Lt.-Cdr. (A))
A. G. Mayhew ... "Peewit"
(Act. Ty. Lt.-Cdr. (A))
A. G. Cameron ... "Peewit"
(Act. Ty. Lt.-Cdr. (A))
O. C. A. Hankey ... "Merlin"
G. C. McE. Guthrie, ... "Heron"
D.S.C.
(Act. Ty. Lt.-Cdr. (A))
J. T. Howard ... "Condor"
E. A. R. Forwood ... "Godwit"
(Act. Ty. Lt.-Cdr. (A))
C. R. Holman ... "Sanderling"
G. Y. Mills ... "Goshawk"
(Act. Ty. Lt.-Cdr. (A))
E. E. Perry ... "President"
(D.A.C.R.)
F. E. J. Brookeman ... "Daedalus"
C. E. Pennell ... "Gadwall"
(Act. Ty. Lt.-Cdr. (A))
W. Menzies ... "Canada"
A. W. Deavin ... "Kestrel"
(Act. Ty. Lt.-Cdr. (A))
A. J. Rea ... "Canada"
G. A. H. MacPherson ... "Goshawk"
J. A. Ansell ... "Tana"
(Act. Ty. Lt.-Cdr. (A))
G. Lunt ... "Canada"
J. W. Hedges ... "President" (N.A.2
S.L.(Air))
(Act. Ty. Lt.-Cdr. (A))
M. G. C. Keeley ... "Shah"
(Act. Ty. Lt.-Cdr. (A))

Flying—contd.

G. Barnwell ... "Daedalus"
K. C. Winstanley ... "Bherunda"
(Act. Ty. Lt.-Cdr. (A))
A. M. Tritton, D.S.C. ... "Illustrious"
(Act. Ty. Lt.-Cdr. (A))
G. W. Parish, D.S.C. ... "Rajaliya"
(Act. Ty. Lt.-Cdr. (A))
A. T. G. Hazledine ... "Condor"
R. J. H. Grose ... "Gadwall"
(Act. Ty. Lt.-Cdr. (A))
N. S. Hanson ... "Illustrious"
(Act. Ty. Lt.-Cdr. (A))
C. F. Wild ... "Jackdaw"
W. J. Sheppard ... "Searcher"
R. E. Parkinson ... "Nabob"
E. W. Maude ... "Illustrious"

Non-Flying

E. F. C. Burchell ... "Urley"
K. Garston-Jones ... "Vulture"
(Act. Ty. Lt.-Cdr. (A))
L. H. Kemp ... "Gadwall"
(Act. Ty. Lt.-Cdr. (A))
J. M. Scotchburn ... "Peewit"
(Act. Ty. Lt.-Cdr. (A))
H. D. Martin ... "Merlin"
(Act. Ty. Lt.-Cdr. (A))
H. Swainsbury ... "Daedalus"
H. T. S. Jeal ... "President"
(D.A.C.R.)
G. M. O'Brien ... "Cormorant II"
T. A. Glover ... "Daedalus"
(Act. Ty. Lt.-Cdr. (A))
K. W. Darisic ... "Daedalus"
(Act. Ty. Lt.-Cdr. (A))
R. Allen ... "Daedalus"
(Act. Ty. Lt.-Cdr. (A))
E. Gleave ... "Ariel"
(Act. Ty. Lt.-Cdr. (A))
A. M. Archdale ... "Cleopatra"

R.N. Engineers, Temporary

V. T. Taylor ... "Wilton"
G. L. Page ... "Brilliant"
R. S. S. B. P. Robson ... "Mistral"
(Act. Ty. Lt.-Cdr. (E))
C. R. English ... "Cochrane"
E. R. Cameron ... "Medway II"
(Act. Ty. Lt.-Cdr. (E))
K. L. Lee-Richards ... "Gambia"
D. Richardson ... "President" (E.-in-C.)

R.N.R. Engineers, Permanent

W. Hutchinson ... "Malcolm"
W. Gracey ... "Campbell"
T. R. Baker ... ex "Totland"
L. L. Broad, M.B.E. ... "Erebus"

R.N.R. Engineers, Temporary

R. W. Daish ... "Selkirk"
W. G. Stronach ... "Moreta"
J. W. Carr ... "Gnu"
A. M. Park ... "Irwell"
(Act. Ty. Lt.-Cdr. (E))
J. E. Burdon ... "Persephone"
H. A. Nisbet ... "Vanoc"
W. P. G. Pym ... L.S.T. "199"
P. Lawrie ... "Pembroke"
(Act. Ty. Lt.-Cdr. (E))
P. J. W. Roberts ... "Cormorant"
(Act. Ty. Lt.-Cdr. (E))
M. C. Jacob ... "Myloaden"
R. H. Dickinson ... "Shrapnel"
D. W. Blyth ... "Copra"
(Act. Ty. Lt.-Cdr. (E))
J. S. Allen ... "Odyssey"

R.N.V.R. Engineers, Temporary

F. G. Weaver ... "Boscawen"
B. G. Ewing ... "Monck"
G. C. Miles ... "President" (M.T.A.)
(Act. Ty. Lt.-Cdr. (E))
A. N. Platford ... "President" (E.-in-C.)
C. J. Hereford ... "President" (E.-in-C.)
(Act. Ty. Lt.-Cdr. (E))
D. P. O'Brien ... "Mantis"
D. M. R. Brown ... "President" (E.-in-C.)
A. E. Nelson ... "Ellissa"
(Act. Ty. Lt.-Cdr. (E))
R. N. Richardson ... "Badger"
(Act. Ty. Lt.-Cdr. (E))
P. F. Barr ... "Lothian"
(Act. Ty. Lt.-Cdr. (E))
J. F. Caunter ... "President"
(Act. Ty. Lt.-Cdr. (E)) (D.C.F.M.)
W. Tilley ... "Braganza"
(Act. Ty. Lt.-Cdr. (E))
H. J. H. Charlton ... "President"
(Act. Ty. Lt.-Cdr. (E)) (D.C.F.M.)
H. H. Hughes (Harry) ... "President" (Asst.
Halcombe Hughes) G.M.O. Elswick)
L. N. Cole ... "Proserpine"
(Act. Ty. Lt.-Cdr. (E))
I. Mann ... "President"
(Act. Ty. Cdr. (E)) (D.C.O.M.)

R.N.V.R.(A) Officers, Temporary

S. J. Cope ... "Daedalus"
A. R. Harris ... "Owl"
J. H. Kellond-Knight ... "Bherunda"
R. H. Pattinson ... "Garuda"
H. A. Shotter ... "Daedalus"
(Act. Ty. Lt.-Cdr. (A))
J. P. C. Cooper ... "Daedalus"
H. Short ... "Daedalus"
(Act. Ty. Lt.-Cdr. (A))
E. J. Jennings ... "Condor"
(Act. Ty. Lt.-Cdr. (A))
E. G. Webb ... "President" (M.A.P.)

Electrical

C. L. Champion ... "President" (Act. Ty. El. Lt.-Cdr.) (B.A.T.M., Ottawa)	W. M. Bennett ... "President" (D.C.O.M.)
S. Hewetson ... "Irwell"	J. R. A. Whitaker ... "Cerberus"
G. Armstrong ... "President" (D.T.M.) (Act. Ty. El. Lt.-Cdr.)	J. F. Tilney ... "President" (D.T.D. (D.E.M.S.))
W. F. J. Walton ... "Spartiate"	A. E. Somers ... "Marshal Sout"
S. D. Harper ... "Odyssey"	(Act. Ty. El. Lt.-Cdr.)
C. P. E. Heywood ... "Ferret" (Act. Ty. El. Lt.-Cdr.)	J. H. Field ... "Bee"
T. V. Lavarack ... "Nile"	P. G. Furnell ... "Vernon"
C. D. Robinson ... "Bacchante"	V. R. Rowan ... "Cochrane"
J. C. S. Shaw ... "Vernon"	J. McI. Hume ... "Spartiate"
C. F. Westley ... "President" (Act. Ty. El. Lt.-Cdr.) (D.C.F.M.)	H. J. Brown ... "Exmouth"
W. E. G. Bridgen ... "Lanka" (Act. Ty. El. Lt.-Cdr.)	F. L. M. Fisher ... "Yeoman" (Act. Ty. El. Lt.-Cdr.)
T. Parkins ... "Calliope"	H. C. Timewell ... "Osprey"
R. E. Pattenden ... "Hannibal"	F. L. Jones ... "Nile"
J. K. Todd ... "Defender"	W. S. Robson ... "St. Tudno"
M. Woolfson ... "Revlis"	R. A. H. Chapman ... "Byrsa"
	H. Lamerton ... "Blackcap" (Act. Ty. El. Lt.-Cdr.)

Medical Officers, Permanent

J. C. MacIntosh ... "Queen Charlotte"	E. L. James ... "Aurora"
H. W. Gothard ... "Victory"	

Medical Officers

G. A. K. Steen ... "Formidable"	A. C. Franks ... "Eggesford"
L. D. Arden ... "Boscawen"	R. S. Thomas ... "Ringtail"
W. A. Robson ... "Westcliff"	J. S. Meighan ... "Afrikander"
C. R. G. Howard ... "Drake"	S. F. Taylor ... "Nimrod"
H. P. Watson ... "Eaglet"	W. P. Collingwood ... "Formidable"
R. I. C. Bradford ... "Badger"	G. O. C. Davies-Webb ... "Pembroke"
T. Dinsdale ... "Pembroke"	M. B. D. Welland ... "Demetrius"
J. N. Morrison ... "Glencarn"	J. K. Armstrong ... "Proserpine"
J. Taylor ... "Beaver II"	A. Young ... "Kenya"
J. Carrick ... "Wildfire"	J. Watt ... "Arbiter"
J. E. Cates ... "Elissa"	C. H. Edwards ... "Shrapnel"
A. C. C. Hughes ... "Amarapoora"	C. E. Brownridge ... "Dragonfly"
J. H. Garnett ... "Victory"	J. L. Burnet ... "Landrail"
G. Garmany ... "Drake"	F. B. T. T. Drake ... "Lizard"
D. M. Morrissey ... "Ferret"	A. M. McCall ... "Garuda"
J. H. Kyle ... "Caroline"	A. S. Duncan, D.S.C. ... "Bacchante"
T. S. Stewart ... "Lanka"	C. G. Scorer, M.B.E. ... "Boscawen"
O. H. Jones ... "Delhi"	P. T. Merlin ... "Sanderling"
J. H. Cobb ... "Lanka"	R. O. Holland ... "Onslow"
R. W. Tipple ... "Lucifer"	C. R. Cone ... "Renown"
C. MacDonald ... "Drake"	C. H. F. Wood, M.B.E. ... "Malagas"
R. Rowlandson ... "St. Angelo"	A. B. Stenhouse ... "Vernon"
D. McLean ... "Nile"	A. M. Barnett ... "Fox"
E. R. Bowes ... "Excellent"	K. A. Colenso ... "Shrike"
T. J. A. Phillips ... "Skirmisher"	N. B. Colman ... "Lanka"
G. R. Nicks ... "St. Angelo"	C. B. Scott ... "Highflyer"
G. A. Hendry ... "Copra"	R. D. Robinson, D.S.C. ... "Speaker"
G. B. Locke ... "Lanka"	R. C. MacKeith ... "Victory"
G. W. Kennedy ... "Europa"	

Dentists

A. G. Beynon ... "Daedalus"	J. T. Cumming ... "Oxfordshire"
L. F. O. Seymour ... "Cormorant"	K. J. Tovey ... "Blackcap"
J. N. McClarence ... "Malagas"	K. Wright ... "Marlborough"
John Malcolm ... "Caledonia"	E. T. Barlow ... "Wellesley"
Alexander	J. E. Cursley ... "Sanderling"
G. K. Catchpole ... "Indefatigable"	F. H. Richards ... "Medina"
A. L. Sykes ... "Anson"	D. S. Clogg ... "Victory"
S. N. Tinkler ... "Pembroke"	L. E. James ... "Victory"
D. MacD. Paterson ... "Shrapnel"	J. B. Roberts ... "Boscawen"
J. W. Jones ... "Lizard"	A. C. Deverell ... "Victory" (lent "Safeguard")
B. F. Mahony ... "President"	

Accountant R.N.R.

O. M. Lewin ... "Garth"	S. G. Galliehan ... "Philoctetes I"
L. B. Charles ... "Saker"	W. A. Lord ... "Mastodon"
J. L. Hornby ... "Lanka"	L. V. S. Green ... "Lanka"

Accountant R.N.V.R.

A. W. Wood ... "Devonshire"	R. B. Y. Thomson ... "Byrsa"
R. M. Urie ... "Odyssey" (Act. Pay. Lt.-Cdr.)	C. B. Silley ... "Vulture"
O. S. H. Mulholland ... "Consular Shipping Adviser, Lisbon."	W. A. White ... "Hawkins"
J. Bodilly ... "Odyssey"	R. W. M. Wright ... "Helicon"
J. B. W. Christie ... "Nile"	S. O. Quin ... "Astraea"
C. L. P. Matheson ... "Yeoman"	J. D. Shillito ... "Blenheim"
C. D. Hattan ... "President" (A.S.C.B.S.)	W. M. Isherwood ... "Nairana"
L. J. Allen ... "Odyssey"	C. G. Hill ... "Lochailort"
W. N. D. Lang ... "President" (Office of 3rd S.L.)	A. O. E. Rees ... "Odyssey"
K. R. Tolmie ... "Vindictive"	E. S. Young ... "Hathi"
F. L. Fairman ... "Varbel"	B. S. Cave-Chinn ... "Cochrane"
B. H. R. Embry ... "Colossus"	C. G. Hawkins ... "Phoebe"
G. M. Peake ... "Lynx"	A. C. B. Pearce ... "Lucifer"
H. T. Blakeston ... "Benbow"	N. V. Craven ... "Duke of York"
W. C. Simms ... "President III"	R. W. Bryon ... "St. Angelo"
E. A. Wenzel ... "Ajax"	C. H. J. L. Ash ... "Warren"
T. C. Scott ... "Jackdaw"	H. C. Edey ... "Odyssey"
R. P. Toms ... "Hunter"	J. O. M. Hill ... "Peewit"
P. Stent ... "Franklin" (Act. Ty. Pay. Lt.-Cdr.)	E. V. Tibbits ... "Searcher"
R. M. Cooper ... "Paragon"	S. Gowans ... "Hannibal"
	S. C. Hutchison ... "Furious"
	J. Harris ... "Forte"
	F. C. Gomersall ... "Badger"
	E. A. Walker ... "Benbow"

R.N.R., Temporary—Sea Transport

R. D. P. Morgan ... "Stag" (Act. Ty. Lt.-Cdr.)	J. Jenkins ... "Euphrates" (Act. Ty. Lt.-Cdr.)
C. F. H. Webb ... "Hasdrubal"	E. W. Denman ... "Yeoman" (Act. Ty. Lt.-Cdr.)
H. O. Wilde ... "Odyssey" (Act. Ty. Lt.-Cdr.)	G. Patrick ... "Odyssey" (Act. Ty. Lt.-Cdr.)
R. A. B. Hardwick ... "Odyssey" (Act. Ty. Lt.-Cdr.)	E. J. Thomson ... "Highflyer" (Act. Ty. Lt.-Cdr.)
E. Hardman ... "Yeoman" (Act. Ty. Lt.-Cdr.)	H. J. Anstie ... "Yeoman" (Act. Ty. Lt.-Cdr.)

R.N.V.R., Temporary—Sea Transport

S. A. Nettle ... "Byrsa"	G. C. Harding ... "Hannibal" (Act. Ty. Lt.-Cdr.)
A. C. Taylor ... "Odyssey"	

Paymasters, R.N.R.—Sea Transport

S. J. Reid ... "Stag" (Act. Ty. Pay. Lt.-Cdr.)

Paymasters, R.N.V.R.—Sea Transport

I. J. Jones ... "Stag"

Permanent Special Branch

H. A. Tanqueray ... "Gannet" (Act. Lt.-Cdr. (Sp))	P. Beesly ... "President" (D.N.I.) (Act. Lt.-Cdr. (Sp))
L. J. Pudney ... "Odyssey"	

Temporary Special Branch

K. J. Henderson ... "Victory"	W. R. G. Keats, M.B.E. ... "President" (D.T.M.)
J. R. H. Knight ... "President" (K.B. Section)	R. F. Strickland-Constable ... "Vernon" (Act. Ty. Lt.-Cdr. (Sp))
T. C. Allden ... "Badger"	A. J. Bostock-Hill ... "President" (D.N.I.)
P. A. Marchington ... "Dundonald II"	H. A. Mayor ... "Mercury II"
W. A. A. Greenwell ... "Badger"	W. R. Blakeway ... "Fortitude"
P. H. Selbie ... "President" (Act. Ty. Lt.-Cdr. (Sp)) (D.S.D. & D.N.I.)	G. F. J. C. Scott ... "President" (Salvage Dept.)
H. T. Hobbs ... "Skirmisher"	T. Swan ... "President" (Act. Ty. Lt.-Cdr. (Sp)) (D.M.W.D.)
A. L. Newell ... "Shrapnel" (Act. Ty. Lt.-Cdr. (Sp))	Justin Richardson ... "Odyssey" (Act. Ty. Lt.-Cdr. (Sp))
J. D. Sullivan ... "Shrapnel"	W. T. Donovan ... "President" (D.N.I.) (Act. Ty. Lt.-Cdr. (Sp))
James Eric Fisher ... "Defiance"	T. H. Pickford ... "President" (Salvage Dept.)
J. H. Rouson, G.M. ... "President" (D.T.M.) (Act. Ty. Lt.-Cdr. (Sp))	
J. B. MacGeorge ... "Spartiate"	
A. E. Bullen ... "President III" (Act. Ty. Lt.-Cdr. (Sp))	

Temporary Special Branch—contd.

L. A. Brown ... "Collingwood" (Act. Ty. Lt.-Cdr. (Sp))	W. B. Crager ... "President" (Staff of Fleet N.O.I.O. Lyness)
C. J. R. Bowerman ... "President" (Act. Ty. Lt.-Cdr. (Sp)) (D.M.W.D.)	D. Timson ... "Dinosaur"
C. D. Barber ... "President" (Act. Ty. Lt.-Cdr. (Sp)) (D.S.V.P.)	W. C. Ives ... "Excellent" (G)
G. Hunt ... "President III"	C. J. White ... "Mercury II"
F. W. Haxworth ... "President" (Act. Ty. Lt.-Cdr. (Sp)) (Asst. Naval Staff Offr. Bomber Command)	E. F. Kay ... "President" (D.S.D.)
	R. W. Campbell ... Consular Shipping Ad- viser San Francisco
	A. J. Leland ... "Lanka"
	R. M. Maginness ... "Westcliff"
	E. M. Case ... "Dolphin"

R.N. Instructors, Temporary

H. N. Jones ... "Renown"	A. A. Smith ... "Kent"
A. J. Bennett ... "Excellent"	

(A.F.O. 3927/44.)

***5258.—Accelerated Promotion**

(C.W. 54675/44.—5 Oct. 1944.)

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

Executive

S. G. Warrender, D.S.C.	"Savage"	...	...	1st June, 1944
Geoffrey Arthur Main...	L.C.T. "785"	...	...	1st October, 1944
E. F. J. Hetherington...	"Abelia"	...	...	1st October, 1944
A. G. Bradshaw	"Quirpon"	...	...	1st October, 1944
J. D. Ballard	"Hydrangea"	...	...	1st October, 1944
Thomas Smith	"Fervent" (M.A/S.B. "33")	...	...	1st October, 1944
J. B. Wreford	"Copra" (L.C.T.)	...	...	1st October, 1944
W. Mossman	"Chelmer"	...	...	1st October, 1944
R. H. Skinner	"Copra" (L.C.T.)	...	...	1st October, 1944
G. H. Beales	"Gentian"	...	...	1st October, 1944
M. A. I. Fiddes	"Copra"	...	...	1st October, 1944
J. G. H. Verey	"Copra" (L.C.T.)	...	...	1st October, 1944
J. P. Ellis	"Tormentor"	...	...	1st October, 1944
Derrick Clark	"Hornet" for M.T.B. "747"	...	...	1st October, 1944
J. L. Miller	"Copra" (L.C.T.)	...	...	1st October, 1944
A. J. Moore	"Rosevean"	...	...	1st October, 1944
John Ford Taylor	"Rodney"	...	...	1st October, 1944
P. J. M. Lyons	"Copra"	...	...	1st October, 1944
R. H. B. Ward	"Victory III" for L.S.T. "165"	...	...	1st October, 1944
L. G. Payne	"Copra"	...	...	1st October, 1944
C. G. Fairbairn	"Bermuda"	...	...	1st October, 1944
S. Curran	"Copra"	...	...	1st October, 1944
D. A. Fuller	"Copra" (L.C.T. "1003")	...	...	1st October, 1944
R. N. Woonough	"Stornaway"	...	...	1st October, 1944
F. A. Drake	"Ethiopian"	...	...	1st October, 1944
H. G. C. White	"Dauntless"	...	...	1st October, 1944
Gordon Holmes Brown	"Obedient"	...	...	1st October, 1944
A. H. Burnell	"Haleyon"	...	...	1st October, 1944
W. Charnley	"Victory III" for L.S.T. "406"	...	...	1st October, 1944
P. L. Coxson	"Foliot"	...	...	1st October, 1944
W. L. Rogers	"Iskra" for M.L. "1131"	...	...	1st October, 1944
A. L. Baker	"St. Tudno" for M.M.S. "60"	...	...	1st October, 1944
L. L. Fellner	"Warren"	...	...	1st October, 1944
B. D. Ebsworth	"Quebec"	...	...	1st October, 1944

Flying

H. R. Prentice	"Ukussa"	...	...	1st October, 1944
H. G. Scott	"Bambara"	...	...	1st October, 1944
A. Porteous	"Daedalus"	...	...	1st October, 1944
J. C. Brandt	"Nightjar"	...	...	1st October, 1944

Engineering

A. D. E. Popkin	"Odyssey"	...	...	1st October, 1944
G. H. Drane	"Manatee"	...	...	1st October, 1944
P. G. Clark	"Copra" ("Princess Maud")	...	...	1st October, 1944
H. E. Edwards	"Hornet"	1st October, 1944

Air Engineering

M. J. Swinchatt	"Daedalus"	1st October, 1944
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Electrical

J. L. Lewis	"Squid"	1st October, 1944
P. Scutt	"Gipsy"	1st October, 1944
C. R. Young	"Implacable"	...	...	1st October, 1944
R. G. Glenn	"Shrapnel"	...	...	1st October, 1944

Accountant

A. R. Scott	"Condor"	...	...	1st October, 1944
N. V. Linklater	"Forte"	...	...	1st October, 1944
E. Hallas	"Ambitious"	...	...	1st October, 1944
A. E. H. Beacham	"Hasdrubal"	...	...	1st October, 1944
F. Penn...	"Northney I"	...	...	1st October, 1944
J. A. Barrett	"Braganza"	...	...	1st October, 1944
J. A. Urie	"Ferret"	...	...	1st October, 1944
L. Paulin	"Nile"	...	...	1st October, 1944

Special

J. G. Fisher	"Collingwood"	...	...	1st October, 1944
P. J. Cox, D.S.C.	"Mercury II"	...	...	1st October, 1944
C. E. Squires	"Northney IV"	...	...	1st October, 1944
D. B. White	"Lizard"	...	...	1st October, 1944
L. W. Wiggins	"Hannibal"	...	...	1st October, 1944
John Whitefield Noble	"King Alfred"	...	...	1st October, 1944
A. C. Yule	"Lizard"	...	...	1st October, 1944
G. B. Cooper	"Odyssey"	...	...	1st October, 1944
Alfred Parker	"Vulture"	...	...	1st October, 1944
John Carter Andrews	"Foliot"	...	...	1st October, 1944
D. Batten	"Mercury"	...	...	1st October, 1944
G. W. Brown	"President" (D.M.W.D.)	...	...	1st October, 1944
A. B. Stedman	"Bee"	...	...	1st October, 1944
P. W. W. Cavanagh	"President" (S.P.)	...	...	1st October, 1944
G. E. Drescher	"Nightjar"	...	...	1st October, 1944
K. S. Holden	"St. Angelo"	...	...	1st October, 1944
F. G. Hodges	"Raven"	...	...	1st October, 1944
J. R. Tunnadine	"Gosling"	...	...	1st October, 1944
D. E. Nahum	"Malabar"	...	...	1st October, 1944
A. J. J. Gorrell	"Yeoman"	...	...	1st October, 1944
H. E. Turner	"Heron"	...	...	1st October, 1944
J. H. E. Gardner	"Excellent"	...	...	1st October, 1944
A. W. J. Self	"President" (D.U.B.D.)	...	...	1st October, 1944
J. H. Reynard	"President" (D.M.W.D.)	...	...	1st October, 1944
J. Pettley	"Landrail"	...	...	1st October, 1944
K. Parker	"Hamilcar"	...	...	1st October, 1944
J. E. O. Walker	"Victory" for R.N.H. Haslar	...	...	1st October, 1944
G. H. Nettleton	"Excalibur"	...	...	1st October, 1944
A. D. Rudwick	"President" (K.B.S.)	...	...	1st October, 1944
C. T. G. Blackmore	"President" (A.C.R.)	...	...	1st October, 1944

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

L. C. Nisbet	H.D.M.L. "1409"	...	...	1st October, 1944
P. J. Lawrence	"Velda"	...	...	1st October, 1944
F. G. Barnes	L. C. T. "720"	...	...	1st October, 1944

2. With reference to A.F.O. 4067/44, paragraph 5, the following Sub-Lieutenants have been promoted from the dates shown:—

Executive

L. J. Cocke	"Sheffield"	...	...	1st October, 1944
A. J. Bramble	"Armadillo"	...	...	1st October, 1944

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

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

5259.—Permanent List of Medical Officers, R.N.—Transfer to

(C.W. 15550/44.—5 Oct. 1944.)

See AFO 8323/40.
" 1405/46
Their Lordships are now prepared to consider applications for transfer to the Permanent List of Medical Officers of the Royal Navy (instead of after the war as originally contemplated) from recommended applicants on the following lists of medical officers:—

- (1) Short Service List, R.N.
- (2) Emergency List, R.N.
- (3) Permanent and Temporary Lists, R.N.V.R.

2. Each application is to be accompanied by a report on Form S.206 and should reach the Admiralty by 30th December, 1944. Applications may be made by signal with summarised recommendations where the written application appears likely to arrive after the date given.

Provisional applications already received have been recorded but fresh recommendations will now be required, and medical officers who have not previously applied may now do so.

3. As regards R.N. officers, the usual conditions will apply (Navy List Appendix, June, 1944, pages 198–200), but Emergency List officers so transferred will be required to pay income tax on the £1,000 gratuity already received.

4. The transfer of medical officers, R.N.V.R. (permanent and temporary) will be governed by the following conditions:—

- (1) The number of officers selected will be at Admiralty discretion, having regard to the number of higher appointments available for officers on the permanent list, and with a view to ensuring reasonable prospects of a career for those selected.

- (2) Seniority on transfer will be given as follows, and will reckon for purposes of full, unemployed and half-pay:—

(a) Full pay mobilised service will count in full.

(b) In addition to (a) above, officers who held appointments as resident medical or surgical officers in recognised civil hospitals prior to appointment will be granted, at Admiralty discretion, an antedate of seniority in respect of the time spent in civil hospital appointment, subject to a maximum of 12 months.

- (3) On transfer to the permanent list officers will forfeit all their rights and privileges as reserve or temporary reserve officers and, except as provided below, will be eligible for the rates of pay, retired pay and conditions of service of permanent R.N. medical officers, full details of which are given in the appropriate sections of the Appendix to the Navy List. This will include the gratuity of £1,000 (provided under normal regulations for officers transferred from short service) to the Permanent List, but in the case of transferees under this scheme, the qualifying period will be a minimum of five years' full pay service including three years served after the "official" date for the end of hostilities. Civil hospital time will not count for this purpose. The gratuity is subject to income tax.

- (4) Transferees will be required to serve for not less than 10 years from the date of transfer to the permanent list before being eligible for a withdrawal gratuity on voluntary retirement, but former service referred to in paragraph (2) (a), and civil hospital time, which counts for gratuity as in the case of permanent officers entered on or after 1st July, 1926, will be allowed to count for the purpose of assessing the total amount of the gratuity. Officers invalided for disabilities not attributable to the service with five years' service or less (including service referred to in paragraph (2) (a)) will be eligible for gratuities on the scale laid down for Surgeon Lieutenants (short service) invalided in similar circumstances.

- (5) Surgeon Lieutenants who have been transferred to the permanent list under these arrangements will receive, after the war, an additional uniform allowance to bring the total uniform allowance paid up to £50.

- (6) The regulations regarding promotion to higher ranks are shown in King's Regulations and Admiralty Instructions, Chapter VI, Section IV.

(A.F.O. 5229/41 is cancelled.)

5260.—Paymaster Sub-Lieutenants, R.N.—Pay on Confirmation in Rank

(C.W. 26020/43.—5 Oct. 1944.)

On confirmation in rank, Acting Paymaster Sub-Lieutenants, R.N., ex-Cadet, are to receive the higher rate of pay as confirmed Paymaster Sub-Lieutenants from the date 4 months subsequent to their promotion to Acting Paymaster Sub-Lieutenants, provided that they have passed the examination for the rank of Paymaster Sub-Lieutenant at their first attempt.

2. Ex-Cadet officers who fail to pass this examination at their first attempt are, on confirmation in rank, to have the date on which they are to receive the higher rate of pay as confirmed Paymaster Sub-Lieutenants deferred beyond the above period of 4 months by the amount of time lost under K.R. & A.I., Art. 301 (4) or by the amount of time lost under the scale laid down in A.F.O. 2704/44, paragraph 20, whichever is applicable.

3. Acting Paymaster Sub-Lieutenants, R.N., promoted from the lower deck under the terms of A.F.O. 409/40, are on confirmation in rank to receive the higher rate of pay as confirmed Paymaster Sub-Lieutenants from the date 4 months subsequent to their promotion to Acting Paymaster Sub-Lieutenant.

4. Accounting instructions will be issued in due course by the Director of Navy Accounts to adjust the accounts of all officers concerned who were confirmed as Paymaster Sub-Lieutenants before the date of this order and will be retrospective as applicable to the introduction of the higher rates of pay for confirmed Paymaster Sub-Lieutenants by A.F.Os. 4482/42 and 5862/42. As regards officers who are confirmed after the date of this order, instructions will in future be given in the C.W. lists of appointments as to the date from which they are to receive the higher rate of pay as confirmed Paymaster Sub-Lieutenants.

5. "A" Message No. 160A of 26th June, 1943, is cancelled.

6. This order is applicable for the period of the war only.

(K.R. & A.I., Article 301 (4).)

(A.F.Os. 409/40, 4482/42, 5862/42 and 2704/44.)

5261.—Accountant Branch—Promotion from the Lower Deck to Commissioned Rank—Confirmation as Paymaster Sub-Lieutenant, R.N.

(C.W. 26020/43.—5 Oct. 1944.)

It has been decided that the period of six months' sea service required by A.F.O. 409/40, paragraph 17, is to be reduced to four months. In future, therefore, applications for confirmation in rank with original seniority may be made on completion of four months' sea service provided officers are otherwise qualified and recommended for confirmation.

(A.F.O. 409/40.)

5262.—Captain's Secretary's Allowance—Extension to Acting Paymaster Sub-Lieutenants

(C.W. 55251/43.—5 Oct. 1944.)

In view of the differentiation in rates of full pay between Acting Paymaster Sub-Lieutenants and confirmed Paymaster Sub-Lieutenants, it has been decided that Acting Paymaster Sub-Lieutenants are eligible for the allowance to Captain's Secretary laid down in K.R. & A.I., Appendix I, Part 3, No. 28. Confirmed Paymaster Sub-Lieutenants continue to be ineligible.

2. This decision is effective from 1st October, 1942, and is a wartime measure only.

3. Application for payment of the allowance, retrospective as applicable to 1st October, 1942, and not hitherto authorized on the Schedule of Allowances issued by the Director of Navy Accounts under K.R. & A.I., Art. 1559(3), should be addressed to the Director of Navy Accounts, Branch 4 (Schedules), Northwick Park Hutments, Watford Road, Harrow, Middlesex.

4. K.R. & A.I. will be amended.

***5263.—Warrant Officers—(a) Provisionally Selected for Promotion to Lieutenant, Lieutenant (E), Lieutenant (A) and Ordnance Lieutenant—(b) Selected for Promotion to Commissioned Officer**

(C.W. 44392/44.—5 Oct. 1944.)

The following promotions have been approved in accordance with the procedure laid down in A.F.Os. 1874/42 and 1875/42.

2. Provisional Selection for Lieutenant, Lieutenant (E), Lieutenant (A) and Ordnance Lieutenant under A.F.O. 1874/42. Officers will be promoted subject to recommendation on satisfactory completion of courses.

(a) *To Lieutenant :—*

A. E. Ball, Gunner.
W. F. Tompkins, Gunner.
L. Jackson, Signal Boatswain.
E. C. Day, Gunner.
W. A. Poole, Gunner.
S. N. Page, Gunner (T).
F. J. D. Gray, Gunner (T).
H. W. A. Lester, Gunner.
R. T. Lidsey, Gunner.
E. O. Keill, Boatswain.
R. A. Collings, Boatswain.
F. L. Strickland, Gunner.
F. Mogg, Gunner (T).
C. W. Powell, Gunner (T).
W. Wilce, Gunner.
E. H. N. Shute, Boatswain A/S.
G. Green, Warrant Telegraphist.
E. N. Read, Warrant Telegraphist.
L. C. Thomas, Gunner (T).
R. A. Dudley, Boatswain.

(b) *To Lieutenant (E) :—*

M. E. Newcombe, Warrant Engineer.
*C. Culf, Warrant Engineer.
C. W. Edgar, Warrant Engineer.
J. R. Clarke, Warrant Engineer.
E. J. Sullivan, Warrant Engineer.
R. G. Little, *M.B.E.*, Warrant Mechanician.
L. G. Walley, Warrant Engineer.
W. H. Ray, Warrant Engineer.
J. A. Green, Warrant Engineer.
V. A. T. Wade, Warrant Mechanician.

(*Subject to officer being willing to accept promotion).

(c) *To Lieutenant (A) :—*

S. G. Taylor, Warrant Aircraft Officer.
L. H. Weston, Warrant Aircraft Officer.
L. R. Symons, Warrant Aircraft Officer.
*T. J. Bush, Warrant Aircraft Officer.
R. A. Whittingham, Warrant Aircraft Officer.
W. J. H. Mills, Warrant Aircraft Officer.
B. J. C. Bailey, Warrant Aircraft Officer.
W. F. May, Warrant Aircraft Officer.
J. Milham, Warrant Aircraft Officer.
M. C. J. Major, Warrant Aircraft Officer.
C. F. Taylor, Warrant Aircraft Officer.
L. C. Parsons, Warrant Aircraft Officer.
L. J. Williams, Warrant Aircraft Officer.
F. A. G. McIntyre, Warrant Aircraft Officer.
T. A. Amos, Warrant Aircraft Officer.

(*Subject to officer being willing to accept promotion.)

(d) *To Ordnance Lieutenant :—*

C. A. Sims, Commissioned Ordnance Officer.

2. Special courses will be arranged for these officers shortly. It may not be possible for the courses all to take place concurrently or to terminate on the same date but the ultimate seniority of these officers as Lieutenant or equivalent rank will not be affected by possible delays, as their seniority will be assessed from the same basic date, viz. :—1st October, 1944.

3. Warrant Air Officers (O) and (P) are eligible to participate in these promotions to Lieutenant (Executive) and Commanding Officers should ensure that their claims are not overlooked by sending in S.206 reports on suitable officers within the age limits, in accordance with paragraph 5 below.

4. Promotions to Commissioned Officer from Warrant Rank to date 1st October, 1944, under A.F.O. 1875/42.

To Commissioned Gunner and Commissioned Gunner (T) :—

H. R. Neal, Gunner (T).
A. G. Samuel, Gunner.
F. C. Tibbs, Gunner (T).
H. J. Evans, Gunner.
A. H. Seccombe, Gunner.
L. W. Dubock, Gunner (T).
R. Valentine, Gunner.
C. W. Chadwick, Gunner.
R. D. Bennetts, Gunner.

To Commissioned Boatswain :—

L. C. L. Pugh, Boatswain.
A. W. Anderson, Boatswain.
V. P. Rhind, *D.S.C.*, Boatswain.
C. E. Eastmead, Boatswain.
W. G. S. Howell, Boatswain (Acting Lieutenant).

To Commissioned Signal Boatswain :—

T. W. Turnbull, Signal Boatswain.

To Commissioned Telegraphist :—

A. G. W. Winter, Warrant Telegraphist.
F. T. Hawkins, Warrant Telegraphist.

To Commissioned Master-at-Arms :—

W. Bannister, Warrant Master-at-Arms.

To Commissioned Aircraft Officer :—

F. R. Fenton, Warrant Aircraft Officer.
E. Roney, Warrant Aircraft Officer.

To Commissioned Shipwright :—

W. G. Deer, Warrant Shipwright.
A. W. Bryan, *M.B.E.*, Warrant Shipwright.
E. C. Le Gassick, Warrant Shipwright.

To Commissioned Engineer :—

L. W. Reavill, *D.S.C.*, Warrant Engineer.
W. E. Keeping, *D.S.C.*, Warrant Engineer.
E. F. H. Hemming, Warrant Engineer.
E. W. Sexton, *D.S.C.*, Warrant Engineer.

To Commissioned Ordnance Officer :—

T. A. Bousted, Warrant Ordnance Officer.
A. Pomroy, Warrant Ordnance Officer.

To Commissioned Electrician :—

W. Miners, Warrant Electrician.
R. A. Williams, Warrant Electrician.

5. Reports on officers for April, 1945, promotions must reach the Admiralty (C.W. Branch) by 1st February, 1945.

(A.F.Os. 1874/42, 1875/42 and 2306/44.)

These figures must be amended to comply with the manning standard in paragraph 4, to read:—

" 5 G.M. (included in 1st class gunnery rates below)
8 Q.R.1 5 L.R.1 5 C.R.1 6 A.A.1 "

The total number of 1st class ratings plus Gunner's Mates borne, however should not exceed 24 (i.e., the total of 1st class ratings now allowed) because the duties of five of the 1st class ratings are performed by the five Gunner's Mates.

9. On Form S.162 and on any other form of complement return, the " Allowed " column is always to show the numbers allowed after application of the temporary manning standard as explained in paragraph 2.

10. The authorized full complement is to be used as a basis for payments under K.R. & A.L., Articles 428 and 1591, except in those cases where numbers given in schemes of complement are " in abeyance ", e.g., V/S and W/T ratings in accordance with C.A.F.Os. 315/42, 241/44, 819/44 and 1799/44.

(N.B.—Wiremen(L) employed in L.T.O. vacancies are eligible for difference of pay as Leading Wireman(L). Similarly, Leading Wiremen(L) employed in L.T.O.(LP) vacancies are eligible for difference of pay as P.O. Wireman(L)).

(C.A.F.Os. 1185/40, 315/42, 1160/42, 1249/42, 53/43, 1241/43, 2200/43, 2587/43, 241/44, 819/44 and 1799/44, A.F.Os. 1021/41 (not in Annual Volume), 6378/42, 682/43, 4053/43, 20/44, 1759/44, 5003/44 and 5144/44.)

(A.F.Os. 2815/44, 3261/44, 3795/44 and 3817/44 are cancelled.)

5265.—Complement Amendment

Minesweeping Trawlers

(C.W. 34878/44.—5 Oct. 1944.)

The following amendment is to be made to the scheme of complement of Minesweeping Trawlers (L.L.) issued with Admiralty Letter N.10045/43 of 6 May 1943:—

Insert Notation (1) against Lieut. or Sub-Lieut., R.N.R. or R.N.V.R. New note (1) to read as follows:—

(1) In vessels of C.O. of a Group and Second C.O. of a Group, when employed in Icelandic waters, add 1 Lieut. or Sub-Lieut., R.N.R. or R.N.V.R.

5266.—Verification of Balances in Charge of Accountant Officers and Examination

of Cash Accounting Procedure at an Uncertain Date—REPORT

" " 3286/46.

(D.N.A. 20923/43.—5 Oct. 1944.)

" " 648/45. Reports of the verification of balances in charge of Accountant Officers and examination of cash accounting procedure at an uncertain date appear to be overdue in respect of the undernoted ships and establishments.

2. Ships, etc., concerned are to report to their Administrative Authority the date of the last inspection made in accordance with K.R. & A.L., Article 1105a. and, if it be confirmed that the period of six months has been exceeded, arrangements are to be made to repair the omission at the earliest practicable date.

3. Administrative authorities concerned are to report to the Admiralty the position in regard to all ships listed hereunder which are in their respective commands.

" Activity "	" Eaglet "	" Lusitania II "
" Amrapoora "	" Empress "	" Ophir "
* " Arethusa "	" Erebus "	" Orion "
* " Atreus "	* " Euryalus "	*† " Oxfordshire "
* " Battler "	" Highflyer "	" Saker "
" Bonaventure "	" Hilary "	" Slinger "
" Cannae "	" King George V "	" Trumpeter "
" Challenger "	" Lanka "	" Wildfire "

* Included in A.F.O. 2582/44, reports not yet received.

† Included in A.F.O. 5973/43, report not yet received.

5267.—Acting E.R.As., Fourth Class—Confirmation in Rating

(N. 30588/43.—5 Oct. 1944.)

Although service in Landing Craft Flotilla Maintenance Staffs counts as sea service, it is still necessary for Acting E.R.As., 4th Class, serving in such staffs, to obtain the certificate referred to in paragraph 2 (A) (1) (C) (ii) of A.F.O. 669/44, before they can be confirmed in the rating of E.R.A., 4th Class. It is, therefore, essential that these ratings should be given adequate facilities by Engineer Officers for obtaining these certificates for advancement, as laid down in A.F.Os. 3799/41 and 669/44, which they can only obtain in a ship or motor vessel. If landing craft are attached to a base, it should not be necessary to draft the ratings away from the base for this purpose.

(A.F.Os. 3799/41 and 669/44.)

(A.F.O. 931/44 is cancelled.)

5268.—Responsibility for Technical Training of Electrical Ratings in H.M.S. " Hopetoun "

(N. 15987/44.—5 Oct. 1944.)

The R.A.L.S.C.U.s. authority to control the basic training and advancement courses for major landing craft personnel will not apply to electrical ratings for major landing craft under technical instruction at H.M.S. " Hopetoun."

2. In this establishment the courses will be arranged, in common with those for other landing craft electrical personnel, by the Admiralty, who will seek advice from R.A.L.S.C.U. as necessary.

(C.A.F.Os. 2004/43 and 1674/44.)

See AFO 6284/45 *5269.—Educational Tests—Timetable for 1945

" " 1539/46.

(N. 23795/44.—5 Oct. 1944.)

The timetable for the educational tests to be held in 1945 will be as follows:—

Higher Educational Test			
Monday	... 12th March	... 5th November	... 1330 Magnetism and Electricity
Tuesday	... 13th March	... 6th November	... — No H.E.T. Papers (E.T.I.)
Wednesday	... 14th March	... 7th November	... 0930 Practical Mathematics, 1330 Geography.
Thursday	... 15th March	... 8th November	... 0930 Navigation, 0930 Military Topography, 1330 General Knowledge.
Friday	... 16th March	... 9th November	... 0930 Mechanics, 1330 English History.
Educational Test 1			
Tuesday	... 13th March	3rd July 6th November	0930 Arithmetic, 0930 T.E.T., 1330 English.
Educational Test 2			
Friday	... 16th March	6th July 9th November	0930 Practical Mathematics, 1330 General Paper.
Royal Marine Second Class Certificate			
Tuesday	... 19th June	... 4th December	... 0945 English Essay, 1045 Map Reading, 1400 Arithmetic.
Wednesday	... 20th June	... 5th December	... 0930 Geography, 1400 Imperial History and Corps History.

(A.F.O. 29/44.)

*5270.—Educational Tests—War Time Arrangements.

(N. 23980/44.—5 Oct. 1944.)

Supply of Papers.—During the period of hostilities and until further notice examination papers for Educational Test 1, Educational Test 2, Higher Educational Test and the Royal Marine Second Class Certificate will be issued, without demand, to sea-going ships on the following scale :—

	E.T. 1.			E.T. 2		H.E.T.									
	Arithmetic.	Technical.	English.	Papers I and II.	Groups I and II.	General Knowledge.	English History.	Geography.	Navigation.	Military Topography	Practical Mathematics.	Mechanics.	Magnetism and Electricity.		
Battleships	20	20	40	20	6	20	5	10	5	5	20	5	5		
Fleet carriers	40	10	50	10	6	12	3	5	5	3	12	3	3		
Cruisers	20	10	30	10	6	12	3	5	5	3	12	3	3		
Escort carriers	30	—	30	6	—	12	3	5	5	—	12	3	3		
Destroyer and submarine depot ships and repair ships, monitors, A.M.Cs....	12	—	12	6	—	8	4	4	4	—	8	4	4		
Destroyers and sloops ...	10	—	10	—	—	4	2	2	2	—	4	2	2		

If a ship has not received enough papers, more may be obtained from the Admiralty if there is time, from Administrative Authorities, from other ships who have no candidates or, in the last resort, by duplicating extra papers on board, but if this is done Commanding Officers are to take special precautions that the papers are not compromised.

2. All other ships in home waters and establishments in the British Isles which require papers should demand them, in good time, from the Director, Education Department, Admiralty, S.W.1, stating how many copies they require of each paper.

3. Ships not in home waters and shore establishments abroad are to apply for papers to the nearest administrative authority.

4. Papers will be sent to administrative authorities abroad without demand, on a scale estimated to be sufficient for their own use and to meet their requirements under paragraphs 1 and 3. If, with changing circumstances, too many or too few papers are being received by any authority they should inform the Director, Education Department, Admiralty.

5. Administrative authorities at home will not receive papers unless they demand them.

6. *Date of Commencement of Examinations.*—Educational Tests 1 and 2 will be held in March, July and November.

Higher Educational Test will be held in March and November.

Royal Marine Second Class Certificate will be held in June and December.

The time and date when each paper is to be held will be found on the envelope containing the papers and in an A.F.O. which will be published before the beginning of each year.

7. If on the day fixed conditions at sea are such that it would be unfair to the candidates to hold the examination, it may be postponed until a more suitable day, provided that there is no possibility of the candidates obtaining prior knowledge of the contents of the papers. The Commanding Officer should then state the reasons for this postponement on the certificate which states that the examination was conducted in the proper manner.

8. *Special Papers.*—Special examination papers for Educational Test 1, Educational Test 2, Higher Educational Test and Royal Marine Second Class Certificate are held by D.E.D. and certain Commanders-in-Chief abroad.

9. If circumstances prevent the holding of the normal Admiralty examinations and if hardship would be caused to any rating by having to wait for the next examination, these special papers may be demanded and the examination held on any convenient day. Great care must be taken of these papers, which must be seen by no one but the candidate, and must be sealed and returned to the issuing authority directly the examination is over.

10. *Marking of Papers.*—In order to maintain a uniform standard of marking it is desirable that the worked papers for all Educational Tests should be sent to the Director, Education Department, Admiralty, for marking, and in all cases where the delay in the post will not involve hardship to the candidates this course should be followed.

11. The results of the examination will, if necessary, be returned to the ship by air mail, but a request to this effect should be made on the original mark schedule.

12. Ships and Establishments in the South-East Asia Command should forward their worked papers to the Fleet Education Officer, Eastern Fleet, for marking.

13. Ships and Establishments whose candidates would suffer hardship by reason of the delay in sending their papers to the Admiralty or to the Fleet Education Officer, Eastern Fleet, should endeavour to arrange, through their Commander-in-Chief or Senior Officer present, for their worked papers to be marked locally by an Instructor Officer or other officer with suitable university qualifications. Papers in Military Topography or Map Reading are to be marked by an officer of the Royal Marines not below the rank of Captain.

14. Schedules of marks awarded are to be signed by the marking officer and countersigned by his Commanding Officer. One copy is to be forwarded to each ship or establishment concerned for the information of the candidates and one to the Director, Education Department, Admiralty. If an acknowledgment is not received from the Admiralty within a reasonable time a second copy is to be sent.

15. Worked papers are to be stored in a safe place for six months, after which they may be sent to salvage.

16. *Passing Marks.*—(a) Education Test 1 :—

(i) For candidates taking the Arithmetic and English papers—
65 marks in each paper, or a total of 150 marks in the two papers.

(ii) For candidates taking the Technical and English papers—
65 marks in English and 45 marks in the Technical Paper, or a total of 120 in the two papers, provided the candidate has at least 50 marks in English.

(b) Education Test 2.—

A total of 100 marks in the two papers.

(c) Higher Educational Test.—

First class pass 75 per cent., Second class 55 per cent. Individual papers may be taken separately. Certificates are issued by the Admiralty when a candidate has passed in four subjects.

(d) Royal Marine Second Class Certificate.—

60 marks in each paper of a group. The groups may be taken separately.

17. *Marking of Papers for Royal Australian Navy Ships.*—Instructor Officers R.N. are to mark the worked papers of ships of the Royal Australian Navy serving outside the Australia station, if called upon to do so. Passing marks are the same as for R.N. Examinations, except that in E.T. 2 (which is on a different syllabus) 50 marks are required in each paper.

18. Schedules of marks awarded are to be forwarded to ships concerned and to the Commonwealth Navy Board, Melbourne.

19. *Disposal of Surplus Question Papers and Schedules.*—Ships and authorities having unused examination papers after the date of examination are to give them to Education Officers for instructional purposes. They are not to be returned to the Admiralty.

20. Unused schedules and forms are to be preserved, but ships and authorities who have accumulated more than they are likely to require are to return any surplus stocks to the Director, Education Department, retaining a small supply to meet emergencies.

21. *Higher Educational Test.*—In future only one copy of Form 3 with one copy on Form 3A is to be rendered. Fewer Forms 4 will be issued but the name of the subject in the heading may, if necessary, be altered.

(A.F.Os. 4139/39, 101/40, 566/40, 1197/40, 2567/40, 3550/40, 3019/41, 1237/42, and 4606/42 are cancelled.)

5271.—Royal Marines—M.T. Drivers—REPORTS.

(N. 23882/44.—5 Oct. 1944.)

Commanding officers of R.N. shore establishments, air stations and naval parties, etc., at home and abroad are to forward to General Officer Commanding, Royal Marines, Admiralty, a nominal list of all Royal Marine M.T. drivers and driver mechanics borne, showing their actual location.

5272.—Combined Operations Personnel—Absentees and Deserters in United Kingdom

(N.L. 6842/44.—5 Oct. 1944.)

The following instructions concerning the reporting of Combined Operations personnel (including R.M.L.C. personnel serving under the Naval Discipline Act) who become absentees in U.K. are to be regarded as modifying A.F.Os. 2482/42 and 2934/43 for these personnel.

The importance of the reports required from flotilla and Commanding Officers cannot be overstressed as financial hardships to dependants may be caused if there are delays in rendering them. (See A.F.O. 150/44.)

2. The Flotilla or Commanding Officer of the craft or unit is to report the circumstances to the local base (as defined in paragraph 5 below) by a signal, repeated to H.M.S. "Copra", within 48 hours of a rating becoming an absentee, giving the following particulars and requesting that a warrant for arrest for absence be issued:—

Name, initials, rating, official number, ship's book number, date and time of commencement of absence, home or leave address (if known), whether conduct sheet and copy of service certificate are held. Particulars are also to be shown on victualling and check sheets and Form S.1072A where in use.

3. A further signal is to be sent to the same addressees immediately if the absentee is apprehended, reports for duty, or any information is gained as to his whereabouts or cause of absence, giving date, time, and place of apprehension or return as the case may be.

4. If the absentee has not satisfactorily explained his absence or returned by the eighth day, the Commanding Officer of the local base is, if he considers it necessary, to issue a warrant for arrest for desertion, at the same time informing H.M.S. "Copra" of his action and giving a decision as to whether the man is to be marked "Run". Also at the same time the Flotilla or Commanding Officer is to forward all service documents held by him (including copy of service certificate) to the authority issuing the warrant. If these are not held by the Flotilla or Commanding Officer, H.M.S. "Copra" will forward extracts or a copy of the man's service certificate on request by the local authority concerned.

5. For the purpose of this Order the "local base" is defined as follows:—

- (a) Major landing craft and landing barges. The base at which the craft was lying when the absence was first reported.
- (b) Personnel of minor landing craft flotillas, Naval beach commandos, and other formed units when not embarked. The base in which last accommodated when absence was first reported. See Note (i).

- (c) Personnel embarked in Royal Fleet Auxiliaries and merchant vessels, including landing ships other than White Ensign and troop transports. The base at which the ship was lying, or to which she was proceeding, when the absence was first reported.

Note.—(i) In the case of a rating "breaking draft", if it appears obviously more convenient that the action ordered should be taken by the base to which the rating was proceeding, the base in which he was last accommodated is responsible for requesting such base to take action accordingly.

In any case of doubt, or where the case does not fall within one of the above categories, H.M.S. "Copra" will initiate necessary action if so requested and on receipt of the requisite information. In all cases H.M.S. "Copra" will initiate necessary action in regard to stoppage and restarting of allotments.

6. Where the warrant for arrest has been issued by the local base, that base will be responsible for the provision of escorts where necessary on receipt of information of an absentee's apprehension and for the subsequent investigation of the case.

If the man reports at or is received at a base other than the local base, the Commanding Officer of that base is responsible for the investigation and any necessary disciplinary action, application being made to H.M.S. "Copra" for his service documents.

In either case H.M.S. "Copra" is to be kept informed of charges proved, details of punishments awarded, date and number of warrant (if appropriate) and disposal of rating, in order that necessary accounting and drafting action may be taken.

7. Before proceeding to a foreign station, the Flotilla Officer or Commanding Officer is to inform the base at the port of departure (on Form S.219 if available) of particulars of absentees on sailing, stating also what other base if any has been informed.

8. If the absentee has not been recovered within 30 days, his copy service certificate and other documents connected with the case are to be transferred by the local base to H.M.S. "Copra" for all further action.

Note.—A deserter's effects are not to be sent to H.M.S. "Copra", but are to be disposed of by the local authority in accordance with K.R. & A.I., Art. 1769, paragraph 8, and Form S.46 forwarded to H.M.S. "Copra".

9. Where the warrant for arrest has been issued by H.M.S. "Copra", H.M.S. "Copra" will on receipt of information from the police of the arrest of an absentee, make a signal to the appropriate base arranging for his disposal. This signal should state:—

- (a) Place, time and date of arrest.
- (b) Name, initials, rating and official number of the man arrested.
- (c) Date and time of rating's commencement of absence.

At the same time H.M.S. "Copra" should send the man's copy service certificate and other service documents, together with any written evidence concerning the case, to that base.

10. Where the absentee's unit at the date of arrest is not definitely known, or is abroad absentees will normally be sent (see paragraph 9) to the following bases for the case to be investigated and dealt with:—

Locality of arrest by Police	Base for disposal
Western Approaches	H.M.S. "Dundonald"
Rosyth and Orkneys and Shetlands	H.M.S. "Stopford"
Nore	H.M.S. "Westcliff"
Portsmouth	H.M.S. "Squid"
Plymouth	H.M.S. "Foliot"

11. The Commanding Officer of the base receiving the signal referred to in paragraph 9 is to arrange for an escort to collect the absentee, and is to forward the information required in paragraph 6 above to H.M.S. "Copra" after dealing with the case.

(K.R. & A.I., Art. 1769, paragraph 8.)

(A.F.Os. 2482/42, 3615/42, 5131/42, 2934/43 and 150/44.)

(A.F.O. 4086/44 is cancelled.)

5273.—Plain Clothes Gratuity

(V/18302/43.—5 Oct. 1944.)

King's Regulations and Admiralty Instructions, Article 1602, Clause 2(d), is to be amended to read: "Men and boys discharged for any reason within one month of entry".

2. The necessary formal amendment of the Regulations will be promulgated in due course.

(K.R. & A.I., Article 1602.)

***5274—Uniform—Non-Regulation Cut and Cloth—Naval Ratings**

(V/I/3408/44.—5 Oct. 1944.)

Despite the instructions in A.F.O. 4613/42, which were repeated in A.F.O. 154/44, it is apparent that many ratings dressed in Class I and Class III uniform are still providing themselves with double-breasted suits of cloth or diagonal serge, although these are no longer articles of kit (*vide* A.F.O. 5781/43).

2. This practice is to cease, and the attention of all ratings concerned is to be drawn to this Order, and to the fact that they render themselves liable to disciplinary action if, after the receipt of this Order, they purchase Class I and Class III uniforms of other than the authorized pattern.

3. Men in possession of cloth, diagonal serge or tartan double-breasted suits may be permitted to wear them until they are worn out, but compensation will only be paid as laid down in paragraph 2 of A.F.O. 5781/43.

4. It has also come to notice that unauthorized items (e.g. towels) have been included in the certificates given by officers to ratings for the purchase of clothing ashore, and that articles of uniform (e.g. jumpers and trousers) supplied on these certificates do not always comply with the Uniform Regulations. Commanding Officers are to draw the attention of officers whom they authorize, or have authorized, to sign on their behalf certificates for ratings to buy clothing ashore, to A.F.O. 5817/43, paragraphs 30, 31 and 32, A.F.O. 154/44, and A.F.O. 3519/44, paragraph 2, and are to instruct such officers—

- (a) That certificates for the purchase of clothing ashore are to be given only on form S.110;
- (b) that if the copy of the form S.110 used does not bear a printed notification that the articles supplied are to conform to the latest Admiralty sealed pattern, this is to be inserted on the form in red ink;
- (c) that ratings to whom certificates are given for the purchase ashore of articles of uniform are to be warned that they will render themselves liable to disciplinary action if they provide themselves with articles which are not in accordance with the regulations;
- (d) that certificates for the purchase of uniform suits by men in Class I or Class III uniform are to be endorsed "suits to be of serge and single-breasted";
- (e) that no items are included in the certificate other than those specifically authorized by A.F.O. 5817/43, paragraph 31.

The instructions on form S.110 will be amplified to include the above when the form is next reprinted.

(A.F.Os. 4613/42, 2306/43, 5781/43, 5817/43, 154/44, 3519/44, 3752/44.)

***5275.—Re-Allocation of Manpower—Summary of Government Plan**

(C.W. 51899/44.—5 Oct. 1944.)

A.F.O. 5124/44 is to be amended as follows:

Paragraph 9. *Add* :—

"These arrangements do not apply to officers and ratings serving on T.124 Agreements or variants, including commissioned cable ship agreements, concerning whom separate instructions will be issued."

(A.F.O. 5124/44.)

5276.—Officiating Ministers of Religion

(C.E. 51936/44.—5 Oct. 1944.)

The following appointment has been approved :—

Church of England—

R.N. Sick Quarters,
"Le Court,"
Empshott, Hants.

Rev. P. H. Biddlecombe, B.A.,
The Vicarage,
Greatham, Hants.

The usual facilities are to be afforded.

The following appointment has been terminated, with effect from 30th September, 1944 :—

The Hostel,
Abingdon House,
East India Dock Road.

Rev. J. H. Perry,
All Saints' Rectory,
Poplar, London, E.14.

5277.—Signature of Petitions and other Collective Representations with Regard to Service Matters

(N.L. 5600/44.—5 Oct. 1944.)

Instances have occurred in which personnel have, at the invitation of a political organization, signed, in contravention of K.R. & A.I., a petition relating to Service matters.

2. Attention is drawn to K.R. & A.I., Article 12, which prohibits combinations of persons belonging to the Fleet, for the purpose of bringing about alterations in existing regulations or customs of H.M. Naval Service, whether affecting their interests individually or collectively. The collective signature of memorials, petitions or applications is similarly expressly forbidden, as is the obtaining of signatures to such documents.

3. Every person is fully entitled individually to make representations in accordance with Article 10 of K.R. & A.I. with regard to any proper cause of complaint, but the making of representations or complaints in any other manner is a serious disciplinary offence, rendering personnel liable to severe penalties.

5278.—New Zealand Identity Cards

(N. 21750/44.—4 Oct. 1944.)

In future New Zealand Identity Cards are to be withdrawn from personnel when they arrive in H.M. ships or establishments after loan to the Royal New Zealand Navy or for loan to the Royal Navy and sent to the New Zealand Naval Affairs Officer, Halifax House, 51-55, Strand, London, W.C.2, equivalent Imperial identity documents being issued in lieu.

2. Imperial identity documents will be withdrawn from New Zealand personnel on loan to the Royal Navy when they arrive in New Zealand on completion of their loan service.

5279.—Blood Transfusion

(M.D.G. 49705/44.—5 Oct. 1944.)

Attention is drawn to A.F.O. 5348/44 shown in Section 4 of this issue.

5280.—Queen Alexandra's R.N. Nursing Service—Board and Washing Allowance, etc.

A.F.O. 6149/44

(C.E. 8297/40.—5 Oct. 1944.)

The rates of board and washing allowance payable to members of Queen Alexandra's R.N. Nursing Service are to be revised as follows with effect from the 16th November, 1940 :—

	£	s.	d.
At home stations except as specified hereunder ...	1	4	6 a week
*At home stations where not more than two sisters are employed.	1	8	6 a week
At foreign stations ...	1	8	6 a week

* V.A.D. Nursing Members, Grade I, should be included in that number of Sisters employed. Where this exceeds two, the higher rate of board and washing allowance should not be paid. When W.R.N.S. officers are messed as a matter of convenience in a Nursing Sisters' mess they should be included in the total number in the mess for the purpose of determining whether the higher or lower rate of board and washing allowance is payable to the Nursing Sisters and/or V.A.D. Nursing Members, Grade I, in that Mess.

2. The rate of messing contribution payable by Sisters, etc., who are subsisted at the public expense is to be increased from 2s. 3d. to 2s. 9d. a day or from 15s. 9d. to 19s. 3d. a week as from the same date.

3. If a Nursing Sister is required to join a mess involving charges for victualling and mess subscriptions in excess of the board portion of her board and washing allowance, she may be refunded the extra cost.

(A.F.Os. 4391/40 and 1124/42 are cancelled.)

5281.—Q.A.R.N.N.S. and Q.A.R.N.N.S. (Reserve)—Revised Rates of Pay

(C.E. 8100/44.—5 Oct. 1944.)

The following change of titles, and as a wartime measure revised rates of pay, for members of the Q.A.R.N.N.S. and Q.A.R.N.N.S. (Reserve) have been approved :—

Present ranks	Present pay	New ranks	Revised rates of pay
Matron-in-Chief	£370 × £15—£400 plus £50 allowance.	Matron-in-Chief ...	£700 (fixed rate).
Matron ...	£250 × £15—£325	Principal Matron (in charge of hospital with 600 beds or more).	£500, plus £25 per annum for each 200 extra beds subject to a maximum allowance of £75.
		Matron (in charge of hospital up to 599 beds).	£275 × £25—£400 plus £25 for charge of 200 beds, £50 for charge of 300 beds, and £75 for charge of 500 beds.
			Maximum salary and allowance is thus £475 per annum.
Superintending Sister.	£150 × £12—£210 plus £30 charge allowance.	Senior Sister ...	£220 × £10—£250. No charge pay.
Nursing Sister	£95 × £5—£125	Nursing Sister ...	£105 on entry; after 1 year £130 × £10—£180 and to £200 after 10 years' service.

Senior Sisters are borne for charge of small nursing establishments or in lieu of the present Superintending Sisters appointed to large establishments where Matrons are borne.

2. Terms of assimilation.—Nursing Sisters.

I.—Scale of pay (applicable to all Sisters)

Subject to the special terms of entry set out below, the scale of pay will be a minimum of £105, rising after one year's satisfactory service in the Naval Nursing Services to £130 × £10—£180, and to £200 after ten years' service, but the rate of £200 is not payable before 1st April, 1944.

II.—Special terms of entry into the above scale

(a) Reserve Sisters appointed on or after 1st April, 1943

(i) If appointed within two months of ceasing to be employed as a Ward Sister in a civilian hospital :—

To enter at the rate of which she was in receipt at the date of transfer and to receive from 1st April, 1944, the higher rate which would have been admissible from the latter date had she remained in employment in the civil hospital. She will be eligible for further increments on the anniversaries of that date. Those who join after the 1st April, 1944, will be eligible for their first increment after 12 months' service. These rates are in all cases subject to the proviso that the maximum rate laid down in paragraph 2.I. is not exceeded.

(ii) If not covered by (i) above :—

To be allowed on entry one increment of £5 for each year of approved nursing experience after qualification, subject to a maximum entry rate of £160 in the scale at I above, and subject to the further provision that for the period to 1st April, 1944, the rate paid may not exceed that which would have been admissible under (b) below, had she been appointed before 1st April, 1943. If the resulting rate of pay is £125 or less the Sister will be eligible for an increase to £130 after 12 months' service. In other cases the normal annual increment on the scale will be admissible. The pay of Reserve Sisters now serving who were appointed on or after 1st April, 1943, will be adjusted where applicable in accordance with the provision of this order. Separate instructions will be issued by the Admiralty to the Accountant Officers in such cases, and pending the receipt of such instructions the existing rates of pay will remain in issue.

(iii) Approved nursing experience referred to under (ii) above is defined as whole-time service rendered in recognised hospitals, private nursing institutions or within an approved nursing co-operation.

(b) Reserve Sisters appointed before 1st April, 1943

(i) The scale at I above to be operative with effect from 1st April, 1943.

(ii) Present rates of pay to be increased with effect from 1st April, 1943, and 1st April, 1944, respectively, as shown in the following table :—

Rate of pay that would have been issued on 1st April, 1943, had the old rates remained in force :—	Increased rate of pay admissible	
	From 1st April, 1943	From 1st April, 1944
£	£ s. d.	£ s. d.
105	110 0 0*	140 0 0
110	120 0 0*	150 0 0
115	130 0 0	155 0 0
120	137 10 0	165 0 0
125	147 10 0	175 0 0
125 (if held for one year or more)	150 0 0	180 0 0

* Increased to £130 on completion of one year's service in the Naval Nursing Service.

(iii) After 1st April, 1944, the normal increments on the scale will be given, the first being admissible on the first anniversary (after 1st April, 1944) of the original date of appointment, except for those Reserve Sisters appointed on or

before 31st March, 1941, who will receive increments (after 1st April, 1944) on 1st April (i.e. the new incremental date following the adjustments made under A.F.O. 2028/41).

(iv) The pay of Reserve Sisters who prior to entry had served as Ward Sisters in a civilian hospital may be increased to £200 (if recommended) on completion of an aggregate of ten years' service, including civilian service only as Ward Sisters, subject to the proviso that such increase shall not be granted before 1st April, 1944. Payment of the rate of £200 per annum is not to be made without Admiralty authority. Reserve Sisters will be responsible for claiming an increase of pay to £200 on completion of 10 years' service, if civilian service is claimed. Such applications should be forwarded through the usual Service channels.

(c) *Permanent Sisters, Senior Sisters (Permanent and Reserve) and Matrons (Permanent and Reserve) appointed before 1st April, 1943*

(i) Are to receive, from 1st April, 1943, as an increase on their existing rates of pay (i.e. pay in issue on 1st April, 1943), half the difference between their rates on that date and the rates which would have been admissible under the new scale had it been in operation on their appointment to their existing grade, with the proviso that none shall receive less than the new minimum rate for her grade.

(ii) On 1st April, 1944, the balance of the increase will be given, together with an increment on the new scale, thus bringing the Nursing Sister, Senior Sister or Matron up to her full rate on the scale as though it had been in force throughout the period she has served in her present grade.

(iii) Normal increments of pay will be suspended during the period 2nd April, 1943, to 1st April, 1944, but will be resumed after 1st April, 1944 (on the new scale), on the next anniversary of the original date of appointment or promotion to the higher grade if serving as Senior Sister or Matron.

(iv) *Permanent Sisters, Senior Sisters (Permanent and Reserve) and Matrons (Permanent and Reserve) appointed or promoted after 1st April, 1943*, will be paid, with effect from the date of their appointment or promotion, at the minimum of the new scale for their grade and receive increments on the anniversary of their appointments in their existing grade.

(v) *Permanent Sisters* will be eligible for a rate of pay of £200 per annum (on or after 1st April, 1944) on completion of 10 years' service in the Q.A.R.N.N.S.

(d) *Principal Matrons*

(i) Those Matrons serving as such on 1st April, 1943, who may be appointed Principal Matron from that date, shall receive as from 1st April, 1943, a salary of £425 per annum and any allowance for which they may be entitled for charge of beds, in excess of 600 beds, and as from 1st April, 1944, a salary of £500 per annum and any allowance for charge of beds in excess of 600.

(ii) Those Matrons appointed after 1st April, 1943, whose title will be Principal Matron, shall receive as from the date of their appointment a salary of £400 plus any allowance for extra beds, and as from the 1st April, 1944, a salary of £500 per annum and any allowance for charge of beds in excess of 600 beds.

3. *Specialist Allowances*.—Nursing Sisters appointed individually for specialist duties are eligible to receive payment of the following allowances:—

Operating Theatre Specialist	... ..	£15 per annum.
Mental Nursing Specialist	... ..	£20 per annum.
Instructional Specialist	... ..	1s. per day.

4. These arrangements will take effect from 1st April, 1943.

(A.F.O. 1343/44 is cancelled.)

5282.—War Casualties—Naval Personnel, including W.R.N.S.—Admission to Hospital—REPORTS

(C.W.(C) 702/43.—5 Oct. 1944.)

In order to expedite notification of war casualties on dangerous or serious case lists, Hospitals, Sick Quarters, etc., in the United Kingdom will in future inform next-of-kin direct by telegram, in addition to reporting such cases to Admiralty C.W. (Casualties) and appropriate R.N. depot or

R.M. division. All reports, when repeated to Admiralty C.W. (Casualties), and to the appropriate depot or division, should state that next-of-kin have been informed.

2. Reports should state whereabouts of casualty, condition and nature of wounds or injuries; weekly progress reports, as required by K.R. & A.I., Article 1135, should be rendered so long as necessary.

3. When next-of-kin is resident outside the United Kingdom and there is no possibility of an early visit to the hospital, or when next-of-kin particulars are not available, Hospitals, etc., should telegraph to Admiralty C.W. (Casualties) and appropriate depot or division, as necessary, the particulars shown in paragraph 2 stating that next-of-kin have not been informed. Necessary action will then be taken by Admiralty depot or division.

4. In order to avoid confusion due to similarity of surname, the following details are to be furnished in every case:—Full initials and, for officers, branch of service, i.e. R.N., R.N.R., R.N.V.R., etc., for ratings and marine other ranks, the rating or rank and official number.

(K.R. & A.I., Article 1135.)

(C.A.F.O. 3262/39.)

5283.—W.R.N.S. Butchers—Classification for Pay, etc.

See AFO 1834/40. (N. 5772/44.—5 Oct. 1944.)

Representations having been received regarding the status and lack of advancement prospects of W.R.N.S. Butchers, the following revised arrangements have been approved.

2. It is apparent that some establishments are at present employing a rating designated "Butcher" whose principal duties are more appropriate to Cook ratings, e.g. the cutting or preparation of joints and other small pieces of meat for cooking. In future, W.R.N.S. Butchers will be allowed, on the basis indicated in paragraph 3 below, only in those W.R.N.S. establishments which are supplied with carcasses requiring to be cut into joints.

3. Subject to the limitation indicated in paragraph 2 above, a W.R.N.S. Butcher will be allowed, *without increase in complement*, to each W.R.N.S. establishment in which 75 or more personnel are victualled and a second Butcher will be allowed when the numbers victualled exceed 600.

4. In order to afford them an opportunity of advancement, W.R.N.S. ratings employed as Butchers under these conditions are to be re-classified as Stewards (G). General Duties ratings already employed on the duties, whether in R.N. or W.R.N.S. establishments, are to be transferred forthwith to the Steward (G) category with retention of existing pay and seniority.

5. On advancement in the Steward (G) category, W.R.N.S. Butchers will cease to be employed as such.

6. The allowance of 2d. a day under the conditions of K.R. & A.I., Appendix XVII, Part 3, No. 6, will continue to be payable to W.R.N.S. Stewards (G) employed as Butchers.

(A.F.O. 4178/43 is cancelled.)

*5284.—Leave—French and Other Allied Ratings in the R.N.—Leave Facilities for Returning to Their Own Countries

See AFO 1950/40. (N. 17729/44.—5 Oct. 1944.)

Their Lordships have had under consideration the granting of leave facilities to French and Allied ratings, who are serving in the Royal Navy, for regaining contact with their families abroad.

2. Whilst no definite promise can be given to these men at the present time, it has been decided that Commanders-in-Chief should, at their discretion, relieve from station resources, men of French, Belgian, Danish or other Allied nationality, who are serving in the Royal Navy, including R.N. Patrol Service, irrespective of their position on the home roster, if and when it appears that they are likely to have a chance of returning to their own countries for home leave.

3. The provisions of this A.F.O. cover leave facilities only and not release or demobilization.

(A.F.O. 4478/44 is cancelled.)

***5285.—Royal Naval War Libraries—Drama Loan Library**

(N. 22594/44.—5 Oct. 1944.)

An extension has recently been made to the facilities available through R.N. War Libraries by the establishment of a Drama Loan Library.

2. The first catalogue (Autumn, 1944) contains a wide range of plays, complete acting editions of which may be borrowed by H.M. Ships and Establishments for a maximum period of three months. There is no charge and the utmost care should be taken of copies of plays, while they are on loan.

3. Copies of the catalogue may be obtained from Command Education Officers, Command or Port Amenities Liaison Officers or direct from the Secretary, Drama Loan Library, 178 Great Portland Street, London, W.1. Requests for the loan of plays should be made to the above address, stating the number of copies, the title, and the author of the play, and an alternative title should be given.

5286.—Instructional Film Strip "Warship Recognition" (Serial No. S.A 203)

(N.T. 5231/44.—5 Oct. 1944.)

With reference to A.F.O. 1941/44, an instructional film strip entitled "Warship Recognition" has been completed and should be demanded from Instructional Film Libraries as referred to in A.F.O. 4251/43 (paragraph 10) by H.M. ships and establishments where Ship Recognition lectures are given and a still projector is available.

2. This film strip should be used in conjunction with B.R. 1015, "Warship Recognition", when lecturing on warship "types". The "hall-marks" of battleship, aircraft-carrier, cruiser and destroyer types, as illustrated, are common to warships of all nations.

3. It can also be used for illustrating "Ship Recognition" lectures on "Types of British Warships".

(A.F.Os. 4251/43 and 1941/44.)

5287.—Sabotage to Shipping—General Preventative Measures—Instructional Film Strip, Parts I and II (Serial No. SA. 185)

(N.T./5037/44.—5 Oct. 1944.)

With reference to A.F.Os. 4251/43 (Section E) and 1941/44, two instructional film strips have been prepared dealing with:—

- (a) General instructions to prevent sabotage to shipping. Part I
- (b) German sabotage methods as applied to shipping. Part II.

2. The strips have been prepared to give visual instruction to Royal Naval and Merchant Navy personnel on shipping anti-sabotage measures and will prove particularly helpful to personnel who may

- (a) be members of the crew of a vessel entering neutral and recently captured enemy ports.
- (b) be members of a "Guard Crew" on board naval or merchant naval vessels captured from the enemy;
- (c) be posted to security duties in captured enemy territory.

3. It is essential that officers and personnel of the Royal Navy and Merchant Navy who may be engaged on the duties enumerated in paragraph 2 should have an early opportunity of seeing these strips. For that purpose copies of the film strips (and projectors, if necessary) are being sent to the film libraries, ports and establishments set out hereafter.

It is also desired that officers and personnel, both of the Navy and of the Merchant Navy, should see these film strips as part of their general instruction. An issue of the strips will be made to all film libraries and Commanding Officers of H.M. and Masters of Merchant Navy ships and Training Officers of establishments should make every endeavour to ensure that their crews or the officers and ratings attached to their establishment for training purposes see the film.

4. The films are self-explanatory, but, to assist the person who may be called upon to give a commentary upon the film, short notes in the form of a running commentary have been prepared and will be issued with each set of the strips. It is considered that the lectures might well be undertaken by the Security Officer of the ship or establishment.

5. The strips and projectors should be made available locally to Security Control Officers in the United Kingdom and Defence Security Officers elsewhere on application being made by these officers. Instruction of Merchant Naval personnel will, in the main, be carried out by these officers in collaboration with the local naval authorities, and local representatives of the Ministry of War Transport.

6. The strips are short in length and can be shown and lectured upon in approximately 45 minutes.

	<i>Distribution</i>
(1) <i>Film Libraries</i>	Rosyth, Chatham, Portsmouth, Devonport, Scapa, Liverpool, Greenock, London. (A.F.O. 4251/43, paragraph 10 refers.)
<i>Sub-Library</i>	Londonderry.
(2) <i>Lavender Duplicating Prints</i>	N.S.H.Q., Ottawa; N.Z.N.B.; A.C.N.B.
(3) <i>Negatives</i>	F.O.C.R.I.N.; B.A.D. U.S.N., H.Q., London (plus 50 copies).
(4) <i>Individual Copies</i>	Commander-in-Chief, Mediterranean (6 copies) Commander-in-Chief, Eastern Fleet (12 copies) Commander-in-Chief, South Atlantic (12 copies) F.O.L.E.M. (6 copies) F.O.G.M.A. (6 copies) V.A., Malta (6 copies)

(A.F.Os. 4251/43 and 1941/44.)

5287a.—Meals away from Lodgings

(N. 23672/44.—5 Oct. 1944.)

A.F.O. 4887/44 is cancelled.

("A" Message (Home and Abroad) 683A is cancelled.)

***5288.—Canteen Funds—Disposal**

(N.E.F.O. 196/44.—5 Oct. 1944.)

*(Included in Notice Boards Issue only.)****5289.—Small Arms—Accidents**

(N.L./G.D. 033/44.—5 Oct. 1944.)

*(Included in Notice Boards Issue only.)***Section 3.—G., T., N., E., etc., & STORES; HULL,
EQUIPMENT & FITTINGS****5290.—Aircraft—General—Mortars, Signal 3 in.—Abolition of Memoranda of Inspection**

(G.150/44.—5 Oct. 1944.)

In view of the revised instructions regarding inspection of mortars, signal 3-in., promulgated in A.F.O. 2861/44, the Memorandum of Inspection is to be abolished.

2. Arrangements are to be made to record dates of inspection and rounds fired so that inspection is carried out in accordance with B.R. 291, Table F.

3. Memoranda of inspection at present held are to be returned to the Chief Inspector of Naval Ordnance, Admiralty.

*(A.F.O. 2861/44.)***5291.—Aircraft—Bombs—Practice—Inspection Before Use**

(G. 07186/44.—5 Oct. 1944.)

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

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

2. With regard to paragraph 1(c) the following method should be adopted:—Remove container from the body, and with all safety devices in place rest the bomb body on the striker head. Apply a straight edge to the striker guide to ensure that the striker point is not standing proud.

3. Any bombs found to be defective should be put aside, a report made, and returned to Armament Depot for rectification. Screw threads of the body should be regreased with mineral jelly or oil, M.80, if necessary.

*(R Messages 98R and 112R cancelled.)***5292.—Aircraft—Guns, Browning, 0·30-in. and 0·50-in.—Brushes, Cleaning, Chamber, M.6, R.A.F. Ref. 108D/77**

(A.S. 11443/44.—5 Oct. 1944.)

Brushes, cleaning, chamber, M.6, R.A.F. Ref. 108D/77 (U.S. Stock No. 1-B-6327, Part No. B.108828) for Browning aircraft guns have been introduced into service.

2. The brushes are suitable for cleaning the chambers of 0·50-in. and 0·30-in. Browning guns, and will be allowed as follows:—

Squadrons—as Gun Armament Squadron Mobile Equipment

Allowance will be promulgated shortly.

H.M. Ships—as Maintenance Stores

Two per I.E. aircraft with 0·50-in. or 0·30-in. guns.

R.N. Air Stations

“ V ”	} as in advance extracts of C.B. (R) 4252/42	} 20		
“ W ”			} 15	
“ X ”				} 10
“ Y ”					} 30
H.M.S. “ Unicorn ”	... .. 30		
Receipt and Despatch Units	... .. 30		
Aircraft Maintenance Ships	... .. 25		

3. Demands to complete to the above scales should be sent to the appropriate R.N. Armament Depot.

5293.—Aircraft—Guns, Hispano, 20-mm.—Rods, Cleaning

(A.S. 11512/44.—5 Oct. 1944.)

New designs of handle, Mark III, R.A.F. Ref. 8D/2630, and section, Mark III, R.A.F. Ref. 8D/2631, for 20-mm. Hispano cleaning rods have been introduced.

2. Mark III sections are not suitable for use with Mark II handles (R.A.F. Ref. 8D/2470), and Mark III handles cannot be used with Mark II sections (R.A.F. Ref. 8D/2471).

3. Mark III handles and sections are suitable for use with Mark II loops (R.A.F. Ref. 8D/2469) and mops (R.A.F. Ref. 8D/2467).

4. When demanding replacements, H.M. ships, R.N. Air Station, Repair Yards, R.D.Us., etc., should clearly state what mark of handle or section is required.

5. When issuing complete rods, R.N. Armament Depots are to ensure that suitable handles and sections are supplied.

6. A new pattern brush, wire, Mark III, R.A.F. Ref. 8D/2623, has also been introduced. This brush, however, is completely interchangeable with the existing wire brush.

5294.—Aircraft—Pistols, Signal—Mounting Sleeves No. 2, Mark II, R.A.F. Ref. 7B/968—Deletion of Stop Pin

(A.S. 9580/44.—5 Oct. 1944.)

Mounting sleeves No. 2, Mark II, R.A.F., Ref. 7B/968, for 1-in. signal pistols, of future manufacture will be deficient of the stop pin, in order that the pistol may be rotated in a clockwise or anti-clockwise direction.

2. No action is required to remove stop pins fitted at present.

5295.—Ammunition—Fuzes—Primers and Tubes—Tubes, Vent, Percussion, 0·5-in., W.B., Lots 256 and 209—Withdrawal

(A.S. 3102/44/B.89.—5 Oct. 1944.)

Ten each of tubes, vent, percussion, 0·5-in., Mark VI, of W.B. Lot No. 256, filled BR.6/42, and W.B. Lot No. 209, filled PHd. 5/42 are required for examination.

2. Commanding Officers of H.M. ships are to arrange for tubes on board to be examined at the first opportunity and, if any of the above lots and makes are found, to set aside up to 10 of each lot and inform Admiralty, D.A.S. (B.89), Bath, by signal.

3. These tubes are regarded as coming under category (b) of C.A.F.O. 991/42.

4. Naval Armament Depots at home and abroad should examine their stocks as soon as possible, where this has not already been done, and set aside up to 10 of each lot required, reporting by signal to D.A.S. (B.89), Bath.

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

5296.—Ammunition—Magazine and Shell Rooms—Excessive Temperatures—Reports from Small Ships

(G. 06201/44.—5 Oct. 1944.)

Attention is called to the necessity for the rendering of special reports in accordance with B.R. 862, Article 144, if the temperature of cordite has reached 120° F.

2. It is the duty of base staffs to render such reports for:—

- (i) Trawlers of all kinds.
- (ii) Boom defence vessels.
- (iii) Yachts.
- (iv) Converted and motor minesweepers.
- (v) All smaller vessels, local defence vessels, and other ships classed as minor war vessels.
- (vi) Coastal force craft.
- (vii) Landing craft.
- (viii) D.E.M.S. and R.F.As.

3. The Commanding Officers of the ships and craft mentioned in paragraph 2 are to arrange for the taking and recording of temperatures as required by base staffs in order to provide the necessary information.

4. Ships and vessels of classes (i)–(vi) and (viii) mentioned in paragraph 2 above, which are not at present allowed a thermometer, Pattern 65, should demand the article, together with a magnet, Pattern 65A, from the nearest Dockyard or Naval Store Depot, on the basis of one thermometer and magnet for each ammunition stowage compartment between decks.

5. Two thermometers, Pattern 65, and magnets, Pattern 65A, should now be carried by all L.C.T., Marks (1)–(3), if equipped with 2-pdr. Mark VIII guns. Other landing craft which are already allowed thermometers, Pattern 65, should carry an equal number of magnets, Pattern 65A. Bases should arrange supply to craft attached, and supply to new construction craft should be arranged by Storing Yards and Depots in the usual manner.

6. The Establishments of Naval Stores concerned will be amended.

7. F.O.I.Cs. and N.O.I.Cs. in climates where such temperatures may occur are to ensure that this Order is brought to the attention of those concerned.

(B.R. 862, Article 144.)

(A.F.O. 3303/44.)

(A.F.O. 4168/44 is cancelled.)

5297.—Guns—General—Procedure for Dealing with Memoranda of Inspection for Guns Issued with Mountings in U.K.

(A.S./C.I.N.O. 6357/44.—5 Oct. 1944.)

It has been the practice in the past, when guns are sent with mountings from gunmounting works, etc., for installation in ships, for the memoranda of inspection to be sent to the Principal Ship Overseer or to the Commanding Officer of the ship concerned. This has led to difficulty in certain instances—e.g., where the memoranda are addressed to the Commanding Officer before a ship has commissioned, or where an equipment originally allocated to one service is diverted to another—and has resulted in subsequent waste of time in tracing missing memoranda or in preparing duplicates.

2. In future, all memoranda of inspection for guns in U.K. reported as issued with mountings will be despatched by the Deputy Armament Supply Officer, R.N.A. Depot, Kingswinford, Staffs, to the Officer-in-Charge of the R.N. Armament Depot at destination, with a notification of the service for which the guns have been issued. The R.N.A. Depot concerned is then to ensure that the correct memoranda of inspection are supplied to each ship by confirming the register numbers of the guns after the equipments have been installed.

3. On receipt of this Order, Principal Ship Overseers and Gunmounting Overseers are requested to transfer all memoranda of inspection which they hold for guns or barrels as follows:—

- (i) *If the guns to which they appertain have already been mounted in ships building, rearming, or refitting locally:* send to the nearest O.C.A.S. or R.N.A. Depot.
- (ii) *If the relevant guns have not yet been mounted in ships, or if the present whereabouts of the guns cannot be stated with certainty:* send the memoranda to Deputy Armament Supply Officer, R.N.A. Depot, Greenfield, Stream Road, Kingswinford, Brierley Hill, Staffs.

4. As a corollary to the foregoing procedure the relevant memoranda of inspection should be sent to Deputy Armament Supply Officer, Kingswinford, when guns are sent in future from a Naval Armament Depot to a contractor, or from a contractor to another contractor, for balancing in mountings.

5. All Gun Mounting Overseers are requested to send copies of Forms D.742 promptly to Deputy Armament Supply Officer, Kingswinford, whenever guns are issued with mountings to ships or other services, to enable the gun memoranda to be issued correctly and without delay.

6. When a gun is sent to a contractor for relining, repair or modification, the memorandum of inspection is to be sent to the D.I.N.O. concerned with inspection of the work done on the gun. After completion of the work (including proof, if required), the memorandum is to be sent to:—

- (a) Deputy Armament Supply Officer, Kingswinford, if the gun is sent to a G.M.O. or contractor for balancing in, and issue with, a mounting; or
- (b) the consignee, for all other purposes.

7. Memoranda for replacement loose barrels or liners, issued to mate with existing jackets or built up guns on conversion, should be dealt with as in paragraph 6 (a) or (b), i.e. the memorandum of the barrel or liner should finally accompany that of the gun to which it is mated.

8. These instructions do not affect other transactions in guns or barrels between N.A. Depots or between H.M. ships, for which the instructions in A.F.O. 4820/43 still apply.

9. Paragraph 2 of Instructions on the back of all Memoranda is to be amended forthwith by the holders, by insertion of the words:—

“Except as detailed in A.F.O. 5297/44”

at the beginning of the paragraph. Memoranda held in N.A. Depots for guns mounted in D.E.M.S. (*vide* A.F.O. 2849/43) need not be so endorsed unless and until required for issue.

(A.F.Os. 2849/43 and 4820/43.)

5298.—Guns—General—Screwdrivers, Large, Medium and Small—Commercial Pattern

(A.S. 1544/44.—5 Oct. 1944.)

Screwdrivers, London pattern handled :—

6-in. blade by $\frac{7}{16}$ -in. point D.H.T. No. 2276

3-in. blade by $\frac{1}{4}$ -in. point D.H.T. No. 2274

Screwdrivers, wire, electricians and signallers, handled :—

3-in. blade by $\frac{3}{16}$ -in. point D.H.T. No. 7248/2299

have been approved for issue in lieu of screwdrivers, large, medium and small, for Q.F. 2-pdr. Mark II-II*C, and 2-pdr. Mark VIII guns, when stocks of Service pattern screwdrivers are exhausted.

2. Naval Armament Depots should demand from Director of Armament Supply as necessary.

3. Naval Proportion Book will be amplified.

5299.—Guns—Q.F., 5.25-in., Mark I, 4.7-in., Marks XI and XII-XIIB, 4.5-in. Marks I, III and IV—Buffers, Breech Block—Modification

(A.S. 17279/43.—5 Oct. 1944.)

The following modification is approved :—

Guns Q.F., 5.25-in., Mark I; Q.F., 4.7-in., Marks XI, XII to XIIB; Q.F., 4.5-in., Marks I, III and IV.

Part affected Mark I, heads and nuts, buffers breech block.

Purpose To increase functioning distance for the buffer spring, reduce pressure on buffer head and thus avoid broken and bent buffers.

Nature of Modification ... (a) Removal of metal from head to increase depth of pocket for spring.

(b) Removal of metal from head and nut to increase functioning distance of spring. Marks of breech block buffer, head and nut to be advanced to II after modification.

(c) After modification to buffers breech block the breech block will open to a maximum exceeding the plan limit.

This will affect several components and spare parts, and) action to effect correct working of the breech mechanism is to be taken as follows :—

Q.F., 4.7 XII-XIIB and 4.5 I-III guns :—

Lever rack pinion—Remove metal to clear breech ring and link actuating, if necessary.

Q.F., 5.25, Mark I, 4.7, XI-XIIB and 4.5-in. I-IV guns :—

Spring actuating breech block—Check not coil-bound when cap fully home—i.e., with spring at full compression.

Rack—Check tail clear.

Block stop breech block—Lengthen by sweating on distance piece to stop face of stop block, with holes 0.55 dia. for heads of securing screws to pass through. The thickness of the piece should be such as to restore normal travel of breech block with sub-calibre gun shipped, and will approximate 0.1.

Drawings Instructional Prints N.O.D. 3112/63 and 3106/85.

By whom to be done R.N.A. depots.

Degree of urgency... .. Components and spare items in service at first opportunity; those in store before issue, if possible.

(A.F.Os. 2484/44 and 3525/44 are cancelled.)

5300.—Guns—Q.F., 4.7 in., Mark XI—Bracket, Air Blast Valve—Modification

(A.S./G. 2339/44.—5 Oct. 1944.)

The following modification is approved :—

Gun Q.F., 4.7 in., Mark XI.
Part affected Bracket, air blast valve.
Purpose To prevent the roller of the tripper riding over the edge of the breech block on opening.

Nature of modification ... Fit a stop piece in accordance with A.F.O. Diagram 328/44. If a stop piece, secured by a $\frac{3}{16}$ in. diameter screw has already been fitted, it should be removed and the $\frac{3}{16}$ in. tapped hole plugged before fitting the new pattern stop piece.

New parts required ... Stop pieces, which are to be made locally.

By whom to be done ... R.N. armament depots.

Degree of urgency... .. As opportunities offer.

5301.—Guns—O.Q.F., 4.7-in., Mark IX in 4.7-in. C.P., Mark XXII, Mountings—Damage to Extractors**

Ships concerned

(G. 013156/44.—5 Oct. 1944.)

Damage has occurred to the top edge of the lower extractors of O.Q.F., 4.7-in., Mark IX**, guns in 4.7-in C.P., Mark XXII, mountings in three ships so fitted.

2. It is possible that this may be due to mis-alignment of the loading tray owing to wear down of the limit stops, allowing the projectile to foul the extractor.

3. All ships concerned should, therefore, examine the lower extractor for damage as shown on A.F.O. Diagram 325/44 and, if apparent, trials should be carried out with practice projectiles using "Hand" ramming.

4. Alignment with the bore should be carefully checked and, if found incorrect, the amount of wear down of stops measured by the insertion of feeler gauges between stop on swinging bracket and stop on tube.

The steel insets on swinging bracket are removable for adjustment by liners, but care should be taken that all adjustments are consistent with proper alignment axially with the bore, and normal functioning of the tray locking bolt, also that both front and rear stops actuate simultaneously.

5. It is possible that the steel guide strips on loading tray may have some discrepancy in height with plan design owing to wear, but as these are not easily replaceable by ships' staffs it is not proposed that any action should be taken unless efforts to obtain alignment by the means described in paragraph 4 prove abortive,

5302.—Guns—Q.F., 4-in., Mark XIX—Shafts, Firing—Modification

(A.S. 2584/44.—5 Oct. 1944.)

The following modification is approved :—

Gun Q.F., 4-in., Mark XIX.

Parts affected { Shafts, firing, Mark II.
Levers, rear, Marks II* and III.
Levers, front.

Purpose To eliminate idle movement caused by wear in the square hole of the firing shaft rear lever, and to ensure correct adjustment between the boss of the firing shafts rear lever and top of firing bar.

Nature of modification ... Rear lever to be welded to firing shaft and face of front lever to be adjusted (welded if necessary). On modification a star (*) is to be added to mark at firing shaft.

The stop face of the front firing lever should be adjusted to give a maximum clearance of 0.1-in. and a minimum clearance of 0.05-in. between the toe of the firing lever and the firing bar.

Drawing A.F.O. Diagram 323/44.

By whom to be done R.N.A. depots.

Degree of urgency... .. At first opportunity.

(A.F.O. 3390/44 cancelled.)

5303.—Guns—20 mm. Oerlikon—Grids Foresight—Allowance

(A.S. 1393/42.—5 Oct. 1944.)

The allowance of spare grids foresight for all ships carrying Oerlikon guns is to be increased to one per gun mounted in single or twin handworked mountings.

2. Ships should demand spare foresight grids to complete to this allowance from the nearest R.N. Armament Depot.

3. Naval Proportion Book will be amended.

(A.F.O. 3144/44 is cancelled.)

5304.—Guns—20 mm. Oerlikon—Increased Allowance of Magazines

Cancelled by L.C.T.(3) and L.C.T.(4) in Far East
AFO 6956/46.

(A.S. 607527/44.—5 Oct. 1944.)

The allowance of Oerlikon magazines for L.C.T.(3) and L.C.T.(4) allocated for service in the Far East is increased from 8 to 16 per gun. Ships should demand from the nearest R.N. Armament Depot.

2. Naval Proportion Book will be amended.

(A.F.O. 2705/44.)

5305.—Guns—Machine, Vickers, G.O. 0.303-in., Type A—Allowance of Spare Barrels

(A.S. 62878/44.—5 Oct. 1944.)

Spare barrels for 0.303-in. Vickers G.O., Type A machine guns will in future be allowed to Coastal Force Bases and Maintenance Ships and also to Submarine Depot Ships.

2. The allowance will be:—

Coastal force bases and Maintenance ships	One spare barrel per two guns mounted in Coastal Force craft attached.
Submarine depot ships	... .. One spare barrel per attached submarine.

3. Spare barrels should be demanded from nearest R.N. armament depot.

4. Naval Proportion Book will be amplified.

5306.—Gun Mountings—4 in., H.A., Twin and R.P.50 Series, Mark XIX Mountings—Elevation and Training Receiver Drives—Modification to Vernier Coupling*C.Os. Ships concerned*

(G. 4404/44.—5 Oct. 1944.)

It has been found that the knurled securing nuts for the Vernier couplings fitted to the drives for the elevation and training receivers on the 4-in., H.A., twin and R.P.50 series, Mark XIX mountings (*vide* Plates 26 and 31 of B.R.257), do not always screw up to the same position. In consequence, the two set screws are screwed in against the threads of the dog clutch and flatten the threads with the result that great difficulty is experienced in releasing the securing nut when an adjustment is required.

2. A.F.O. Diagram 329/44 shows a method of modifying the securing nut to overcome this defect where it exists.

3. Commanding Officers of ships concerned should arrange for this modification to be carried out by ships staff when it is found to be necessary.

(B.R. 257)

5307.—Depth Charge Equipment—Fitting of Additional Depth Charge Firing Lamps—REPORTS

(T. 01417/44.—5 Oct. 1944.)

The depth charge firing clock was introduced into service to facilitate correct drill at the release and firing positions. Certain ships fitted with depth charge firing clocks have hydraulic release gear fitted, so that a pattern

of five depth charges can be released and fired by levers from the bridge. Ships fitted with hydraulic release gear, and a Mark II depth charge firing clock, are to fit two additional firing lamps in such a position that they can easily be seen by the hydraulic release lever operator. The lamps are to be wired in parallel with the light trap and light thrower lamps, as described in paragraph 3.

2. Stores Required.—

Indicator lamp boxes ... A.P. 10199—2 in No.

Bulls eyes A.P. 10551—2 in No.

Cable, electric A.P. 6108D of sufficient length to meet requirements for two lamp boxes.

3. *Fitting Instructions.*—(a) Lamp boxes should be sited as convenient to the hydraulic release levers and wired up to J.B.1 on the A.S. weapon circuits, which is fitted on the bridge structure. Spare glands are available in this J.B.

(b) In the J.B. one line from each lamp box should be connected to the terminal block marked "Depth Charge Control".

(c) The other line from the light rail indicator box should be connected to that terminal (either DR(S) or DR(P)) which supplies the lamp at the light D.C. rail—while that from the light thrower box should be connected to either of the terminals supplying the light throwers (either DT(PA) or DT(SA)).

(d) Terminals DR(S), DR(P), DT(PA) and DT(SA) will be found in that section of the box marked "D.C. Firing Signal Lamp".

(e) As no special terminals are available for this modification, conductors will have to be double banked with the existing conductors under one screw.

4. Ships should forward a report to their Administrative Authority (copy to The Captain, H.M.S. "Vernon (II)," West Leigh Cottage, Havant, Hants) when this modification has been carried out.

5308.—Depth Charge Pistols—All Marks, and Primer Placers, Mark I and I*—Primer Tube Joint Leakage—Reversal of I.R. Adjuster Joint Ring, St. No. 6645

(T. 1763/44.—5 Oct. 1944.)

Extensive trials have proved that a very much better watertight joint is obtained, and less force is required to make the joint, if the I.R. Ring, St. No. 6645 is reversed. Ships and base staffs are to reverse I.R. adjuster joint rings on all depth charge pistols and primer placers held.

2. To reverse the I.R. adjuster joint ring proceed as follows:—

(i) Depth charge pistols, Marks VII, VIII, IX, XIV, XVI, XIX, XX and XXI series, and primer placers, Marks I and I*.

(a) Remove the securing nut, bayonet joint washer and I.R. adjuster joint ring.

(b) Replace the I.R. ring so that the chamfered side will be against the bayonet joint washer.

(c) Replace the bayonet joint washer.

(d) Screw down gently on the securing nut whilst keeping the dowel pin engaged with the slot in the bayonet joint washer, until the I.R. ring is just beginning to compress. In this condition the pistol can be easily inserted into the primer tube.

(ii) Depth charge pistols, Marks XI and XV series.

(a) Remove the securing nut, gland ring and I.R. adjuster joint ring.

(b) Replace the I.R. ring so that the chamfered side will be against the gland ring.

(c) Replace the gland ring and securing nut.

3. The use of Aquadag is to be discontinued.

4. Spanner, St. No. 6825, is still to be used to secure the pistol and primer placers in Mark VII series depth charges.

(A.F.O. 2218/44.)

5309.—Depth Charges, Mark XI Series—Clips, Safety, Explosive—Modification

(T. 1770/44.—5 Oct. 1944.)

It has been found that explosive safety clips occasionally fail to function, due to the failure of nuts, retaining, Stamp No. 6621, to seal the ejector bores completely.

2. A new nut, retaining, Stamp No. 10045, has been designed. This has a cylindrical extension, which takes over the crimping of the explosive ejector, Mark I, and gives complete sealing of the bore.

3. Ships and Bases are to modify their stocks of explosive safety clips as soon as possible, by fitting new nuts, retaining, Stamp No. 10045. These are to be demanded in the proportion of one for each explosive safety clip held from the nearest Naval Armament Depot.

4. After modification, the explosive safety clips are to be redesignated Mark I* and given Stamp No. 10045. "Mark I*" is to be painted on the switch cover in $\frac{1}{4}$ -in. white letters.

5. Explosive safety clips received on demand from Armament Depots in future will be either Mark I* or Mark II. The Mark II explosive safety clips are of new manufacture and identical with the Mark I*. The clips, safety, explosive, Mark II, are easily distinguishable as they comprise a black body and a brown cover, as well as having "Mark II" and "St. No. 6994" embossed on cover.

5310.—Depth Charges, Marks X and X*—Modification to Top Lug, St. No. 6420

(T. 1651/44.—5 Oct. 1944.)

Top lugs, St. No. 6420, supplied with depth charges, Marks X and X*, are slightly too long to fit between the top stop and the spring catch in Q.R., Mark VIII* torpedo tubes.

2. All ships are to carry out the following modification to top lugs, St. No. 6420:—

Reduce the overall length from 6.16 in. to $6.0 \pm \begin{matrix} .00 \\ .01 \end{matrix}$ in.

This reduction in length is to be made at the end of the lug farthest from the 0.375 in. diameter hole.

(A.F.O. 4916/44 is cancelled.)

5311.—Explosive Grapnel Sweep, Mark I

(T. 903/44.—5 Oct. 1944.)

An explosive sweep, known as Explosive Grapnel Sweep, Mark I, has been introduced for destroying submarine cables and other sea bottom obstructions (A.F.O. Diagram 326/44 (1)). It is not intended to include this sweep in ships' outfit.

2. Stocks will be held by (Suptg.) N.S.Os. at Portsmouth, Chatham, Devonport, Sheerness and Rosyth Dockyards, and may be demanded when required for any special operations. (A.L., 3rd January, 1944, and 16th March, 1944, N.S. 020574/43 to dockyards refer.)

3. The grapnel consists of a frame composed of five equally-spaced steel bars to the ends of which is attached the 5-pronged grapnel plate by five nuts and washers. The frame is designed to enclose a 25-lb. charge, amatol, demolition, Mark II (A.F.O. Diagram 326/44 (2)).

The dimensions of the grapnel are:—

Length over all	...	...	...	...	38 in.
Width across prongs	...	...	...	...	19 $\frac{1}{2}$ in.
Weight (unfitted), approximately	...	...	...	...	40 lb.

4. The following items of Vote 8, Naval Stores, are supplied for each complete grapnel sweep:—

Grapnel, explosive, Mark I	...	...	...	3
Ropes, towing, F.S.W., 1 $\frac{3}{4}$ -in., length 45 fathoms	...	...	...	2
each. (One with thimble, Pattern 5084, spliced in each end, and the other with a thimble, Pattern 5084, in one end only.)				
Pendant, grapnel, F.S.W., 1 $\frac{3}{4}$ -in., length	...	...	...	3
2 fathoms, with soft eye fitted at each end.				
Swivel piece, $\frac{1}{2}$ -in., Pattern 8716	...	...	...	1
Shackles, $\frac{5}{8}$ -in., straight, Pattern 5443	...	...	...	6
Cable, electric, twin core, Pattern 6055	...	...	...	180 yards

Note.—The former of these towing ropes will not be available in all cases until the end of September. In this case, an additional length of tow will have to be improvised if a greater length than 45 fathoms is required.

5. The following items of Vote 9, Naval Armament Explosive Stores, are required for use with each grapnel:—

Charge, Amatol, demolition, 25 lb., Mark II.	
Charge, priming, 1 $\frac{1}{4}$ lb., T.N.T., fitted with—	
(a) Primer, C.E., Mark I.	
Detonator, electric, No. 21, Mark VII, or	
(b) Primer, C.E., Mark III.	
Detonator, electric, Briska No. 6.	

and should be demanded from nearest R.N. Armament Depot.

6. To fit the grapnel sweep for service—(i) Unscreen the five grapnel plate holding nuts and withdraw grapnel plate.

(ii) Pass one end of electric cable, Pattern 6055, between two bars of the grapnel frame and connect to charge, amatol, demolition, 25 lb. (Charge should be fitted and primed for electric firing in accordance with C.B.(R) 3125, Section X.)

(iii) Replace grapnel plate and tighten up on all five nuts.

(iv) Shackle one end of the 2-fathom, 1 $\frac{3}{4}$ -in., F.S.W. pendant to eye of grapnel and the other end to the towing rope.

(v) Shackle outboard end of swivel piece to the other end of towing rope, and shackle inboard end of swivel piece to inboard towing rope or "spring". Adjust the length of inboard towing rope or "spring" so that swivel piece will be free to turn just clear of the towing vessel's stern (A.F.O. Diagram 326 (1)).

(vi) Stop the electric firing cable to grapnel shank and at intervals of 5 ft. along towing rope, allowing 6 ft. of firing cable for every 5 ft. of towing rope.

(vii) The spare portion of cable should be led inboard as shown in Diagram 326 (1) leaving a bight to prevent strain being brought on the cable and the ends of the conductors bared for connecting up to the firing battery or dynamo exploder.

7. The length of the towing rope should be adjusted to four times the *maximum* depth of water in which the grapnel sweep is to be used, with a maximum length of 45 fathoms.

8. The vessel should sweep with the tide or current, so that when the grapnel comes fast on the submarine cable or obstruction to be destroyed, the vessel will be in the position for riding to the towing rope.

9. The speed of the vessel through the water must be controlled so that the speed of the grapnel over the ground does not exceed 3 knots.

10. After firing, the vessel's propeller must not be moved until the 2 fathoms pendant, swivel piece and remaining length of towing rope and firing cable are brought inboard.

11. Arrangements will be made for the provision of towing ropes "fitted with thimble at each end" (see paragraph 4), but these will not be available for some time and supply should not be hastened.

(A.F.Os. 3308/44, and 4124/44, A.F.O. Diagrams 190/44 (1-2) and 243/44 are cancelled.)

5312.—Short circuiting switches—Spares

H.M.Ss. "Nelson," "Rodney," "Suffolk," "Kent," "Cumberland," "Berwick," "London," "Devonshire," "Sussex," "Leander," "Achilles," "Orion," "Norfolk,"
H.M.A.Ss. "Australia" and "Shropshire."

(N.S. 31379/44.—5 Oct. 1944.)

Spare fuse carriers, Pattern 9376A, for use in the short circuiting switches described in A.F.O. 5787/42, have in the past only been available in ships fitted with type V fuse release switches which use the same pattern fuse carriers.

2. As the ships listed above are fitted with short circuiting switches, but have fuse release switches of an earlier type than type V, two spare fuse carriers, Pattern 9376A, will be issued to these ships without demand by S.N.S.O., Chatham.

3. The fuse elements, Pattern 9377AR, for use in these fuse carriers are to be renewed every 6 months and supplies of spare elements should be demanded as required.

4. B.R.359—Establishment of Naval Stores for Electrical and Torpedo purposes—will be amended.

(A.F.O. 5787/42.)

5313.—S.A. Gear, Type A, Mark III—Reserve Stock of "Loch" Class Frigates

(N.S. 19499/44.—5 Oct. 1944.)

Arrangements have been made for the storage of seven complete-sets of S.A. Gear, Type A, Mark III, suitable for B.A.Ms. and "River" and "Loch" Class Frigates, at R.N. Store Depot, Lathalmond. These items will be available as reserve to meet requirements in case of damage to S.A. gear in any ship of the three classes.

5314.—Torpedoes—18-in., Mark XII/XV—Monoplane Air Tail, Mark IV—Modification to Strengthen and Improve Jig Testing—R.A.F. Ref. 12E/402

(A.S. 5815/44.—5 Oct. 1944.)

The following amendment is to be made to A.F.O. 4751/44, viz.:-

Paragraph 1, line 6. For "the attached sketch" read "A.F.O. Diagram 282/44".

(A.F.Os. 3169/43 and 4751/44.)

5315.—U.S. 22·4-in., Mark 13 Type Torpedoes—Gyro Direction Failures Care and Maintenance

(T. 09180/44.—5 Oct. 1944.)

Two cases of gyro failures during practice running have recently been reported. On examination after recovery the following points were discovered:-

(a) Clamp screw for valve lever connection, S.P.387, had been used in error in lieu of screw for engine valve link, S.P.3228, when connecting "valve connecting arm" to "valve connecting link" and so caused undue friction and binding at this point. These items should be inspected to make sure that they are properly adjusted so that the screw does lock the spring in its correct position.

(b) Pin for piston fork S.P.1234 for connecting the "vertical steering engine piston fork" to the "vertical rudder transmission rod" had fallen out, thus disconnecting the rudder from the steering engine.

2. With reference to paragraph 1(a), the screw for engine valve link, S.P.3228, is easily distinguishable from S.P.387 by a longer unthreaded portion and a slightly larger diameter shoulder. This enlarged portion of S.P.3228 prevents the pin from being screwed too far home, and so binding and preventing the pallet mechanism from operating the control valve.

3. Reference paragraph 1(b), the pin for piston fork, S.P.1234, is secured in place by a locking spring S.P.3200, one end of which is secured by a screw, the other end fitting into a recess in the head of the pin S.P.1234. It is assumed that the vibration of the torpedo had caused the screw, which may not have been screwed hard up, to ease back and so allowing the locking spring to come clear of the pin and drop down, allowing the pin to come out, thus disconnecting the rudder from the steering engine. These items should be inspected to make sure that they are properly adjusted so that the screw does lock the spring in its correct position.

5316.—Base Staffs—Supply of Washers, Joint, St. No. 6662

(A.S. 11391/44.—5 Oct. 1944.)

It has been reported that during Base Staff maintenance of depth charge pistols a large proportion of Washers, joint, St. No. 6662, examined have been found badly corroded.

2. Accordingly it has been decided that each base is to have a supply of fifty Washers, joint, St. No. 6662, and demands should therefore be preferred on nearest R.N. Armament Depot, by Base staffs.

5317.—Turbo-Generators, Brotherhood—Hand-Turning Arrangements

Ships so fitted

(D.08975/44.—5 Oct. 1944.)

It has been reported that the nut securing the thrust collar to the turbine rotor shaft of a Brotherhood turbo-generator slacked back and allowed the collar to become slack on the shaft, with consequent severe damage to the turbine blading. As this nut has a left-hand thread, the rotor must only be turned anti-clockwise, looking from the gearcase end, when using the special turning spanner provided.

2. The security of the nut and the split pin is to be examined at regular intervals. It is generally preferable to use the dynamo coupling for hand-turning.

(Malta Yard Letter, No. 290, 28 Mar. 1944.)

5318.—Crankshaft Alignment and Maintenance—Use of Clock Gauges and Chart of Deflection—Limits for Diesel Engines

Diesel Engine Maintenance and Repair Authorities

(D. 15536/44.—5 Oct. 1944.)

Experience has shown the need for a standard method of measuring crankshaft deflection as a means of indicating alignment and bearing wear in all I.C. engines of 4-in. stroke and above.

2. A.F.O. Diagram No. 332/44 has been prepared to illustrate the application of a typical "clock gauge" and use of a deflection chart for establishing limits which are to be adhered to by maintenance and repair authorities in order to check alignment and obviate fatigue fracture of crankshafts.

3. A number of clock gauges (boxed with extension pieces to suit different sizes of engines) are available against possible requirements of maintenance and repair authorities. As this type of instrument is in very short supply, only a limited number can be supplied for the present. Demands are to be forwarded to E. in C., Bath (Ref. : EN.28).

4. The instrument will be found equally useful when replacing bearings or fitting spares. It can also be adapted for measuring cylinder liner wear.

5319.—Fire Fighting Equipment—Methyl Bromide—Travel of Teleflex Cable for Equipment Having Cylinders of No. 5 and No. 6 Series—As. and As.

Boats and Craft concerned

(D. 13860/44.—5 Oct. 1944.)

Due to an error in production the cylinder brackets recently supplied for Nos. 5, 5A, 6, 6A, 6B, 6C and 6D cylinders are slightly different from those supplied before the latter part of 1943 and in consequence the travel of cable necessary to operate the piercing mechanism of the cylinders will vary with the type of bracket fitted.

2. The minimum travel of cable necessary with brackets of the earlier design is 5 ins. but with brackets of current design is $5\frac{1}{2}$ ins. Prior to the introduction of a new design remote control unit capable of giving this increased travel it has been necessary to modify the quadrant on the operating lever of the control unit as shown in A.F.O. Diagram No. 327/44 to obtain the necessary travel of $5\frac{1}{2}$ ins.

3. To provide for interchangeability of brackets and control units for all craft on service, the quadrant should be modified as shown in the diagram where the travel of the cable of the remote control mechanism of equipment fitted with Nos. 5, 5A, 6, 6A, 6B, 6C and 6D cylinders is less than $5\frac{1}{2}$ ins.

4. On the next occasion of carrying out the monthly examination of the methyl bromide equipment referred to in A.F.O. 3573/44, the travel of the cable should be checked, and where necessary, the remote control unit modified as stated in paragraph 3 above by Base staffs. An item, classified A, is to be included in the next list of As. and As. to cover the work involved.

(A.F.O. 3573/44.)

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

5320.—Lubricating Oil—Substitution of U.S. Detergent Oil, Engine 30 HD for Admiralty I.C.E. Oil

(E.-in-C./N.S. 27926/44.—5 Oct. 1944.)

It has been decided to adopt a detergent type lubricating oil for all services for which Admiralty I.C.E. oil or Shell C.Y.2 oil (for sleeve valve engines) has hitherto been used. As stocks of Admiralty I.C.E. oil or Shell C.Y.2 oil are expended demands will be met by supply of Oil, Engine 30 HD: this oil conforms to the U.S. Navy specification 14-0-13 (INT) for oil Symbol No. 9250

2. OE-30-HD will be supplied in the United Kingdom in drums painted dark grey and marked "Lubricating Oil Navy Symbol 9250—30 H.D." Abroad the drums may be marked "U.S. Navy Symbol 9250" only.

3. OE-30-HD is a "compounded" or "detergent" oil containing additives which are introduced to reduce piston ring sticking and the formation of gum.

4. During the initial period of changing over from Admiralty I.C.E. oil to OE-30-HD the detergent action of the latter will gradually remove gummy and carbonaceous deposits from pistons and other parts of the engine. This material will be carried in suspension in the oil and may tend to choke oil filters and passages in a relatively short time. The following precautions should therefore be observed:—

A. For small engines in which the sump capacity is less than 10 gallons:—

- (i) If possible the old oil should be drained off when the engine is hot.
- (ii) Refill with OE-30-HD and run the engine for approximately 24 hours, paying particular attention to the lubricating oil pressure, filters and strainers.
- (iii) When the engine has been run for this period:—
 - (a) Drain off and discard the used oil.
 - (b) Renew sealed cartridge type filters.
 - (c) If time permits clean out the sump and crankcase.
- (iv) Inspect lubricating oil filters and strainers and clean or renew as necessary.
- (v) Refill with new oil.

B. In the case of large engines (including submarine engines), where the sump capacity exceeds 10 gallons, the work entailed by the foregoing procedure and the loss of oil is not justified. The following procedure should therefore be adopted:—

- (i) The change over should be brought about gradually by using OE-30-HD oil for topping up.
- (ii) Particular attention should be paid to lubricating oil filters and strainers, which should be examined and cleaned at frequent intervals.
- (iii) The lubricating oil pressure should be carefully watched in case any sludge or carbon dislodged by the detergent oil should cause a restriction in the oil supply lines.

(iv) At the first convenient opportunity the oil sump should be thoroughly cleaned out and the system recharged with OE-30-HD oil.

5. OE-30-HD, in common with other detergent oils, has a greater tendency to foam than straight mineral oils.

Foaming is caused by the intimate mixing of air with the oil and the best way to eliminate it is to prevent the admixture of air, or if it does become mixed, to provide means of separation. New oil is more liable to foam than oil which has been in use for some time, and foaming will also be more pronounced in a dirty system than in one that is clean.

Foaming may be reduced by the following means:—

- (a) Maintaining the oil at a temperature of 130°–140° F. so as to facilitate separation by reducing viscosity.
- (b) Discharging the scavenge oil from the engine above the surface of the oil in the tank so that air is not carried into the oil.
- (c) Maintaining the level of the oil in the sump so that the moving parts do not whip air into the oil at a rate greater than that at which it can escape.

6. Earth type, or chemically active filters should not be used with detergent oils as the additive will be removed. Filters of the cotton waste, yarn or cellulose type should be fitted. The efficiency of the filter should not be judged by the colour of the oil as detergent oils become darker in colour after use, due to the presence of fine carbon particles in suspension in the oil. These particles are not abrasive and will not cause damage to bearings.

7. Liquid-filled sight feed lubricators should be filled with distilled water, as the minerals present in tap water will form an emulsion with additive oil and rapidly cloud the sight glasses, necessitating frequent cleaning. Slight clouding may be experienced with distilled water.

8. In the past certain U.S. grades of lubricating oil have been accepted as substitutes for Admiralty I.C.E. oil. If U.S. Navy Symbol 9250 is not available the following oils may be accepted:—

- (i) U.S. Army Specification 2-104B. SAE.30.H.D. (supplied to British and U.S. Armies under designation OE-30-HD).
- (ii) D.N.D.365 (an oil established by the Department of National Defence, Canada.)
- (iii) U.S. Navy Symbol No. 1065.
- (iv) U.S. Navy Symbol No. 3065.

Oils (i) and (ii) are "compounded" or "detergent" oils.

Oils (iii) and (iv) are straight mineral oils and are not suitable for General Motors two-stroke engines. (See A.F.O. 3440/43.)

(A.F.O. 3440/43.)

(A.F.Os. 1089/36, 1621/39, 2170/43 and 220/44 are cancelled.)

5321.—Spare Gear and Tools for 20-ton or 70-ton Fire and Bilge Pumps, Capstans and Lister 15 kW. and 5 kW. O/D Generating Sets

L.C.T. (1), (2), (3) and (4), L.C.G. (L), L.C.F. (L) and L.C.T. (R)

(E.-in-C./D.C.O.M. 3222/44.—5 Oct. 1944.)

Owing to re-allocation of pumps, capstans and generating sets, during the building of L.C.T. (1), (2), (3), (4), L.C.G. (L), L.C.F. (L) and L.C.T. (R), it is probable that certain craft are not carrying their correct allowance of on-board spares and tools.

2. Commanding Officers of these Landing Craft should therefore check the spare gear carried on board against the lists given in the Appendix to this Order and demand any items deficient from L.C.M.S.O., Staines.

3. If any craft, not fitted with a 5 kW. generator, is found to have any generator spare gear applicable to the 5 kW. generating sets only (*vide* part numbers in the lists in the Appendix) this spare gear should be returned, for use in craft fitted with 5 kW. generating sets, to L.C.M.S.O., Staines, by craft in home waters and to S.P.D.C. (Landing Craft Section) abroad.

4. If any craft is found to have a surplus of spare gear according to the lists given in the Appendix, then, except as stated in paragraph 3 above, the engine spares should be retained on board, but replacements should not be ordered until the spares are reduced to the correct quota.

5. Any box of electrical spares surplus to those as stated in the lists in the Appendix should be returned to L.C.M.S.O., Staines, by craft in home waters and to S.P.D.C. (Landing Craft Section) abroad.

6. Authorities concerned with the re-allocation and replacement of equipment are to ensure that when re-allocation or replacement of machines is made, the correct spare gear always accompanies the machines.

APPENDIX

I.—Engine Spares

"Lister" 15 kW. and 5 kW. O/D Generating Sets

The following are the details of the on-board spare gear which should be carried for the "Lister" 15 kW. and 5 kW. O/D generating sets fitted in Landing Craft :—

(a) L.C.T. (3). (Craft fitted with 1 No. "Lister" (3 J.P.M.) 15 kW. O/D Generating Set).

Tools and Accessories, each comprising :—

Part No.	No. off	Part No.	No. off
S323	1	18-2/M460	1
S151	1	18-2/M461	1
S152	1		1
S518	1		1
S840	1	S163	1
A255	1	S1353	1
8-1/G13	1	3298	1
8-1/G12	1		1

Spares

Part No.	No. off
8-1/C8A	1
8-1/C121	3
10-3-130	6
8-1/C25	6
8-1/C23	6
10-3-83	3
8-1/C39	1
BDL30/S54	3
8-1/C35	3
10-4-18	9
10-4-22	3
8-1/D3	1
8-1/D14	2
S796	2
8-1/D8	1
8-1/D7	1
7009/43	3
30-3/C73	3
23/2288c	3

Part No.	No. off 3 JPM
8-1/C11	3
11-3-219	6
11-3-220	6
8-1/F67	1
10-6-59	1

Spares—contd.

Part No.	No. off 3 JPM
10-6-61	1
7032/7	3
7008/7	3
11-13-441	1
11-13-740	1
7010/9	3
3458	3
8-1/C91	3
8-1/C6	3
12406	1
8-1/B59	4
3306	1
8-1/B61A	3
30-3/B68	1
18-2/B60	1
8-1/B65	1
8-1/B114	1
8-1/B63	1
8-1/B180	1
8-1/B64A	1
8-1/B62A	1
8-1/C105	3
10-3-179	3
8-1/C57	6
11-13-206	1
10-2-328	2
H91	1
29/169	4
8-1/F48A	1
8-1/B67A	1
8-1/C41	3
8-1/B75	3
3306	3
8-1/B113	1
5197	4
12406	9
8-1/B116	6
8-1/B115	1
11-13-901	1
11-13-422	1
27/2068	1

(b) L.C.T. (4). (Craft fitted with 1 No. "Lister" (3 JPM) 15 kW. and 1 in No. "Lister" (1 JPM) 5 kW. O/D Generating Set).

Tools and accessories (two sets per craft), each comprising :—

Part No.	No. off 3 JPM
S323	1
S151	1
S152	1
S518	1
S840	1
A255	1
8-1/G13	1
8-1/G12	1
18-2/M460	1
18-2/M461	1
—	1
S163	1
S1353	1
3298	1

Spares (one set per craft)

Part No.	Description	No. off	
		1JPM	3JPM
8-1/C8A	Valve (inlet)	1	1
8-1/C121	Valve (exhaust)	3	3
10-3-130	Valve spring carrier	6	6
8-1/C25	Valve stem cone (in pairs)	6	6
8-1/C23	Valve stem cap	6	6
10-3-83	Exhaust valve guides	3	3
8-1/C39	Inlet valve guides	1	1
BDL30/S54	Fuel injector nozzle and valve	3	3
8-1/C35	Fuel injector	3	3
10-4-18	Piston rings	12	12
10-4-22	Piston scraper ring	4	4
8-1/D3	Gudgeon pin	1	1
8-1/D14	Connecting rod bolts	2	2
S796	Connecting rod nut	2	2
8-1/D8	Connecting rod bearing (large end)	1	1
8-1/D7	Connecting rod (small end)	1	1
7009/43	Fuel pump element (plunger barrel)	4	4
30-3/C73	Fuel pipe (pump to injector)	3	3
23/2288c	Fuel filter element	4	4
8-1/C73	Fuel pipe (pump to injector)	1	1
†BDL30/S46	Fuel injector nozzle and valve	1	1
No. off			
1JPM 3JPM			
8-1/C11	Comp. ratio change over valve spring	1	3
11-3-219	Exhaust and inlet valve spring (small)	2	6
11-3-220	Exhaust and inlet valve spring (large)	2	6
8-1/F67	Governor bell crank lever stop spring	1	1
10-6-59	Governor adjusting spring	1	1
10-6-61	Governor auxiliary spring	1	1
7032/7	Fuel pump delivery valve spring	1	3
7008/7	Fuel injector helical spring	1	3
11-13-441	Lubricating oil pump relief valve spring	1	1
11-13-740	Lubricating oil pump relief valve spring	1	1
7010/9	Fuel pump helical spring for plunger	—	3
3458	Valve lifter plunger spring	1	3
7009/5	Fuel pump helical spring for plunger	—	—
8-1/C91	Comb. chamber (main) joint ring	1	3
8-1/C6	Comb. chamber (auxiliary) joint ring	1	3
12406	Crankcase water drain plug joints	—	1
8-1/B59	Crankcase water flange joints	2	4
3306	Crankcase oil drain plug joints	1	1
8-1/B61A	Crankcase doors joints (small)	1	3
30-3/B68	Crankcase doors joint (large)	—	1
18-2/B60	Crankcase doors joint (gear side)	—	1
8-1/B65	End cover bevel wheel cover joint	1	1
8-1/B114	End cover bevel wheel housing joint	1	1
8-1/B63	End cover joint	1	1
8-1/B180	Joint ring for crankshaft bearing screw	—	1
8-1/B64A	End cover dust-cover joint	1	1
8-1/B62A	Main bearing gear end joint	1	1
8-1/C105	Cylinder head gaskets	1	3
10-3-179	Copper shims	1	3
8-1/C57	Inlet and exhaust flange joint	2	6
11-13-206	Joint silencer to manifold	—	1
10-2-328	Filter joint for cover	2	2
H91	Filter drain plug joint	1	1
29/169	Filter swivel union joints	4	4
8-1/F48A	Governor inside lever bracket joint	1	1
8-1/B67A	Governor lever support flange joint	1	1
8-1/C41	Injector copper asbestos joint	1	3
8-1/B75	Exhaust valve lifting bracket joint	1	3
3306	Water jacket plug joint	1	3

† For this item see instructions issued in A.F.O. 1226/44.

Spares (one set per craft)—contd.

Part No.	Description	No. off	
		1JPM	3JPM
8-1/B113	Oil pump cover joint	1	1
5197	Manifold drain joint washer	—	4
12406	Relief valve plug joint	9	9
8-1/B116	Cylinder liner rubber ring	2	6
8-1/B115	Oil pump bottom flange joint	1	1
11-13-901	Joint silencer to crankcase	—	1
11-13-422	Joint silencer to exhaust pipe flange	—	1
27/2068	Joint silencer water outlet elbow	—	1
(c) L.C.T. (3).	Tropical and all other craft fitted with 2 No. "Lister" (3 JPM) 15 kW. O/D Generating Sets		

2 sets of spares as for (a) above.

(d) L.C.F. (L) (4), L.C.G. (L) (4), and all other craft fitted with 3 No. "Lister" (3 JPM) 15 kW. O/D Generating Sets.

Tools and spare gear (1 set per craft).

Part No.	Description	No. off	
		1JPM	3JPM
S.323	$\frac{3}{16}$ in. \times $\frac{1}{4}$ in. Spanner	1	1
S.151	$\frac{5}{16}$ in. \times $\frac{3}{8}$ in. Spanner	1	1
S.152	$\frac{7}{16}$ in. \times $\frac{1}{2}$ in. Spanner	1	1
S.518	$\frac{9}{16}$ in. \times $\frac{5}{8}$ in. Spanner	1	1
S.840	$\frac{3}{4}$ in. \times $\frac{7}{8}$ in. Spanner	1	1
A.225	$\frac{3}{8}$ -in. Box spanner	1	1
8-1/G13	$\frac{7}{16}$ -in. Box spanner	1	1
8-1/G12	$\frac{3}{4}$ -in. Box spanner	1	1
18-2/M460	1-in. Thin spanner	1	1
18-2/M461	1 $\frac{1}{8}$ -in. Thin spanner	1	1
	Engine instruction book.	1	1
S.163	Oil can	1	1
S.1353	Screwdriver	1	1
3298	Filling funnel with strainer.	1	1

Spares

Part No.	Description	No. off	
		1JPM	3JPM
8-1/C8A	Valve (inlet)	1	3
8-1/C121	Valve (exhaust)	3	6
10-3-130	Valve spring carrier	6	12
8-1/C25	Valve stem cones (in pairs)	6	6
8-1/C23	Valve stem cap	6	6
10-3-83	Exhaust valve guides	3	6
8-1/C39	Inlet valve guides	1	3
BDL30/S54	Fuel injector nozzle and valve	3	4
8-1/C35	Fuel injector	3	2
10-4-18	Piston rings	12	18
10-4-22	Piston scraper rings	4	6
8-1/D3	Gudgeon pin	1	2
8-1/D14	Connecting rod bolts	2	6
S.796	Connecting rod nut	2	6
8-1/D8	Connecting rod bearing (large end)	1	3
8-1/D7	Connecting rod (small end)	1	3
7009/43	Fuel pump element (plunger barrel)	4	6
30-3/C73	Fuel pipe (pump to injector)	3	6
23/2288c	Fuel filter element	4	6
8-1/C91	Comb. chamber (main) joint ring	1	9
8-1/C6	Comb. chamber (auxiliary) joint ring	1	9
12406	Crankcase water drain plug joints	—	3
8-1/B59	Crankcase water flange joints	2	12
3306	Crankcase oil drain plug joints	1	3
8-1/B61A	Crankcase door joints (small)	1	9
30-3/B68	Crankcase door joint (large)	—	3
18-2/B60	Crankcase door (gear side)	—	3
8-1/B65	End cover bevel wheel cover joint	1	3
8-1/B114	End cover bevel wheel housing joint	1	3
8-1/B63	End cover joint	1	3
8-1/B180	Joint ring for crankshaft bearing screw	—	3
8-1/B64A	End cover dust-cover joint	1	3
8-1/B62A	Main bearing gear end joint	1	3
8-1/C105	Cylinder head gaskets	1	9
10-3-179	Copper shims	1	9
8-1/C57	Inlet and exhaust flange joint	2	18

Spares—contd.

Part No.		No. off
11-13-206	Joint silencer to manifold	3
23/2278	Filter joint for cover	3
H.91	Filter drain plug joint	3
29/169	Filter swivel union joints	12
8-1/F48A	Governor inside lever bracket joints	3
8-1/B67A	Governor lever support flange joints	3
8-1/C41	Injector copper asbestos joint	9
8-1/B75	Exhaust valve lifting bracket joint	9
3306	Water jacket plug joint	9
8-1/B113	Oil pump cover joint	2
5197	Manifold drain joint washer	12
12406	Relief valve plug joint	27
8-1/B116	Cylinder liner rubber ring	18
8-1/B115	Oil pump bottom flange joint	3
11-13-423	Joint silencer to crankcase	3
11-13-422	Joint silencer to exhaust pipe flange	3
8-1/C11	Comp. ratio change over valve spring	6
11-3-219	Exhaust and inlet valve spring (small)	12
11-3-220	Exhaust and inlet valve spring (large)	12
8-1/F67	Governor bell crank lever stop spring	2
10-6-59	Governor adjusting spring	2
10-6-61	Governor auxiliary spring	2
7032/7	Governor fuel pump delivery valve spring	6
7008/7	Governor fuel injector helical spring	6
11-13-441	Governor lubricating oil pump relief valve spring	2
11-13-740	Governor lubricating oil pump relief valve spring	2
7010/9	Fuel pump helical spring for plunger	6
3458	Valve lifter plunger spring	6

Spares for Mono Pumps D3

2 Rubber stator	12 Coupling rod pin cap lock washers
1 Rotor	3 Coupling rod seal rings
2 Coupling rod	1 Ball bearing (large)
6 Coupling rod pin	1 Ball bearing (small)
12 Coupling rod cap	3 Felt rings
3 Gland packings.	

II.—Electrical Spares

The following gives the electrical on-board spares for Landing Craft:—

10-ton E/D Capstan

1 box of small motor and controller spares.

20-ton and 70-ton Pump—whichever type is fitted

1 box of small motor and controller spares.

15 kW. and 5 kW. Dynamos

1 box of small dynamo and regulator spares for each machine fitted.

Fans—if fitted.

1 box of small spares for each type of fan fitted.

Bilge Pump Mechanical on-board Spares.

20-ton Worthington-Simpson, Ltd. "Nuffo"—1 set of gland packing.

20-ton Drysdale & Co. "Wee-Mac"—1 set of gland packing.

70-ton Worthington-Simpson, Ltd. "Salvo"—1 set of gland packing.

70-ton Drysdale & Co. "Snorer"—

- 1 float valve spring
- 1 cooling water valve spring
- 1 air pump control valve spring
- 1 gauze strainer.
- 1 ferrule for fitting Perfect oil seals.

5322.—Radar—Type 281/B—Control Unit 20D—Oiling

(R.E. 02897/44.—5 Oct. 1944.)

A revised oiling chart for Control Unit 20D has been issued to all ships fitted with this unit.

2. The revised chart shows a point (22) which was omitted from the original chart included in the Handbook. This point oils the worm reduction gear box, Pattern W.4319.

3. This gearbox has a vent hole situated in the hexagonal plug screwed in the top side of the gear box. It should be noted that the apparatus is supplied with the vent hole obstructed by a screw. This screw must be removed on fitting, and care must be taken in filling the gear box with oil owing to the tendency for air locks to form.

(Admiralty General Message No. 452A is cancelled.)

5323.—Responsibility for Upkeep of VH/F W/T Equipment

(R.E. 02847/44.—5 Oct. 1944.)

It has been represented that some doubt exists in ships carrying qualified Fighter Direction Officers, as to the responsibility for the technical installation and maintenance of the VH/F W/T equipment.

2. All W/T and R/T sets fitted in ships are to be considered part of the ships normal communication equipment, and as such the technical responsibility for them must devolve on the ships Signal Officer.

3. The Radio Mechanic (W) allowed to certain ships for maintenance of fighter direction W/T equipment must also work under the direction of the Ship's Signal Officer working in close liaison with the Fighter Direction Officer.

(C.A.F.O. 760/43).

5324.—Test Equipment IE-19-A, for Type 86M V.H/F, R/T Equipment—Introduction

(R.E. 12430/44.—5 Oct. 1944.)

Test equipment IE-19-A for Type 86M has been obtained from the United States and will become available for issue on the scale shown in paragraph 5 below.

2. The equipment consists of box containing:—

- (a) A signal generator, 1-130-A.
- (b) A battery box, BX-33-A.
- (c) A test set, 1-139-A.
- (d) A field strength meter, 1-95-A.
- (e) A set of special tools.
- (f) A chest, CH-93-A.

3. The signal generator is tunable by crystal or master oscillator over the whole range of Type 86M, and is used to tune the transmitter or the receiver.

The field strength meter was designed originally for indicating the radiation from an aircraft's V.H/F aerial; in this case the meter was placed on the wing, and the telescopic aerial on top of the meter was thus close to the aircraft's aerial. In H.M. ships this unit will not have the same value, due to the inaccessibility of V.H/F aerials, but if it is placed within 25-ft. of a Type 86M aerial or within 60-ft. of a Type 87M aerial, a definite indication of radiation can be obtained. The meter can also be used to indicate modulation of the carrier.

4. Each equipment will be supplied with the following batteries, together with 100 per cent. spares:—

Pattern No. 14057 (1½ volts)	... ..	5 in number.
Pattern No. W.9971	... ..	8 in number.

5. Equipments may be demanded from S.N.O.S., Haslemere, as follows:—

Flotilla Leaders and above	... ..	1 each
All P.W/T.Os., Home and Abroad	... ..	2 each
Bases allocated Category "C" Stores	... ..	2 each
Operational and Maintenance Bases not covered by the above	... ..	1 each

5325.—W/T—Receivers B.28—Interference Suppression—REPORTS

(R.E. 12468/44.—5 Oct. 1944.)

Pattern 56703 noise limiter design 1 has been introduced to reduce interference caused to receivers B.28 by radar, static and certain navigational aids. In operation, it limits the level of interference to that of the wanted signal. Whilst most effective on interference of low repetition frequencies (e.g., type 279), it will be found satisfactory up to P.R.Fs. of about 500 (e.g., type 291), and can deal with a number of sources of interference simultaneously.

2. Ships and bases are to demand from S.N.S.O., Haslemere, one in No., Pattern 56703, noise limiter design 1, for each Pattern W.2835A receiver B28 held, and to arrange for installation of the unit by ships or base W/T staffs. Fitting instructions are included with each unit.

3. To obtain the best results from the limiter it is desirable that the following adjustments be used:—

- (i) Limiter switched on.
- (ii) A.V.C. switched in.
- (iii) H/F gain control at maximum position.
- (iv) Passband switch in "6000" position.
- (v) L/F gain as low as possible for required signal strength.

4. Ships already fitted with R.I.S. equipment, are to compare the suppression obtained by R.I.S. with that obtained with the limiter. When R.I.S. does not give materially better suppression, the R.I.S. equipment fitted to receiver B.28 is to be returned to:—

The Officer-in-Charge,
Lumb Mill,
Delph,
Near Oldham.
(Marked "For Pool 19")

5. Ships are to forward reports on the performance of the limiters after one month's use. The report should be forwarded through the appropriate administrative authority with a copy direct to Admiralty Signal Establishment.

6. This limiter is being introduced into production models of receiver B.28 in due course.

7. Similar limiters are being developed for certain other receivers and will be introduced when available.

5326.—W/T Weston Selective Analyser and Super Oscillator for Testing W/T Equipment

(N.S. 30578/44.—5 Oct. 1944.)

The following apparatus has been introduced to assist W/T personnel in ships, shore W/T stations, and Naval air stations in the testing and upkeep of W/T equipment:—

Subhead F.1A/1—

- Pattern W.801—Western selective analyser, Model E.665.
Pattern W.802—Weston super oscillator, Model E.692.
Pattern W.1257/A—Weston socket selector, Type 1B/16, for American valves, Model E.666.
Pattern W.1296—Case, carrying, for Weston analyser, Model E.665, and oscillator, Model E.692.

The following stores will be supplied by Superintending Naval Store Officer, Haslemere, as a first issue with this apparatus:—

- (a) With each Pattern W.801 analyser—
F.1A/2—4 (includes 2 spares)—batteries, "grid bias," 9 volt, Pattern 14001.
F.2A—2 (includes 1 spare)—batteries, 4½ volt, Pattern 14002.

(b) With each Pattern W.802 oscillator—

Subhead F.4—

*2 (as spare)—valves, Osram, H.L2.

2 (includes 1 spare)—battery, H.T., Pattern 14112, 45 volts, Drydex No. X.512.

Subhead F.2A—2 (includes 1 spare)—battery, dry, 4½ volts, 100 milliamps, Pattern W.5372.

Note.—*First fitted valves are supplied fitted in each oscillator, Pattern W.802.

Stocks of the above stores will be held at storing bases for replenishment purposes.

2. The analyser will permit measurement of:—

- (a) A.C. and D.C. voltages from 0–1,000 volts.
- (b) D.C. currents from 0–500 milliamps.
- (c) Resistances from 0–500,000 ohms.
- (d) Capacities from 0.0002 to 10 mfd. if a 50-cycle A.C. supply is available.
- (e) Voltages and currents of receiving valve circuits whilst the valves are in place and the receiver working.

3. The oscillator enables a known signal to be injected into a receiver and the individual circuits of the receiver to be tested and adjusted as necessary. The output of the receiver can also be measured.

4. It is intended that these instruments shall normally be used by W/T officers and senior W/T ratings only.

5. Supply of one of each of Patterns W.801, W.802, W.1296 and W.1257/A together with the spares shown in paragraph 1 above will be made without demand from the Superintending Naval Store Officer, Haslemere, when supplies become available to the following services if issue has not already been made:—

- (a) Capital ships and depot ships.
- (b) Cruisers and destroyers—

All flagships of cruiser squadrons, flagships of Rear-Admiral (D), Home and Mediterranean fleets, and all flotilla leaders.

Note.—Where Captains (D) are borne ashore the apparatus is to be supplied to the headquarters of such officers.

- (c) Flagship of Rear-Admiral (minelayers).
- (d) Instructional establishments, etc.—
H.M.S. "Mercury" (two of each Patterns W.801, W.802, W.1296 and W.1257A, together with appropriate spares).
H.M.S. "Assegai".
H.M.S. "Condor" (for N.A.S.S.).

(e) Two of each of Patterns W.801, W.802, W.1296 and W.1257/A, together with the appropriate spares will be supplied to each fleet aircraft carrier (one for general use and one for use in the aircraft W/T repair shop).

(f) Shore W/T stations:—

One of each of Patterns W.801, W.802, W.1296 and W.1257/A, together with the appropriate spares, will be supplied to each of the following shore W/T stations with the exception of Flowerdown, A.S.E. Ext., Fort Wallington, and Malta, which are to be supplied with two sets:—

Whitehall	Gibraltar	Ceylon West (Colombo)
Scarborough	Malta (2 sets)	Bombay
Flowerdown (2 sets)	Alexandria	Bahrein
Rosyth (H.Q.)	Aden	Basra
Nore (H.Q.)	Algiers	Khor Kuwai
Portsmouth (H.Q.)	Bermuda	Kilindini
Plymouth (H.Q.)	Simonstown	Mauritius
Portland Bill	Freetown	Seychelles
A.S.E. Extn., Fort Wallington (2 sets)	Falklands	Durban
Scapa (Wee Fen)	Iceland (C)	Capetown South
Dover	Archangel	Capetown East
F.O.I.C., Liverpool*	Murmansk	Addu Atoll
F.O.I.C., Harwich*	Ceylon North (Trincomalee)	Diego Saurez

* For Command W/T Stations.

(g) Plan assembled Major and Minor W/T stations—

One each of Patterns W.801, W.802, W.1296 and W.1257A, together with the appropriate spares, will be supplied to each Plan assembled Major and Minor W/T station.

(h) R.N. air stations—

One of each of Pattern W.801, W.802, W.1296 and W.1257/A, together with the appropriate spares, will be supplied to all R.N. air stations (or sections), with the exception of Yeovilton, which will be supplied with two sets.

6. Any services holding these instruments, but not included in the above allocation, should return them to store forthwith.

7. The necessary amendments to Establishment List No. E.506, dated 1st May, 1943, for testing outfits, TOA, TOB, TOC and TOD, will be promulgated in due course.

8. It will be noted that batteries, Pattern W.5372, formerly F.IA/1, are in future to be dealt with under F.2A.

(A.F.Os. 5114/43 and 844/44 are cancelled.)

5327.—Mass Procedure Teacher A/S 406 Series for Asdic Installations—Establishment List

(N.S. 017262/44.—5 Oct. 1944.)

An Establishment List—No. A/S, 126—dated 25th July, 1944, of Naval Stores comprised in Mass Procedure Teacher A/S, 406 Series for Asdic Installations has been prepared and copies will be distributed to the services concerned by the Superintending Naval Store Officer, R.N. Store Depot, Copenacre, Hawthorn, Wiltshire.

5328.—Aircraft Radio—Transmitters T.3040E—Elimination of Interference to Communications Equipment

(N.A.R./N.S. Air 6514/43.—5 Oct. 1944.)

It has been found necessary to fit interference suppressors in the power leads to transmitters type T.3040E to prevent interference with certain communications equipment.

2. The modification detailed below is to be incorporated forthwith in all transmitters, type T.3040E, that have not already been modified.

3. The parts required for the modification are supplied in a kit, stores reference 10/Mod. N.10, comprising the following items:—

Stores Ref.	Nomenclature	Quantity
5C/1002	Suppressor, Radio Interference, Type P.	1
5E/1348	Cable, L.T., Dumet 7	9 ins.
10A/ACR9	Bracket, steel, 3½ ins. × 1 in. × 1 in.	2
28/9	Bolts, steel, 4 BA × .6ins.	8
28C/3070	Washers, steel	8
28/6759	Nuts, mild steel, 4 BA	8
5K/1493	Cable end, eye type, soldering, 4 BA	1

4. Stocks of 10/Mod. N.10 have been laid down at R.N. Store Depot, Copenacre (Home) and R.N. Store Depots, Gibraltar, Malta, Alexandria, Trincomalee and Durban and at Naval Air Station, Wingfield. Demands for kits required should be made on these Depots.

5. The procedure is as follows. (Reference is to be made to A.F.O. Diagram 324/44.)

(i) Remove both lower side plates of the transmitter. Mark off and drill the four fixing holes in the bottom of the transmitter as shown in the diagram.

(ii) Remove the cover of the suppressor. Connect one end of the length of Dumet 7 to the end of the suppressor marked "SCREENED" as shown in the diagram, taking care to obtain good bonding between the sleeves (inserted in the suppressor reversed for packing) and the braiding.

(iii) Unsolder the two leads from the top two pins (pin 1 and 2) of the power input "W" plug. Connect these two leads to the end of the suppressor marked "UNSCREENED" as shown in the diagram, the suppressor being outside the transmitter on the left (when facing the plugs) during this operation.

(iv) Fasten the two brackets 10A/ACR.9 to the transmitter floor, as shown, by means of the nuts and bolts provided.

(v) Cut the Dumet 7 projecting from the suppressor so that a length of some 8 ins. remains. Bare the ends and make about one inch of the braiding into a "pigtail". Solder this to the soldering tag provided and secure the latter under the top securing nut of the "W" plug on the side nearest the "SCREENED" end of the suppressor. Solder two cores of the Dumet 7 to the top two pins of the "W" plug.

(vi) Replace the cover of the suppressor and insert into the transmitter. Fasten to the two brackets by means of the nuts and bolts provided.

(vii) Treat all bolts and nuts with Bakelite varnish to prevent their working loose under vibration.

6. Transmitters so modified are to be clearly marked by painting "R.1116A SUP." on the case adjacent to the power input plug.

(A.F.O. 1395/44 is cancelled.)

5329.—Naval Aircraft—Checking of American Types

(A.E. 5534/44.—5 Oct. 1944.)

The following notes on the checking of Naval aircraft of American origin are issued for the guidance of the Royal Navy.

2. American aircraft normally reach the service from one of two sources—the U.S. Naval Air Facility, Roosevelt Field, Mineola, Long Island, New York, or direct from U.S. contractors. Operational types and some non-operational types pass through Roosevelt Field, where they are modified and equipped, as far as labour and the availability of material permit, to British operational standards. It is not possible, however, to state that all aircraft leaving Roosevelt Field will be fully modified to naval staff requirements and considerable deviations from the standard Appendices "A" may therefore be met. Moreover, contractors' changes, which are frequent, will not be reflected in the Appendices "A" for some time after their introduction.

3. In order to provide a means of checking these aircraft pending the issue of Standard Checking Lists or Standard Airframe Transfer Lists, the British Naval Accountant Officer at Roosevelt Field prepares Provisional Standard and Transfer Checking Lists which are reproduced locally until they can be printed in their final form and issued in the B.R.380 series. These lists differ from Standard Checking Lists for British types in that they are arranged as follows:—

Part I.—Contains details of the SC and CC items of equipment delivered by the contractor which will be retained in the fully modified aircraft.

Part I.—(Supplement)—(Serial numbers to be prefixed by the letter "S"). Contains details of SC and CC items of equipment delivered by the contractor which will be removed on modification. A separate column is provided for the number of the Modification which orders their removal. This part will be omitted from lists for types which are invariably fully modified at Roosevelt Field.

Part IIA.—Contains details of the SS items of equipment normally fitted at Roosevelt Field, a separate column being provided for the Modification number.

Part IIB.—Contains details of the SS items of equipment normally fitted after the aircraft has left Roosevelt Field.

4. Aircraft are received at Roosevelt Field from U.S. contractors checked to an American document known as a "R.M.S."—"Report of Material Shipped." This document lists all the items of equipment fitted in the aircraft, together with certain items of "loose" equipment which, by British methods, would be classified as Squadron Mobile Equipment, "Articles-in-Use," items of personal issue or spares (e.g., tool kits, spare gaskets). These "loose" items are removed at Roosevelt Field and despatched to the British Aviation Supply Depot for disposal in the normal British manner. It must be emphasized that these Reports of Material Shipped contain only those items which the Contractor, in agreement

with the Bureau of Aeronautics Representative, considers deserving of record. Consequently, their length and details vary not only between contractors, but between different "blocks" of aircraft coming off the same production line. Thus each aircraft possesses its own "R.M.S." which may differ from those of other aircraft of the same type and mark.

5. In the case of types for which the British Naval Accountant Officer at Roosevelt Field has not yet been able to prepare a Preliminary Standard Checking List, the following procedure is followed in checking aircraft "out" from Roosevelt Field. The aircraft is checked "out" to the Report of Material Shipped (a copy of which is forwarded with the aircraft) and, in addition, to an Appendix to Form A.23, which lists all items of equipment which have been embodied after the departure of the aircraft from the contractor's works. The airframe is shown on Form A.23, as being transferred "Complete to R.M.S. and Appendix to A.23."

6. The R.M.S. is amended by Roosevelt Field, and it, together with Form A.23 and Appendix, shows the equipment state of the aircraft as despatched. If, for example, it is partially modified to British Standard, American items withdrawn will be deleted from the "R.M.S.", and British and American "Government Furnished" items installed will appear on the A.23 or Appendix to A.23.

7. Thus, American aircraft received from Roosevelt Field should always be accompanied by:—

- (i) Report of Material Shipped, A.23 and Appendix to A.23.
- or
- (ii) Provisional (or final—B.R. 380()) Standard and Transfer Checking List, and A.23.

In addition, they may be accompanied by an Appendix "A" (British Air Commission version).

8. American aircraft should therefore be checked by one of the following standards in the order of priority given below:—

- (a) Naval Aircraft Servicing Certificate (A.59) and Standard Airframe Transfer List (A.44) (*vide* paragraph 10).
- (b) Standard Checking List (B.R. 380 series) and A.23.
- (c) Provisional Checking list and A.23.
- (d) R.M.S., A.23 and Appendix to A.23.
- (e) Column 7 of Appendix "A" (British Conversion).
- (f) Column 7 of Appendix "A" (British Air Commission version).

Of these, the check by Appendix "A" will be the least efficient, and will, in some cases, "throw up" a number of apparently redundant items and some apparent deficiencies. Column 7 of the Appendix "A" should not, therefore, be used as a checking document unless no other means is available.

9. In the case of aircraft received direct from U.S. contractors, only the "R.M.S." will normally be received and this may be used for checking. Some aircraft may also be accompanied by a "Weight and Balance Handbook," which may be used to check the aircraft in the absence of an "R.M.S." Equipment and parts required to complete the aircraft to British operational or training standards should be demanded in the normal manner.

10. The new checking procedure outlined in A.F.O. 1859/44 is now being extended to include American types, but it may be some time before it can be introduced at Roosevelt Field. Aircraft will, therefore, continue to be received from Roosevelt Field accompanied by the documents listed in paragraph 8. The new procedure may, however, be employed to check "in" aircraft received from that source as soon as it is introduced, provided the necessary Standard Airframe Transfer List has been issued.

(A.F.Os. 2080/42, 5086/43, 1397/44 and 1859/44.)

(A.F.O. 72/44 is cancelled.)

5330.—L.C.A.—Additional Stiffening in Way of Forward Sling Bar

(D.C.O.M. 4029/44.—5 Oct. 1944.)

Reports of damage to L.C.A. in way of the forward sling bar indicate that this is caused by "snatching" on the falls when craft are being handled at davits. To reduce the possibility of such damage, all craft should be fitted with additional

stiffening to the sill plate below the forward protective doors, as shown on A.F.O. Diagram No. 331/44. (D.N.C. 26/AB/436.)

2. The work should be carried out by ship or base staffs for craft in service, priority being given to L.C.A. allocated to L.S.I. in which craft, due to the large freeboard of the carrier ship, "snatching" damage is more prevalent.

3. Warship Production Superintendents are to make the necessary arrangements to embody this stiffening in new construction.

5331.—Cushion Covers—As. and As.

Submarines

(D/P. 13461/44.—5 Oct. 1944.)

Item numbers "T" class 542, "S" class 538, "U" class 532, River and Minelayer classes 520, Classification "A."

2. Cushion covers are to be supplied to each submarine going abroad for the upholstered seat locker cushions and also seat locker backs, where these hinge upwards to form a bunk.

3. Each cover is to be made similar to a mattress cover, enclosing the whole cushion, so that it can be removed for washing.

4. The materials used are to be in accordance with the provisions of A.F.O. 1124/43, the colours are to be settled in conjunction with ship's officers.

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

(Admiral(S), 25 Jul. 1944, No. 1430/SM. 875.)

(A.F.O. 1124/43.)

5332.—Commercial Type Rugs, 6 ft. by 3 ft.—Allowances

72-ft. M.Ls., "B" and "D" Type Fairmile Craft, Coastal Force Bases, and Warship Production Superintendents

(N.S. 31179/44.—5 Oct. 1944.)

The 72-ft. M.Ls. and "B" and "D" Type Fairmile craft are to be allowed one commercial type rug, 6-ft. × 3-ft., for the wardroom.

2. Coastal Force Bases are to demand rugs as necessary to complete attached craft, and Warrant Yards are to arrange supply to new construction vessels in the normal manner.

3. If necessary to avoid obstructions on the deck the rugs may be modified by shipbuilders for new construction vessels, and by base staffs for vessels in commission.

4. The Establishments of Naval Stores concerned will be amended.

5333.—Hose Adaptors, etc.—Allowances

Ships fitted with Instantaneous Couplings

(N.S. 17901/43.—5 Oct. 1944.)

The following amendment is to be made to the Appendix to A.F.O. 4155/44:—Item 5 (Oilfyre Nozzles—Pattern 1564). Amend allowance in Class II (destroyers) to 4B and add note B as follows:—5 for Senior Officers, Ships and Destroyers of "Tribal" Class.

(A.F.Os. 4004/44, 4155/44 and 4788/44.)

5334.—Nuts, Lock, A.P. 9031 (Aluminium) and A.P. 8670 (Bronze) for Elbows—Replacement by Standard 1½-in. Conduit Lock Nut (Subhead B.10)

(N.S. 30060/44.—5 Oct. 1944.)

It has been decided that, for the period of hostilities, all requirements of lock-nuts A.Ps. 9031 and 8670 (Subhead F.2B, Schedule C.707), should, when existing stocks are exhausted, be satisfied by supply of standard 1½-in. conduit lock-nuts under Subhead B.10, Schedule C.108.

2. Yards and Depots should obtain additional requirements of conduit lock-nuts under the existing Standing Contracts, as necessary.

5335.—Caterpillar Track Units

(N.S./D. 5742/44.—5 Oct. 1944.)

Caterpillar track units are not now available for supply to Naval Air Stations and Repair Yards.

(A.F.O. 4020/44 is cancelled.)

5336.—Spring Hooks in Derrick Slings

L.C.A.

(D.C.O.M. 4662/44.—5 Oct. 1944.)

It has been found that the mousing tongues of the Pattern No. 2096A spring hooks fitted to L.C.A. derrick slings are too long to allow the hook to enter the ring of the lifting pad. To overcome this defect the length of the tongues should be reduced by half an inch, the work being carried out by base or ship's staff.

2. Spring hooks on future slings will be modified as necessary before delivery.

5337.—Oiling-at-Sea—Special Forecastle Arrangements for Destroyers, Frigates, Sloops, Corvettes and other Vessels likely to be Fuelled at Sea*Existing Ships, As. and As. and New Construction*

(T.D. 383/44.—5 Oct. 1944.)

The following paragraph should be added to A.F.O. 4159/44:—

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

(A.F.O. 4159/44.)

5338.—Storeroom Doors—Modifications to*Fleet Destroyers, "Loch" Class Frigates and "Castle" Class Corvettes*

(D./P. 11821/44.—5 Oct. 1944.)

The following modifications are to be undertaken to all storeroom doors in Fleet Destroyers concerned, "Loch" class Frigates and "Castle" class Corvettes now in commission:—

(a) Hasp and padlock to be fitted to each door.

(b) Escape panels in the bottom of each door to be rivetted up.

2. Commanding Officers of the vessels concerned are to treat these modifications as a defect and arrange for the work to be carried out at the first available opportunity.

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

(A.S.C.B.S., 13 Mar. 1944, No. 549/3; 20 Jul. 1944, No. 712/7.)

(A.F.O. 4166/44 is cancelled.)

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

5339.—Aircraft Equipment—Accounting and Checking Procedure with Special Reference to Hellcat I Aircraft

(A.E. 6195/44.—5 Oct. 1944.)

As some time must elapse before the new "A" forms referred to in A.F.O. 1859/44 will be available for issue, and as it is desired to introduce the new accounting and checking procedure as soon as possible, it has been decided that ships and stations must duplicate the necessary forms locally. To enable them to do so the details of Form A.44(L) (Hellcat I) and Form A.59 are shown in the Appendices to this Order. Stocks of the existing Form A.23 and continuation sheets are to be used to fulfil the function of the new Form A.23 pending reprint.

2. Lists of the items to be included on Forms A.44 for other types will be issued separately by A.F.O. as they become available. The new procedure is to be introduced for each type of aircraft on receipt of the relevant A.F.O. The last sentence of paragraph 4 of A.F.O. 1859/44 is accordingly cancelled.

3. It is important that Forms A.44 series should be kept corrected to agree with the master S.A.T.L., which forms part of B.R. 380 series (vide paragraph 7 of A.F.O. 1859/44).

APPENDIX I

A-44(L)

Ship's Reg'd. No.

Issue/Receipt Voucher for Appendix "A" Equipment for Hellcat I Aircraft on Transfer.

A.

The items of equipment shown in column 6 below were fitted in Hellcat I Aircraft No.

.....on leaving.....for transfer to.....

Signature..... Signature.....
(Consignor Unit) (Ferrying Pilot)

B. Date

App. "A" No. 1421 Item No.	SAEL Item No.	Ref. No.	Description	Den.	Quantity on aircraft when		Remarks
					Des- patched	†Re- ceived	
1	2	3	4	5	6	7	8
1A	1	107K/482	Guns, aircraft, 0.50 calibre, FSSC.1-G-5636.	No.	6		
2A	2	85-	Tubes, blast, Grumman 25343 ...	No.	2		
19A-	5-8	82-L-	Boxes, ammunition ...	No.	18		
22A	26	—	Crutches (1 front, 1 rear), sway braces for bomb.	No.	2		
20aD	—	27H/2017	Mirror, rear view, type B	}	No.	1	
or		or					
19D	186	82-L-	Mirror, rear view, Liberty 749	No.	1		
38C	220	106A/1165	Card, airspeed calibration FSSC.88-C-150.	No.	1		
39C	230	106A/1274	Card, compass deviation, FSSC.88-C-200.	No.	1		
43C	233	106B/16	Chartboard, FSSC.88-B-610 ...	No.	1		
44C	234	106B/	Plotter, FSSC.88-B-770 ...	No.	1		
30C	236	106A/980	Clock, elapsed time, FSSC.88-C-570, Jaeger 3920.	}	No.	1	
or		or					
		106A/979	Clock, elapsed time, FSSC.88-C-590.	No.	1		
10D	238	106F/21	Safety harness, AF type, B.11 ...	No.	1		
15D	240	82-L-	Device, controls locking, Grum- man 28500.	No.	1		
102E	247	—	Cards, homing decode, ES-678324-1.	No.	3		
88E	283	—	Slip cover for homing adaptor, ES-691264-1.	No.	1		
3D	306	—	Covers, wing butt ...	No.	2		
1D	307	—	Cover, cockpit ...	No.	1		
4D	308	—	Cover, propeller hub and ...	each	1		
		309	Cover, engine or Cover, propeller hub and engine (combined).				
36A	321	7B/982	Signal pistol, No. 4, Mark I* ...	No.	1		
	436	106A/34	Compass, standby, Pioneer B-16, Type 1818.	No.	1		
	438	27N/12	Fire extinguishers, methyl brom- ide, No. 5, small.	No.	1		
*	*	*	Communication, radio	No.	1		
*	*	*	*	No.	*		
*	*	*	*	No.	*		
*	*	*	Beacon	No.	1		
*	*	*	I.F.F.	No.	1		
*	*	*	Radar	No.	*		
*	*	*	*	No.	*		
*	*	*	Any other radio	No.	*		
*	*	*	*	No.	*		
*	*	*	Crystals	No.	*		
*	*	*	*	No.	*		
*	*	*	*	No.	*		

Notes.—* Details of radio installed are to be inserted in manuscript.

† Only to be filled in when quantity differs from Column 6.

C.

The following items are also to be checked when the aircraft is transferred between accounting units other than by air. In the case of flight delivery they are all covered by functional test.

App. "A" No. 1421 Item No.	SAEL Item No.	Ref. No.	Description	Den.	Des- patched	†Re- ceived	Remarks
1	2	3	4	5	6	7	8
	25	111A/53	Bomb rack, Mark 51, AOSL.3-R-176-75 BO.328759.	No.	1		
32A	96	—	Shackle, bomb, R.H., Mark II, AOSL.3-S-1892-5.	No.	1		
33A	97	—	Shackle, bomb, L.H., Mark II, AOSL.3-S-1892.	No.	1		
2F	102	105/U	Generator, engine driven, GE Type, CM-70-B.2 or CM-70-B.5B ...	No.	1		
—	183	—	Gunsight, reflector type, AOSL.2-S-3114.	No.	1		
3B	255	105J/49	Battery, 24-volt, 11-amp., FSSC.17-B-6632, NAF.1062-11A.	No. No.	1 1		

D.

The quantities shown in column 6 above (as modified by entries in column 7) have been received at.....and explanations of any discrepancies inserted.

Signature..... Signature

(Consignee Unit) (Ferrying Pilot)

Date

This form is to be prepared in quadruplicate, the several copies being dealt with as follows

	Part A signed by :	Part D signed by :	Disposal
Original (Issue Voucher) ...	1. Ferrying pilot 2. AO(S) of con- signor unit (or his representative)	Officer taking cus- tody of aircraft only.	Retained by AO(S) of consignee unit.
Duplicate ...	As for original	Ferrying pilot only	Retained by officer taking custody.
Triplicate (Receipt Voucher)	As for original	1. Ferrying pilot 2. AO(S) of con- signee unit	Returned to AO(S) of consignor unit for retention.
Quadruplicate (Ship's Copy)	1. Ferrying pilot 2. Representative of AO(S) of con- signor unit.	Not required	Retained by AO(S) of consignor unit.

The duplicate is to be taken by the ferrying pilot to the consignee unit. The original and triplicate are to be forwarded by post.

A.59

APPENDIX II

Naval Aircraft Servicing Certificate

Aircraft type..... Serial No.....

A.

1. This form is to be used in the following circumstances:—

- (a) For certifying equipment of new naval aircraft issued by equipping units.
(b) For certifying equipment of Naval aircraft on release from storage sections.
(c) For functional test of Naval aircraft, in conjunction with standard airframe transfer list, before despatch to, and on receipt from, another Naval or R.A.F. unit of a contractor.

2. On completion, this form is to be attached to the airframe log card (Form 701) in original only.

3. If the functional test is unsatisfactory, and the aircraft is despatched with any installations unserviceable, details of unserviceability or any deficiencies, are to be noted on the back of the form, and the fact that the test is not satisfactory is to be noted in the "Remarks" column below.

B.

Aircraft Equipped to Operational
Basic Training Scale (Delete as necessary)

Item No.	Service Performed	Remarks	Date	Initials of Maintenance Rating Concerned
<i>Armament</i>				
1	Guns and ancillary equipment serviced...			
2	Gyro and/or illuminated gunsights tested			
*3	Guns, gunsights and cameras aligned ...			
*4	Guns tested and log books completed:—			
	Air			
	Ground			
5	Bomb carriers inspected (minor inspection)			
6	Distributors timed. Release gear tested			
7	Torpedo equipment tested			
8	R.P. equipment:—			
	(a) Inspected			
	*(b) Aligned			
9	Functional test of turret carried out ...			
10	Torpedo director serviced			
<i>Radio, Radar, etc.</i>				
†11	Communication radio tested			
†12	Intercommunication system tested			
†13	I.F.F. tested			
†14	Radar tested			
†15	Beacon tested			
†16	Radio altimeter tested			
†17	Any other radio tested			
<i>Electrical</i>				
18	Cockpit heater tested			
19	Arrester gear tested			
<i>Miscellaneous</i>				
*20	Compasses, swung and adjusted... ..			
21	Drop tank installation inspected ...			
22	Oxygen system tested			

C.

Notes.—* To be completed only by equipping units and storage sections.

† To be Air tested only by equipping units and storage sections. To be Ground Tested in all circumstances. Actual sets installed to be shown in column provided.

Certified that Form A.700 has been completed.

Signature of Air Engineer Officer..... Date.....

Unit.....

Naval Establishments, etc., which have no information regarding prices are to forward unpriced vouchers at the time of supply. First reports from hospitals and medical depots should include supplies already made which have not been reported on Forms V.108A.

(vi) *Vote 8—Supplies and Services.*—Under the Agreement expenditure on these incurred by dockyards and Area Naval Store Bases with expense accounts staff is to be charged in the cost accounts to a separate item under Section A of Account 88, and reports of the amounts so charged, assessed on the basis applicable to Dominion navies, are to be forwarded quarterly to the Director of Expense Accounts, Bath. The reports should not be cumulative, and nil reports should be forwarded in appropriate cases. Details and vouchers are not required, and approximate values, to include carriage if applicable, may be used if precise repayment values are not readily obtainable.

The necessary record of issues from supply ships, bases and depots, will be made by the Director of Expense Accounts, Bath, from the bundles of vouchers sent to him monthly under A.F.Os. 3964/39 (as amended by A.F.O. 5774/43) and 1069/40. The record of supplies from H.M. ships and establishments will be made in office from Forms S.549 forwarded to the Admiralty in accordance with Article 59 of the Naval Storekeeping Manual (B.R.4).

(vii) *Vote 9—Supplies and Services on and after 1st June, 1944.*—Copies of unpriced vouchers for issues to and receipt from Royal Netherlands Warships and Armed Forces are to be forwarded by N.A. establishments to D.A.S. (Branch E) in monthly Schedule H. An estimate of the incidental expenses incurred (carriage, freight, etc.) and cost of any repair, etc., services rendered is to accompany the schedule.

Copies of vouchers for Naval Armament Stores issued from or received by H.M. ships, A.S.I.Ss. bases, etc., other than the advanced loading points referred to in C.A.F.O. 1067/44, should be forwarded to D.A.S. (Branch E) as the transactions occur. The issue vouchers should bear evidence of receipt and a reference to the authority for supply.

4. Nothing in this Order should be regarded as affecting existing procedure for supplies and services to Dutch merchant ships.

(A.F.Os. 3964/39, 1069/40, 5774/43 and C.A.F.O. 1067/44.)

(A.F.O. 5088/44 cancelled.)

5341.—Services and Supplies to the Belgian Armed Forces—Accounting—REPORTS

(W.G. F. 536/44.—5 Oct. 1944.)

A Mutual Aid Agreement with the Belgians was signed on 22nd August, 1944, and came into force retrospectively as from 1st June, 1944. This provides broadly that each party will furnish the other free of cost with all military assistance which it is best able to supply in the territories under its control. The Belgian Government remain liable, however, for the cost of pay, allowances, non-effective benefits and any other emoluments of the members of the Belgian Armed Forces and any other cash expenditure directly incurred by the Belgian Armed Forces.

Accordingly, no charge will be made for facilities afforded to Belgian service personnel at H.M. Naval Establishments or Bases, wherever situated, for supplies, irrespective of their origin, issued. There are no Belgian warships at present, and the existing arrangement where Belgian personnel serve with the Royal Navy will remain unchanged.

2. *Exception to Agreement.*—(i) The Agreement does not apply to supplies specially furnished to the Belgian Armed Forces, which are not intended for their own use but for civil purposes. Supplies should not be made to the Belgians on services arranged as a charge to Navy Votes, if they involve local payments to third parties outside the United Kingdom and the Colonial Empire (e.g., in the Dominions and foreign countries.)

3. *Procedure Applicable to the Agreement.*—(i) Receipts should, wherever possible, be obtained for any issue of stores or equipment, but no price should be inserted in any invoice or transfer document handed to Belgian personnel.

(ii) A central record will be kept of all expenditure (including local payments to third parties in the United Kingdom and the Colonial Empire), involved, in

connection with supplies and services rendered to the Belgian Armed Forces, and for this purpose (except as directed in sub-paragraphs (iv), (v), (vi) and (vii) reports are to be forwarded quarterly to the Head of the Admiralty Department concerned, stating the value assessed on the basis applicable to Dominion Navies of all such supplies and services. An approximate value should be assigned in cases where difficulty or delay is experienced in assessing the actual cost.

(iii) Reports will not be required in connection with medical treatment, harbour facilities, cramage, transportation, etc., unless identifiable expenditure paid locally to civil hospitals, contractors or transport undertakings, etc., are involved. The sole occupation of requisitioned or rented premises for accommodation of personnel or stores should be reported to the Chief Surveyor of Lands. Supplies of water and electric current should be reported as stores.

(iv) *Vote 2—Supplies and Services.*—Copies of supply or receipt notes for all victualling stores issued from Victualling Yards, Depots, Supply Ships, Naval Establishments and H.M. Ships to or returned from Belgian Armed Forces should be forwarded to the Director of Victualling (Branch 3). The value of the stores assessed on the basis in paragraph 3 (ii) above should be inserted. The vouchers may be forwarded at the time of supply, or monthly, if the latter is more convenient. First reports from Victualling Yards and Depots should include supplies already made which have not been included on Forms V.108A.

(v) *Vote 3—Supplies and Services.*—Copies of supply or receipt vouchers for all medical and dental stores issued to or received from Belgian Armed Forces by R.N. Hospitals, Medical Depots, Hospital Ships, Naval Establishments and H.M. Ships, are to be forwarded to the Medical Director-General of the Navy. Values are to be inserted by R.N. Hospitals and Medical Depots, assessed on the basis applicable to Dominion Navies, and vouchers forwarded monthly. Naval Establishments, etc., which have no information regarding prices, are to forward unpriced vouchers at the time of supply. First reports from Hospitals and Medical Depots should include supplies already made which have not been reported on Forms V.108A.

(vi) *Vote 8—Supplies and Services.*—Under the Agreement expenditure on these incurred by Dockyards and Area Naval Store Bases with Expense Accounts staff is to be charged in the Cost Accounts to a separate item under Section A of Account 88, and reports of the amounts so charged, assessed on the basis applicable to Dominion Navies, are to be forwarded quarterly to the Director of Expense Accounts, Bath. The reports should not be cumulative, and nil reports should be forwarded in appropriate cases. Details and vouchers are not required, and approximate values, to include carriage if applicable, may be used if precise repayment values are not readily obtainable.

The necessary record of issues from Supply Ships, Bases and Depots will be made by the Director of Expense Accounts, Bath, from the bundles of vouchers sent to him monthly under A.F.Os. 3964/39 (as amended by A.F.O. 5774/43) and 1069/40. The record of supplies from H.M. Ships and Establishments will be made in office from Forms S.549 forwarded to the Admiralty in accordance with Article 59 of the Naval Storekeeping Manual (B.R.4).

(vii) *Vote 9—Supplies and Services on and after 1st June, 1944.*—Copies of unpriced vouchers for issues to and receipt from Belgian Armed Forces are to be forwarded by N.A. Establishments to D.A.S. (Branch E) in monthly schedule H. An estimate of the incidental expenses incurred (carriage, freights, etc.) and cost of any repair, etc., services rendered is to accompany the schedule.

Copies of vouchers for Naval Armament Stores issued from or received by H.M. Ships, A.S.I.Ss. Bases, etc., other than the advanced loading points referred to in C.A.F.O. 1067/44, should be forwarded to D.A.S. (Branch E) as the transactions occur. The issue vouchers should bear evidence of receipt and a reference to the authority for supply.

4. Nothing in this Order should be regarded as affecting existing procedure for supplies and services to Belgian merchant ships.

(A.F.Os. 3964/39, 1069/40, 1379/41, 5774/43 and C.A.F.O. 1067/44.)

(A.F.O. 5094a/44 is cancelled.)

Section 4

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

5342.—Bread—Addition to List of Local Contracts, 1944-5 (Schedule 1015)

(C.P. 5/23417/44.—5 Oct. 1944.)

The following addition should be made to the list of local Bread Contracts, 1944-5 :—

PORT TALBOT ...	Mr. E. G. Dare,	Telephone
	55, High Street, Aberavon,	Port Talbot 374
	Port Talbot, Glam.	

5343.—Meat—Addition to List of Local Contracts, 1944-5 (Schedule 1001)

(C.P. 5/23260/44.—5 Oct. 1944.)

The following addition should be made to the local Meat Contracts, 1944-5 :—

PORT TALBOT ...	Messrs. C. Clode & Sons,	Telephone
	Huddersfield Buildings,	Port Talbot 82
	Port Talbot, Glam.	

5344.—Theft of Dutiable Victualling Stores—Assessment of Value

(V. 12/2954/44.—5 Oct. 1944.)

In certain instances where Police proceedings have been instituted against persons accused of the theft of dutiable victualling stores it appears that the Court has not been made aware of the full value of the stolen stores, with the result that inadequate fines appear to have been imposed on the offenders.

2. When a charge is preferred for the theft of dutiable victualling stores care is to be taken that the full duty paid price, including appropriate percentage charges, is communicated to the Police for the purpose of framing the charge.

5345.—Waistcoats, Life-saving—Modification by Attachment of Torch Pocket

(V/1/6811/44.—5 Oct. 1944.)

Latest issues of waistcoats, life-saving, yellow (Ref. Nos. 22C/445 and 22C/446) incorporate a specially constructed gabardine patch pocket for the stowage of a floating torch and battery (Ref. Nos. 5A/2728 and 5J/2378 respectively).

2. Demands for gabardine pockets (Ref. No. 22C/956) for attachment to waistcoats issued without them should be forwarded to Victualling Yards or Depots.

3. The pockets are to be attached to the waistcoats under local arrangements by securely sewing all round the outside edges of the back panel of the pocket to the right-hand side of the waistcoat immediately under the arm-hole and fitted on the body straps so that one edge adjoins the stole container. The pocket must not be sewn on to the stole container. If the stitching encroaches on the fabric tunnels either at the armhole or the lower edge of the waistcoat, care must be taken to avoid stitching through the 1-in. webbing straps which should slide easily through the fabric tunnels to allow drawing together by the wearer when the life-saving waistcoat is fitted. Strong cotton or linen sewing thread is to be used so that the pocket is not torn away from the waistcoat when the top flap or hood of the pocket is opened by means of the strap provided.

(A.F.O. 231/43.)

(A.F.O. 225/44 is cancelled.)

5346.—Slips and Shackles, Pattern 1915, for Oiling at Sea

Corvettes, Sloops and Larger Vessels

(N.S. Fuel 11046/44.—5 Oct. 1944.)

One Pattern 1915 slip and shackle (Subhead B.10) is to be carried by each ship of the above classes for use when oiling at sea.

2. The tail wire attached to the jackstay of the buoyant hose is normally led to the capstan of the receiving ship, but H.M. ships can, as an alternative, hang off the jackstay through the special link provided in the cast-off bridle (see B.R. 853—Addendum No. 1, Section 206, and Sketch No. 14), and the slip is being provided for this purpose.

3. Ships concerned in commission should demand from their storing yards or depots, but supply should not be hastened owing to the shortage of stocks. Supply to ships of new construction should be arranged by their warrant and supplying yards or depots as part of the first outfit of consumable stores.

4. The Sea Store Establishments concerned will be amended.

5. *Dockyards and Store Depots only.*—To provide for this service and to augment stock, the undermentioned quantities of slips and shackles, Pattern 1915, have been requisitioned for purchase for delivery to:—

<i>Chatham</i>	<i>Sheerness</i>	<i>Portsmouth</i>	<i>Devonport</i>	<i>Mersey Area</i>
200	100	150	100	200
<i>Severn Area</i>	<i>Rosyth</i>	<i>West Riding Area</i>	<i>Carfn</i>	
150	200	200	200	

5347.—Total Rejects Arising in Admiralty Contracts Procedure for Acquisition and Disposal

(C.P. 6/V. 4179/43.—5 Oct. 1944.)

The Admiralty have agreed to adopt the practice instituted by the Ministry of Supply in connection with clothing and textile goods tendered against contracts and finally rejected.

2. In future, contracts for certain stores in the above categories will contain a clause requiring contractors to submit for examination all articles (complete or incomplete), manufactured from materials supplied to, or acquired by them for the purpose of the contract. The Admiralty reserve the right to acquire any finally rejected articles at the percentage abatement, if any, prescribed in the clause, but otherwise at an abatement determined by the Officer-in-Charge of the Establishment responsible for the examination, who will become the Receiving Officer for any articles so acquired.

3. Such articles shall not be regarded as in satisfaction of the contract.

4. The normal procedure for accepting, at an abatement negotiated with the contractor, goods which are not finally rejected and are taken in satisfaction of the contract, is unaffected.

5. The Receiving Officer will inform the Director of Surplus Equipment and Stores, Ministry of Supply, Hans Mansions, Hans Road, London, S.W.3, of the quantity and description of the articles rejected, and will arrange for them to be delivered in accordance with his directions.

(*Note.*—For all footwear, except rubber boots and shoes, the Receiving Officer will inform the Controller of Footwear, Headlands, Kettering, and not the Director of Surplus Equipment and Stores.)

In all cases the contractor should be instructed to send his invoice to the yard and a receipt should be issued, but when stores are delivered direct from contractors' works to D.S.E.S. or C. of F. Depots, issue of the receipt should be deferred until confirmation of delivery is received from D.S.E.S. or C. of F.

6. When the receipt is issued, the articles should be entered on the account of receipt which should be noted "Rejected goods received for disposal only; not taken on store charge", and valued in accordance with

the abatement which should be certified fair and reasonable unless specified in the contract.

7. The Receiving Officer will instruct the contractor to forward claims for payment to the Director of Navy Accounts at the proper abatement.

8. In cases of doubt (particularly where incomplete articles are concerned), whether the prescribed abatement is adequate or what would be an appropriate abatement where one is not prescribed, the Receiving Officer should forward representative specimens of the finally rejected articles to D.S.E.S. or C. of F. and ask him for his opinion as to what would be the appropriate abatement.

5348.—Blood Transfusion

(M.D.G. 49705/44.—5 Oct. 1944.)

Products and apparatus available for issue.—(a) *Blood.*—A permanent blood bank is maintained by the R.N. Blood Transfusion Service. All blood issued from this bank belongs to the Universal Donor (O IV) Group.

(b) *Dried serum.*—This is issued in two kinds of bottles, Canadian and M.R.C., each of which holds 400 cc. All apparatus issued by the R.N. Blood Transfusion Service will fit both kinds of bottle. For use, the serum should be reconstituted with sterile saline solution up to its original volume, i.e. 400 cc. Full directions for transfusing with this product are issued with the dried serum.

(c) *Crystalloid solutions.*—(i) *Physiological Saline Solution:* This is supplied in M.R.C. 560 cc. bottles with red seals and should be used for reconstituting the dried serum. It can also be used for saline transfusions.

(ii) *Five per cent. Glucose in Saline Solution:* This is supplied in M.R.C. 560 cc. bottles with blue seals.

(iii) *Ten per cent. Glucose in Water:* This is supplied in M.R.C. 560 cc. bottles with yellow seals.

(iv) *Glucose Citrate Solution:* This consists of 5 per cent. glucose in 2½ per cent. di-sodium citrate solution. It is supplied in quantities of 120 cc. in M.R.C. 560 cc. bottles sealed in green with green tape and with a metal suspension bracelet. These are issued to enable medical officers to draw fresh blood and are for use with the taking sets issued by the R.N. Blood Transfusion Service. The quantity of citrate supplied in each bottle is sufficient to allow the bottle to be filled to the 540 cc. mark with blood. Directions for taking whole blood are issued with these bottles.

(d) *Apparatus.*—(i) *Taking sets:* These are supplied in boxes holding two sets (red seals) or four sets (green seals), sterile and ready for use. Each set is packed separately in cellophane and one only can be taken from the tin without affecting the sterility of the remainder in the box.

(ii) *Giving sets:* These are supplied in tins containing one set (blue seal) and two sets (yellow or transparent seal) and are packed separately in sealed cellophane packages, sterile and ready for use.

It should be noted that all apparatus supplied by the R.N. Blood Transfusion Service is the Medical Research Council type and this has been adopted as a standard throughout the Royal Navy. This gear is interchangeable with or can be used with British Army, Canadian Army, U.S. Navy and Army blood transfusion apparatus. All other types of transfusion apparatus should be returned to store.

(e) *Dried Blood Grouping Serum:* This is supplied in 0.25 cc. ampoules packed in boxes containing three each of anti-A and anti-B ampoules. Each ampoule is sufficient to group five samples of blood. Instructions for use are sent with each box.

(f) *R.N. Blood Transfusion Unit:* This is supplied to the Service Afloat only. These units contain the following items:—

*Serum: 5 M.R.C. bottles of dried human serum.

*Saline: 5 M.R.C. bottles of physiological saline solution.

*Citrate: 2 M.R.C. bottles each containing 120 cc. 5 per cent. glucose in 2½ per cent. di-sodium citrate solution.

*Three tins each containing one sterile transfusion giving set and swabs.

*One tin containing two sterile donor taking sets and swabs.

Blood Grouping Equipment:

2 × 0.25 cc. ampoules anti-A dried grouping serum.

2 × 0.25 cc. ampoules anti-B dried grouping serum.

One 6-oz. bottle of distilled water.

One 6-oz. bottle of 3 per cent. citrate solution.

One 6-oz. bottle of physiological saline solution.

Two corked oxalated tubes.

3 × 5 cc. empty screw cap bottles.

One tile.

Three glass pipettes and rubber teat.

One needle.

One sterile syringe.

One tourniquet (3 ft. of rubber tubing).

2 × 2 cc. ampoules of 2 per cent. Novutox solution and file.

One 1-oz. screw-cap bottle of Dettol.

Two conical centrifuge tubes.

One centrifuge fan attachment complete.

The centrifuge device has been designed for attachment to an A.P. table fan as shown in A.F.O. Diagram No. 330/44. Additional table fans will not be issued for this purpose.

When the centrifuge is required, one of the ship's fans is to be used and the device fitted to the shaft extension in place of the fan blade assembly.

The centrifuge hub has been drilled $\frac{5}{16}$ -in. diameter and where necessary should be bushed or opened out to fit shafts of other diameter.

To prevent accidents during use, care should be taken to see that the fan base is firmly secured and the oscillating gear disconnected.

To enable the motor to run with its axis vertical, some table fans may require a support. Where this is necessary the support should be made up by the ship's staff.

2. *Demands.*—(a) *Service Afloat.*—All items mentioned above with the exception of fresh blood are available for issue and should be demanded under the following scale from the nearest Service Afloat Medical Depot.

(i) *R.N. Blood Transfusion Unit.*—Supply of these units is to be made in the following scale:—

No. 1	No. 2	No. 3	Double No. 1	Double No. 2
2 No.	1 No.	1 No.	4 No.	2 No.

Medical officers carrying No. 3A units in ships of which the complement exceeds 200 No. should, however, demand 2 No. units.

Newly assembled units of medical stores being supplied should contain the appropriate number of blood transfusion units.

Demands from medical officers of ships already in commission should be forwarded in the usual manner.

(ii) *Additional Serum. Saline and Giving Sets* to be demanded up to the following scale:—

	No. 1	No. 2	No. 3	Double No. 1	Double No. 2
Dried blood serum, bottles	6	3	3	12	6
Saline, bottles	6	3	3	12	6
Giving sets, No.	2	1	1	4	2

(iii) *Crystalloid Solutions.*—To be demanded up to the following scale:—

	No. 1	No. 2	No. 3	Double No. 1	Double No. 2
Physiological saline solution, 560-cc.	3	2	2	6	4
5 per cent. glucose in saline, 560-cc.	3	2	2	6	4
10 per cent. glucose in water, 560-cc.	3	2	2	6	4

(iv) *Dried Grouping Sera.*—Additional to that contained in the unit will be supplied on demand. Demands should quote the number of boxes as described above that are required.

(b) *Shore Establishments, at Home and Abroad.*—All products and apparatus with the exception of the R.N. Blood Transfusion Unit are available for issue to Shore Establishments. Shore Establishments should demand direct from:—

Medical Officer in Charge,
R.N. Blood Transfusion Centre,
Royal College Street,
London, N.W.1.
Telephone No.: Euston 1653/4.

(i) *Fresh Blood* is supplied in specially insulated and cooled boxes containing 10 pints in each. These containers keep the blood at the correct temperature for 24 hours only so that on receipt the blood should be removed from the box and placed in a refrigerator. The boxes should be returned at once. Special arrangements to despatch the blood in the quickest possible way will be made by the Medical Officer in Charge, R.N. Blood Transfusion Service. Full instructions for the storage of blood, etc., will be issued with each consignment. It should be noted, however, that wherever possible, *fresh* blood should be used for transfusion purposes and the medical officers in charge of Shore Establishments must make arrangements adequate to meet routine emergency requirements for whole blood. Volunteer donors should be obtained from nearby Naval Establishments or by co-operation with local transfusion services. The organization should constantly be reviewed to ensure that it is adequate to meet the current situation.

(ii) *Dried Serum, Saline, Giving and Taking Sets* can all be demanded as mentioned above. Medical officers are responsible to see that their establishments are adequately equipped in every respect and should render demands with this purpose in view. As a guide to medical officers it should be considered that 10 per cent. of expected casualties will require transfusion and demands should be worked out on this basis and calculated on the assumption that each case requiring transfusion will need two bottles of serum to one bottle of blood.

Giving sets should be demanded so as to allow one set for every two bottles of fluid likely to be employed.

On the same assumption the number of taking sets and citrate bottles to be held in stock can also be calculated.

(iii) *Crystalloid Solutions.*—These should be demanded in the amount thought necessary.

(iv) *Dried Grouping Sera.*—This should be demanded as required. The number of boxes as described above should be stated. Where large numbers are required to be grouped liquid grouping sera can be supplied in 10-c.c. bottles and this should be demanded from the above address also.

3. *Care and Maintenance of Apparatus and Produce.*—(i) *Blood.*—Full instructions for the storage, use, etc., of fresh blood will be supplied with each consignment issued.

(ii) *Dried Serum and Dried Grouping Sera.*—All these products should be stored in a cool place, the best temperature being 23°–25° C. and in the dark. Providing the sealing of their containers remains intact they should keep satisfactorily under these conditions for years. Bottles of dried human serum showing defective seals should be returned to store for re-sealing. Periodical examination of the seals should be carried out.

(iii) *Crystalloid Solutions.*—Bottles should be stored at 20°–25° C., and periodical examination of the seals as directed for dried serum should be made. Bottles showing defective seals should be returned to store and replaced.

(iv) *Transfusion and Giving and Taking Sets.*—These are supplied in sealed tins, sterile and ready for use. Tins should be stored in a cool dry place if possible at 20°–25° C. One tin should be opened after a year and examined to make sure that the rubber tubing has not perished or become otherwise unfit for use. If found satisfactory the remaining tins may be retained but, if unsatisfactory, all sets should be returned to store and replaced. Periodical examination of sets after one year should be made at intervals of three months.

(v) *R.N. Blood Transfusion Units.*—If more than one of these units are supplied to a ship they should be stored as far away from each other as convenient so that in the event of damage to the ship by enemy action all units held will be

less likely to be destroyed together. Items marked * in the list of contents should be washed after use and returned to the most convenient Medical Store Depot, from which they should be sent to the R.N. Blood Transfusion Centre. In the case of the M.R.C. bottles the metal caps and rubber liners only should be returned. The giving and taking sets should be returned packed in their boxes. Replacement of all component parts of the unit except the centrifuge device can be obtained on demand from Medical Depots, and Medical Officers are instructed to see that these units are fully maintained.

4. *Blood Donors.*—All donors must be volunteers and will not receive payment.

When travelling directly to and from hospital or other place for the purpose of giving blood they are to be regarded as on duty. Any necessary travelling expenses will be allowed as a charge to public funds.

It is important that, when a donor is used, the date of bleeding and the amount of blood taken are recorded on M.H.S. Special certificates are no longer to be issued and a Hurt Certificate is not to be granted.

In the unlikely event of a permanent disability resulting from the gift of blood for transfusion purposes, such disability will be regarded as attributable to Naval service, provided that it is not due to negligence or misconduct on the part of the donor.

Experience has shown that the granting of leave after a donor has been bled is unnecessary. Abstention from hard physical exertion for the rest of the day is a sufficient precaution in the ordinary case.

5. *Blood grouping.*—Grouping of the entire personnel is not required and is not carried out in the Royal Navy and the Royal Marines. A proportion, preferably above 10 per cent. of the personnel of ships and establishments should be grouped in order that Universal Donors (O IV) may always be available.

Whenever possible grouping should be carried out by a pathologist experienced in this work. Very large numbers of men who have already given blood to the Royal Naval Blood Transfusion Service are now serving. All these men have been accurately grouped and should possess R.N. Blood Transfusion Service Cards. If the cards have been lost their group can be ascertained from the R.N. Blood Transfusion Service. Blood groups are to be recorded in both Moss and International nomenclature as follows:—

Officers: On Naval Identity Card (S.1511) and on Pay and Identity Book (S.43a).

Ratings: On Medical History Sheet (S.446) and on Pay and Identity Book (S.43a).

6. *Course of Instruction for Medical Officers and Technicians (Sick Berth Staff).*—Short courses of instruction in transfusion technique will be arranged as necessary for medical officers and technicians. Application should be made to the Medical Officer in Charge, R.N. Blood Transfusion Service. No reliefs can be provided.

7. *Resuscitation Team.*—A mobile resuscitation team, as mentioned in R.N. Medical Bulletin No. 6, Article 45, will no longer be maintained by the R.N. Blood Transfusion Service.

8. *Reports.*—In view of the fact that there are now adequate supplies of products and apparatus mentioned above it will no longer be necessary for medical officers to render reports on stock issued, etc.

Medical Officers are reminded that careful records should be kept of the number and the date on the bottles of any transfusion fluid used, and these should be recorded on the case sheet of any patient transfused.

(B.R. 118—War Office Booklet. "Resuscitation—equipment, organization training and procedures.")

(B.R. 110—M.R.C. War Memorandum No. 1. "The Treatment of Wound Shock.")

(B.R. 842—M.R.C. War Memorandum No. 9. "Determination of Blood Groups.")

(R.N. Medical Bulletin No. 6.

Article 44. "Notes on the immediate treatment of severely injured patients.")

Article 45. "Transfusion of blood and blood products.")

(A.F.Os. 813/42, 1064/42, 4677/42, 519/43 and 883/44 are cancelled.)

5349.—W.R.N.S. M/T Drivers—Limit of Capacity of Vehicles to be Driven

(N.S.M.T. 713/44.—5 Oct. 1944.)

Except as provided in paragraph 2, the heaviest vehicle which may be driven by W.R.N.S. motor transport drivers is a four-wheeled lorry of a load capacity not exceeding 30-cwt.

2. Where, however, difficulty is experienced in obtaining suitable male drivers, vehicles of a load capacity of 3 tons, together with Austin and Morris heavy type ambulances, may be driven by W.R.N.S. drivers provided:—

(a) The drivers are tested and passed for driving such loaded vehicles by a qualified member of the Naval Store Department.

(b) The vehicles are fitted with self-starters.

3. Tests of drivers will be carried out at any of the following Dockyards or Depots. Arrangements for the test should be made with the (Superintending) Naval Store Officers concerned:—

Belfast, Cardiff, Chatham, Clyde Area, Devonport, Dover, Hull, Invergordon, Londonderry, Lyness, Mersey Area, Midland Area, Newcastle, Park Royal, Perth, Portland, Portsmouth, Rosyth, Sheerness, Severn Area, West Riding.

4. W.R.N.S. drivers are not to drive passenger omnibuses and converted motor coach type ambulances.

5. The limit of 350 c.c.s. for solo motor-cycles driven by W.R.N.S. is retained.

6. A record of W.R.N.S. drivers examined for driving the heavier vehicles should be kept at the Dockyards and Depots concerned.

(A.F.O. 4651/44 is cancelled.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE**5350.—A.M.D.Is.**

(E.F.O.—5 Oct. 1944.)

Admiralty Merchant-Ship Defence Instructions 133-142/44 are being distributed concurrently with this issue of A.F.Os.

(A.F.O. 4321/44.)

5351.—A.M.D.I. and C.A.M.D.I. Guard Books

(E.F.O. 109/44.—5 Oct. 1944.)

At a date yet to be determined which will be communicated by signal, A.M.S.I. and C.A.M.S.I. will become redundant.

2. A.M.S.I. and C.A.M.S.I. Guard Books should then be adapted for use as A.M.D.I. and C.A.M.D.I. Guard Books. For this purpose adhesive labels are being distributed with both A.M.D.I. and C.A.M.D.I. dated 5th October, 1944.

3. Distributing authorities, N.C.S.Os. and all holders of A.M.D.I. and C.A.M.D.I. should ensure that these labels are affixed to the front cover of each Guard Book in their possession. N.C.S.Os. should also ensure that this also applies to Guard Books held by Masters of merchant vessels.

5352.—A.M.S.Is.

(E.F.O.—5 Oct. 1944.)

There are no Admiralty Merchant Shipping Instructions for distribution with this issue of A.F.Os.

(A.F.O. 5224/44.)

5353.—Amendments to Books

(E.F.O.—5 Oct. 1944.)

The undermentioned amendments (A.F.Os. P. 669-685/44) 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.669/44.—B.R. 380/A—Swordfish, Mark I and II—S.C.L.—Amendment No. 3.

***P.670/44.**—B.R. 380/J—seafire Aircraft—S.C.L.—Amendment No. 8.

***P.671/44.**—B.R. 377(A)—Swordfish—A.S.E.—Amendment No. 5.

***P.672/44.**—B.R. 380/K.B. or K.C.—Avenger I and II—S.C.L.—Amendment No. 1.

***P.673/44.**—B.R. 380/L—Hellcat I—S.C.L.—Amendment No. 1.

***P.674/44.**—B.R. 380/L—Hellcat I—S.C.L.—Amendment No. 2

P.675/44.—B.R. 632C—Gunnery Training Manual, Volume III—Amendment No. 21.

P.676/44.—B.R. 819(3)—R.N.A.S., Part III, Torpedoes—Amendment No. 4.

P.677/44.—B.R. 836—Training of Coincidence Rangefinders at Sea—Amendment No. 2.

P.678/44.—B.R. 853—Procedure for Oiling at Sea by the Buoyant Hose Method—Amendment No. 1.

P.679/44.—B.R. 920—Handbook for the Dome A.A. Teacher—1942—Amendment No. 2.

P.680/44.—B.R. 948—Drill for 4.5-in., Mark I, Q.F., Semi-Automatic Guns on Twin HA/LA B.D, Mark II, Mounting—1938—Amendment No. 13.

P.681/44.—B.R. 949—Drill for 4.5-in., Mark I, Q.F. Semi-Automatic Guns on Twin HA/LA U.D., Mark III, Mountings—1939—Amendment No. 11.

P.682/44.—B.R. 995—Pamphlet on the Mark XXV Mine—Amendment No. 4.

P.683/44.—B.R. 1005—Regulations for Maintenance of 21-in., Mark IX*—IX** and IX** N.A.B. Torpedoes—Amendment No. 4.

P.684/44.—O.U. 6260—Handbook of Mark XVI Mine Unit—Amendment No. 12.

P.685/44.—O.P. No. 629A—(U.S. Publication)—Description, Adjustment, Care and Operation of U.S. Torpedoes, Mark 13, R.N.—Amendment No. 8.

** Exceptionally A.F.Os. P. 669-674 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherds Bush, W., who holds the stock of the parent book.*

(A.F.O. 5225/44.)

5354.—B.R. 268 (34) (Restricted)—Electrical Manual, Vol. II, 44-in., Mark VII—Mark VIIA, Mark VIIB Searchlight Projectors—Issue

(T.155/44.—5 Oct. 1944.)

Copies of the above book have been prepared and 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.

5355.—B.R.321—Establishment of Naval Stores for Engineering Purposes, and Form D.127b—List of Particulars—Lists of Errata Nos. 1 and 13, respectively

(N.S. 19006/44.—5 Oct. 1944.)

Lists of Errata No. 1 to B.R.321—Establishment of Naval Stores for Engineering Purposes, and No. 13 to Form D.127b—List of Particulars, have been prepared and copies will be issued from R.N. Store Depot, Park Royal, on the usual basis.

2. Three copies of the list of errata to Form D.127b will be required to complete each copy of the "List of Particulars" already supplied to ships under construction, and these should be supplied without demand by the appropriate warrant yard. Ships' officers, etc., concerned with preparing the lists should not demand the lists of errata from R.N. Store Depot, Park Royal.

3. One copy of List of Errata No. 1 will be supplied with each copy of the establishment issued from Park Royal.

4. Each copy of Form D.127b when supplied from Park Royal (normally to warrant yards only) will be accompanied by three copies of Lists of Errata No. 13.

5356.—B.R. 370—Establishment of Naval Stores for H.M. Mooring Vessels—List of Errata No. 2

(N.S. 22662/44.—5 Oct. 1944.)

List of Errata No. 2 to B.R. 370—Establishment of Naval Stores for H.M. Mooring Vessels—has been prepared, and copies will be distributed to services concerned from R.N. Store Depot, Park Royal, without demand.

5357.—Form S.81 (Bound), Sizes 1 and 2—Return of Surplus Stocks

(V.3/6384/44.—5 Oct. 1944.)

Ships and Establishments which are using the system of accounting for provisions and clothing laid down in A.F.O. 2339/43 and have supplies of the old type of Mess Book (Form S.81 bound) in excess of requirements, should return the surplus books at the earliest opportunity to the Superintending Naval Store Officer, Park Royal, sending a copy of the supply note to the Director of Victualling, Admiralty.

5358.—Income Tax—Annual Returns (12D) for Year 1945-46—REPORT

(D.N.A. 9673/44.—5 Oct. 1944.)

All Accountant Officers and Paying Officers of H.M. Ships and Establishments are to report to the Director of Navy Accounts, Branch 4a, their estimated requirements for the year 1945-46, of Forms 12D in respect of personnel of the Naval service. Provision should not be made for forms required for civilian personnel, as these will be issued direct by the Chief Inspector of Taxes or by a local Inspector of Taxes.

2. The reports should be made in time to arrive not later than the 1st February, 1945, in the case of ships, etc., at home, or 1st January, 1945, in the case of those abroad. If the Forms 12D are not received by the 31st March, 1945, a duplicate demand should be made by signal or air mail, in view of the possibility that the original request may not have been received.

3. Owing to the need for economy in the use of paper, it is important that requirements should be kept to a minimum, and no provision should be made for duplicate forms for retention by the taxpayer.

5359.—Official Christmas Cards—Exchange Between the Services in Abeyance

(M. 016202/41.—5 Oct. 1944.)

The Admiralty, War Office and Air Ministry have agreed to continue the arrangement adopted for the past three years, in the interests of economy, under which "official" Christmas cards are not exchanged between units of the three Services. It is not desired that this step should be extended to the exchange of private Christmas cards between relatives and friends. It is realized that there may be certain cases, particularly abroad, where the maintenance of morale may make it desirable that "official" cards should be exchanged, but in general, and particularly in the United Kingdom, it is considered that the above restriction should be accepted.

5360.—Photographers Appointed to Fleet Requirements Units—Medical Categorization for Flying Duties

(M.D.G. 33404/44.—5 Oct. 1944.)

For medical purposes it has been decided that all F.R.U. photographers shall be regarded as aircrew personnel. They will be required to undergo a medical examination by a Special Medical Board and receive a flying medical category as indicated in Section I of A.F.O. 4906/43.

2. F.R.U. photographers will be required to attain the A.3.B category with a modified visual standard allowing defective vision correctable to 6/6 : 6/6.

3. The initial medical examination is to be carried out in accordance with the procedure laid down in Section II of A.F.O. 4906/43 and Form M. 256 is to be submitted to the Medical Director-General, who will initiate the medical history envelope M. 247.

4. Subsequent reports of sickness, medical boards and medical arrangements generally are to be in accordance with those laid down for other aircrew personnel in A.F.O. 4906/43.

5. Photographers *at present serving in F.R.U.* will not be grounded for medical reasons without the express approval of the Medical Director General after scrutiny of the relevant Form M. 256.

(A.F.O. 4906/43.)

5361.—Diversion of Mail—Authority Responsible for

(M. 504/44.—5 Oct. 1944.)

The correct sending of mails depends largely on the action taken by the Fleet to keep the Mails Section, Admiralty, informed of the mail diversions required. Hitherto some confusion has existed as to the authority responsible for initiating action on mail diversions, and the following instructions are to be followed in future:—

(a) The Commander-in-Chief, or other Naval Authority responsible for initiating the movement, is primarily responsible for originating mail diversions. The Operational Staff of the Commander-in-Chief, or other Naval Authority concerned, is responsible for initiating the mail diversion signal to the Admiralty and informing the Fleet Mail Officers concerned. This does not relieve Flag Officers of Squadrons, Senior Officers of Flotillas or the Commanding Officers of ships, etc., of the responsibility for satisfying themselves that proper mail diversion action is being taken and, where necessary, of initiating the mail diversion signal or causing it to be initiated by the Naval Authority at the port of departure.

(b) Requests for diversions of mail are to be made to the Admiralty by signal, either direct or as directed by the Senior Naval Officer present. Diversion signals are to be repeated for information to the Naval Authorities administering the Fleet Mail Offices to which mail was despatched before sailing and that to which it will be despatched after sailing.

(c) In making mail diversions for important units of the Fleet care must be taken that mail does not arrive at destination far in advance of the unit as otherwise there is a risk of premature disclosure of movement.

(d) Request for mail diversion must not be made to the G.P.O., London, or any other Civil Postal Authority.

2. When mail is received for a ship not in port the Mail Officer or authority receiving the mail must enquire of the local Naval Authority whether the vessel's arrival is anticipated. If the vessel is not expected, Admiralty should be asked for instructions as to the disposal of the mail. Mail must not be retained for more than 24 hours without enquiry being made.

3. These instructions will be incorporated in K.R. & A.I. and B.R.7.

5362.—Naval Fighter Interception Unit—Change of Address

(A/M. 835/44.—5 Oct. 1944.)

The address of the Naval Fighter Interception Unit (No. 746 Squadron) is now:—

The Commanding Officer,
No. 746 Squadron,
R.A.F., Ford,
Sussex.

The telephone number is Littlehampton 720.

(A.F.O. 2544/44 is cancelled.)

5363.—Royal Naval Medical Bulletin No. 12—Issue

(M.D.G. 62579/42.—5 Oct. 1944.)

Royal Naval Medical Bulletin, No. 12, is now ready for issue and should be obtained by all Medical Officers.

2. The Bulletin will be supplied on demand, addressed as follows:—

For ships and establishments at home:—

R.N. Store Depot,
Elveden Road,
Park Royal,
London, N.W.10.

For ships and establishments abroad:—

The Local Naval Distributing Authority.

5364.—R.N. Auxiliary Hospital, East Anglia, Lowestoft

(M.D.G./M. 1986/44.—5 Oct. 1944.)

The R.N. Sick Quarters, Lowestoft, has ceased to exist and a new Hospital for the area, R.N. Auxiliary Hospital, East Anglia, Lowestoft, has been opened.

2. The telegraphic address is:—

NAVOSPITAL, LOWESTOFT.

The telephone number is Lowestoft 1221.

3. Correspondence should be addressed to:—

The Medical Officer in Charge,
R.N. Auxiliary Hospital,
St. Margaret's Road,
Lowestoft,
Suffolk.

Section 6.—SHORE ESTABLISHMENTS**5365.—Defence Regulations 58A—Revised Procedure Concerning Directions**

(L. 1658/43.—5 Oct. 1944.)

In connection with the application of Statutory Rules and Orders (1943) No. 651—see A.F.O. 2214/43—the following arrangements, etc., will come into force from the date of this Order, in all Admiralty establishments where civilian workpeople are employed, except such establishments as are scheduled under Essential Work Orders.

2. A record is to be drawn up (in consultation with the National Service Officer as may be necessary) in accordance with the provisions of Section 6 (a) of the Statutory Order, and facilities are to be granted as may be required under Section 6 (b) and (c) of the Order.

3. Three weeks before the expiration of the period stated in the directions, a form (E.D. 660) will be forwarded to officers in charge of establishments by the Ministry of Labour and National Service. If the worker concerned is willing to remain voluntarily in his present employment, there will be no need to apply for renewal of the direction, and the form E.D. 660 should be completed accordingly and returned. (Application may, however, at once be made to the National Service Officer of the Ministry of Labour and National Service for the issue of a new direction should such a worker subsequently indicate his intention of leaving and it is desired to retain him.) If the worker is unwilling to remain and the officer in charge wishes to apply for the renewal of the direction, the form E.D. 660 should be returned to the local office of the Ministry of Labour and National Service (duly completed), together with the observations of the employee.

4. It will be observed from Section 3 (3) of the Order that if a directed person is suspended without pay, he will be able to secure withdrawal of the directions, so that suspension of such persons may involve the final loss of their services. It is recognized, however, that this might have the effect of precluding the use of disciplinary suspension in cases of absenteeism, bad time-keeping, etc.; the Ministry of Labour and National Service have therefore agreed that a new form of directions, specifying certain hours of attendance, may be substituted for existing directions which contain no such provision in cases where workers have absented themselves from or been persistently late in presenting themselves for work, without reasonable excuse; in such cases application should be made to the National Service Officer at the appropriate local office of the Ministry of Labour for the issue of such special direction to be considered; such applications should give details of the absenteeism or lateness, and should state (a) at what hours the worker should come to and leave work, (b) at what hours he has actually come and gone. Persistent infringement of directions issued in the new form would afford grounds for prosecution and should therefore be reported to the National Service Officer.

5. In the event of the discharge of a directed worker for any cause other than serious misconduct, application should first be made to the appropriate National Service Officer for withdrawal of directions, in accordance with Section 3 (1) of the Order.

6. If, under Sections 3 or 4 of the Order, a National Service Officer asks for the reinstatement of a directed worker who has been dismissed for serious misconduct, or takes action, following submission to a Local Appeal Board, contrary to the interests of the Admiralty, a report of the matter should be forwarded to the Secretary of the Admiralty (L. Branch), Bath; but the requests, etc., of the National Service Officer should be complied with, pending any further instructions.

7. Officers in charge of establishments should apply in all proper cases to the National Service Officer at the nearest local office of the Ministry of Labour for the issue of directions to the worker or workers concerned to remain in, or return to, their employment. The particulars to be furnished in all such cases are as follows:—

- (1) Name and address of employee.
- (2) Admiralty establishment at which employed.
- (3) Is he still employed.
- (4) If already left, state whereabouts, if known.
- (5) Capacity in which employed.
- (6) Rate of wages and conditions of employment.
- (7) Particulars of employment to be performed and rate of wages and conditions of such employment, if different from above.

8. Requests for the issue of directions to remain in the employment or to return to it should not be made merely because the worker whom it is desired to retain wishes to leave. Requests should be made only where the Superintendent is satisfied that the services of the worker concerned are urgently required for important work from which he cannot be spared or in which he could not be replaced without difficulty. The question of personal or domestic hardship is one matter which National Service Officers have to consider before issuing directions and requests for direction should not be made in cases where it is clear that there are circumstances of hardship which would make the issue of a compulsory direction unreasonable.

(A.F.Os. 3359/43 and 5427/43 are cancelled.)

5366.—Civil Servants Serving with the Forces—Returns

(C.E. 16382/44.—5 Oct. 1944.)

With reference to A.F.O. 5245/44, paragraphs 51–54, Establishments are reminded that a further return, showing the position as at 1st October, 1944, is to be rendered of Civil Servants non-industrial and industrial, who have been released for service with H.M. Forces or the Civil Defence Forces and who are eligible to receive balance of civil pay, whether in receipt of it or not.

2. The return is to be in the form set out in paragraph 53 of A.F.O. 5245/44, and is to be forwarded to the Admiralty (C.E., Branch II, Bath), *not later than 20th October, 1944.*

(A.F.O. 5245/44.)

(A.F.O. 3241/44 is cancelled.)

5367.—Adult Civilian Electricians in Admiralty Establishments—Cost of Living (War) Addition

(L. 6915/44.—5 Oct. 1944.)

The arrangements promulgated in A.F.O. 3913/44, concerning payment of cost of living (war) addition at the rate of 5½d. an hour should be continued for a further period of two weeks, i.e. for the first two pay weeks in October, 1944.

2. Further instructions will be issued as soon as possible as to the practice thereafter.

(A.F.O. 3913/44.)

5368.—Civilian M/T Drivers—Revised Eyesight Tests

(L. 16944/42.—5 Oct. 1944.)

For the duration of the present emergency, the eyesight standards required of civilian M/T drivers, have been relaxed and the following revised standards will be applied :—

Distant Vision

Unaided vision 6/18 with both eyes together, worse eye not less than 6/60, correctable with spectacles to 6/9 with both eyes together, worse eye not less than 6/24.

Colour Vision

Grade III colour vision will be required.

The fields of vision should be normal (Confrontation Test). The presence of diplopia will disqualify.

Any case where it is desired, for special reasons, to employ a driver whose vision does not satisfy these standards, should be submitted for consideration, together with a full report of the circumstances to the Secretary of the Admiralty (L. Branch), Bath.

(A.F.O. 6098/42 is cancelled.)

5369.—Income Tax—Civilian Non-Industrial Staff

(D.N.A. 960/44.—5 Oct. 1944.)

With reference to paragraph 7 of A.F.O. 1624/44, it has been reported that refunds of Income Tax over-collected during the year 1943–44 have been made locally *after* specific individual reports of tax taken for that year have been forwarded to the Chief Inspector of Taxes, Departmental Claims Branch. In order to obviate the possibility of double payments, no refunds should be made without the prior concurrence of the Chief Inspector of Taxes in cases where he has been furnished with a report of tax taken.

(A.F.O. 1624/44.)

5370.—“Pay-as-you-Earn” System of Collection of Income Tax—Tool Allowance

(D.N.A. 2421/43.—5 Oct. 1944.)

Payments of the tool allowance authorized by A.F.O. 4077/42 are not to be included in the gross pay for purposes of the “Pay-as-you-Earn” scheme of Income Tax collection. Any adjustment of the flat rate allowance will be made in the code number by the Inspector of Taxes.

2. Tax deduction cards (Form P.9) are to be noted that the tool allowance is excluded from the gross pay and are to show the amount of the allowance paid.

(A.F.O. 4077/42.)

(A.F.O. 1404/43 is cancelled.)

5371.—Clothing Coupons for Civilian Uniforms (including R.M. Police Uniform)—Fourth Uniform Year—1st September, 1944, to 31st August, 1945

(C.E. 56621/44.—5 Oct. 1944.)

The Board of Trade regulations require that clothing coupons shall be surrendered for civilian uniforms. Uniformed Admiralty employees, whether full time or part time (including R.M. Police), serving in Great Britain and Northern Ireland, will be required to surrender a modified number of coupons, based on the wear and tear saved on ordinary clothing and not on the particular garments supplied. The scale of coupons to be surrendered is without regard to the *quantity* of uniform issued each year, but is on the basis of the type of uniform supplied, as set out below :—

2. Scale of surrender for :—

(a) *Full-time uniform wearers—*(i) *Men—*

	<i>Coupons</i>
External uniform, excluding great coat	6
Jacket and waistcoat only	3
Trousers only	3
Great-coat and/or mackintosh or dustcoat	2
Footwear (when included)	8

(ii) *Women—*

Jacket and trousers or skirt with or without shirt and tie ; or nursing uniform	6
Jacket only	3
Trousers or skirt only	3
Great-coat and/or mackintosh or dustcoat	2
Footwear (when included)	8
Stockings (when included)	6

(b) *Part-time uniform wearers—*

External uniform, excluding great-coat	4
Jacket and waistcoat only	2
Trousers or skirt	2
Great-coat and/or mackintosh or dustcoat	2

3. *Special concession to some categories of uniform wearers.*—As a result of experience gained in the three uniform years during which the concession has operated it has been concluded that in view of the increasingly long periods for which uniforms have been made to last hardship may be caused in a minority of cases if a further coupon contribution were required, where people have worn uniform for two or three years and received few replacements. Since it would be impracticable to distinguish individual cases of hardship under a scheme of this kind, essential uniform wearers will be divided into three distinct categories for the purpose of administering the concession during the fourth uniform year. These will be as follows :—

Category 1

All uniform wearers who have been in uniform for two or more years and have surrendered all the coupons due from them. They will *not* be required to surrender coupons for the 1944/45 period.

Category 2

All those who received their first outfit of uniform during the second uniform year, i.e., between 1st September, 1942, and 31st August, 1943. They will surrender the balance of coupons necessary to bring them up to two full years' surrender at the present rates.

Calculation of the number of coupons required for 1944/45 from uniform wearers in this category is simplified by the table shown in Appendix A to

this Order, which shows the number of coupons which will be required from full-time employees provided with initial issues of the more usual uniform outfits during any month of the second uniform year.

Past remission for sick leave.—When calculating the number of coupons, if any, due from uniform wearers in 1944/45, any coupons remitted for any period of sickness prior to 31st August, 1944, should be included as part of the total required to have been surrendered by each individual up to the end of the third uniform year (see paragraph 5 (d) below). Refunds or reductions in the coupon surrender on account of release to industry may not, however, be counted.

Category 3

Those who received their initial outfits of uniform after 1st September, 1943. They will surrender coupons during 1944/45 in accordance with the existing scales.

Persons taking up uniformed service or becoming uniformed for the first time after 1st September, 1944, should surrender the number of coupons proportionate to the unexpired portion of the year after the date on which they receive their initial outfits of uniform. The number of coupons to be collected may be calculated on a monthly basis, i.e., one-twelfth of the standard annual surrender for each month after the date of issue of the uniform. This surrender may be worked out to the nearest quarter upwards, but it is not required that quarter coupons shall be given as "change".

4. *Occupational supplement.*—Persons included in the civilian uniform concession, irrespective of whether they are enjoying a coupon-free year in 1944/45, are not eligible for any occupational supplementary coupons since the concession is in itself a special form of occupational supplement. Also, where uniform wearers are released or seconded for short periods to work in industry, they are not eligible for supplementary coupons. If, therefore, any suitable overalls form part of their normal issue, the use of these will be permitted for industrial work.

5. *Coupon refunds* or reductions in the coupon surrender will be made in the following circumstances:—

- Persons leaving essential uniformed employment* and relinquishing their uniforms are entitled to a refund of coupons in respect of any unexpired months of the uniform year for which they have surrendered the number of coupons required under the concession. Such refunds, which will be calculated on a monthly basis as described in sub-paragraph (3) of paragraph 3 of this Order, will only be made if the number of coupons surrendered exceeds the proportion of the annual surrender due for the period of the year during which uniform has been worn. Periods of less than one month should be ignored. No refunds can be made to persons leaving to enter one of H.M. Forces or the Merchant Navy.
- Persons temporarily released to industry* for periods of not less than one month are entitled to a refund or remission of the number of coupons due from them, calculated on a monthly basis.
- In the case of employees entitled to a refund but *entering other uniformed employment* accepted as essential under the civilian uniform concession, a signed statement saying that coupons have been surrendered for the full year, and giving the number due to be refunded, should be sent to the new employer. The number of coupons due will then be credited to the employee towards the surrender which he will be required to make to his new employer for the unexpired period of the uniform year in question; where, however, no coupons are due to be surrendered by persons enjoying a free uniform year they should be given a signed statement saying they are not due to surrender any coupons for 1944/45.
- Absence from work owing to illness.*—In the case of employees being absent from work through illness for periods exceeding six consecutive weeks a reduction in the coupon surrender, or if coupons have already been surrendered for the full period a proportionate refund will be made on a monthly basis. In applying this scale short periods of absence are not counted, only continuous absences of more than six weeks are to be counted.

6. *Scale of Issue.*—In the interests of economy uniforms should only be replaced as and when they are worn out and not at set intervals.

In the case of new employees replacing others who have surrendered their uniforms on leaving, every effort must be made to adapt the old uniforms for them if they are still wearable.

The following scale of replacement is considered to be reasonable for most categories of uniform wearers and every endeavour should be made to prevent more frequent issues:—

Jacket and waitcoat	...	...	...	...	15-16 months.
Trousers or skirt	...	...	...	...	12 months.
Great-coat	...	...	...	...	3-4 years
Mackintosh	...	...	...	...	2-3 years.
Dustcoat or overall	...	...	...	...	8 months.

7. *Uniforms either destroyed or irreparably damaged by enemy action* or other causes outside the control of the wearer will be replaced, up to the approved initial outfit, without extra coupon surrender on the part of the uniform wearer.

8. These arrangements are also to apply to any civilian personnel for whom special authority has been given to draw seamen's clothing from Naval stocks on repayment (e.g., the pensioners referred to in A.F.O. 904/44). The quantities of clothing which they are allowed to take up should be restricted to requirements essential to the maintenance of their uniform in good condition and the full civilian coupon equivalent must be surrendered for items essential to their uniform which are not allowed for in paragraph 2 of this Order.

9. The full civilian coupon equivalent must also be surrendered for garments not strictly uniform taken up by other Admiralty civilian employees from Admiralty stocks under specially approved arrangements, e.g., underclothing, etc., for R.M. Police and collars and ties, etc., for Admiralty Messengers. When seamen's clothing is demanded from the victualling yards for this purpose the demand is to be accompanied by a certificate that the necessary clothing coupons have been collected.

10. *Collection of coupons* for the 1944/45 uniform year should be made as soon as possible after 1st September, 1944, together with any arrears brought forward from previous periods.

In order to facilitate collection, coupons from either page III or IV of the new (1944/45) ration books may be accepted for this purpose, even though they may not be valid for purchases in the shops. Coupons on other pages including those marked "TOKEN" may not be taken until they have been declared valid. (Tokens A and B have been declared valid and are worth 3 coupons each).

11. Officers responsible for the issue of civilian uniforms or of the clothing referred to in paragraphs 8 and 9 above will also be responsible for ensuring that the appropriate clothing coupons are collected from the individuals concerned. The utmost care should be exercised in the handling and custody of these coupons, and they should be forwarded at quarterly intervals by registered post as follows:—

In respect of—

- non-industrial uniformed staff at Outports, excluding Admiralty Civil Police, to the Under Secretary's Office, Admiralty, Bath;
- non-industrial uniformed staff at Admiralty, London, to Deputy Secretary's Office, Admiralty, London, S.W.1.;
- industrial uniformed staff generally, to Labour Branch, Admiralty, Bath;
- R.M. Police, R.M. Police Special Reserve and Admiralty Civil Police, to Area Police Officers.

The coupons should be accompanied by a statement in duplicate in the form shown in Appendix B to this Order.

The following additional information should also be furnished:—

- The number of coupons collected from each person.
- The number of uniforms and other garments issued, and
- The number of civilian uniforms in stock (excluding R.M. Police uniforms and any clothing referred to in paragraphs 8 and 9 above).

12. When overalls or other protective clothing are issued for protection of uniform, the coupons surrendered for the uniform items will cover such clothing. In other cases the provisions of A.F.O. 6192/43 apply.

13. A report should be forwarded to the Admiralty if any employees in an establishment are required to buy from outside sources articles of civilian uniform for themselves, whether on repayment or otherwise.

14. While it is desirable that those covered by the scheme should co-operate, it is nevertheless open to anyone to remain outside provided he or she surrenders the full number of coupons in exchange for any article of uniform issued.

15. *Enforcement.*—The concessions allowed in this Order do not release uniform wearers from the obligation to surrender any coupons owing at 31st August, 1944, and every endeavour should be made to collect all arrears before reporting defaulters.

16. In the case of employees consistently refusing to give up the number of coupons required from them under the scheme and remaining in uniformed employment, a statement giving the following details for each individual should be forwarded to the appropriate authority at the Admiralty as indicated in paragraph 11 above:—

- Name (including initials, and in the case of women uniform wearers, whether Mrs. or Miss) and private address.
- Category of uniformed employment, e.g. Messenger.
- Type of uniform worn, e.g. jacket, trousers and overcoat.
- Number of coupons outstanding for each uniform year, i.e. 2 (1943-44), 8 (1943/44).

17. These arrangements are not applicable to H.M. Coastguard and Q.A.R.N.N.S. In the case of domestic and certain other civilian staffs in R.N. hospitals see A.F.O. 3243/44.

APPENDIX A

- A = Jacket, Trousers, Overcoats and Boots.
 B = Jacket, Trousers and Overcoat.
 C = Jacket and Trousers or Skirt.
 D = Overcoat and Mackintosh.

Date of Issue of Initial Outfit of Uniform	"Surrender Rates" for 1941-2, 1942-3, 1943-4							
	A 18+18+16 Key Fig. 32		B 12+12+8 Key Fig. 16		C 9+9+6 Key Fig. 12		D 3+3+2 Key Fig. 4	
	Sur'd to 31st Aug., 1944	1944-5 Rate	Sur'd to 31st Aug., 1944	1944-5 Rate	Sur'd to 31st Aug., 1944	1944-5 Rate	Sur'd to 31st Aug., 1944	1944-5 Rate
1st Sep. 1941, or earlier.	52	Nil	32	Nil	24	Nil	8	Nil
1st Mar., 1942 ...	43	Nil	26	Nil	20	7	7	Nil
Sep., 1942 ...	34	Nil	20	Nil	15	Nil	5	Nil
Oct., 1942 ...	33	Nil	19	Nil	14	Nil	5	Nil
Nov., 1942 ...	31	1	18	Nil	14	Nil	5	Nil
Dec., 1942 ...	30	2	17	Nil	13	Nil	5	Nil
Jan., 1943 ...	28	4	16*	Nil	12	Nil	4	Nil
Feb., 1943 ...	27	5	15	1	11	1	4	Nil
Mar., 1943 ...	25	7	14	2	11	1	4	Nil
Apr., 1943 ...	24	8	13	3	10	2	4	Nil
May, 1943 ...	22	10	12	4	9	3	3	1
June, 1943 ...	21	11	11	5	8	4	3	1
July, 1943 ...	19	13	10	6	8	4	3	1
Aug., 1943 ...	18	14	9	7	7	5	3	1
Sep., 1943 ...	16	16	8	8	6	6	2	2

APPENDIX B

Return referred to in paragraph 11.

Uniform Concession Return dated

Category	Type of Uniform worn	No. of Persons in Category	Total No. of Coupons to be collected for 1944-45	Total No. of Coupons to be collected for Arrears	No. of Coupons so far collected and returned
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Example showing how to complete the lower part of the above return.

One free year ...	Jacket and trousers	100	Nil	50	50
One free year ...	Jacket, trousers and overcoat.	300	Nil	150	100
2-3					
Those surrendering coupons.	Jacket and trousers	50	200	50	150
Those surrendering coupons.	Jacket, trousers and overcoat.	75	480	200	600

(A.F.Os. 6192/43, 904/44 and 3243/44.)

(A.F.O. 4199/44 is cancelled.)

5372.—Machine Tools—Progressing

(P(L) 758/44.—5 Oct. 1944.)

It has been agreed with the Machine Tool Control that the following arrangements will be observed, so far as practicable, in progressing deliveries of machine tools:—

- Progress Officers or Overseers of Admiralty Departments, or representatives of Admiralty contractors, who communicate with or visit the works of machine tool manufacturers, should confine themselves to technical discussion and/or observation of work in progress. No action to expedite delivery is to be taken direct with the manufacturer as this would probably result in alterations to programmes to the detriment of deliveries of other machine tools.
- If the inspecting officer or contractor's representative finds that a serious delay in delivery of machine tools is probable, the fact should be reported to the Admiralty Production Dept. concerned for such action as may be considered necessary with the Inspector of Machine Tool Utilization and the Machine Tool Control.
- Action may be taken, within the Admiralty organization, to accelerate the delivery of materials or the completion of sub-contracts as necessary, provided this is not done at the expense of other machine tools.
- So far as possible, every care should be taken to ensure that there is no duplication of Admiralty enquiries about progress of machine tools on order from manufacturers.

2. The technical advice of manufacturers may be sought when it is desired to know whether a particular type of special machine would be suitable for the work involved, but it is important that the written agreement of the Director of Production of the Machine Tool Control should be secured, or a purchase certificate issued, before any instructions are given to manufacturers to prepare detailed drawings or to put work in hand. Serious confusion has arisen in the past through manufacturers being instructed to undertake preliminary work on types of machines which have been unsuited to their programme, or which have been eliminated from their range of products under rationalization by the Machine Tool Control.

5373.—Ropemakers—Rates of Pay

(L. 9794/44.—5 Oct. 1944.)

Following agreement with the Trade Union side of the Shipbuilding Trade Joint Council, the rates of ropemakers in H.M. dockyards are to be revised as follows:—

	Hired.	Established.
	s. d.	s. d.
Standard rate	68 0	66 0
Special rates as follows:—		
12½ per cent. of total numbers ...	70 0	67 6
12¼ per cent. of total numbers ...	72 0	69 6

2. The above arrangement takes effect from the beginning of the first full pay period following 22nd September, 1944.

3. The necessary amendment to regulations is being issued.

5374.—Ship Repair Allowance in Royal Dockyards

(L. 7353/44.—5 Oct. 1944.)

All workmen of adult grades in the captains, constructive, engineering and electrical departments of H.M. Dockyards are eligible to receive payment of ship repair allowance of 1s. 6d. a week (i.e. for 47 hours). When the men are employed on overtime, the allowance is to be treated in the same way as the rate of wages. When they are engaged on systems of payment by results, it is to be calculated on the same principles as the industrial bonus, viz. as a time-pay addition to earnings.

2. The allowance is also payable as an addition to the rate of wages for public holidays and days on which paid leave is granted. Similarly, it should be paid to workmen, otherwise eligible, during approved absence on account of infectious disease and sick leave with pay (including sick leave in lieu of hurt leave).

3. It is to be treated as part of the rate of pay for the purposes of calculating the wages for workmen on steam, etc. trials of machinery (Cash Duties Instructions, Appendix V); the dangerous employment allowance; the increase in wages, provided in accordance with Cash Duties Instructions, Article 153, for yard craft men on salvage work; travelling time; fines and mulets.

4. It is to be regarded as reckonable emolument for assessing balance of civil pay.

5. It is not reckonable for superannuation, etc., purposes.

6. Workmen belonging to the above-mentioned departments of H.M. Dockyards, who are temporarily detached for employment elsewhere, including yards abroad and are receiving their home dockyard rates of pay, may be paid the allowance.

7. Workmen in adult grades (mechanics, skilled labourers and labourers), who are wholly or mainly employed in the dredging section of the Civil Engineer-in-Chief's department on the work of repairing dredgers or other craft, are eligible to receive the allowance.

8. As from the beginning of the first full pay period following 22nd September, 1944, the ship repair allowance is to be paid in full to all women workpeople of 18 years of age and upwards who are employed in one of the departments specified in paragraph 1, in place of men and are paid on the basis of men's rates. Women in Stage I of training, who receive the women's basic rate and bonus, are not entitled to the allowance; women in Stages II and III of training will, however, receive the allowance.

(A.F.Os. 2788/41 and 6228/42 and A.L. L.13305/40 of 1st August, 1941, are cancelled.)

5375.—Wartime Entry and Retention of Workpeople Beyond 60 Years of Age

(L.9987/44.—5 Oct. 1944.)

General.—In present circumstances, workmen may be entered or retained in Admiralty employment without regard to the upper age limit prescribed in Home Dockyard Regulations, providing they are physically fit and capable of full service and satisfy the regulations in all other respects. It follows that the mere fact of age no longer constitutes a ground for discharge.

2. Established workpeople, however, on reaching the age of 65 should be given the option of being pensioned or continuing in their established capacity, if required. After being pensioned, they may, if it is desired to retain their services, and they are willing to serve, be re-entered, on a medical certificate of fitness, as temporary workmen, payment of their pensions being adjusted in accordance with the provisions of the Superannuation Act, 1834 (Section 20). If an established man elects to serve further in his established post, the effect of his choice on his superannuation position (i.e., proportionate reduction of additional allowance) should be explained to him, and he should be requested to put his decision to continue (notwithstanding this reduction), in writing.

3. No one is to be retained in an established post after the age of 70.

4. Workpeople entered or re-entered in a temporary capacity after the age of 60 are eligible for transfer to the hired list on the same conditions as men entered before the age of 60.

5. *Establishment.*—Established workpeople (including Yard Craft employees) retained beyond the age of 60 are to be regarded as supernumerary to the authorized complements of established workpeople. This will permit established vacancies, which would ordinarily have become due only on the retirement of the established man so retained, to be filled in anticipation. When an established Yard Craft man of the deck or stoker branches of whatever rank or rating is retained over-age, a hired able seaman or hired stoker, as the case may be, is to be granted establishment. When the man retained is an engineer, the transfer to established status should take place in the grade of engineer from which the promotion will be made when the retained man retires.

6. *Pay.*—Mechanics in receipt of classified rates are to be disregarded in determining the numbers to be borne at each of the special rates, the effect being to treat the men as though they had retired. Similarly skilled labourers, to whom the schemes of grouping set out in Cash Duties Instructions, Appendix II, Sections F. G. and H. apply, are to be disregarded in determining the numbers to be borne at each of the Special rates shown in the schedules to which a range of rates has been assigned. These workmen, however, should continue to be regarded as eligible for advancement within the appropriate ranges in the same manner as when they were under 60 years of age.

7. *Chargemen.*—Permanent Chargemen may be regarded as supernumerary to the authorized complements of permanent chargemen and actual vacancies, which would have occurred only on the retirement of a permanent chargeman, may be filled in anticipation.

8. In deciding whether such a vacancy exists in the complements of permanent chargemen of trades, account should of course be taken of these chargemen who have acquired their permanency, not by selection, but by the completion of 15 years service as chargemen of trades.

9. If a hired man is appointed to the post of permanent chargeman, he should be transferred to the established list (subject to his being eligible for establishment in other respects), but outside the quota of established numbers allowed for his trade.

10. If an established man is appointed, a vacancy may be created in established numbers by his removal to the post of permanent chargeman; such vacancies should be filled in the usual way.

11. The foregoing arrangements apply only for the duration of the war.

(A.F.Os. 3657/39, 1369/40, 1371/40, 3602/40, 504/41, 2786/41, 1727/42, 3459/42, 3611/44 and A.L. L.9987/44 of 15 Sep. 1944, are cancelled.)

