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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
20th September, 1945.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

H. V. Markham

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

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

*S
awards.*

ADMIRALTY FLEET ORDERS

No. Subject.

20th September, 1945.

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(Issued separately on 20th September, 1945.)

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- (Issued separately on 20th September, 1945, to Commanders-in-Chief, Flag Officers, Senior Naval Officers, Commanding Officers Naval Assault Force, and Group Commanders, Captains and Commanding Officers of H.M. Naval Bases, Landing Craft, Repair and Maintenance Ships, Superintendents or Officers in Charge of H.M. Naval Establishments, and Admiralty Overseers Concerned.)*
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5285. Publications—Air Frame and Engine Publications—Supply Position. *(Issued separately on 20th September, 1945, to Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Ships, and Vessels Fitted for Aircraft, Commanding Officers of R.N. Air Stations, Sections and Training Establishments, and Overseers Concerned.)*
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(Orders marked have been reprinted for posting on Notice Boards; marked † may be communicated to the Press.)*

Section 1

ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGN PORT REGULATIONS, etc.

5320.—Air Navigation Obstructions—Lighting Installations at all R.N. Shore Establishments fitted with Radio Apparatus, except R.N. Air Stations

(A. 01306/44.—20 Sep. 1945.)

Definition of Air Navigation Obstruction.—Any object which is 200 ft. or more in height above ground level but not within 3,500 yards of the runways or perimeter track of an airfield is normally deemed an obstruction to air navigation and is to be fitted with an obstruction light or lights.

2. Rules for marking obstructions within 3,500 yards of the runways or perimeter of an airfield have already been promulgated.

3. *Layout of Air Navigation Obstruction Lighting.*—The highest point of any navigation obstruction is to be marked by one red light. In addition the 100-ft. levels of all such obstructions exceeding 200 feet in height are to be similarly marked.

4. Where two or more masts are sited together they are to be marked where possible to delineate the extent of the obstruction thus formed. In no case will obstruction lights delineating the extent of the obstruction be mounted less than 150 ft. or more than 300 ft. apart.

5. *Control of Air Navigation Obstruction Lighting.*—(a) If any of the obstruction lights are within 3,500 yards of the runways or perimeter track of an airfield, the Flying Control Officer of the airfield, whether Naval, Air Force or Civil, is to be provided with remote control for switching the installation on or off.

(b) If none of the obstruction lights is within 3,500 yards of the runways or perimeter of an airfield the entire lighting installation is to be controlled by a master switch at the control position of the Naval shore establishment concerned.

6. *Exhibition of Air Navigation Obstruction Lighting.*—In "Safe" areas obstruction lights are to be exhibited between dusk and dawn.

7. In "dangerous" areas obstruction lights are to be exhibited only on request when required for flying.

8. Flag or Senior Officers in Charge are responsible for defining "safe" and "dangerous" areas in consultation with R.A.F. authorities and under the general direction of Commanders-in-Chief.

9. Lights in all areas are to be exhibited on request in low visibility.

10. *Technical Considerations.*—Obstruction lights must not, for technical reasons, be fitted indiscriminately to buildings and masts used for radio apparatus. Administrative authorities are to forward proposed obstruction lighting schemes, which should be prepared in consultation with local R.A.F. authorities, to the Admiralty in time to permit approval being given before the obstructions are erected. Copies, accompanied where necessary by drawings, should be sent to the Captain Superintendent, Admiralty Signal Establishment, Haslemere, Surrey.

11. The Admiralty will issue the necessary technical and other instructions for implementing the approved obstruction lighting scheme.

(C.A.F.O. 1344/45.)

5321.—Milford Haven Sub-Command—Future of

(M. 2597/45.—20 Sep. 1945.)

The Milford Haven Sub-Command closed down as from 2359 on 14th August, 1945, and will, in future, be included in the Cardiff Sub-Command as part of the Plymouth Command.

2. Naval duties in the port of Milford Haven will be carried out by the Captain Superintendent, Pembroke Dockyard, and all communications should be addressed accordingly.

3. Vessels entering Fishguard harbour requiring assistance should contact the Marine Superintendent, Great Western Railway.

(A.F.O. 4689/45 is cancelled.)

5322.—Orkney and Shetland Command—Abolition

(M. 2655/45.—20 Sep. 1945.)

The Orkney and Shetland Command (Commander-in-Chief, Home Fleet, Ashore), will lapse on the 31st October, 1945, and the whole area revert to the Rosyth Command.

2. The Flag Officer, Orkney, will be re-appointed as Flag Officer-in-Charge, Orkney, from 1st November, 1945.

(C A F.O. 514/45.)

5323.—Navigational Equipment and Action Information Organization— Inspections

H.M. Ships

(P. 06798/45.—20 Sep. 1945.)

The following inspections of Navigational Equipment and A.I.O. will be carried out by representatives of the Director of Navigation, and the Director of Airfields and Carrier Requirements in New Construction Ships, and in ships undergoing large repairs:—

(a) A preliminary inspection about six to ten weeks before completion.

(b) A final inspection about one week before completion.

2. It is intended that these arrangements will apply to all cruisers and above. In the case of destroyers and below, these arrangements will apply to the first ship of each class only.

3. In aircraft carriers and fighter direction ships, the final inspection of A.I.O. will take place on the same day as the Inspection of Aircraft Arrangements.

4. The necessary amendment to O.U.5332/37 is being issued.

5324.—Admiralty Floating Docks—Towage of—REPORTS

(D.C.O.M.0950/45.—20 Sep. 1945.)

During hostilities a number of floating docks were moved by tugs under Admiralty control. It is probable that further movements will be required. The following directions are in amplification of Appendix 2/44 to K.R. & A.I., Article 1174a.

2. When a dock is to be moved the following points are to be kept in mind:—

(a) *Routing.*—Adequate sea room should be a primary consideration in selecting routes.

(b) *Weather.*—Early warning of heavy weather is to be given to the officer in charge of the tow.

(c) *Towing Gear.*—Particular care should be taken in surveying the towing gear, both in tugs and docks, before the commencement of passage and at staging ports. In reinforced concrete F.Ds. a spare F.S.W.R.

towing bridle is to be carried. If tow parts and spare bridle is used, the original towing bridle and/or wire should not be slipped unless dock is endangered, but should be recovered when opportunity occurs.

(d) *Handling*.—The necessary berthing tugs should be ready in staging and arrival ports to assist in handling the dock in narrow waters.

Attention is directed to the greater weight of concrete floating docks compared with steel docks of similar above water dimensions. A mishap has occurred due to a tugmaster failing to recognize this and consequently misjudging the inertial forces involved. In the event of a collision between a concrete floating dock and a fixed or floating object the damage to both is likely to be serious, particularly to the dock owing to lack of resilience in the concrete structure. It is therefore necessary to be particularly careful in the provision and use of tugs and towing gear for manoeuvring in narrow waters. Great care is to be taken at all times to avoid imposing towing pulls suddenly or intermittently.

(e) *Speed*.—Safe arrival is more important than speed on passage. The endeavour to obtain higher speeds greatly increases the strain on towing gear and risk of damage to the dock.

Speed and length of tow must be adjusted to weather conditions, bearing in mind that sufficient dip must be allowed in the towing hawser to act as a spring, to prevent unduly high stresses in the towing arrangements due to pitching and yawing in a seaway.

(f) *Conference*.—A Conference should be held at each staging port of the Senior Tug Master who is the Towing Master, other Tug Masters, the Dockmaster and the Officer in Charge of the dock, and, if appropriate, the Senior Officer Escort, to discuss the route for the whole of the next stage.

3. With docks of reinforced concrete construction which will not withstand the same treatment as steel, tugs and escorts should not attempt to come alongside when the dock is at sea except in circumstances of extreme urgency.

Similar conditions apply in harbour. Ships or craft are only to be allowed alongside in calm weather and use should be made of Hazelrod or similar resilient fenders by the vessel going alongside, or if berthing these docks alongside ships or jetties. These fenders should be arranged to bear on the permanent wood fenders on dock structure.

4. As a general rule, where accommodation is provided, the full dock working crew either S.R.Rs.D. or G.S. ratings, will take passage in the dock. In some cases a runner crew or skeleton civilian dock crew only will be provided for the passage.

In the case of small floating docks where full accommodation may not be available, a reduced crew sufficient to handle the towing gear, emergency anchors and operate the pumps, valves, etc., should be embarked.

For other small docks where no accommodation has been incorporated in the design it may be decided that docks be towed dumb.

5. The towing master is to signal at the end of each stage a report to the Admiralty, repeated to the sailing authority, covering:—

- (a) Passage covered by report.
- (b) Sea and swell scale.
- (c) Wind force.
- (d) Mean speed in knots.
- (e) Number of men on board dock.
- (f) Trim of dock when at towing speed.
- (g) Condition of pontoon tanks. If making water, amount and rate of filling.
- (h) Condition of towing gear.
- (j) Condition of breakwater, if fitted.
- (k) Condition of dock block stowage.
- (l) Condition of anchors and gear.
- (m) Any other matter of interest.

Report should be in the form of:—

“From H.M.R.T. Blank A.F.O. 5324/45 Towage of A.F.D. Blank

(a) Falmouth/Gibraltar

(b) $\frac{1}{2}$ and $\frac{1}{4}$

(c) 4

(d) 5.5

etc.

6. If it is necessary for men to be put on board or taken off docks whilst at sea, such transfer should generally be effected by boat, as there is a great risk in a seaway of a tug or escort vessel damaging the dock, especially in the cases of reinforced concrete docks.

7. Dockmasters are to ensure that the main dock pumps and their operating engines, valves, etc., are ready for immediate use should they be required during the tow. If the dock is not to be manned during any part of the tow, the dockmaster is to be responsible for seeing that all valves are completely closed and locked, all access hatches properly clipped and portable gear including docking blocks well stowed and secured.

8. During preparation for tow, heavy gear is to be stowed aft and an initial trim by the stern is to be arranged before towage begins. This trim should be maintained during the voyage, and is to be effected by emptying forward tanks as far as practicable and flooding after-tanks as required. The dockmaster is to be responsible for the latter to arrange the trim to the satisfaction of the Towing Master.

9. All towing equipment including anchoring gear for use during towage is to be either retained aboard the dock or stowed and maintained in good condition in suitable and convenient storage ashore for further use, unless disposal instructions are given separately.

(K.R. & A.I., Article 1174a (Appendix 2/44.))

(A.F.O. 4155/43.)

(A.F.O. 5515/43 is cancelled.)

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

5325.—Broadcast Talk by Rear-Admiral E. K. Dickson, D.S.O., Chief of Naval Information—"The Admiralty in War"

(D.P.S./S.C.—20 Sep. 1945.)

(Included in Notice Boards Issue only.)

*5326.—Canteens, Clubs and Hostels—Use of by Discharged and Released Personnel

(N. 20285/45.—20 Sep. 1945.)

It has been agreed that canteens, clubs and hostels operated by philanthropic bodies for the Services outside Naval establishments, and N.A.A.F.I. clubs and canteens which are open to personnel of all three Services, may be used by released Service men and women up to the end of the 56 days' leave period granted on release, and by men and women otherwise discharged, up to the effective date of discharge.

2. The above relaxation is subject to the proviso that it may be necessary in some instances to impose restrictions in view of the fact that at times there is great congestion in these centres, even with admittance restricted to personnel of the Services in uniform.

3. Naval personnel availing themselves of this privilege should, if wearing civilian dress, carry their release orders or other sufficient evidence of their *bona fides* for production if required.

5327.—Issue of Civilian Clothing from Service Civilian Clothing Centres to Royal Marine Personnel Discharged or Released from the Service in the United Kingdom

(V. 16/5705/45.—20 Sep. 1945.)

The following amendment is to be made to A.F.O. 2560/45 :—

Paragraph 4 (d). *Cancel and substitute* :—

"Men, having re-entered the Service, who have previously received civilian clothing (or plain clothes gratuity in lieu) on a scale in force before 16th October, 1944, and have failed to complete a further qualifying period of six months' service since the date of the previous issue."

(A.F.O. 2560/45.)

5328.—Issue of Civilian Clothing from Naval, Army and Royal Air Force Civilian Clothing Centres to Naval Personnel Discharged or Released from the Service in the United Kingdom

(V/16/5705/45.—20 Sep. 1945.)

The following amendments are to be made to A.F.O. 2559/45 :—

Paragraph 4 (v). *Cancel and substitute* :—

"Ratings, having re-entered the Service, who have previously received civilian clothing (or plain clothes gratuity in lieu) on a scale in force before 16th October, 1944, and have failed to complete a further qualifying period of six months' service since the date of the previous issue."

Paragraph 18, line 4. *Cancel* all after "as follows", and *substitute* :—

"Each rating directed to a Clothing Centre is to attend in uniform, and one blue and two white suits only are to be withdrawn in the ship or establishment from which he is discharged, the rating being charged half the value of any of these articles deficient.

The remaining blue suit is also invariably to be charged for at half its value, and on appearance at the Clothing Centre the rating will be given the option of retaining this suit to wear during his leave or of returning it at the Centre. If he elects the former, the charge will remain debited against the rating and will be refunded if he returns the suit within four months; if the rating surrenders the suit at the Clothing Centre, the latter is to inform the officer issuing Form S.1075 in the case of a shore establishment, or the Captain (S) (Stores) of the man's depot where

Form S.1075 has been issued by a sea-going ship or medical establishment (see paragraph 10), in order that the charge may be credited or refunded to the rating.

At Army and R.A.F. Clothing Centres this duty will be performed by the Naval representatives appointed to assist Naval personnel passing through.

Men who elect to retain their uniform suit whilst on leave are to be provided at the Clothing Centre with an Official-Paid label (Form S.518B) enabling them to return the suit to the appropriate depot or establishment.

(*Note*.—Certain men, e.g. Patrol Service ratings who have not served abroad, have not been supplied with white uniform suits. These men will accordingly be required to return or pay for two blue suits only.)"

Paragraph 19. *Cancel and substitute* :—

"When ratings are discharged from Medical Establishments without being sent to Clothing Centres (paragraph 10 above), two blue and two white suits should normally be withdrawn before the men are sent to their homes, and charges raised for any deficiencies. If a rating elects to retain the second blue suit for wear on leaving the establishment, the necessary charge is to be made and the man provided with an Official-Paid label to enable him to return the suit subsequently to his depot. If the suit is returned to the depot within four months, the charge raised is to be refunded to the rating."

Paragraph 20. *Cancel*.

(A.F.O. 2559/45.)

5329.—Landing Craft Base Mobile Units—Function and Organization of Maintenance Units and Engine Overhaul Parties

(N/M. 06230/45.—20 Sep. 1945.)

The following amendment is to be made to A.F.O. 1661/45, paragraph 24, line 1 :—

For "maintenance ship (landing craft)" read "Landing Craft Maintenance Ship (short title M.S.(L.C.))"

(A.F.O. 1661/45.)

5330.—Air Radio Officers—Complements

(N/A.C.R.D. 1656/44.—20 Sep. 1945.)

It has been decided that the authorized complements of Air Radio Officers in ships and establishments shall be as follows :—

Ships or Establishment	Lieut.-Commander	Lieut.	Lieut. or Sub-Lieut.
Fleet carrier	1	—	—
Light fleet carrier	—	1	—
Escort carrier	—	—	1
Repair ship	—	1	—
Component repair ship	—	1	—
Receipt and despatch unit	1	—	3
Large air station	1	—	1
Other air stations	—	1	1*
M.O.N.A.B. or T.A.M.Y.	—	1	1
Certain squadrons (subject to specific Admiralty decisions in each case).	—	—	1
Repair yards	1	(or 1)	1*
Radio test centres	—	1	—
Liaison duties with other services	} Rank to be considered for each case on its merits.		
Staff appointments			
Training establishments			

* This officer is allowed only where specifically approved.

2. W.R.N.S. Air Radio Officers of equivalent rank may be borne in lieu where conditions of service permit.

3. In certain circumstances the complements given in the above table may be subject to amendment and will be decided separately by Admiralty, as will be done in cases not covered by the table.

5331.—Complement Amendment

"Captain" Class Frigates

(N. 21728/45.—20 Sep. 1945.)

The following amendment is to be made to the scheme of complement of "Captain" Class Frigates, issued with Admiralty Letter N.13600/42 of 19 June, 1942, and already amended by Admiralty Letter N.8624/43 of 30 July, 1943 :—

Amend note (1) as follows :—

"Turbo Electric Machinery"

Included in the foregoing

Delete "2 E.R.A. (qualified in H.P.E.)", insert "3 E.R.A. (qualified in H.P.E.)".

(A.F.O. 4842/45 is cancelled.)

5332.—Complement Amendment

Minesweepers

(N. 21823/45.—20 Sep. 1945.)

The following amendment is to be made to the scheme of complement of H.M. Ships of "Halcyon", "Hebe" and "Bramble" classes issued with Admiralty Letter N/G.O. 800/41 of 7th July, 1941 :—

Senior Officer's Ship, Second Senior Officer's Ship and Private Ships.

Delete from existing heading the words—

"H.M. Ships of "Halcyon", "Hebe" and "Bramble" Classes" and Substitute H.M. Ships of "Halcyon" Class.

*5333.—Educational Courses for Promotion to Gunner and Boatswain

(C.W. 57198/45.—20 Sep. 1945.)

Educational courses for candidates for the ranks of Gunner and Boatswain will commence at the R.N. Barracks, Portsmouth, Chatham and Devonport, on the following dates :—

11th March, 1946*

13th May, 1946

10th June, 1946*

12th August, 1946

9th September, 1946*

11th November, 1946

9th December, 1946*

10th February, 1947.

2. In order to ensure a regular flow of the successful candidates from the educational courses to the technical courses in H.M.S. "Excellent", non-gunner's mate candidates for gunner will attend the educational courses indicated above by an asterisk, and the gunner's mate candidates for gunner, the courses not so indicated.

3. Examination papers at the end of the educational courses will be set and marked by the Command Education Officer, Portsmouth.

(A.F.Os. 5248/42 and 4219/44.)

5334.—Trade Certificates

(N. 21988/45.—20 Sep. 1945.)

The attention of ships' officers is drawn to the importance of complying with Article 610 (1) of K.R. & A.I. regarding the preparation of Trade and Vocational Training Certificates in respect of ratings sent to depot as a preliminary to final discharge or release.

5335.—Drafting—Communication Ratings of the Telegraphist (S.) and Telegraphist (S.O.) Branch of the Portsmouth Port Division

(N. 22048/45.—20 Sep. 1945.)

From 1st September, 1945, all ratings of the Telegraphist (S.) and (S.O.) Branch belonging to the Portsmouth Port Division in depot will be accommodated at R.N. Signal School, Fort Southwick. Ratings who are drafted to their depot are to be discharged to R.N. Signal School, Fort Southwick.

2. If proceeding by rail, they are to be routed to Fareham, the Officer-in-Charge, Fort Southwick, being informed so that transport can be arranged.

3. All such ratings are borne on the books of H.M.S. "Mercury". Pay and service documents should be addressed to H.M. Signal School, Leydene House, East Meon, Near Petersfield, Hants.

(A.F.O. 4076/45.)

5336.—Adult Education and Vocational Training—Tools, Equipment and Materials for Practical Subjects

(N. 22713/45.—20 Sep. 1945.)

The following amendments are to be made to A.F.O. 3834/45 :—

1. Appendix. Tool Unit A. Trades Woodwork.

"1 Oilstone, Washita" to read "4 Oilstones, Washita".

2. Appendix. Tool Unit H. Motor Mechanics.

Add

No.	Size	Description	D.H.T. No.
2	—	Wander leads and inspection lamps—electric	—
1	12-in.	Hacksaw frame	2176
12	12-in.	Blades, hacksaw	2185
1	—	Tyre pressure gauge	—
1	—	Hydrometer for battery acid testing	—

3. Appendix. Tool Unit L. Plumbing.

No.	Size	Description	D.H.T. No.
Delete			
1	—	Knives, draw	—
Add			
3	—	Knives, handled, corticin (or plumbers)	1511
1	12-in.	Hacksaw frame	2176
12	12-in.	Blades, hacksaw	2185
10	—	Setting-in sticks	—
1 pint	—	Hydrochloric acid	—
1 lb.	—	Salammoniac	—

(A.F.O. 3834/45.)

*5337.—Adult Education and Vocational Training—Volunteers for Full Time Instructional Duties

(N. 16155/45.—20 Sep. 1945.)

It is notified for information that no special rules can be made for the advancement of ratings serving as E.V.T. Instructors. Ratings who volunteer must remain in their present branch and be subject to all the rules for advancement of that branch.

(A.F.O. 2120/45.)

*5338.—Preliminary Professional Examination for Warrant Ordnance Officer, June, 1945—Results

(C.W. 59102/45.—20 Sep. 1945.)

There were no successful candidates in the Preliminary Professional Examination for Warrant Ordnance Officer which was held on 5th June, 1945, in accordance with K.R. and A.I., Appendix VII, part 19.

*5339.—Examination for the Rank of Warrant Electrician, March, 1945—Results

(C.W./N. 21258/45.—20 Sep. 1945.)

The following results have been obtained in the examination to qualify for Warrant Electrician and Temporary Warrant Electrician, R.N., held in March, 1945, under the revised regulations.

Exam. No.	Names, etc.	Paper.					Total Marks.
		No. 1 School	No. 2.			No. 3. Mech. Drawing.	
			H.P.	L.P.	W/HD.		
		Possible Marks.						360
100	60	60	60	80			
42	Alan Brown, E.A.3, P/MX.52289, H.M.S. "Vanguard".	66	43	51	47	80	287
31	Edward M. A. Leggett, E.A.3, P/MX. 52301, H.M.S. "Marlborough".	90	38	50	39	68	285
45	Roy C. Corlett, E.A.3, C/MX.51808, H.M.S. "Dolphin".	80	43	38	41	74	276
29	Leonard V. Dreier, C.E.A., P/MX. 52655, H.M.S. "Indomitable".	82	44	53	31	65	275
18	Stephen G. Hedges, E.A.3, D/MX. 51814, H.M.S. "Elfin".	75	45	37	38	80	275
9	Ernest H. Drew-Reading, E.A.3, P/MX.51811, H.M.S. "Adamant".	81	36	50	42	65	274
36	Ronald Payne, E.A.3, D/MX.53192, H.M.S. "Defiance".	71	46	38	30	80	274
17	Roy H. C. Bigden, E.A.3, P/MX. 53182, H.M.S. "Vanguard".	85	41	43	35	66	270
25	William E. Martin, C.E.A., P/MX. 53558, H.M.S. "Marlborough".	81	46	42	38	63	270
44	...	72	42	49	38	64	265
27	...	84	42	37	26	74	263
35	...	72	43	50	28	61	254
2	...	84	51	50	16	52	253
34	...	54	44	43	51	57	249
6	...	54	51	55	34	53	247
40	...	92	40	30	35	49	246
41	...	77	42	47	36	40	242
38	...	56	42	56	27	51	232
5	...	58	45	53	27	40	223
11	...	74	38	47	34	25	218
14	...	63	40	39	37	34	213
1	...	77	36	30	7	62	212
20	...	74	49	41	12	35	211
24	...	59	53	41	13	40	206
33	...	57	40	37	36	35	205
12	...	32	50	42	27	53	204
8	...	72	33	27	31	35	198
43	...	47	25	49	40	36	197
37	...	18	49	44	41	43	195
32	...	32	37	33	35	57	194
39	...	48	46	23	21	50	188
19	...	41	35	29	23	59	187
23	...	40	45	34	33	29	181
3	...	41	23	46	12	54	176
22	...	60	36	45	6	35	176

Note.—Candidates Nos. 4, 7, 10, 13, 15, 16, 21, 26, 28 and 30 did not take the examination.

2. The named candidates have been declared successful and their names have been placed on the roster for promotion.

3. Candidate No. 11 was the only "Hostilities Only" candidate to take the examination. As he did not attain the required qualifying standard, no separate list for Temporary Warrant Electrician, R.N., is being promulgated in this instance.

4. None of the unsuccessful candidates, except those who have already passed a final or provisional examination for Chief Electrical Artificer, has reached a sufficiently high standard to be nominated as having "passed for Chief Electrical Artificer" in accordance with paragraph 3 of A.F.O. 4676/43.

5. The advancement of qualified candidates to Acting Warrant Rank will be subject to their being recommended by their Commanding Officers on Form S.198, and to their being physically fit.

6. Attention is drawn to K.R. & A.I., Article 305 and Article 314, Clause 2 (d), which has been modified by A.F.O. 4676/43.

7. Commanding Officers should take the necessary steps to bring this Order to the notice of the candidates concerned.

(K.R. and A.I., Articles 306 and 314.)

(A.F.O. 4676/43 and 5000/44.)

5340.—Instructional Film "Learn and Live" (Serial Number G.705)

(N./A.A. 1185/45.—20 Sep 1945.)

An instructional film entitled "Learn and Live" (serial number G.705), produced by the U.S. Navy, is now available and copies will be distributed without demand in accordance with paragraph 3 below.

2. The film has a running time of approximately 45 minutes and arrangements are to be made for the viewing of this film by all Naval air crews, particularly by pilots under training. Although the subject matter is not concerned with advanced Naval flying, there are many lessons that can be re-learned in aircraft accident prevention.

3. Distribution will be as follows:—

No. of copies.
35 mm. 16 mm.

(a) copies for re-issue on temporary loan:—

Rosyth Library	...	...	...	...	2	2
Greenock Library	...	...	...	...	2	2
Liverpool Library	...	...	...	...	2	2
Chatham Library	...	...	...	...	2	2
Devonport Library	...	...	...	...	2	2
Portsmouth Library	...	...	...	...	2	2
London Library	...	...	...	...	1	1
Malta Library	...	...	...	...	2	2
Alexandria Library	...	...	...	...	1	1
Colombo Library	...	...	...	...	2	2
Trincomalee Library	...	...	...	...	2	2
Bombay Library	...	...	...	...	2	2
Sydney Library	...	...	...	...	2	2

(b) copies on permanent loan:—

R.N.A.S. Yeovilton	...	...	...	...	—	1
R.N.A.S. St. Merryn	...	...	...	...	—	1
R.N.A.S. Henstridge	...	...	...	...	—	1
R.N.A.S. Hinstock	...	...	...	...	1	—
R.N.A.S. Crail	...	...	...	...	1	—
R.N.A.S. Crimond	...	...	...	...	—	1
R.N.A.S. Dale	...	...	...	...	—	1
R.N.A.S. Eglinton	...	...	...	...	—	1
R.N.A.S. Fearn	...	...	...	...	1	—
R.N.A.S. Inskip	...	...	...	...	—	1
R.N.A.S. Machrihanish	...	...	...	...	1	—
R.N.A.S. Ronaldsway	...	...	...	...	—	1
H.M.S. "Macaw"	...	...	...	...	—	1

(c) duplicating facilities:—

F.O.C.R.I.N.	...	...	...	...	1 negative
Sydney Library	...	...	...	...	1 negative

4. Application for copies of this film on temporary loan should be made in accordance with the instructions contained in B.R. 1251.

(B.R. 1251.)

5341.—Instructional Film "Servicing the Aviation Spark Plug" (Serial Number G.703)

(N/N.T. 5268/45.—20 Sep. 1945.)

A United States Naval training film entitled "Servicing the Aviation Spark Plug" is now available and copies will be distributed in accordance with paragraph 3 below, without demand.

2. This film has a running time of 23 minutes and shows the structure of A.C. ceramic, aviation spark plugs, their installation in an aircraft, cleaning, regapping and checking.

3. Distribution will be as follows:—

	No. of copies	
	35mm.	16mm.
<i>(a) copies for re-issue on temporary loan:</i>		
Rosyth Library	1	1
Greenock Library	1	1
Liverpool Library	1	1
Chatham Library	1	1
Portsmouth Library	1	1
Devonport Library	1	1
London Library	1	1
Malta Library	1	1
Alexandria Library	1	1
Bombay Library	1	1
Colombo Library	1	1
Trincomalee Library	1	1
Sydney Library	2	2
<i>(b) copies on permanent loan:</i>		
R.N. Engineering College, Manadon	1	1
H.M.S. "Daedalus II"	1	1
H.M.S. "Fledgling"	1	1
School of Aircraft Maintenance, R.N.A.S. Worthy Down	1	1

4. Application for copies of this film should be made in accordance with the instructions contained in B.R. 1251.

(B.R. 1251.)

5342.—H.M. Ships "Campanula", "Defiance" (Thanckes Oil Fuel Depot) and "Flora"—Non-Public Funds—Disposal

(N.—20 Sep. 1945.)

(Included in Notice Boards Issue only.)

5343.—Gunners (T)—Reduction and Dilution by R.N.V.R. Officers

(C.W. 34165/45.—20 Sep. 1945.)

In order to expedite the release of Gunners (T) Their Lordships have approved the reduction of these officers from the complements of depot, maintenance, repair and fleet train ships with the exception of escort maintenance ships, destroyer and submarine depot ships. R.N.V.R. non-specialist officers will be appointed after a suitable course, where a knowledge of torpedoes is not required.

2. Gunners (T) will also be reduced from light fleet carriers and R.N.V.R.(T)* Officers appointed in lieu. They will, however, be retained in N.A.A. units, M.A.T.M.Us. and A.B.T.Us.

3. They will similarly be replaced by (T)* R.N.V.R. officers at all Coastal Force bases, until these bases are closed down.

4. Gunners (T) will be allowed on the staffs of F.O.C.R.F. and S.Os., R.F., but not to ships of the Reserve Fleet. They are to be released almost immediately on ships paying off into reserve, and any failure to close store ledgers completely will be accepted.

5344.—State Insurance of Naval Personnel—Charges Against Pay

(D.N.A. 9034/45.—20 Sep. 1945.)

Supply officers and others maintaining pay accounts of naval personnel are reminded that 14 Mondays occur during the Christmas quarter, 1945 and particular care should therefore be taken to ensure that the correct charges are made.

2. The quarterly charge will be as shown below for the Christmas quarter, 1945:—

	s.	d.
(a) Officers and warrant officers of the Retired and Emergency list re-employed or re-engaged, officers and warrant officers of the Reserves, persons granted temporary commissions, or warrants, officers on agreements T.124X, T.124T or Cable Ship agreement.	19	10 (full rate)
	9	11 (half rate)
(b) W.R.N.S. officers, V.A.D. Commandants and Assistant Commandants.	14	0
(c) Naval ratings and Royal Marines other ranks, ratings on T.124X, T.124T, and Cable Ship agreement.	7	6
(d) W.R.N.S. ratings, V.A.D. members, Q.A.R.N.N.S. Reserves.	5	10

3. It is notified that increased rates of contributions will be effective from Lady quarter, 1946, which has only 12 Mondays, and further instructions will be issued.

5345.—Date of Invaliding Survey in Cases of Unfit Officers and Ratings in Hospital who Require In-Patient Treatment

(C.W. 3463/45.—20 Sep. 1945.)

When officers and ratings are still in hospital or requiring further in-patient treatment and a reasonable probability of fitness for further service ceases to exist, the date of the survey with a view to invaliding is to be so arranged that the officer or rating will not be discharged from the service until at least eight calendar months have elapsed since first being checked sick. This period includes the 56 days' notice leave.

2. The above concession only applies to officers and ratings who are in hospital or still requiring in-patient treatment; the concession applies to permanent service, retired, reserve and "hostilities only" personnel. It does not apply to certifiable mental cases, where it is in the interests of the patient that he should be invalided and admitted to a civilian hospital or institution, but does apply to tuberculosis cases. It will not apply to cases where the disability is due to the misconduct of the officer or man concerned.

3. The existing regulations governing cases where a probability of fitness for further duty still exists and cases not involving in-patient hospital treatment remain unaltered.

(A.F.O. 5731/44.)

(A.F.O. 1399/45 is cancelled.)

5346.—Additional Table and Portable Fans—Electrical Maintenance—Scale of Torpedo Complement

Ships Serving in Hot Climates

(N/T.S.D. 316N/44.—20 Sep. 1945.)

In consequence of a decision to increase the allowance of table and portable fans to certain ships serving in hot climates, the torpedo staffs of ships concerned are to be augmented in accordance with the following scale to provide for the maintenance of the additional table and portable fans fitted:—

No. of additional Table and Portable Fans	Increase in Torpedo Staff
0 — 49	Nil
50 — 99	1 S.T.
100 — 149	2 S.T.
150 — 199	1 L.T.O., 1 S.T.
200 and above	1 L.T.O., 2 S.T.

2. One additional A.B. or Ord. Smn. should be allowed in the substantive complement for each L.T.O. and S.T. authorized by the above scale.

(A.F.O. 2878/45 is cancelled.)

5347.—Honours and Awards—United States Navy

(H. & A. 994/45.—20 Sep. 1945.)

The King has been graciously pleased to give orders for the following Honorary appointments to the Most Honourable Order of the Bath:—

To be Additional Members of the Military Division of the First Class, or Knights Grand Cross of the said Most Honourable Order:—

Fleet Admiral William D. Leahy, U.S.N. (Rtd.).

Fleet Admiral Ernest J. King, U.S.N.

2. These appointments will not be Gazetted.

*5348.—Honours and Awards—"London Gazette" Supplement for 11th September, 1945

(H. & A.—20 Sep. 1945.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

11th September, 1945.

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

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

Acting Commander Daniel Morran Marshall, R.N. (Ret.),

for outstanding devotion to duty, coolness and courage in organizing fire-fighting and rescue work after an explosion in a merchant vessel in the Port of Bari on the 9th April, 1945.

Acting Temporary Lieutenant-Commander Timothy James Bligh, D.S.O., D.S.C., R.N.V.R. (Westminster, S.W.1),

for skilful, bold and tenacious handling of a difficult situation, when in command of units of coastal forces which successfully located some thirty to forty enemy ships off Trieste on the 1st May, 1945, and forced them to surrender.

Acting Temporary Lieutenant-Commander Reginald William Watkin, R.N.R. (Wallasey),

for great skill and devotion to duty in command of H.M.S. "Persephone" in laying pipe lines in preparation for the invasion of Normandy.

Acting Captain Harold Burnham Eagle, R.N.R. (Ret.) (Leigh-on-Sea),

for distinguished service in command of overseas parties which completed the laying of 21 cross-Channel pipe lines on the Normandy coast and in the Dover area.

To be Additional Members of the Military Division of the said Most Excellent Order

Temporary Lieutenant Alfred William Lipscombe, R.N.R.,

Acting Temporary Lieutenant Gerard Thomas Sowler Williams, R.N.V.R. (London, W.2),

Skipper Lieutenant Andrew Liston, R.D., R.N.R., 2435 W.S.,

Acting Skipper Lieutenant Stanley Charles Lerner, R.N.R., 2792 W.S.,

Skipper Angus MacIver, R.N.R., 3749 W.S.,

for bravery and devotion to duty in fire-fighting and rescue work after an explosion in a merchant vessel in the Port of Bari on the 9th April, 1945.

Temporary Lieutenant Gerald Ferrers Shirley, R.N.V.R. (Bletchley),

for bravery and undaunted devotion to duty in charge of a mine and bomb disposal unit in mine clearance operations in Porto Corsini and Ravenna Harbours and the Canal Candiano.

Temporary Lieutenant (E) Albert Smillie, R.N.R. (Glasgow),

for undaunted courage and skill in successful damage control in the engine room of H.M.S. "Prompt" after she had been mined on 9th May, 1945.

Temporary Midshipman John Raymond Watson, R.N.R. (Blackpool),

for courage and initiative when in charge of a boarding party sent from H.M.S. "Loch More" to board a U-boat captured off the North of Scotland. When the U-boat started to sink he mustered the party on deck, gave orders to abandon her and kept the party together in the water until they were picked up.

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

Acting Temporary Lieutenant-Commander Jonathan Lee, R.N.R. (Crosby, Liverpool).

Skipper Edward Frank Paddison, R.N.R., 3642 W.S.

When fire broke out in the S.S. "Lucia C." after an explosion in the S.S. "Charles Henderson", which was discharging bombs, Acting Temporary Lieutenant-Commander Jonathan Lee, R.N.R., Naval Port Manager, showed fine leadership and courage in finding a volunteer crew to man a harbour launch to put him aboard the S.S. "Lucia C." in order to remove injured men, and afterwards in trying to weigh her anchor to allow her to be towed off to safety. S.S. "Lucia C." was loaded with petrol and there was always the possibility of an explosion in her and also of a second explosion in the S.S. "Charles Henderson".

Later Skipper Edward Frank Paddison, R.N.R., showed great courage, resource and skill in calling for volunteers and boarding the S.S. "Lucia C." which was heavily on fire from midships to stern, and in passing a tow-line to H.M.S. "Bream" and lowering "Lucia C.'s" starboard anchor out of the hawse pipe. At great risk to themselves he and his party raised three helpless and injured men from the already smouldering and hot No. 2 hold and lowered them to a waiting launch. He did not abandon ship until she was well clear of the harbour and every living man had been lowered into rescue boats.

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

Temporary Chief Shipwright Alfred Maxwell Jones, P/MX.52672 (Gosport),

Leading Seaman George Howard Wardley, LT/JX.210667,

Leading Wireman Denis Kenrick Smith, S.A.N.F.(V) 70495,

Leading Stoker William Frederick Eales, P/MX.92982 (Knat Hill, Woking),

Seaman Leonard Lewis Jesse Jones, LT/JX.532202,

Seaman Ralph Langton, LT/JX.301576,

Seaman Gunlayer Henry William Arthur Moody, LT/JX.240871,

Seaman Albert John Platt, LT/JX.375571,

for bravery and devotion to duty in fire-fighting and rescue work after an explosion in a merchant vessel in the Port of Bari on the 9th April, 1945.

Leading Seaman Arthur John Fincham, P/SSX.18957 (Arbroath, Angus),

Able Seaman Donald Campbell, C/SSX.23256 (Inverness),

for bravery and undaunted devotion to duty in mine clearance operations in Porto Corsini and Ravenna Harbours and the Canal Candiano.

Chief Motor Mechanic Third Class Henry Edward Nelson Wood, D/MX.69304 (Edinburgh),

Petty Officer Wireman Kenneth George Birch, P/MX.68625 (Coventry).

for outstanding work in damage control when H.M.S. "Prompt" was mined on the 9th May, 1945, although both were suffering from painful injuries.

Engine Room Artificer Third Class Charles Alec Baker, C/SR.8867 (Hockley, Birmingham 18),

for courage and determination in investigating damage when sent as a member of a boarding party from H.M.S. "Loch More" aboard a captured U-boat.

Electrical Artificer Third Class Victor Ross Duncan, R.A.N. 21589. ✓

When the Japanese ship "Rakuyo Maru", carrying prisoners of war, was sunk by a submarine, Electrical Artificer Duncan, who was among the prisoners, immediately took control of No. 2 hatch. That the lives of most of the prisoners were saved was due to Duncan's coolness and good leadership.

Acting Petty Officer Air Fitter Alan Hatton, F/X.75639,
for outstanding skill and untiring devotion to duty in the maintenance of H.M.S. "Searcher's" aircraft during operations off the Norwegian Coast.

Second Hand George Henry Lawson, R.N.P.S., LT/JX.202314,
for outstanding courage and devotion to duty in boarding the tanker "Empire Unity" which had been torpedoed off Iceland, when there was known to be inflammable gas in the tanks and further attack from an enemy submarine in the vicinity was anticipated. Second Hand Lawson took charge of a boarding party and subsequently brought the torpedoed ship to anchor in Hvalfjord.

ADMIRALTY,

Whitehall.

11th September, 1945.

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

For distinguished services in H.M. Ships "Bentinck" and "Calder" in the destruction of two U-boats off the West Coast of Ireland on the 8th and 20th April, 1945:

The Distinguished Service Order

Commander Robert Cecil Somers Garwood, R.N. (Fordingbridge, Hants).

Bar to the Distinguished Service Cross

Acting Temporary Lieutenant-Commander Edward Playne, D.S.C., R.N.V.R. (Sleaford, Lincs).

Temporary Sub-Lieutenant John Sidney Rodney Huckle, D.S.C., R.N.V.R. (King's Langley, Herts).

The Distinguished Service Cross

Lieutenant Ronald George Paish, R.N. (Cheltenham).

Lieutenant Peter Reginald George Worth, R.N. (Dartford).

Temporary Lieutenant Robert Haycock Pinson, R.N.V.R. (Southend).

Bar to the Distinguished Service Medal

Able Seaman Frederick Wilkinson, D.S.M., P/JX.168678 (Blackpool).

The Distinguished Service Medal

Leading Seaman Ronald Vincent Wells, C/JX.186122 (Southwick, Sussex).

Able Seaman Dominic Kenny, D/SSX.30221 (Londonderry).

Able Seaman Harold Kenneth Riseley, C/JX.406990 (London, S.W.18).

Able Seaman Harry Alfred Torrance, P/JX.428488 (Ore, Hastings).

Mention in Despatches

Temporary Lieutenant Gordon Mellish Paterson, R.N.V.R. (Edinburgh).

Temporary Lieutenant Edward Stanley Yeatman, R.N.V.R. (Portugal).

Engine Room Artificer Third Class John William Higgins, C/MX.120145 (London, N.18).

Petty Officer Reginald Frank Vass, P/JX.144122 (Crookham, Hants).

Able Seaman Arnold Dutton, C/JX.351714 (Sheffield).

Able Seaman William James Hegan, P/JX.522414 (Belfast).

For distinguished services in H.M. Ships "Bazely" and "Drury" in the destruction of a U-boat off the West Coast of Scotland on the 21st April, 1945:

Bar to the Distinguished Service Cross

Acting Lieutenant-Commander Jack Winston Cooper, D.S.C., R.N.R. (Ret.) (Nottingham).

The Distinguished Service Cross

Lieutenant-Commander Norman John Parker, R.N. (London, S.W.1).

Temporary Lieutenant James Jefferson, R.N.V.R. (Edinburgh).

The Distinguished Service Medal

Leading Seaman John William Beckett, D/SSX.32602 (Newton-le-Willows, Lanes).

Leading Seaman Henry Roger Harper, C/JX.184847 (Dagenham).

Able Seaman Harold Leslie Stukins, C/JX.374925 (Holloway).

Mention in Despatches

Temporary Lieutenant Bernard Spencer, R.N.V.R. (Brussels, Belgium).

Temporary Sub-Lieutenant Stephen William Bowlt, R.N.V.R. (West Hartlepool).

Temporary Sub-Lieutenant Donald Cameron Weatherseed, R.N.V.R. (St. Leonards)

Acting Chief Petty Officer Solomon Sampson, C/SSX.20431 (Whitby, Yorkshire).

Chief Motor Mechanic Malcolm Mitchell Harris, P/MX.116599 (Belfast).

Acting Petty Officer James Middleton Dobbs, P/JX.168781 (Argyll).

Acting Petty Officer Hugh Williams, D/J.109816 (Edgehill, Liverpool).

Temporary Petty Officer Charles Benjamin George Dawkins, C/SSX.19403 (Dagenham).

Engine Room Artificer Fourth Class Stanley Leonard Doust, C/MX.77459 (Ilford).

Able Seaman William Houghton, P/JX.364271 (Hindley, near Wigan).

For distinguished service in H.M. Ships "Hesperus" and "Havelock" in the destruction of a U-boat on the 30th April, 1945, and the probable destruction of another on the 8th May, 1945, both in the North Sea:

Bar to the Distinguished Service Cross

Commander Robert Alexander Currie, D.S.C., R.N. (near Newbury).

The Distinguished Service Cross

Lieutenant-Commander Anthony Charles Dennis Leach, R.N. (near Bideford).

Lieutenant-Commander Henry Alexander Stuart-Menteth, R.N. (Godstone).

Temporary Sub-Lieutenant Frank Gardner Carter, R.N.V.R. (Morecambe, Lanes).

Bar to the Distinguished Service Medal

Acting Leading Seaman John Oddy Beeston, P/JX.191327 (Campbeltown, Scotland).

The Distinguished Service Medal

Acting Petty Officer Edgar Arthur Skinner, C/JX.155865 (Potters Bar, Middlesex).

Leading Seaman John Doyle, D/SSX.24026 (Anfield, Liverpool 7).

Able Seaman John Wilfred Lancashire, P/JX.177983 (Preston, Lanes).

Mention in Despatches

Temporary Lieutenant Bernard Francis Ahern, R.N.V.R. (Ironbridge, Shropshire).

Temporary Lieutenant John Kenneth Kidson, R.N.V.R. (Chester).

Mr. Arthur Reginald Taylor, Acting Gunner (T), R.N. (Hove).

Acting Chief Petty Officer Douglas Hughes, D/J.53517 (West Kirby, Cheshire).

Chief Engine Room Artificer Ronald White, P/MX.55983 (Guildford).

Leading Seaman Kenneth Frank Biddlecombe, P/JX.323320 (Eastleigh, Hants).

Leading Seaman Frank Gerrard, D/J.110403 (Marlpool, Nottinghamshire).

Temporary Leading Signalman Cyril Mills Robinson, D/NZ.1424 (Oamaru, New Zealand).

For distinguished service in H.M. Ships "Vanquisher" and "Tintagel Castle" in the probable destruction of a U-boat on the 10th April, 1945, in the Atlantic:

Second Bar to the Distinguished Service Cross

Acting Lieutenant-Commander Robert Atkinson, D.S.C., R.N.R. (Whitley Bay Northumberland).

Bar to the Distinguished Service Cross

Acting Lieutenant-Commander Frederick Meares Osborne, D.S.C., R.A.N.V.R. (Sydney, New South Wales). ✓

The Distinguished Service Cross

Temporary Lieutenant Roy Frederick Victor Dykes, R.N.V.R. (Southend).

Temporary Lieutenant Henry Philip Whiting, R.N.V.R. (Newcastle-on-Tyne).

The Distinguished Service Medal

Able Seaman Ronald Leslie Cook, D/JX.365861 (Dagenham).
Able Seaman William George Franklin, D/JX.420048 (Hawthorne, Wiltshire).

Mention in Despatches

Lieutenant John Evelyn Gray Todd, R.N. (Yatley, Surrey).
Temporary Sub-Lieutenant (E) Jack Alex Wallace, R.N.V.R. (Hampstead).
Petty Officer William John Mure, D/JX.125960 (Plymouth).
Leading Radar Mechanic Harold Ascough, P/MX.713405 (Enfield, Middlesex).
Able Seaman Phillip Richard Glinn, D/JX.256244 (Penzance).
Able Seaman Edward Hughes, D/SSX.24018 (Brecknock, Breconshire).

For courage and resource in H.M. Ships "Loch Glendhu" and "Loch More" in so heavily damaging a U-boat off the North of Scotland that the crew abandoned her, and in subsequently attempting to take her in tow :

The Distinguished Service Cross

Lieutenant-Commander Edric Guy Philip Bromfield Knapton, R.N. (near Weymouth).
Temporary Lieutenant Alfred Benson Cole, R.N.Z.N.V.R.
Temporary Sub-Lieutenant Frederick John Arden Dunn, R.N.V.R. (Dore, near Sheffield).

The Distinguished Service Medal

Acting Temporary Leading Seaman Thomas Moffat, P/JX.218964 (Possil Park, Glasgow).
Able Seaman William Alfred Oliver, P/JX.325747 (Brockley, London).

Mention in Despatches

Lieutenant-Commander Robert Arthur Dillon Cambridge, D.S.C., R.D., R.N.R. (Andover).
Engine Room Artificer Fourth Class Robert John Durham, P/MX.503806 (Coventry).
Ordinary Signalman Sidney Joseph Field, C/JX.580762 (Brentford, Middlesex).

For determination and eagerness that have been an inspiration and example to others, in air attacks on targets in Japan :

Bar to the Distinguished Service Cross

Acting Lieutenant-Commander Nigel George Hallet, D.S.C., R.N.
Acting Lieutenant-Commander (A) Richard Lovelace Bigg-Wither, D.S.C., R.N.
Acting Lieutenant-Commander (A) Francis Alan Swanton, D.S.C., R.N.

The Distinguished Service Cross

Acting Lieutenant-Commander (A) Joseph George Baldwin, R.N.
Lieutenant (A) Nigel Matthews, R.N.
Temporary Lieutenant (A) Sydney Gwynne Woodroffe, R.N.Z.N.V.R.
Sub-Lieutenant Edwin Denis Pye, R.N.V.R.

The Distinguished Service Medal

Temporary Petty Officer Airman H. Evans, FAA/FX.703017.

For gallantry in air attacks over Tokio on the 15th August, 1945 :

The Distinguished Service Cross

Temporary Sub-Lieutenant (A) Cecil Golightly, R.N.V.R.
Temporary Sub-Lieutenant (A) Victor Soutar Lowden, R.N.V.R.

For gallant and distinguished service in H.M. Submarine "Saracen" in her War Patrols in the Mediterranean from October, 1942, to August, 1944, during which she sank a U-boat, a destroyer and other ships totalling 40,000 tons :

The Distinguished Service Cross

Lieutenant James Henry Woodford Craven, R.N.
Temporary Lieutenant Norman Francis Carrington, R.N.V.R.

Bar to the Distinguished Service Medal

Petty Officer Leonard Clarence Roberts, D.S.M., D/JX.143367.

The Distinguished Service Medal

Petty Officer Dennis Edward Read, D/JX.139815.

Mention in Despatches (Posthumous)

Telegraphist James Gordon Hibbert, D/SSX.29430.

For courage, skill and devotion to duty in H.M. Minesweepers in clearing the German Skaggerak mine barrier :

The Distinguished Service Cross

Acting Temporary Lieutenant-Commander Charles Leslie Chatwin, R.N.V.R.
Acting Temporary Lieutenant-Commander Leonard Jolly, R.N.V.R. (Lytham, Lancs).

The Distinguished Service Medal

Yeoman of Signals John Irving Davidson Mathieson, D/JX.138130 (Plymouth).
Stoker First Class Angus MacLeod, P/KX.163620 (Bonar Bridge).

Mention in Despatches

Commander Cecil Ernest Duggan, R.D., R.N.R.
Lieutenant William John Yates, R.N. (Paignton).
Temporary Lieutenant James Gordon Clark, R.N.V.R. (Giffnock).
Temporary Lieutenant Eric Edward Jelley, R.N.V.R. (Weymouth).
Temporary Lieutenant William Robert Walker, R.N.V.R. (Hamilton, Lanarkshire).
Chief Engine Room Artificer Maurice Orrin Fordyce Elms, C/MX.46519 (Sheerness).
Chief Engine Room Artificer Ronald William Frederick Myer, P/MX.61494 (South Ruislip, Middlesex).
Engine Room Artificer Third Class George Weatherell, C/MX.63810 (Middlesbrough).
Petty Officer Wilfred Hubert Kenderdine Buller, D/J.110708 (Portsmouth).
Petty Officer Bertram Victor Cole, D/JX.137054 (Nottingham).
Acting Petty Officer Wilfred Flanagan, D/X.7663C (Lostock Hall).
Engine Room Artificer Fourth Class Donald West, D/MX.509815 (Bristol).
Leading Seaman Ronald David Stone, P/X.18410A (Sholing, Southampton).
Temporary Leading Seaman Henry Edward Bormond, P/JX.220116 (Greenwich).
Acting Temporary Leading Seaman Dennis Herbert Everett, P/JX.282096 (London, S.W.17).
Acting Temporary Leading Stoker John Archer, P/KX.111000 (Barnsley).
Able Seaman William Entwistle, D/JX.191554 (Manchester).

For gallantry and undaunted devotion to duty when H.M.M.L. "130" engaged enemy light forces off Malta in May, 1942, and, greatly outnumbered, was sunk after a stout defence :

The Distinguished Service Cross

Temporary Lieutenant David Robert Hamilton Jolly, R.N.V.R. (Yelverton, Devon).
Temporary Lieutenant Frederick Price-Fox, R.N.V.R. (London).

The Distinguished Service Medal

Leading Stoker Victor James Fisher, P/KX.88846 (Maidenhead).
Able Seaman John McNeil Wilson, P/SSX.26299 (Glasgow).
Telegraphist Leslie Norman Atherley, C/JX.135392 (London).

Mention in Despatches (Posthumous)

Able Seaman John Brown, C/SSX.26364 (Sunderland, Durham).

For tenacity and resourcefulness in securing the surrender of one Japanese officer and 21 other ranks in Burma in June, 1945 :

The Distinguished Service Cross

Temporary Lieutenant Sydney Mitchell, R.N.V.R. (Huddersfield).

For courage and skill in H.M. "S.G.B.7" in a daring attack on a heavily screened enemy Merchant Vessel carried out on the night of 18th-19th June, 1942, in company with H.M.S. "Albrighton" and H.M. "S.G.B.8" :

The Distinguished Service Medal

Acting Leading Stoker Robert Watt Muir, D/KX.92804.
Able Seaman William Gough, D/SSX.29193.
Ordinary Seaman Richard Barnes, D/JX.225975.

Mention in Despatches

Temporary Lieutenant William James Alexander Weir, R.N.V.R.

For gallantry, determination and devotion to duty in H.M.S. "Campbeltown" in the raid on St. Nazaire in March, 1942:

The Distinguished Service Cross

Mr. Wilfrid Harry Locke, Warrant Engineer, R.N.

The Distinguished Service Medal

Petty Officer William James Newman, P/J.101418.

Mention in Despatches (Posthumous).

Lieutenant Christopher Hugh Clare Gough, R.N.
Surgeon Lieutenant William James Winthrop, R.C.N.V.R.
Mr. Harold Hargreaves, Gunner (T), R.N.
Able Seaman Harold Edward Bott, P/JX.276923.

Mention in Despatches

Stoker Petty Officer Claude William Hyson Baxter, P/KX.88765.
Leading Stoker Leonard John Newbold, P/KX.96867.
Able Seaman Ernest William Bennett, P/JX.172853.
Stoker Harry Albert Stevens, P/KX.92715.

For good services with the Arakan Coastal Forces in harassing the enemy and in support of the Army from October, 1944, until May, 1945:

The Distinguished Service Medal

Petty Officer Jack Bond, 701, R.N.V.R. Burma (Burma).

Mention in Despatches

Acting Temporary Lieutenant-Commander John Nelson Wise, D.S.C., R.N.V.R.
Lieutenant W. W. Matthews, R.N.V.R. Burma.
Temporary Lieutenant Mervyn Newenham Fox, R.N.V.R.
Temporary Sub-Lieutenant Alexander Stevenson, R.N.V.R. (Greenock).
Petty Officer Kenneth James Percival, P/SSX.28823.
Petty Officer Motor Mechanic Henry Shields, P/MX.125914 (Glasgow).
Leading Seaman John James Diskin, D/JX.150321 (Liverpool).
Leading Seaman William Morgan John, C/JX.168168 (Porth, Rhondda).
Leading Seaman Edward Sherazee, 583 R.N.V.R. Burma (Burma).
Leading Seaman G. Thomas, 66449, S.A.N.F.(V) (Durban).
Able Seaman Keith Cecil Brown, C/JX.638464 (London).
Acting Able Seaman Frank Boyce, P/JX.444794.
Telegraphist Charles Alfred Harvey, P/JX.614385 (Windsor).
Seaman Peter Hartley, LT/JX.436831.

For good services in rescue work and fire-fighting after an explosion in a Merchant Ship in the Port of Bari on the 9th April, 1945:

Mention in Despatches

Acting Temporary Lieutenant-Commander James Edward Pardoe-Matthews, R.N.R.
Temporary Lieutenant Norman Lemuel Roberts, R.N.V.R. (London, S.W.18).
Temporary Lieutenant Thomas Frederick Robinson, R.N.V.R. (Coventry).
Temporary Surgeon Lieutenant John Arthur Cosh, M.B., B.Ch., M.R.C.S., L.R.C.P., R.N.V.R. (Alresford, Ropley).
Acting Temporary Skipper Lieutenant John Fraser Duthie, R.N.R., 1075 T.S. (Aberdeen).
Mr. George Irwin Willes, Temporary Gunner, R.N. (Portsmouth).
Temporary Chief Shipwright Cyril William Fallows, C/MX.45735 (Bredbury, Cheshire).
Shipwright Fourth Class Frank Herbert Gwinnel, P/MX.126073 (Laindon, Essex).

For good services in M.T.B.s "651" and "670" in locating enemy forces that had escaped to sea from Trieste and securing their surrender:

Mention in Despatches

Temporary Lieutenant Leonard Hubert Ennis, R.N.V.R. (Wimbledon).
Temporary Lieutenant John King Finlay, R.N.V.R. (Glasgow, S.I).

For devotion to duty in H.M.S. "Persephone" in laying pipe lines:

Mention in Despatches

Acting Temporary Lieutenant-Commander (E) John Evans Burdon, R.N.R. (South Shields).

Temporary Lieutenant Peter Kift, R.N.V.R. (Reading).
Chief Stoker John Thomas Phoenix, CSP/R.238276 (Stockton-on-Trent).
Storekeeper Peter Harrison, CSP/R.238270 (St. Helens, Lancs).
W/T Operator Frederick Gordon Moyses, CSP/R.62088 (Eastham, Cheshire).
Leading Stoker H. Wenet, CSP/R.38263 (Grimsby, Lincs).
Able Seaman John McBain, CSP/R.238274 (Fife, Scotland).

For zeal and devotion to duty in laying pipe lines under the Channel for the use of the invading Armies:

Mention in Despatches

Acting Temporary Commander James Alexander Lee, R.N.R. (Glasgow).
Lieutenant-Commander Frank Jennings, R.N.R. (Luton).
Lieutenant-Commander Robert Edward Sanders, M.B.E., R.N.R. (Slough).
Acting Temporary Lieutenant-Commander Walter Haliburton Gibbs, D.S.C., R.N.V.R. (Harlow, Essex).
Temporary Lieutenant Alan Geoffrey Pook, R.N.V.R. (Leigh-on-Sea).
Temporary Lieutenant Bernard George Griffiths, R.N.R. (Hull).
Temporary Lieutenant William Baldwin, R.N.V.R. (Wallasey).
Temporary Lieutenant Francis William Bennett, R.N.V.R. (Chingford).
Mr. Bernard William Buckley, Gunner, R.N. (Woolston).
Chief Petty Officer Ernest Alfred Kennedy, CSP/R.1031013 (Bow, E.3).
Chief Petty Officer Cecil Arthur George King, CSP/R.238338 (Fray, Essex).
Chief Petty Officer Frederick Hinds Sinclair, CSP/R.10354 (Westcliffe).
Chief Petty Officer William Tait Walker, CSP/R.91672 (Ardrossan).
Chief Petty Officer Charles Wheeler, CSP/R.71426 (Totton, Hants).
Chief Stoker Hugh Davies, CSP/R.238111 (Tyn-yr-Hoel, South Wales).
Chief Stoker Alexander Francis Robb, CSP/R.179792 (Dagenham).
Second Hand William Alexander Stewart, LT/JX.242367 (Lerwick).
Petty Officer William George Yates, CSP/R.93615 (Bressay, Shetland).
Engineman Harry Henry Ayers, LT/KX.115469 (Seaham Harbour).
Ordnance Artificer Fourth Class Eric James Kite, D/MX.55281 (Gosport).
Leading Seaman Stanley Morton, CSP/R.1134283 (Wallsend-on-Tyne).
Leading Steward John Louis Davidson, LT/LX.32097.
Able Seaman Albert Beavers, CSP/R.240678 (Gorleston, Norfolk).
Able Seaman Frederick Sydney Wollaston, CSP/R.268101 (Barnet).
Stoker First Class Thomas McRae, CSP/R.300421 (Footdee, Aberdeen).
Signalman Roy Laidman Denison, P/JX.617194 (Manchester).
Ordinary Seaman William Horace Bennett, CSP/R.285180 (Kidderminster).
Ordinary Seaman Allan Bolt, CSP/R.262775 (Durham).
Ordinary Seaman Edwin Harry Clive Proctor, CSP/R.300895 (Birmingham).
Ordinary Seaman Sylvester Ramsden, CSP/R.319065 (Bradford).
Ordinary Telegraphist Albert Cowley, LT/JX.295616 (Leeds).
Seaman Duncan Reid McAulay, LT/JX.196032 (Campbeltown).

For courage and skill in assisting in mine clearance operations in Porto Corsini and Ravenna Harbours and the Canal Candiano:

Mention in Despatches

Temporary Lieutenant John Christopher Howard, R.N.V.R. (Glasgow).

For good service in damage control after H.M.S. "Prompt" had been mined:

Mention in Despatches

Stoker Petty Officer Frederick Alfred Woodhead, P/KX.90818 (Guildford).

For good services in H.M.S. "Searcher" in ensuring the serviceability of aircraft which took part in operations off Norway:

Mention in Despatches

Temporary Lieutenant (A) William Owen Gascoigne, R.N.V.R.
Temporary Sub-Lieutenant Arthur John Fisher, R.N.V.R.
Acting Petty Officer Graham Frederick Eggleton, D/JX.150422.
Petty Officer Air Mechanic Leonard George Frederick Eade, FAA/FX.76434.

Acting Leading Seaman Robert Stewart Paterson Bathgate, D/SSX.19913.
 Leading Air Mechanic Richard Alfred Roberts, P/X.75508.
 Able Seaman Joseph Hannah, D/JX.390005.
 Able Seaman Frederick Alexander Letchford, D/JX.650951.
 Acting Able Seaman John Francis Crossfield Scott, D/JX.208519.

For courage and selfless devotion to duty in swimming to the rescue of a drowning seaman :

Mention in Despatches

Signalman W. S. McInnes, R.C.N., V.17594.

For courage and devotion to duty during the defence of Calais in 1940 :

Mention in Despatches

Surgeon Lieutenant Arthur Philip Booth Waind, D.S.C., R.N.V.R.
 Lieutenant Hugh Glenrines Bruce, R.M. (Portishead, Somerset).
 Lieutenant David Peter Lafayette Hunter, R.M. (Birchington, Kent).
 Lieutenant Eric Foswell Scott, R.M. (Leith, Scotland).
 Marine Dennis Edward Henshall, Ch/X.2393 (Crayford, Kent).

For outstanding services in landing operations in Sicily and at Salerno :

Mention in Despatches

Lieutenant Leslie William Cox, R.N.V.R. (Edenbridge, Kent).
 Lieutenant Leslie Keith Donovan, R.N.Z.N.V.R. (New Zealand).
 Temporary Lieutenant Timothy Smith, D.S.C., R.N.V.R. (Swindon, nr. Manchester).
 Able Seaman Hugh Morrow Mason, C/JX.373213.
 Able Seaman Roland Thomas Smith, P/JX.330483 (Northfleet, Kent).

For skill and enterprise in command of H.M.S. "Northern Spray", which salvaged a tanker off Iceland on 4th-5th May, 1945 :

Mention in Despatches

Temporary Lieutenant Geoffrey John Younghusband Thorpe, R.N.V.R.

For skill and devotion to duty in volunteering and successfully salvaging the M.F.A. "Longwood" :

Commendation

Acting Temporary Petty Officer Peter Abbott, D/JX.198366.
 Able Seaman William J. Chaplin, D/JX.339915.
 Acting Able Seaman Basil Jones, D/JX.641614.
 Acting Able Seaman Edward Spaul, C/JX.267777.
 Acting Able Seaman John Henry Williams, P/JX.267057.
 Acting Able Seaman William Joseph Wiswell, D/JX.550523.
 Able Seaman Charles Wood, P/JX.291392.
 Bombardier John Gibbens, 1489518, 6th Regiment Maritime R.A.
 Gunner Albert Isherwood, 890433, 3rd Regiment Maritime R.A.
 Gunner John Laing, 1601679, 6th Regiment Maritime R.A.
 Gunner Patrick Norton, 4466237, 6th Regiment Maritime R.A.
 Gunner William Ticehurst, 5826958, 5th Regiment Maritime R.A.

***5349.—1939/45 Star—Service Afloat Qualification**

(P.M. 2070/45.—20 Sep. 1945.)

Applications for the award of the 1939/1945 Star have been, and are still being, received from individual officers and ratings who claim to have performed intermittent sea-service while holding "shore" appointments or while manning craft normally employed in harbours or estuaries which occasionally proceed to sea.

2. Full consideration has been given to the many claims of this kind received, but it has been decided that the award of the 1939/1945 Star must be restricted to those whose service at sea was rendered whilst borne for pay in ships of the defined categories (A.F.O. 3115/45, Section III, paragraph 1 (A)).

3. It is hoped that the promulgation of this decision will enable local officers to dispose of most of the outstanding questions addressed to the Admiralty and, in the circumstances, individual replies will not be sent.

(A.F.O. 3115/45.)

5350.—Medical Instructions for Aircrew Personnel of the Fleet Air Arm

(M.D.G. 54756/45.—20 Sep. 1945.)

Several cases have recently occurred where members of aircrew requiring some limitation of their medical category have been classified A.1.h.B.h.

2. No such limitations are to be applied to the R.N. flying medical category A.1.B which denotes fitness for full flying duties at home and abroad.

3. If some restriction of category is necessary this is to be specified by the use of the A.2 category, e.g. a pilot who is fit for full flying duties and ground duties in temperate climates only is to be categorized A.2.B or A.2.h.B.h. as necessary with the limitation added as in the above example.

(A.F.O. 4906/43.)

5351.—Officiating Ministers of Religion

(C.E. 52012/45.—20 Sep. 1945.)

The following appointments have been approved :—

Church of England

Milford Haven (R.N. Base) Rev. H. A. Parry, B.A., M.C.,
 The Vicarage,
 Milford Haven.

Roman Catholic

Kilindini Rev. Father Lynch,
 Roman Catholic Cathedral,
 Kilindini.

Church of Scotland and the Free Churches

Cockburnspath Rev. D. Frank Philip,
 The Manse, Cockburnspath,
 Berwickshire.
 (Church of Scotland).

Methodist

Burghfield, Reading (W.R.N.S.) Rev. J. Hamblin Parsons,
 84, Queen's Road,
 Reading.

2. The usual facilities are to be afforded.

3. The following appointments have been cancelled :—

Church of England

R.N.A.S., Belfast Rev. J. Barry, M.A.

Church of Scotland and the Free Churches

Hawthorn Rev. E. R. Brown,
 14, Southland,
 Boxfield,
 Hawthorn, Hants.

Methodist and United Board

St. Mary's, Scilly Isles Rev. J. L. C. Shrewsbury,
 Surleigh,
 St. Mary's,
 Scilly Isles.

Methodist

Arthog and Barmouth Rev. D. E. Jones (deceased).

***5352.—Establishment of the Rate of Chief Petty Officer in the Patrol Service**

(N. 20287/45.—20 Sep. 1945.)

It has been decided to introduce the rate of Chief Petty Officer (P.S.), and the qualifications for advancement are to be as follows :—

(a) Five years' mobilized service.

(b) (i) Three years' seniority as Petty Officer (P.S.) or Acting Petty Officer (P.S.).

Note.—The qualification of Petty Officers (P.S.) who previously held the rating of Petty Officer (S.C.O.) will be three years from the

date of passing the professional examination for Petty Officer (P.S.), but these ratings must complete the Divisional and Pilotage Courses also before being eligible for advancement to Chief Petty Officer (P.S.).

- (ii) Must have one year's sea service outside partially smooth water limits as Petty Officer (P.S.) or Acting Petty Officer (P.S.) (or Petty Officer (S.C.O.) after having passed professionally for Petty Officer (P.S.)).
- (c) Recommended as to character, ability and capability to command a small vessel employed on coastal duties.
- (d) Twelve months' V.G. conduct immediately preceding advancement.

Advancements are to be made from a central roster maintained at the Patrol Service Central Depot, and no rating is to be advanced except on the authority of Form B.13, from the Commodore, R.N. Patrol Service Central Depot, Lowestoft.

2. Men disrated from Chief Petty Officer (P.S.) must serve a minimum period of one year with continuous V.G. conduct in the rating of Petty Officer (P.S.) in order to be eligible for re-advancement.

Men who are disrated to a lower rating than that of Petty Officer (P.S.) are to be re-advanced by successive steps, and they must serve in each grade the prescribed period with continuous V.G. conduct before re-advancement.

3. In accordance with the general rules for advancement and re-advancement, ratings who are permanently medically unfit for general service or who are over the age of 48 years, are ineligible except under the special provisions of Articles 16 and 171, B.R. 1066.

(B.R. 1066.)

(A.F.O. 2691/45 is cancelled.)

5353.—Reception and Disposal of Prisoners of War Repatriated from the Far East

(N.L. 15394/45.—20 Sep. 1945.)

Ex-prisoners of war repatriated from the Far East will, it is anticipated, return in mixed drafts composed of all Services and civilian internees; however, Dominion and Allied personnel will have been sorted out and repatriated direct.

With the object of expediting their discharge at the ports of arrival, all Naval and Royal Marine personnel will immediately be taken over by the local Naval authorities.

2. Personnel will be disposed of as follows :—

- (i) Naval officers and ratings will proceed, in Naval transport if required, to a selected Naval establishment as near as possible to the point of disembarkation.
- (ii) R.M. officers and other ranks will be routed direct by the local Naval authorities to their respective headquarters division.
- (iii) Arrangements will be made by the Naval Medical Transport Officer for the transport of sick repatriated prisoners of war to the nearest Naval hospital.
- (iv) Where, owing to the time of arrival, or for some other reason, the procedure in (ii) above is impossible, the repatriated R.M. prisoners of war will be taken to the nearest Naval establishment until arrangements can be made for them to travel to their respective divisions.

3. It is anticipated that at least a week's notice will be available of numbers and time and place of arrival if by sea.

4. It is not anticipated that more than a very few individuals will arrive by air. Such arrivals, however, will be routed by arrangement with the Air Ministry to the nearest appropriate Naval establishment or to their headquarters division if R.Ms.

5. Detailed instructions in relation to leave, advances of pay, etc., will be found in the Appendices to this Order.

Appendix "A" Officers

Instructions to Naval establishments and R.M. headquarters divisions for reception of Naval and Royal Marine officers ex-prisoners of war.

1. All Naval officers repatriated from Japanese hands will, on disembarkation in the United Kingdom, proceed to a selected Naval establishment as near as possible to the point of disembarkation.

Royal Marine officers will proceed direct to their headquarters division.

2. *Release*.—All officers, other than those on the Active List, repatriated from Japanese hands will be eligible for release from Naval service with Class "A" benefits. They should be told to elect release if they so desire on expiry of the leave granted in accordance with paragraph 3 below.

3. *Leave*.—The scale of leave to be granted to repatriated prisoners of war is as follows :—

- (i) Fourteen days Repatriation Leave, plus Foreign Service Leave on the scale of seven days for every six months foreign service, the aggregate to be *not less* than 42 days. Time as a prisoner of war counts as foreign service.
- (ii) In addition to the above leave, repatriated Naval prisoners of war are eligible for an additional 28 days leave upon their release from the service, to be taken immediately prior to their 56 days resettlement leave (*vide* A.F.O. 5044/45).
- (iii) In order to facilitate the calculation of the amount of foreign service leave due, each officer is to be asked to state the date on which he last left the United Kingdom, and this information is to be noted in the nominal roll (*see* para. 19).
- (iv) Officers not found fit will either be retained in hospital or sent on sick leave. Repatriation leave and foreign service leave will not commence until the officer has been found fit.
- (v) Officers are to be called up before Medical Boards during their leave but not within the first 28 days. Should the Board find any officers permanently unfit for further service, they will be given notice amounting to 28 days (*vide* A.F.O. 5044/45), plus 56 days (Resettlement leave), before termination of their commissions, this period being inclusive of any balance of foreign service leave.
- (vi) Should any officer elect release under para. 2 above, dispersal will not be effected until the initial 14 days repatriation leave, plus foreign service leave, has expired.
- (vii) All officers are to be instructed to call on the Director of Welfare Services, Prisoner of War Officer, Room 618, Queen Anne's Mansions, St. James' Park, S.W.1, as soon as convenient during leave. They should apply to the Supply Officer, H.M.S. "President I" or "Mersey" as appropriate for service railway warrants.

4. *Enemy Currency and Token Money*.—Further instructions will be issued as to the disposal of enemy currency or token money held by repatriated prisoners of war. In the meantime such moneys should be handed in to the local naval establishment or R.M. division against a receipt and, in the case of Naval officers, forwarded in specie together with a copy of the receipt to the Supply Officer, H.M.S. "President I" or "Mersey" as appropriate, there to be retained pending further instructions.

5. *Pay*.—Officers' pay accounts will continue to be borne, for the period of Repatriation Leave and Foreign Service Leave, for any subsequent period waiting effective appointment and also for any grants of Full Pay Sick Leave, on the books on which they were borne as prisoners of war, *viz.* :—

R.N., R.N.R. and R.N.V.R. H.M.S. "President I"
Officers (except T.124).

Officers on Agreement T.124 H.M.S. "Mersey", David Lewis Northern
Hospital, Liverpool, 3

R.M. officers At their respective R.M. Divisions

The first-mentioned category of officer will be regarded as appointed "President I"—not to join—but no actual appointments will be issued by Daily List.

Initial advances of any sum desired by officers up to a maximum of £25 may be given at the naval establishment to which the officers proceed on disembarkation. The amount of the advance given is to be noted in the nominal roll (*see* para. 19). The paying authority keeping their accounts will subsequently forward to officers

at their leave addresses, as large a sum as possible consistent with the state of their pay accounts. Any enquiries regarding pay should be addressed to the appropriate paying authority as stated above.

The initial advances for officers borne on "President I" or "Mersey" should be made on the "open" voucher principle. Reimbursement should be obtained by the accounting authorities' copies of the nominal rolls (*see* para. 16) being endorsed:—

"Charges ex-P.O.W.

It is requested that a cheque in favour of..... for £..... in reimbursement of the advances made on this (these) nominal roll(s) may be forwarded to.....

Officers holding certificates of credit balances due to them by the enemy should be instructed to forward them to their accounting authority where they are to be retained pending further orders.

6. *Medical Examination.*—Officers will be medically inspected before going on leave. The sole purpose of the inspection is merely to ensure that the officer is fit to go on leave. Repatriated officers may request a thorough medical examination, but they should be informed that this may involve some delay. Officers will be called up before Medical Boards during their leave, but not before the first 28 days of their leave. Time spent in travelling and in attending the Medical Board is to be reported by the medical authorities concerned to the appropriate appointing department of the Admiralty and the leave lost made up.

7. *Arrival Telegrams.*—All repatriated prisoners of war shall, irrespective of the time of their arrival, be supplied with a *free* telegram, which will read "Arrived safely, see you soon", and the address. Naval authorities responsible should obtain a supply of these telegrams from the local head postmaster and consult with him in order to arrange for their disposal.

8. *Leave Ration Cards.*—Repatriated personnel will be provided with a complete Service ration card (R.B.12S) which normally covers a period of 14 days in respect of each week's leave (total period to be covered not exceeding 42 days) thus entitling the recipient to purchase double the current civilian scale of rationed foodstuffs during these 42 days of his leave. Normally, the single ration card will be issued in respect of any additional leave which may be granted in excess of 42 days.

One "panel 1" coupon (used for soap) will be cancelled by the Issuing Officer.

The front of the R.B. 12S will be endorsed across the space marked "week ending" so as to read "All coupons hereon valid during week ending".

9. *N.A.A.F.I. Permits.*—N.A.A.F.I. permits (Form 578F) are to be issued to cover the period of each repatriated prisoner of war's leave. These permits will entitle the recipient to buy privilege price cigarettes and tobacco and these should be purchased from the Naval Canteen prior to his going on leave. Establishments concerned in the issue of these permits should make demands for supplies on the Manager, Naval Canteen Service, N.A.A.F.I., Ruxley Towers, Claygate, Esher, Surgey.

10. *Leave Petrol Ration.*—Certificates as in A.F.O. 4098/45 may be issued on request. Attention of repatriated personnel should be drawn to facilities and instructions contained in A.F.O. 4098/45.

11. *Duty Free Tobacco.*—(not applicable to Royal Marines)—An issue of duty free tobacco should be made to the repatriated prisoners of war prior to their discharge on leave, in accordance with the scale laid down in King's Regulations and Admiralty Instructions, Article 919, clause 6.

12. *Clothing Coupon Books.*—On arrival in this country, Service clothing coupons will be issued on the following scale to all Naval and R.M. Officers who are repatriated prisoners of war—

(a) R.N., R.N.R. and R.N.V.R.

(i) 100 Service coupons consisting of Services Clothing Book N.Y.H. containing 60 coupons, including 21 special coupons, together with 40 Service coupons in sheets S.S.1/10.

(ii) An additional issue of 93 Service coupons in sheets S.S.1/10 should be made to those officers who are being retained in the Service after their return to duty, if these are required, in order to bring the officers' kit up to the required standard.

(iii) The officers mentioned in (ii) above should also be supplied with 30 Service coupons in sheets S.S.1/10 as maintenance for the first year.

(b) Officers, R.M.—

(i) 100 Service coupons consisting of Service Clothing Book N.I.G., containing 76 coupons, including 21 special coupons, together with 24 Service coupons in sheets S.S.1/10.

(ii) An additional issue of 125 Service coupons in sheets S.S.1/10 should be made to those officers who are being retained in the Service after their return to duty, if these are required, to bring the officers' kit up to the required standard.

(iii) The officers mentioned in (ii) above should also be supplied with 38 Service coupons in sheets S.S.1/10 as maintenance for the first year.

The initial issue of coupons (a) (i) or (b) (i) will be made to Naval officers by the Supply Officers of the Naval establishments before the officers are discharged on leave.

Details of the coupons issued should be noted on the temporary certificate of identity issued in accordance with paragraph 12, and particulars should be reported to H.M.S. "President I" or H.M.S. "Mersey" (whichever establishment is responsible for the officers' pay documents) for entry in the officers' pay books (S.43a).

The issue of coupons to R.M. Officers will be made at their Headquarters Division.

13. *Extra Coupons for Civilian Clothing.*—As from 18th June, 1945, all repatriated prisoners of war returning from the Far East should, in addition to the above, be issued by the Supply Officer of the Naval Establishment or R.M. Division through which they pass with 20 emergency clothing coupons which are available for civilian clothing. Coupons so issued should be accounted for in the usual way and shown separately on the monthly return rendered to the Board of Trade (A.F.O. 5817/43) (Appendix "D").

14. *Claims for Compensation.*—Officers who have sustained loss of effects in any circumstances connected with their capture may submit a claim for compensation. No indication can at present be given as to the basis on which compensation, if any, will be paid and the whole position will be considered in the light of the claims submitted. All claims should be submitted to the Admiralty (N.L. Branch) and should include full details of the circumstances in which the loss occurred, the original cost and approximate date of purchase of individual articles. In all cases where effects or currency have been confiscated by the enemy, receipts, if given by the enemy, should be attached to the claim. If no receipt was given, the fact should be stated.

15. *Identity Cards.*—A prisoner of war identity book should have been issued to each repatriated prisoner of war before leaving for evacuation to the United Kingdom. This book will have been retained by the repatriated prisoner of war as a personal identity document. On arrival at the Naval establishment after disembarkation, the prisoner of war identity books will be collected, and officers should be supplied with the form of temporary pass shown below, which should be stamped with the official stamp of the Naval Establishment. Permanent identity cards (Form S.1511) with photographs, should be obtained by officers on taking up new appointments.

Temporary Certificate of Identity—ex P.O.Ws.

This is to certify that the bearer is.....

(full name and rank)

who is at present on leave with permission of the Admiralty. He will be issued with a Naval Identity Card on taking up his next appointment.

A specimen signature is appended.....

(Specimen signature of Officer)

Signed.....

(For Commanding Officer)

16. *Railway Warrants.*—Officers should be issued with a leave warrant made out from the port of disembarkation to the officer's leave address, the return half being made out from the leave address to the Admiralty.

17. *Intelligence*.—Interrogation will in most cases have taken place prior to return to the United Kingdom and a certificate to that effect will be held. Any officers *not* holding such a certificate are to fill in Form M.I.9/JAP. Copies of this form with instructions will be supplied direct to Naval establishments and R.M. Headquarter Divisions concerned without demand.

18. *Security*.—All personnel repatriated should be instructed to avoid granting interviews to the press or the B.B.C.

19. *Nominal Rolls*.—A nominal roll with the following headings is to be prepared by the Naval establishment to which the officers proceed on disembarkation:—

Surname	Initials	Rank	Last appointment	Date of arrival in U.K.	Date on which Officer states that he left U.K.
(Headings continued)—					
Period of leave given and commencing date	Leave Address	Amount of Sick Leave recommended if discharged to Sick Leave	Amount of Advance of Pay given		

The roll is to be divided into the following sections:—

(a) Naval Officers (other than T.124).

(b) Naval Officers on T.124 agreement or variants.

Copies of the *entire* roll are to be forwarded to each of the following:—

C.W. Branch (Casualties), Admiralty.

C.W. Branch 1, Admiralty (two copies).

D.W.S., Admiralty.

Director of Navy Accounts, Branch 4, Northwick Park Hutments, Watford Road, Harrow, Middlesex.

M.D.G., Queen's House, St. James' Street, London, S.W.1.

In addition, copies of the various sections are to be distributed as follows:—

Section (a): H.M.S. "President I", Chelsea Court, Chelsea Embankment, S.W.3.

Section (b): H.M.S. "Mersey", Leeds Street, Liverpool.

Similar details of R.M. Officers will be forwarded by the respective Headquarter Division to—

C.W. Branch (Casualties), Admiralty.

C.W. Branch 1, Admiralty (two copies).

D.W.S., Admiralty.

Director of Navy Accounts, Branch 4, Northwick Park Hutments, Watford Road, Harrow, Middlesex.

Commandant General, Royal Marines.

M.D.G., Queen's House, St. James' Street, London, S.W.1.

It is essential that these nominal rolls should be prepared and forwarded with the minimum of delay.

20. *Liability to Further Service*.—Officers should be informed that the fact that they have been repatriated as ex-prisoners of war does not in itself absolve them from further active service (but see para. 2 above regarding release from the Service).

Appendix "B"—Ratings

Instructions to Naval Establishments and R.M. Headquarter Divisions for the Reception and Disposal of Naval Ratings and R.M. other ranks ex prisoners of war.

1. *Release*.—All ratings and R.M. other ranks, other than those on regular engagements, will be eligible for release from Naval service with Class "A" benefits. They should be told to elect release if they so desire on expiry of the leave granted in accordance with para. 2 below.

2. *Leave*.—The scale of leave to be granted to repatriated prisoners of war is as follows:—

- (i) Fourteen days' repatriation leave *plus* foreign service leave on the scale of seven days for every six months' foreign service, the aggregate to be *not less* than 42 days. Time as a prisoner of war counts as foreign service.

(ii) In addition to the above leave, repatriated naval prisoners of war are eligible for an additional 28 days' leave upon their release from the service, to be taken immediately prior to their 56 days' resettlement leave (*vide* A.F.O. 5044/45).

(iii) Ratings and other ranks not found fit will either be retained in hospital or sent on sick leave. Repatriation and foreign service leave will not start until they are found fit.

(iv) Ratings and other ranks are to be called up before Medical Boards during their leave but not within the first 28 days. If the Medical Board find any repatriated prisoners of war permanently unfit for further service, they will be given notice amounting to 28 days (*vide* A.F.O. 5044/45) plus 56 days (resettlement leave) before termination of their service, this period being inclusive of any balance of repatriation leave. Time spent on travelling and attending the Medical Board is to be reported by the Medical Authorities concerned to the man's depot or R.M. Division and the leave lost is to be made up.

(v) Should any rating or R.M. other ranks elect release under para. 1 above, dispersal will not be effected until the initial 14 days' repatriation leave plus foreign service leave has expired.

3. *Foreign Currency and Token Money*.—Further instructions will be issued as to the disposal of enemy currency or token money held by repatriated prisoners of war. In the meantime such monies should be handed in to the local naval establishment or R.M. Division against a receipt and in the case of ratings forwarded in specie together with a copy of the receipt to the man's depot there to be retained pending further orders.

4. *Advances of Pay*.—Prior to despatch on leave cash advances will be made as follows:—

	Naval Ratings			Marines			
	£	s.	d.	£	s.	d.	
Chief Petty Officers ...	20	0	0	Sergeant Majors, Staff Sergeants, Colour Sergeants and equivalent ranks ...	20	0	0
Petty Officers ...	16	0	0	Sergeants and equivalent ranks ...	16	0	0
Leading Rates ...	14	0	0	L/Sergeants, Corporals, Band Corporals and L/Corporals	14	0	0
Able Seaman and Ordinary Seaman ...	12	0	0	Marines, Musicians, Buglers, etc. ...	12	0	0

Information should be obtained from each repatriated prisoner of war as to the manner in which he wishes his balance of Naval or Royal Marine pay to be disposed of and this information should be communicated to the man's depot or division for action.

5. *Statement of Pay and/or Working Pay received during Captivity*.—Further instructions will be issued as to accounting for pay and/or working pay received during captivity. Men holding certificates of credit balances due to them by the enemy should be instructed to forward them to the Supply Officer of their depot or division, where they are to be retained pending further orders.

6. *Kitting Up*.—All naval ratings and Royal Marine other ranks should, if practicable, be kitted up for leave before going on leave.

7. *Medical Examination*.—All ratings and Royal Marine other ranks will be medically inspected before being discharged on leave. It should be explained to the repatriated prisoners of war that the whole purpose of this examination is merely to ensure that they are fit to go on leave. If there are personnel who request a thorough medical examination before being sent on leave, arrangements should be made for such examinations to take place, but they should be informed that this is likely to involve some delay. Medical Boards will take place during leave but not before the first 28 days.

8. *Arrival Telegrams*.—All repatriated prisoners of war shall, irrespective of the time of their arrival, be issued with a *free* telegram, which will read "Arrived safely, see you soon", and the address. Naval authorities responsible should obtain a supply of these telegrams from the local head postmaster and consult with him in order to arrange for their disposal.

9. *Leave Ration Cards*.—Repatriated personnel will be provided with a complete Service ration card (R.B. 12S) which normally covers a period of 14 days in respect of each week's leave (total period to be covered not exceeding 42 days) thus entitling the recipient to purchase double the current civilian scale of rationed foodstuffs during these 42 days of his leave. Normally, the single ration card will be issued in respect of any additional leave which might be granted in excess of 42 days.

One "panel 1" coupon (used for soap) will be cancelled by the issuing officer.

The front of R.B. 12S will be endorsed across the spaces marked "week ending" so as to read "All coupons hereon valid during week ending " and the card will bear an impression of the depot or division stamp.

Coupons for double sweet ration should not be issued. Where ration cards R.B. 12S are issued, sweet coupons for the normal ration each week (1D and 1E coupon) should be affixed. Where R.B.12S cards are supplied, the sweet coupon should be cut from one of the cards each week.

Recipients will be informed that if they experience any difficulty in purchasing the double ration mentioned above they should get in touch with the local Food Officer, who is aware of the arrangements and will take the necessary steps to ensure the supply of rationed foodstuffs by a convenient retailer.

10. *N.A.A.F.I. Permits*.—N.A.A.F.I. permits (Form 578F) are to be issued to cover the period of each repatriated prisoner of war's leave. These permits will entitle the recipient to buy privilege price cigarettes and tobacco, and these should be purchased from the Naval Canteen prior to his going on leave. Establishments concerned in the issue of these permits should make demands for supplies on the Manager, Naval Canteen Service, N.A.A.F.I., Ruxley Towers, Claygate, Esher, Surrey.

11. *Leave Petrol Ration*.—Certificates as in A.F.O. 4098/45 may be issued on request. Attention of repatriated personnel should be drawn to facilities and instructions contained in A.F.O. 4098/45.

12. *Duty Free Tobacco* (not applicable to Royal Marines).—An issue of duty free tobacco should be made to the repatriated prisoners of war prior to their discharge on leave in accordance with the scale laid down in King's Regulations and Admiralty Instructions, Article 919, Clause 6.

13. *Clothing Coupons*.—As from 18th June, 1945, all repatriated prisoners of war returning from the Far East should be issued by the Supply Officer of the naval establishment through which they pass with 20 emergency clothing coupons available for the purchase of civilian clothing. Coupons so issued should be accounted for in the usual way and shown separately on the monthly return rendered to the Board of Trade (A.F.O. 5817/43) (Appendix "D").

14.—*Identity Cards*.—A prisoner of war identity book should have been issued to each prisoner of war before leaving for evacuation to the United Kingdom. This book will have to be retained by the prisoner of war as a personal identity document and should be collected before the issue of a permanent or temporary identity card.

15. *Railway Warrants*.—The necessary railway warrants and liberty tickets are to be issued before discharge on leave. The return half is to be made out to the rating's own depot.

16. *Intelligence*.—Interrogation will in most cases have taken place prior to return to the United Kingdom and a certificate to that effect will be held. Any ratings or R.M. other ranks not holding such a certificate are to fill in Form M.I.9/JAP. Copies of this form with instructions will be supplied direct to Naval Establishments and R.M. Headquarter Divisions concerned without demand.

17. *Security*.—All repatriated prisoners of war should be instructed to avoid granting interviews to the press or the B.B.C.

18. *Nominal rolls*.—Nominal rolls will be sent in the following form :—

Name	Rank	Initials	Official Number and Division	Date of arrival in U.K.	Naval Establishment or Division from which discharged on leave	Period of leave given and date of commencement	Leave address

(a) *Naval ratings*

Copies to :—

- (i) Rating's depot
- (ii) C.W. (Casualties) Admiralty
- (iii) D.W.S. Admiralty
- (iv) N. Branch (Stats)
- (v) D.N.A.3 (2 copies).

(b) *R.M. other ranks*

Copies to :—

- (i) C.W. (Casualties) Admiralty
- (ii) D.W.S. Admiralty
- (iii) N. Branch (Stats)
- (iv) C.G.R.M.

19. *Liability for further active service*.—Ratings and R.M. other ranks should be informed that the fact that they have been repatriated as ex prisoners of war does not in itself absolve them from liability to further active service (but see para. 1 above regarding release from the Navy).

Appendix "C"

Instructions to naval establishments for reception of colonial local volunteer personnel (e.g. Straits Settlements R.N.V.R.) ex prisoners of war who may be repatriated to the United Kingdom.

1. Any colonial local volunteer personnel ex prisoner of war from the Far East who are repatriated to the United Kingdom should be received and despatched on leave in the same way as other naval personnel.

2. Once despatched on leave, whether direct or from hospital, such personnel will become the entire responsibility of the Colonial Office.

3. Nominal rolls as in Appendices "A" and "B" should be submitted with a clear indication of the local volunteer organization to which the officer or rating belongs.

4. In addition to para. 3 above immediately a colonial local volunteer has been discharged on leave or has been admitted to hospital the following particulars, in triplicate, are to be forwarded to the Under Secretary of State for the Colonies, P.W. and C.I. Department, 2 Park Street, London, W.1.

- (a) Name, rank and unit.
- (b) Date of despatch on leave or of admission to hospital.
- (c) Amount of cash advanced.
- (d) Leave address, or particulars of hospital and address of patient's next of kin.

5. *Railway warrants*.—Railway warrants to leave should be marked Charge Colonial Office, P.W. and C.I. Department.

(K.R. & A.I. Art. 919 (6)).

(A.F.Os. 5817/43, 4098/45 and 5044/45.)

5354.—Royal Canadian Navy—Maintenance of Ships

(W.G.F. 359/45.—20 Sep. 1945.)

An agreement had been made with the Canadian Government under which the Admiralty is to maintain for the Royal Canadian Navy certain Royal Canadian Navy ships (including Royal Navy ships on loan to the Royal Canadian Navy) in consideration of the payment of a monthly charge in respect of each ship. This agreement applies to all ships (seagoing ships only) except those operating in Bermuda and West Indies Areas.

2. The agreed charge covers victualling stores, naval stores, armament and ammunition stores, medical stores, fuel and sundries (including such items as harbour and dock dues and pilotage), the cost of which will accordingly be charged to Navy Votes. *It does not cover :—*

- (a) Refits and repairs.
- (b) Alterations and additions.

(c) Stores expended, or harbour and dock dues, towage and dry dock charges necessarily incurred in connection with (a) and (b).

(d) Pay.

(e) Liabilities of any description incurred before 1st April, 1945.

3. Claims should therefore be rendered on the normal repayment basis for terms under (a), (b), (c) and (e) in the preceding paragraph. All vouchers and accounting documents in support of such claims must be clearly endorsed with a reference to the relevant A.F.O. or other authority for the supply or service.

4. Claims for other supplies or services afforded to the vessels covered by this agreement on or after 1st April, 1945 (V.108, D.72 and 087) should not be raised. Supply notes must, however, be issued to the ship. A copy is to be forwarded to the Commanding Officer, H.M.C.S. "Niobe" for issues in the U.K., and to the D. of V., N.S.H.Q., Ottawa, for issues in other theatres of operation. These copies are to be forwarded monthly. Supply notes need not be valued.

5. The agreement is to be retrospective to 1st April, 1945, and the agreed monthly charges are as follows:—

(a) In the Atlantic Area (to apply (1) to ships operating in or on passage through that theatre from arrival at a British port after leaving a Canadian or American port; (2) to ships on passage west of the 45° E. meridian; and to cease on arrival at a Canadian or American port in returning: but excluding mid-Ocean escort force):—

	From 1st April to 31st May, 1945.	From 1st June, 1945.
	£	£
Cruiser	13,876	11,499
Light Fleet Carrier (excluding charges for airplanes, air stores, and airplane ammunition, liability for which is under discussion with Canada).	14,606	12,025
A.A. Ship	10,186	8,304
Tribal Destroyer	7,381	5,863
Fleet Destroyer	6,721	5,305
River Destroyer	5,434	4,321
L.S.I.(M)	8,166	—
Frigate	4,396	3,266
Corvette ("Castle")	2,394	2,119
Corvette ("Flower")	2,349	2,034
Minesweeper ("Bangor")	1,676	1,467

(b) In the Pacific Area (to apply to all ships which have passed east of the 45° meridian (Suez) and west of the 180° meridian on passage to or from or on operations until such ships return to a Canadian or American port, notwithstanding that, in the meanwhile, they may cross and re-cross the meridian several times):—

	From 1st April, 1945. £
Cruiser	17,470
Light Fleet Carrier (excluding charges for airplanes, air stores and airplane ammunition, liability for which is under discussion with Canada).	18,410
A.A. Ship	12,830
Tribal Destroyer	9,366
Fleet Destroyer	8,527
Frigate	5,489
Corvette ("Castle")	3,130

(c) Mid-ocean escort force (to apply to all ships of escort groups actually operating on 1st April, 1945, or subsequently until termination of mid-ocean convoy escort, irrespective of turn-about periods in port in Newfoundland or U.K.):—

	From 1st April to 31st May, 1945.	From 1st June, 1945.
	£	£
Frigate	3,063	2,211
Corvette ("Castle")	1,600	1,384
Corvette ("Flower")	1,590	1,365

6. The Royal Canadian Navy has undertaken to report monthly to D.N.A. the disposition of its ships in the respective theatres during the previous months. D.N.A. will pass this information to the departments concerned.

7. The Canadian Government will make interim monthly payments of the amounts estimated to be due; these payments to be adjusted as may be necessary at six-monthly intervals.

8. The agreement operates only from 1st April, 1945. Claims for services and supplies before that date should be rendered in the usual way.

9. Claims for charges incurred before 1st April, 1945, should be debited to advances paid by Canada on account before 1st April, 1945, or settlement should be made for them.

10. *Special Agreement for H.M. Ships "Nabob" and "Puncher."*—An agreement has also been made with Canada to cover the maintenance (excluding charges for airplanes, air stores and airplane ammunition, which are not payable by Canada) of H.M. Ships "Nabob" and "Puncher" while these vessels remain on loan to the Royal Canadian Navy. In the case of these two vessels the agreement is fully retrospective to the date when they were first commissioned by the Royal Canadian Navy, and is to operate until final de-commissioning, or until the ships are accepted by the Admiralty into category B or C. The agreement therefore operates from 7th September, 1943 as regards H.M.S. "Nabob", and from 5th February, 1944, as regards H.M.S. "Puncher." The maintenance charges do not cover:—

(a) Refits and repairs.

(b) Alterations and additions (which are payable if British by R.N., if Canadian by R.C.N.), and harbour and dock dues, towage and dry dock charges necessarily incurred in connection therewith.

(c) Stores used in (a) or (b).

(d) Pay.

11. The charges agreed are:—

Up to 31st May, 1945	£12,213 per month per vessel.
From 1st June, 1945	£7,973 per month per vessel.

12. *Loaned Vessels.*—Canadian liability for maintenance of vessels on loan from R.N. ceases when the ships are finally de-commissioned or accepted by the Admiralty into category B or C.

13. It has further been agreed with the Canadian Government that on the return to the Royal Navy of vessels loaned to the Royal Canadian Navy all stores on board and all alterations and additions carried out at Canadian expense become the property of the British Government without charge.

14. A.F.O. 3688/45 remains unaffected by this Order, insofar as it relates to issues of victualling stores to ships and establishments not covered by this Order.

15. Reference should be made to the Admiralty if any doubt arises as to liability for a supply or service to a Royal Canadian Navy ship whether included in the lists or not.

16. *Overseas requisitions.*—The normal claim procedure will continue.

(A.F.O. 3688/45.)

5355.—Radar Ratings

(N. 22706/45.—20 Sep. 1945.)

The following amendments are to be made to A.F.O. 5394/44 :—
Table C. Note 3 (b).

"If any of these ratings were recommended for P.O. (Radar) before 1st March, 1944, they should not be transferred to Leading Seaman. Special"

Table E. Against P.R.I. (Plotting and Radar Instructor).

Column 2. Delete "and L.S., R.P.1 and R.P.2" insert "and L.S. passed for P.O."

Column 3. Insert "(a)" before "Recommended by C.O."

Insert "(b) One year's service as R.P.1 or R.P.2 afloat or in an instructional capacity ashore including time as P.O. or L.S. (Radar) R.P. prior to qualification in seamanship."

2. B.R. 1066, Chapter XIV, Article 202 and Appendix IV, No. 116, are being amended accordingly.

(B.R. 1066.)

(A.F.O. 5394/44.)

*5356.—Regulating Branch

(N. 14944/45.—20 Sep. 1945.)

In order to preserve uniformity in training it has been decided to centralize all training in the Regulating Branch in one establishment. This establishment will be known as the Royal Naval Regulating School—short title, R.N. Reg. School. As a temporary measure it is situated at Beechwood Camp, Sparkwell, near Plymouth, and whilst there will be administered by Commodore, Royal Naval Barracks, Devonport.

2. The senior officer of the Regulating Branch will be appointed to the Regulating School to advise on training, policy, etc.

3. It is the intention that all training, courses and examinations for the rates of Leading Patrolman, Regulating Petty Officer and Master-at-Arms shall be completed within the school.

4. *Leading Patrolmen*.—A leading rate known as Leading Patrolman has been established in the Regulating Branch, vide A.F.Os. 6681/44 and 6682/44, and candidates provisionally selected for transfer undergo a course of training at the school.

Physical and Medical Standard.—All volunteers for Leading Patrolman must be of the physical and medical standards for seamen as laid down by A.F.O. 362/45, and medical category 1 (A.F.O. 2255/45).

This course will last about seven weeks, during which period candidates will remain in their former rates. On satisfactory completion of the course, if finally selected they will be transferred to the Regulating Branch as acting Leading Patrolmen.

5. *Advancement to Regulating Petty Officer from Leading Patrolman*.—Course at the Regulating School will be of about six weeks' duration and will be followed by examination. Prior to commencement of the course, candidates will undergo a two weeks' Leadership Course (i.e. Part II of the Petty Officers' Course). Certificate of proficiency in this course is to be forwarded to the R.N. Reg. School when the candidate is drafted for course.

Leading Patrolmen may be recommended for the course any time after confirmation, recommendations being forwarded to the Commanding Officer of the Regulating School, through the Commodore of the rating's port division.

Ratings will be placed on depot advancement rosters, based on the date of recommendation for the course, for advancement to Acting Regulating Petty Officer as vacancies arise.

Arrangements will be made for recommended candidates to take the course as soon as possible.

6. *Advancement to Master-at-Arms from Regulating Petty Officer*.—Rules for advancement are laid down in B.R. 1066, Appendix 1, No. 12. These will remain as before, except that all examinations will be conducted at the Regulating School.

Course at the Regulating School will be of about four weeks' duration and will be followed by examination. Recommendations of qualified ratings to undergo the course are to be forwarded to the Commanding Officer of the Regulating School, through the Commodore of the rating's port division.

Eligible candidates afloat who have not been able to take the course prior to draft will be allowed to take a "provisional" written examination. Application for examination is to be made to the Commanding Officer, R.N. Reg. School, through the Commodore of the rating's port division. Papers will be prepared and marked by examiners at R.N. Reg. School.

On return to depot, such ratings are to be discharged to the school for the course. Ratings who have passed provisionally, but who have not completed the course when they become due for advancement from the roster, will be advanced on an acting basis. Confirmation in rate will be subject to passing the required examination at the school.

Arrangements will be made for recommended candidates to take the course as soon as possible.

7. *Promotion to Warrant Master-at-Arms from Master-at-Arms*.—Course will be held at the R.N. Reg. School. The educational standard required is as laid down in K.R. & A.I., Appendix XII, Part 14, paragraph 2, plus practical mathematics as a compulsory subject. A professional examination, written and oral, will be held on all subjects dealt with by the Regulating Branch, followed by a disciplinary course combined with a Provost Course at the Regulating School. Masters-at-Arms already qualified under the old regulations will remain on the roster and be given a refresher course immediately on promotion.

8. These revised conditions become operative as from the 13th September, 1945.

9. *Refresher Courses*.—(a) To ensure a uniformity in training and methods it is desirable that all Regulating Petty Officers and Masters-at-Arms should be sent to the school for a short refresher course.

(b) Arrangements for such courses should be made direct between authorities concerned and the Commanding Officer of the Regulating School.

(c) No reliefs, however, can be provided at the moment and ratings should be sent as and when they can be spared.

(d) Only continuous service ratings or those in a late age and service group should be sent.

10. *Employment of Leading Patrolmen*.—It is important that trained Leading Patrolmen on shore should be employed only on duties consistent with their training. Further instructions will be issued for their employment at sea.

11. *Dress of Ratings Employed on Provost Duties* :—

(A) *Leading Patrolmen* will wear :—

(a) Class II uniform with a crown (badges, Pattern 247A and 247B) worn on the right arm in the usual position for ratings in Class II uniform.

(b) Web anklets, Army pattern; web belt, Pattern 1937, whistle and armet are to be provided on personal loan.

(c) Anklets and belt are to be whitened.

(d) Pending further instructions, watch coats are to be provided as and when required from stocks held for ordinary loan issue.

Depots are to ensure that ratings are properly equipped before they are drafted.

(B) *Ratings employed on standing patrol or provost duties* are to be provided with equipment as at (b), (c) and (d) in (A) above.

(C) *Ratings other than Leading Patrolmen landed from ships for patrol or provost duties to supplement existing patrols* will continue to wear green equipment.

(D) *Regulating Petty Officers*.—No alteration will be made for the present in the arrangement under which ratings transferred from other branches to the Regulating Branch as *Acting P.O.s.*, wear Class III uniforms with gilt buttons, and Pattern 49 cap badge if confirmed P.O.s. in their old branch, or Class III uniforms with black buttons, and Pattern 32 (red) cap badge if below the rate of *confirmed P.O.* in their old branch. The matter will be reviewed when Leading Patrolmen become due for advancement.

12. K.R. & A.I. and B.R. 1066 will be amended as necessary.

(*B.R. 1066, Appendix I, Nos. 12, 13 and 13a.*)

(*K.R. & A.I., Appendix XII, Part 14, paragraph 2.*)

(*A.F.O.s. 5396/44, 6681/44, 6682/44, 362/45 and 2255/45.*)

5357.—Substantive Promotion of Re-employed Retired and Emergency List Officers

(C.W. 19680/45.—20 Sep. 1945.)

With reference to A.F.O. 4715/45, the following Retired and Emergency List Officers who have served with distinction and have proved themselves fully capable of carrying out efficiently the duties associated with higher rank have been granted substantive promotion on the Retired and Emergency Lists to date 3rd September, 1945.

Promoted to Captain, R.N. (Retd.)

- *Captain The Hon A. D. Cochrane, G.C.M.G., K.C.S.I., D.S.O., R.N. (Retd.)
- Acting Captain E. S. Graham, R.N. (Retd.)
- Commodore (2nd Class) R. G. H. Linzee, C.B., C.B.E., R.N. (Retd.)
- *Captain G. H. Roberts, C.B.E., R.N. (Retd.)
- *Captain R. C. F. Ryan, R.N. (Retd.)
- Acting Captain W. G. A. Shuttleworth, R.N. (Retd.)
- *Captain H. W. Wyld, D.S.O., R.N. (Retd.)

Promoted to Commander, R.N. (Retd.)

- Acting Captain Lord Ampthill, C.B.E., R.N. (Retd.)
- Acting Captain R. G. Arnot, R.N. (Retd.)
- *Commander S. E. Axtan, R.N. (Retd.)
- *Commander P. H. Baker, O.B.E., R.N. (Retd.)
- Acting Commander A. H. Banks, O.B.E., R.N. (Retd.)
- *Commander K. M. B. L. Barnard, R.N. (Retd.)
- Acting Commander G. K. Boatfield, R.N. (Retd.)
- Acting Commander W. V. Brimacombe, R.N. (Retd.)
- Acting Captain J. O. Campbell, D.S.O., O.B.E., D.S.C., R.N. (Retd.)
- *Commander D. M. Cann, R.N. (Retd.)
- Acting Commander The Hon. R. D. Coleridge, O.B.E., R.N. (Retd.)
- Acting Commander R. J. E. Daintree, R.N. (Retd.)
- Acting Commander J. F. Denman, R.N. (Retd.)
- Acting Captain S. H. Dennis, D.S.C., R.N. (Retd.)
- Acting Commander G. C. R. Evans, R.N. (Retd.)
- Acting Commander G. F. Evans, R.N. (Retd.)
- Acting Commander W. G. Everitt, R.N. (Retd.)
- Acting Commander F. C. Fellowes-Gordon, D.S.C., R.N. (Retd.)
- *Commander R. H. C. Featherstonhaugh-Frampton, R.N. (Retd.)
- Acting Commander N. C. M. Findlay, R.N. (Retd.)
- Acting Commander C. O. Foley, O.B.E., R.N. (Retd.)
- Acting Commander R. B. Ford, R.N. (Retd.)
- Acting Commander T. S. L. Fox-Pitt, O.B.E., R.N. (Retd.)
- Acting Commander Lord Gifford, R.N. (Retd.)
- *Commander A. O. Gillett, R.N. (Retd.)
- Acting Commander H. F. P. Grenfell, D.S.C., R.N. (Retd.)
- Acting Captain E. J. Guinness, D.S.C., R.N. (Retd.)
- Acting Commander E. N. Haines, D.S.C., R.N. (Retd.)
- Acting Commander A. N. Harding, R.N. (Retd.)
- Acting Captain A. H. Hillgarth, C.M.G., O.B.E., R.N. (Retd.)
- Lieutenant Commander T. M. Horsfall, O.B.E., R.N. (Retd.)
- Lieutenant Commander G. E. H. House, R.N. (Retd.)
- Acting Commander J. M. D. Hunter, R.N. (Retd.)
- Acting Commander J. R. James, R.N. (Retd.)

- Acting Commander L. H. James, R.N. (Retd.)
- Acting Commander A. C. G. Jolley, R.N. (Retd.)
- Acting Commander F. A. I. Kirkpatrick, R.N. (Retd.)
- Acting Commander H. F. G. Leftwich, R.N. (Retd.)
- Acting Commander C. A. Long, R.N. (Retd.)
- Acting Commander G. L. Lewis, A.F.C., R.N. (Retd.)
- Acting Commander K. A. McKenzie, R.N. (Retd.)
- Acting Commander R. H. Mandley, R.N. (Retd.)
- Acting Commander G. E. Marshall, R.N. (Retd.)
- *Commander R. P. Martin, D.S.C., R.N. (Retd.)
- Acting Commander E. Millen, R.N. (Retd.)
- Acting Commander W. H. Moloney, D.S.C., R.N. (Retd.)
- Acting Commander R. G. Mowat, R.N. (Retd.)
- Acting Commander F. E. Munday, R.N. (Retd.)
- Acting Commander C. F. Nock, D.S.O., R.N. (Retd.)
- Acting Commander D. F. Painter, D.S.C., R.N. (Retd.)
- Lieutenant-Commander T. C. Pearson, D.S.C., R.N. (Retd.)
- Acting Commander F. J. Phillips, R.N. (Retd.)
- Acting Commander L. H. Phillips, R.N. (Retd.)
- Lieutenant-Commander A. W. Preston, R.N. (Retd.)
- Acting Commander H. H. Robson, R.N. (Retd.)
- Acting Commander The Hon. G. G. R. Rodd, R.N. (Retd.)
- Acting Commander E. P. G. Sandwith, O.B.E., R.N. (Retd.)
- Acting Captain M. H. Scott, R.N. (Retd.)
- Acting Commander K. A. Sellar, D.S.O., D.S.C., R.N. (Retd.)
- Acting Commander G. R. H. Smith, R.N. (Retd.)
- Acting Commander E. E. Swann, R.N. (Retd.)
- Acting Commander C. R. de B. L. Townshend, R.N. (Retd.)
- Acting Commander D. N. Venables, D.S.C., R.N. (Retd.)
- Acting Commander C. R. Whitcroft, R.N. (Retd.)
- Acting Commander A. H. Wynne-Edwards, D.S.C., R.N. (Retd.)

Promoted to Commander, R.N. (Emergency)

- Acting Commander C. P. McG. Armstrong, R.N. (Emergency)
- *Commander Earl Beatty, D.S.C., R.N. (Emergency)
- Acting Captain D. A. Bingley, R.N. (Emergency)
- Acting Commander L. K. A. Block, R.N. (Emergency)
- Acting Commander R. H. Bristowe, D.S.O., R.N. (Emergency)
- Acting Commander H. S. Cooper, R.N. (Emergency)
- Acting Commander H. C. Coysh, R.N. (Emergency)
- Acting Commander G. M. Daintry, R.N. (Emergency)
- *Commander Sir H. T. Dawson, R.N. (Emergency)
- Acting Commander V. A. C. H. G. de Mauny, R.N. (Emergency)
- Acting Commander R. C. Gervers, R.N. (Emergency)
- Acting Commander A. M. Harris, R.N. (Emergency)
- Lieutenant-Commander R. J. Harrison, O.B.E., R.N. (Emergency)
- Acting Commander E. G. Heywood-Lonsdale, D.S.C., R.N. (Emergency)
- Acting Commander L. S. Holland, O.B.E., R.N. (Emergency)
- Acting Commander D. S. Hore-Lacy, R.N. (Emergency)
- *Commander R. E. S. Hugonin, D.S.C., R.N. (Emergency)
- Acting Commander C. D. A. Irvine, D.S.C., R.N. (Emergency)
- Acting Captain R. J. B. Kenderdine, R.N. (Emergency)
- Acting Commander L. C. A. Leefe, R.N. (Emergency)
- Acting Commander W. J. Melrose, O.B.E., D.S.C., R.N. (Emergency)
- Acting Commander V. I. H. Mylius, D.S.C., R.N. (Emergency)
- Acting Commander G. Nelson, D.S.C., R.N. (Emergency)
- *Commander R. M. Prior, D.S.O., D.S.C., R.N. (Emergency)
- *Commander W. L. Puxley, O.B.E., R.N. (Emergency)
- Acting Commander S. G. C. Rawson, O.B.E., R.N. (Emergency)
- Acting Commander J. W. Rayner, R.N. (Emergency)
- Acting Commander L. R. Romer, R.N. (Emergency)
- Acting Captain Lord Teynham, D.S.O., D.S.C., R.N. (Emergency)
- Acting Captain R. C. Todhunter, R.N. (Emergency)
- *Commander C. G. Vyner, R.N. (Emergency)
- Acting Captain A. W. P. Welman, D.S.O., D.S.C., R.N. (Emergency)

Promoted to Lieutenant-Commander (Retd.)

Acting Lieutenant-Commander A. B. W. Allport, R.N. (Retd.)
 Acting Lieutenant M. L. Bernacchi, R.N. (Retd.)
 Acting Lieutenant-Commander D. G. Boyle, R.N. (Retd.)
 Acting Commander G. Cater, R.N. (Retd.)
 Acting Lieutenant-Commander J. W. Cortlandt-Simpson, R.N. (Retd.)
 Acting Lieutenant-Commander A. P. C. Hopkinson, R.N. (Retd.)
 Acting Lieutenant-Commander D. H. Johnson, R.N. (Retd.)
 Acting Lieutenant-Commander P. R. L. Keelan, R.N. (Retd.)
 Acting Lieutenant Commander H. T. Middleton, R.N. (Retd.)
 Acting Lieutenant Commander H. E. Pretyma, R.N. (Retd.)
 Acting Lieutenant Commander F. W. B. Ramsay, R.N. (Retd.)
 Acting Commander J. O. S. Wilde, D.S.C., R.N. (Retd.)

Promoted to Lieutenant Commander R.N. (Emergency)

Acting Lieutenant Commander Viscount Bridport, R.N. (Emergency)
 Acting Lieutenant Commander J. C. Bullock, R.N. (Emergency)
 Acting Lieutenant Commander G. J. B. Noel, R.N. (Emergency)

Promoted to Engineer Captain R.N. (Retd.)

Engineer Commander H. C. Curtis, D.S.M., R.N. (Retd.)

Promoted to Commander (E), R.N. (Retd.)

Acting Captain (E) G. W. B. Hext, R.N. (Retd.)

Promoted to Engineer Commander, R.N. (Emergency)

Acting Engineer Commander L. J. Mesurier, R.N. (Emergency)

Promoted to Commander (E), R.N. (Emergency)

Acting Commander (E) T. S. Lee, R.N. (Emergency)
 Acting Commander C. D. Milward, R.N. (Emergency)

Promoted to Captain (S), R.N. (Retd.)

Acting Captain (S) H. R. H. Vaughan, O.B.E., R.N. (Retd.)
 Acting Captain (S) F. W. Wedgewood, R.N. (Retd.)

Promoted to Surgeon Commander R.N. (Retd.)

Acting Surgeon Commander Ommanney-Davis, R.N. (Retd.)

Promoted to Captain, R.N.R. (Retd.)

Acting Captain H. Auten, V.C., D.S.C., R.D., R.N.R. (Retd.)
 Acting Captain M. H. J. Bennett, R.D., R.N.R. (Retd.)

Promoted to Commander, R.N.R. (Retd.)

Acting Commander A. Ayre, R.N.R. (Retd.)
 Acting Commander C. E. N. Francome, R.N.R. (Retd.)
 Acting Commander G. W. A. T. Irvine, R.N.R. (Retd.)
 Acting Commander F. Jeyes, R.N.R. (Retd.)
 Acting Commander J. S. Landers, R.N.R. (Retd.)
 Acting Commander H. E. Morrison, R.N.R. (Retd.)
 Acting Commander L. Newman, R.N.R. (Retd.)
 Acting Commander K. A. S. Phillips, R.N.R. (Retd.)
 Acting Commander L. R. Sharp, R.N.R. (Retd.)
 Acting Commander E. J. Thomas, R.N.R. (Retd.)
 Acting Commander D. F. White, R.N.R. (Retd.)
 Acting Commander A. S. Winton, R.N.R. (Retd.)

Promoted to Lieutenant-Commander, R.N.R. (Retd.)

Acting Commander V. N. Ford, R.N.R. (Retd.)
 Acting Lieutenant Commander G. C. Hocart, R.N.R. (Retd.)

Promoted to Commander (E), R.N.R. (Retd.)

Acting Commander (E) J. C. McGuire, R.D., R.N.R. (Retd.)

Promoted to Captain, R.N.V.R. (Retd.)

Acting Captain W. Carnall, R.N.V.R. (Retd.)

Promoted to Commander, R.N.V.R. (Retd.)

Acting Commander C. C. Severs, R.N.V.R. (Retd.)

Promoted to Engineer Commander, R.N. Special Reserve (Retd.)

Acting Engineer Commander A. B. Blake, R.N. Sp. Res. (Retd.)
 Acting Engineer Commander J. A. Bolton, R.N. Sp. Res. (Retd.)
 Acting Engineer Commander C. A. L. Booth, R.N. Sp. Res. (Retd.)
 Acting Engineer Commander G. W. Goddard, R.N. Sp. Res. (Retd.)
 Acting Engineer Commander A. Hamilton, R.N. Sp. Res. (Retd.)
 Acting Engineer Commander E. D. Hawthorn, R.N. Sp. Res. (Retd.)
 Acting Engineer Commander N. Lockhart, R.N. Sp. Res. (Retd.)
 Acting Engineer Commander H. J. Nicholson, R.N. Sp. Res. (Retd.)
 Engineer Lieut. Commander J. Paterson, R.N. Sp. Res. (Retd.)
 Acting Engineer Captain A. R. W. Richardson, O.B.E., R.N. Sp. Res. (Retd.)

Promoted to Colonel, R.M. (Retd.)

Acting Colonel S. J. Bassett, R.M. (Retd.)

Promoted to Lieutenant-Colonel R.M. (Retd.)

Major G. F. Haszard, C.B.E., D.S.C., R.M. (Retd.)
 Acting Lieutenant Colonel E. H. M. Unwin, R.M. (Retd.)

Promoted to Major R.M. (Retd.)

Captain K. E. Previte, O.B.E., R.M. (Retd.)
 *Major F. Russell, R.M. (Retd.)
 Captain W. J. Stuart, O.B.E., R.M. (Retd.)
 *Major G. Underhill, O.B.E., D.S.C., R.M. (Retd.)

Promoted to Captain, R.M. (Retd.)

Lieutenant T. F. Connew, R.M. (Retd.)
 Acting Major E. S. Lewis, D.S.C., D.S.M., R.M. (Retd.)
 Acting Major T. W. M. Wood, R.M. (Retd.)

* Denotes those officers who had previously been granted the War Service rank in accordance with A.F.O. 2995/45.

(A.F.Os. 2995/45 and 4715/45.)

***†5358.—Naval Salvage Money—Distribution**

(D.N.A./S. 321/44.—20 Sep. 1945.)

The following award is now ready for distribution by the Director of Navy Accounts:—

Award for the salvage of s.s. "Orama" by H.M.B.D.Vs. "Barranca", "Barbican" and "Signet" and H.M.R.Ts. "St. Mellons" and "St. Martin" on 1 June, 1940.

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

	"Barranca"			"Barbican"					
	£	s.	d.	£	s.	d.			
6th Class	24	1	8	29	6	9			
7th Class	19	5	4	23	9	5			
8th Class	—	—	—	19	11	3			
9th Class	12	16	11	15	12	11			
10th Class	9	12	9	11	14	8			
11th Class	8	0	8	9	15	7			
12th Class	4	16	5	5	17	5			
	"Signet"			"St. Mellons"			"St. Martin"		
	£	s.	d.	£	s.	d.	£	s.	d.
3rd Class	—	—	—	—	—	—	44	18	6
4th Class	41	2	10	—	—	—	—	—	—
5th Class	—	—	—	30	18	6	—	—	—
6th Class	24	13	8	23	4	0	—	—	—
7th Class	19	15	0	18	11	2	17	19	4
8th Class	—	—	—	15	9	2	14	19	5
9th Class	13	3	3	12	7	5	11	19	6
10th Class	9	17	6	—	—	—	8	19	9
11th Class	8	4	8	7	14	8	7	9	10
12th Class	4	18	10	4	12	10	—	—	—

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

5359.—†Admiralty Surgeons and Agents—Additional Appointments

(C.E. 18816/45, C.E. 19172/45.—20 Sep. 1945.)

The undermentioned appointments as Admiralty Surgeons and Agents have been made:—

Place	Name	Address	Remarks
Sheerness ...	Mr. M. de Lacey, O.B.E., T.D., M.B., B.S.	Alexandra Villa, 19, Marine Parade, Sheerness, Kent. Telephone— Sheerness 114.	Reappointed: <i>Vice</i> Mr. J. C. Hutton.
Chester ...	Mr. W. I. D. Scott, M.D., M.B., Ch.B.	30, Curzon Park, Chester. Telephone—33.	<i>Vice</i> Mr. W. J. A. Russell.
Esher ...	Mr. G. A. Stocker- Harris, M.R.C.S., L.R.C.P.	Buckland House, Esher, Surrey.	<i>Vice</i> Mr. W. Brown

(A.F.O. 5140/45.)

*5360.—W.R.N.S. Competition—Design and Art

(N. 13704/45.—20 Sep. 1945.)

The Royal Society of Arts, London, has undertaken to organize and judge a competition in Design and Art open to all W.R.N.S. Officers and ratings, at home and overseas.

2. Prizes to the total value of £94 10s. will be awarded in the form of National Savings Certificates. The number of prizes awarded in any one class will not necessarily be constant, but roughly they will be:—

First prize ...	£6 10s. National Savings Certificates
Second prize ...	£4 10s. National Savings Certificates
Third prize ...	£2 10s. National Savings Certificates

3. No design may exceed 30-in. × 20-in. flat.

4. Competitors may enter for more than one class but for only one section in each class and one design in each section.

5. Each design must bear the candidate's name and address and the class and section for which it is entered on the back in the bottom left-hand corner. This information will be covered when the designs are being judged, and the judges will not be informed of the candidates' names until after the awards have been made.

6. Entries must reach the Royal Society of Arts, John Adam Street, Adelphi, London, W.C.2, by 31st October, 1945, for Home ships and establishments, and by 31st December, 1945, for ships and establishments overseas, packages to be marked at the top left-hand corner "Competition—Design and Art".

7. All designs will be returned to their owners on condition that cost of postage is enclosed for the purpose.

Class A

Design for

(i) Either

- Woven or printed furnishing or dress textile, or
- Printed silk satin for a dance frock, or
- Woven curtain fabric, or
- Printed linen crash for loose covers.

- Piece of needlework tapestry for the top of a stool in bleached sycamore.
- Dinner or tea service—plates, dishes, coffee, cups, etc.

Class B

Design for

- Book plate.
- Jacket for crown octavo book.
- Naval calendar or Naval Christmas card.

Class C

Design for

- Drop curtain for a ballet company.
- Stage set for the last scene (scene at The Golden Gate) of Flecker's "Hassan".
- Costume for character in "Twelfth Night".

Class D

Design for

- Menu for a Peace Celebration dinner.
- Inn sign.
- Coat of arms for a ship not in the Navy List.
- Lettering section—a Shakespeare sonnet, or some verses from "The Song of Solomon".

Class E

- Woodcut or lino-cut—black and white or coloured.
- Watercolour.
- Charcoal drawing.
- Etching.
- Pen and ink.

Class F

- Wedding dress and trousseau.
- Set of buttons, belt-buckle and dress clip.

Class G

Poster design to stimulate interest in discussion groups or correspondence courses.

5361.—W.R.N.S.—Immobiles—Cessation of Compulsory Transfer to Mobile Branch

(N/C.W. 50871/45.—20 Sep. 1945.)

W.R.N.S. ratings who have been enrolled in or transferred to the immobile branch are no longer liable to be compulsorily transferred to the mobile branch but they may still volunteer to undertake mobile service if they so wish.

2. It therefore follows that immobile ratings who become redundant in their own category for any reason are to be accorded the special "redundancy" terms of transfer if they volunteer to change their category, either as mobiles or immobiles, or are otherwise to be discharged "in excess of establishment" with Class A release benefits. All previous instructions to the contrary are to be regarded as modified accordingly.

(A.F.O. 4442/45.)

(A.F.Os. 5647/42 and 3386/44 are cancelled.)

5362.—W.R.N.S.—Employment of W.R.N.S. Officers in the Air Engineering Department at Naval Air Stations

(C.W. 44376/45.—20 Sep. 1945.)

It has been decided that W.R.N.S. officers shall be employed in the air engineering department at Naval air stations as Air Engineer Officers' Assistants and Storage Assistants.

2. *Air Engineer Officers' Assistants.*—W.R.N.S. officers are required to take charge of the Air Engineer Officers' office at Naval air stations, and should be selected from the following categories:—

- Wren Writers in the Air Engineer Officers' department.
- Wrens with Naval Air Branch secretarial experience.
- Wren Air Mechanics (A), (E) and (L), suitable for secretarial appointments.

3. *Storage Assistants*.—W.R.N.S. officers are required for duties in connection with the equipment and maintenance of aircraft in stores and should be selected from Wren Air Mechanics (A), (E) and (L).

4. To be eligible for promotion to officer rank Wren Air Mechanics (A), (E) or (L), must have served at least four months as such excluding time under training, and must be qualified to sign Form 700.

5. Commanding Officers are, in the first instance, to forward recommendations on Form S.1530 to Admiral (Air) *via* Superintendent, W.R.N.S., of the command concerned.

6. Admiral (Air) will arrange for candidates recommended for duties as *Storage Assistants* in accordance with paragraph 3 to undergo a preliminary professional examination at the School of Aircraft Maintenance, R.N. Air Station, Worthy Down. Forms S.1530 and service documents for successful candidates will be forwarded to the Director, W.R.N.S., by Admiral (Air).

7. Those considered suitable will appear before a W.R.N.S. Officers' Selection Board, and, if successful, will undergo the officers' training course. Candidates referred to in paragraph 6 above will, on passing their preliminary examination, be retained at Worthy Down until called to the Officers' Selection Board, and return afterwards until called to the Officers' Training Course.

8. Storage Assistants will be considered as being under training for the first month of their initial appointment, after which they will be available to fill certain Junior Air Engineer Officers' appointments in the storage sections.

9. A number of vacancies exist at the present time for these officers, and recommendations for suitable candidates should be forwarded as soon as possible.

(A.F.O. 3335/45 is cancelled.)

5363.—W.R.N.S.—Short Courses in Japanese

(C.W./N. 21925/45.—20 Sep. 1945.)

No further Japanese language courses are being held. A.F.O. 3159/45 is accordingly to be cancelled.

(A.F.O. 3159/45 is cancelled.)

5364.—W.R.N.S. Ratings of Supply and Secretariat Branch Categories— Examinations for

(N. 21077/45.—20 Sep. 1945.)

The following additional cross heading and paragraph are to be inserted in A.F.O. 1519/45, following paragraph 15:—

Notation on Form S.442 and other documents

15a. The fact of a candidate having passed or failed an examination is to be noted on Form S.442, her Conduct Sheet, S.1523, and in the Ledger. The fact of her having passed an examination is also to be noted on her Service Certificate, S.1517. The marks obtained are to be shown in percentages and the notations "V.G.", "Good" and "Fair" are not to be used.

(A.F.O. 1519/45.)

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

5365.—Aircraft—Ammunition—Motor Rocket Aircraft—Saddle Positioning Jig, 3-in., No. 2, Mark II

(G.014954/45.—20 Sep. 1945.)

Saddle positioning jigs, 3-in., No. 2, Mark II, are being introduced as "universal" jigs for use with the following Rocket Saddles and Projectors:—

British Saddles—

Nos. 3, 4, 5 and 8.

American Saddles—

Patterns A and B.

British Projectors—

Marks IIIA, IIIB, V, VI and VIII.

Single rounds and tier carriage loads.

American Launchers—

Mark 5, Mod. 1, 2, 3 and 4.

Single Rounds.

2. *Supply*.—When available off production jigs, Saddle Positioning Rocket Aircraft, 3-in., No. 2, Mark II, will be supplied, packed one per box, M.217, Mark I, on the same scale as the jigs, Saddle, Positioning Rocket Aircraft, 3-in., No. 1, Mark II, at present in service.

5366.—Aircraft—Bombs—Pistol, A/C Bomb, Tail, No. 65, Mark I—Introduction

(G. 04426/45.—20 Sep. 1945.)

Pistol A/C, Bomb, Tail, No. 65, Mark I (A.F.O. Diagram 345/45) will shortly be introduced into service to supersede the Pistol No. 30.

It provides greater safety in tail fuzed bombs and ensures positive separation of the arming fork and striker on arming, and also positive locking of the striker until arming is complete. These features are achieved by combining the arming fork and arming screw and assembling this component through a tapped hole in the pistol body diaphragm into the tapped hole in the striker.

2. *Description*.—The pistol consists essentially of the following components:—

- (i) A brass body as in the Pistol No. 30 but without the green band around the head and with the radiused hole in the cup of the head replaced by a threaded hole.
- (ii) A sharp-pointed steel striker with a central threaded hole.
- (iii) A combined arming screw and arming fork.
- (iv) Spring steel locking clip as on the Pistol No. 30.
- (v) Steel safety stop plate as on the Pistol No. 30.
- (vi) A creep spring holder fitted with a creep spring.

3. *Supply*.—Pistols No. 65, Mark I, will normally be supplied separately in boxes. Should it be necessary to accept from R.A.F. bombs fitted with tail pistols in lieu of transit plugs, bombs so fitted will be clearly stencilled "Pistol No. 65, Mk. I".

Replacements for Pistols No. 30, Marks IV*-VI, in outfits are not to be demanded.

4. *Method of Fuzing*.—The method of fuzing of the pistol No. 65, Mark I, is exactly as for Pistol No. 30, except that the arming vanes are to be rotated two full turns after fitting the tail unit, and not one turn as specified for the later marks of No. 30 Pistol.

5. *Detonators*.—Sensitive type detonators must always be used when fuzing with the pistol.

6. *Functioning.*—When the bomb is released from the carrier, the pistol is armed by rotation of the tail arming vanes, which, turning the pistol arming fork, unscrews the arming spindle from the striker and pistol body.

When the pistol is fully armed—which takes approximately 16½ turns of the arming spindle—the striker is held up only by the action of the creep spring. To prevent rotation of the striker during arming a guide pin positioned in the striker body engages the slot in the striker. On impact, the striker sets forward, overcoming the creep spring and functions the detonator.

(A.F.O. 1556/45.)

(A.F.O. 4587/45 is cancelled.)

**5367.—Aircraft—Bombs and Depth Charges, Mark XI—Supply Arrangements—
½-ton Felco Blocks**

P.S.Os. and Dockyards concerned

(G. 819/44.—20 Sep. 1945.)

It has been found that the hooks on ½-ton Felco blocks, do not accurately conform to B.S.S. 482/33 and as a result will not enter bomb and depth charge lugs without modification.

2. When ordering from Messrs. Felco Hoists Ltd., ½-ton blocks which are to be used for hoisting bombs and depth charges, care should be taken to specify in the order that the hooks supplied with the blocks are required to fit bomb and depth charge lugs.

(A.F.O. 1805/44 is cancelled.)

**5368.—Aircraft—Guns, Hispano, 20-mm.—Belt-feed-mechanisms—Introduction of
Stops, link R.A.F. Ref. 7G/1058 and 7G/1057**

(A.S. 8715/45.—20 Sep. 1945.)

The modification to Hispano belt-feed-mechanisms by fitting new pattern link stops, Ref. 7G/1057 and 7G/1058 described in A.P. leaflet 1641F/K-18-W is not required to be carried out in the service. The modification is not retrospective and mechanisms should not be returned to R.N. armament depots for this to be done.

2. Separate instructions will be given to R.N. armament depots.

3. Air Publications should be noted accordingly.

(A.P. 1641F/K-18-W.)

**5369.—Ammunition—Shells, Q.F., 5.25-in., 4.7-in. and 4.5-in., Plugged for No. 16
Tracer—Keys No. 181**

(A.S. 8251/45.—20 Sep. 1945.)

Implements, ammunition, keys No. 181, will shortly become available for issue to ships supplied with shells plugged for No. 16 tracers for tightening up loose tracer plugs. The keys will be issued on the basis of one per gun and one spare to every four guns.

**5370.—Ammunition—Fuzes, Primers and Tubes—Tubes, Vent, Percussion,
0.4-in., Mark VI, Lot 212, Filled P.Hd. 6/42—Withdrawal for Examination**

(A.S. 10270/45/B.89.—20 Sep. 1945.)

It has been reported that boxes of tubes, vent, percussion, labelled as containing Tubes, Vent, Percussion, 0.4-in., Mark VI, Lot 212, filled P.Hd. 6/42 have been found on opening to contain 0.5-in. tubes.

2. Commanding Officers of H.M. ships are to arrange for any boxes so labelled to be returned to the nearest armament depot, replacements from other lots being drawn in lieu.

3. Naval armament depots are to examine the contents of all such boxes held in stock and returned by H.M. ships, and if found to be 0.5-in. tubes amend the labels and stencilling on boxes accordingly.

5371.—Heads, Rocket, Flare 2-in., No. 1, Mark II, Lot 238—Withdrawal

(A.S./C.I.N.O. 3948/45.—20 Sep. 1945.)

Heads, rocket, flare 2-in., No. 1, Mark II, Lot 238 have been rejected at proof. Any heads of this lot on board ships should be dumped in deep water at the first convenient opportunity. If dumping cannot conveniently be carried out, the heads should be landed at the nearest R.N. armament depot. Stocks in depots are to be dumped.

**5372.—Ammunition Supply, Naval Armament Depots—Supply, Tests and Returns of
Ammunition**

(A.S. 15063/44.—20 Sep. 1945.)

A.F.O. 4119/45 is cancelled.

**5373.—Ammunition Supply, Naval Armament Depots—Supply, Tests and
Returns of Ammunition—REPORTS**

(A.S. 15063/44.—20 Sep. 1945.)

Any ships having cartridges of the undermentioned Indexes on board are to report the quantities held to the Director of Armament Supply (Branch B), Bath, as soon as possible:—

<i>Index</i>	<i>Cartridges into which filled</i>
S.P.D. 1134	... B.L. 5-in. 51 Cal.
S.P.D. 1139	... Q.F. 3-in. 50 Cal.
S.P.D.W. 1192	... Q.F. 4-in. 50 Cal.
S.P.D. 1200	... B.L. 5-in. 51 Cal.
S.P.D. 1262	... B.L. 5-in. 51 Cal.
S.P.D. 1292	... B.L. 5-in. 51 Cal.
S.P.D. 1376	... B.L. 5-in. 51 Cal.
S.P.D. 1377	... B.L. 5-in. 51 Cal.
S.P.D. 1382	... B.L. 5-in. 51 Cal.
S.P.D.W. 1449	... B.L. 5-in. 51 Cal.
S.P.D. 1548	... B.L. 5-in. 51 Cal.
S.P.D. 1553	... B.L. 5-in. 51 Cal.
S.P.D. 1565	... B.L. 5-in. 51 Cal.
S.P.D. 1581	... Q.F. 4-in. 50 Cal.
S.P.D.X. 1597	... Q.F. 4-in. 50 Cal.
S.P.D. 1602	... B.L. 5-in. 51 Cal.
S.P.D. 1626	... B.L. 5-in. 51 Cal.
S.P.D.X. 1646	... Q.F. 4-in. 50 Cal.
S.P.D.W. 1738	... Q.F. 3-in. 50 Cal.
S.P.D. 1763	... B.L. 5-in. 51 Cal.
S.P.D. 1765	... B.L. 5-in. 51 Cal.
S.P.D. 1853	... B.L. 5-in. 51 Cal.
S.P.D.X. 1875	... Q.F. 4-in. 50 Cal.
S.P.D.X. 1977	... B.L. 5-in. 51 Cal.
S.P.D.X. 1996	... B.L. 5-in. 51 Cal.
S.P.D.X. 2083	... Q.F. 4-in. 50 Cal.
S.P.D. 2089	... B.L. 5-in. 25 Cal.
S.P.D. 2195	... B.L. 12-in. 50 Cal.
S.P.D. 2353	... B.L. 5-in. 51 Cal.
S.P.D. 2357	... B.L. 5-in. 51 Cal.
S.P.D. 2358	... Q.F. 4-in. 50 Cal.
S.P.D.F. 2383	... B.L. 5-in. 51 Cal.
S.P.D.N. 2436	... B.L. 5-in. 51 Cal.
S.P.D. 2449	... Q.F. 4-in. 50 Cal.
S.P.D.N. 2466	... B.L. 5-in. 51 Cal.
S.P.D. 2475	... B.L. 5-in. 51 Cal.
S.P.D. 2498	... Q.F. 3-in. 23 Cal.
S.P.D. 2558	... B.L. 5-in. 25 Cal.
S.P.D.N. 2586	... Q.F. 3-in. 50 Cal.
S.P.D. 2861	... Q.F. 3-in. 50 Cal.

Index	Cartridges into which filled
S.P.D.N. 2963	Q.F. 40-mm.
S.P.D.N. 2971	Q.F. 3-in. 50 Cal.
S.P.D.N. 3033	Q.F. 40-mm.
S.P.D.N. 3037	Q.F. 40-mm.
S.P.D.N. 3078	Q.F. 40-mm.
S.P.D.N. 3091	B.L. 5-in. 50 Cal.
S.P.D. 3284	Q.F. 40-mm.
S.P.D.N. 3303	B.L. 6-in. 53 Cal.
S.P.D.N. 3306	Q.F. 40-mm.
S.P.D.B. 3347	Q.F. 40-mm.
S.P.D.N. 3587	B.L. 5-in. 51 Cal.
S.P.D.N. 3637	B.L. 5-in. 51 Cal.
S.P.D.N. 3674	Q.F. 40-mm.
S.P.D.N. 3888	Q.F. 4-in. 50 Cal.
	Q.F. 1-in.—1/75 Cal.

5374.—Anti-Aircraft Fire Control—Close Range Weapons—Pom Pom Directors, Marks III*T and IV—Sprag for Scooter Motor Drives to permit Hand Laying and Training with Scooter Motors removed

(G.09392/45.—20 Sep. 1945.)

Ships and Establishments concerned.—All ships and establishments with Pom Pom Directors, Marks III*T and IV, fitted with scooter control.

2. *Purpose of modification.*—To permit hand laying and training of the directors whilst scooter control motor/brake units are removed for maintenance or overhaul.

3. *Nature of modification.*—The modification involves the manufacture and fitting of a sprag to prevent loss of hand laying and training motion through the scooter control differentials when the composite motor/brake units are disconnected from the scooter control elevating and training gear boxes, and at the same time to seal the gear boxes against the entry of foreign matter.

4. *A.F.O. Diagram 348/45* shows the type of sprag to be used for this purpose and indicates the dimensions particular to the two marks of Pom Pom Directors concerned.

5. *The work should be carried out* by ships' staffs at the earliest opportunity to be held in readiness in event of the failure of scooter control motors or brakes.

6. The work should be treated as a defect.

5375.—Guns, 20-mm. Oerlikon—Difficulty of Shipping, Mark II, 300-Knot Sight with Mark I Bracket

(G. 5121/45.—20 Sep. 1945.)

The Mark I bracket of the Mark II, 300-knot sight is fitted with a quick release spring loaded catch which engages in a recess on the breech casing.

2. It is possible, especially in American guns, for the stop face on the breech casing to contact the front end of the bracket before the catch enters its recess which may allow the sight to jump off the gun on opening fire.

3. All guns fitted with this Mark of sight and bracket are to be examined therefore to ensure that the catch engages the recess on the breech casing correctly, adjustment being made to the stop face on the breech casing and/or the recess as necessary.

5376.—Guns—20-mm. Oerlikon—Marks II, IV and VII—Breech Cover

(G. 4233/45.—20 Sep. 1945.)

Experience has shown that the charge edges on the tongue of the breech cover for unloaded guns are liable to cause injury to personnel when the cover is being removed. All breech covers should therefore be modified by reducing the length of the tongue piece and rounding the edges off in accordance with A.F.O. Diagram 349/45.

2. The design has also been strengthened by fitting a pad piece over the butt joint.

(A.F.O. 1350/44.)

(A.F.O. Diagram 187/44 and A.F.O. 3293/44 are cancelled.)

5377.—Gun Mountings—20-mm., Twin, Mark V (C)—Electrically-Driven Pump Unit—Reduction of Noise

Ships concerned

(G. 018554/44.—20 Sep. 1945.)

The "Dowty" relief valve fitted to pump units of Canadian manufacture supplied with the above mountings produces excessive noise which has been the subject of complaint.

2. A modified valve and spring have been designed which give an improved performance.

(a) *Work involved.*—By whom to be done—ships' staff.

(b) Gunmounting Depot, Parkhead, to supply stocks, on order G.Q. 1156/45.

(c) G.M. Depot, Parkhead.

(d) Stocks available now.

(e) Bulk supplies have been distributed as follows:—

Location	Stock allocated	When expected available
Sydney	50 sets	November, 1945
Colombo	20 sets	October, 1945
Durban	5 sets	October, 1945
Simonstown	5 sets	October, 1945
Bombay	10 sets	October, 1945

3. Ships fitted with the Canadian type pump unit should obtain a modified valve and spring for each unit from the nearest source.

4. After fitting, the old valve and spring should be scrapped.

(C.A.F.O. 1189/45.)

5378.—Projectors, Holman, Marks IIA and IIS and Projectiles, Illuminating, No. 1—Disposal

(A.S. 01752/45.—20 Sep. 1945.)

All Holman projectors, Mark IIA (air operated) and Mark IIS (steam operated) are to be scrapped.

2. R.N. Armament Depots at home and abroad are to dispose of all Mark IIA and IIS projectors in stock forthwith, and any subsequently received. Projectors are not to be sent home for scrapping from depots abroad. Items of general utility, e.g. rubber hoses, "Spirax" steam traps and fittings and pressure gauges, providing such items are in fairly good condition, should be recovered. Spare parts, tools and appurtenances special to these projectors should also be disposed of.

3. Marks IIA and IIS projectors mounted in ships and shore establishments should be returned to store as convenient. In the case of ships reducing or expected to reduce to reserve or due for scrapping, however, projectors should be left on board. Preservation is not required.

4. Projectiles, illuminating, No. 1, on-board ships are to be disposed of by dumping in weighted packages. Lids of packages should be firmly secured to prevent the store breaking loose and the packages should be suitably holed to ensure rapid sinking. Where this cannot conveniently be arranged by ships, the projectiles should be returned to the nearest Naval Armament Depot. Naval Armament Depots are to retain stocks pending receipt of disposal instructions which will be issued separately.

5379.—Target Indicating System—Communications—Voicepipe from T.I. Sight to T.I. Room—As. and As.

Fleet Destroyers "Zambesi" Class and later, earlier Fleet Destroyers and "Bay" Class Frigates already fitted with T.I.U.

(G.07077/45.—20 Sep. 1945.)

It has been approved to fit a 3-in. voicepipe to serve between the T.I. Sight (port and starboard where sided sights are fitted, otherwise on the middle line) on the compass platform and the Target Indicating Room, terminating in a bell mouth over the T.I.O's. high chair.

2. Commanding Officers and Administrative Authorities of ships given in the heading (where not already fitted) should insert an item, classification "A", in their approved lists of alterations and additions "to fit a voicepipe between T.I. sight(s) and T.I. room", quoting this Order as authority.

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

5380.—Depth Charge Throwers—Replacement of Defective Ingfield Clips

(A.S. 9121/45.—20 Sep. 1945.)

A number of reports have been received of Ingfield Clips, Pattern 101, fitted to pendants of pull-off attachments for O.M.L. 9·5-in. D.C.T., Mark II, IV and IV*, O.M.L. D.C.T., Mark V, O.M.L. Y gun, D.C.T., Mark III, and American projectors, Mark 6, opening out under the strain when the depth charge has been fired. As a result of this there is the possibility of depth charges being released from ships with the primer in the safe position and the consequent misfire of the depth charge.

2. It has been decided therefore to replace all pendants pull-off fitted with Ingfield Clips, Pattern 101, fitted to O.M.L., 9·5-in. D.C.T., Mark II, IV or IV*, O.M.L. D.C.T., Mark V, O.M.L. Y guns, D.C.T., Mark III, and American projectors, Mark 6, on board ships by clips which have passed a proof load of 150 lbs.

3. Clips which have passed the load required will be marked with the letter "T" for identification.

4. Application should therefore be made to nearest R.N. armament depot at first opportunity for the above quoted pendants to be replaced by a corresponding number which have been tested and have passed the required test load.

5. Requisite instructions to armament depots have been promulgated separately.

(A.F.O. 5178/44.)

5381.—Pistols, D.C., Mark IX** and IX***—Replacement of Rods, Safety, St. No. 6781 with Thimble Sweated to the Rod

(A.S. 0887/45.—20 Sep. 1945.)

Instances have been reported of pistols, depth charge, Mark IX** and IX***, converted from pistols, D.C., Mark IX and Mark IX* between 24th June, 1943 and 31st March, 1945, being found with the thimble of Rods, safety, St. No. 6781 sweated to the rod.

2. The essential feature of the rod, safety, St. No. 6781, is that the thimble should be a sliding fit on the reduced portion of the end of the rod and should be secured in place by a shear pin. The shear pin is made so that it shears between close limits of load and upon this feature depends the accuracy of firing of the pistol at its deepest setting. The addition of a fillet of solder between the thimble and rod will increase the load required to shear the pin, consequently upsetting the depth of firing at the deepest setting.

3. Accordingly history sheets of Mark IX** and IX***, D.C., pistols, should be examined and where it is found that conversion of the pistols from Mark IX or IX* to Mark IX** or IX*** was effected between 24th June, 1943 and 31st March, 1945, the pistols concerned should be landed at nearest N.A. depot for examination, other pistols being drawn in lieu.

5382.—Anti-Aircraft Fire Control—Close Range Weapons Sights—U.S. Gunsights, Mark 14—Disposal of Replaced Fuses in Compressor Units

(N.S. 014118/45.—20 Sep. 1945.)

In connection with the replacement of 5-amp. fusetrons in the fuse blocks of air-compressor pump units for Mark 14 gyro gunsights, by 10-amp. Midget enclosed cartridge type fuses, Admiralty Pattern 19240, all 5-amp. fusetrons carried on board should be retained for utilization in other services as and when occasion arises.

(A.F.O. 2440/45 and C.A.F.O. 1401/44.)

5383.—Operating Voltage of Low Power Systems

Ships Concerned

(T. 492/45.—20 Sep. 1945.)

There is reason to believe that the custom of referring to low power systems in H.M. Ships as 22 volt or 20 volt systems has given rise to some misunderstanding in regard to the voltage which should be maintained at the low power switchboard. It is known that there have been cases, chiefly in small ships, where difficulty has been experienced in handling the low power system due to an attempt to keep the switchboard voltage at 22 volts.

2. In any low power system where it is the practice to float a battery of 11 lead-acid cells in parallel with one or more motor generators (this does not include the older "Decentralized" systems which employ back-E.M.F. cells) the voltage on the motor generator bus bars should normally be maintained at 24.

3. The reason for this is that the open circuit voltage of a fully charged battery of 11 cells is approximately 23, and a generator voltage slightly in excess of this is, therefore, required to ensure that the battery not only does not discharge, but receives a slight continuous charge which will replace "standing" losses and keep the battery in a fully charged condition ready to take over the load in an emergency.

4. A further reason, applicable particularly to smaller ships where the battery is in parallel with a single motor generator, is the reduced risk of the low power supply breaker opening on reverse current when the generator voltage drops due to fluctuations in voltage on the ship's high power system. In cases where the low power generator is also used for battery charging up to 33 volts, a small adjustment may require to be made to the line resistance fitted in the positive supply to the field regulator to enable the motor generator to deliver 24.5 volts full load, with the high power voltage 5 per cent. below normal and with the machine hot.

5. The red mark which generally appears on low power voltmeter scales at 22 volts should be erased, a new mark being made at 24 volts.

6. In general, no anxiety need be felt about the effect of a supply pressure of 24 volts on low power apparatus. Should any injurious effects be observed, however, such as overheating of M-type motors, sufficient to result in excessive maintenance or replacements, the voltage should be lowered again, and full details reported to the Admiralty.

5384.—Torpedoes—18-in., Mark XII-XV—After Crank Bearing Bushes—Examination

(T.08955/45.—20 Sep. 1945.)

It is possible that some 18-in. Mark XII-XV engines may have been issued fitted with bushes, aft bearing, crank engine, St. No. 5346A. These have been found to give insufficient running clearance and are not satisfactory.

2. As the marking of components with St. Nos. was not necessarily carried out during the war, the only method of identification may be by measurement. The limits of permissible dimensions are as follows:—

External diameter 2.46 ± 0.001 -in.

Internal diameter 2.16 ± 0.001 (parallel portion after end)".

3. All bushes in engines are to be examined on the next occasions of stripping. Bushes in spare part boxes should also be checked. Any found outside the above limits should be exchanged at the nearest torpedo depot for bushes, St. No. 5346 or 5346B at first opportunity, quoting this Order.

5385.—Torpedo Igniters, Mark XI—Lot Nos. 1 and 999 filled B.R. 2/44—Withdrawal

(A.S. 6131/45.—20 Sep. 1945.)

Igniters, torpedo, Mark XI of Lot Nos. 1 and 999, filled B.R. 2/44, are to be withdrawn from service.

2. Any igniters of these lot numbers on board H.M. ships are to be thrown overboard and replacements demanded as necessary.

5386.—Admiralty Chart Depot, Bombay—Closing of

(H.C. 1945/45.—20 Sep. 1945.)

The Admiralty Chart Depot, Amrut Building, Dougall Road, Ballard Estate, Bombay, has been closed down.

2. Section 4 of the Hydrographic Supplies Handbook (H.51) should be amended accordingly.

(A.F.O. 2019/44.)

5387.—Azimuth Circles—Deterioration

(C.D. 451/45.—20 Sep. 1945.)

It has been found that a small proportion of azimuth circles, Patterns 1950, 1880, 1152, 6703, 2961 and 4302 have, while in service, suffered from deterioration of the plating on the prisms, probably as a result of the action of sea water.

2. All azimuth circles in service should be examined and, if in any instance the plating is found to have deteriorated, a new azimuth circle should be demanded from the ship's storing yard and the defective instrument returned.

3. A new process has been introduced in their manufacture and it is not expected that azimuth circles made subsequent to July, 1945, will be subject to this deterioration.

5388.—W/T Outfits—W/T and R/T Control Outfits KCH, KCJ, KCK, KCL, KCM, KCN, KCO, KCP and KCW—Fitting-out Information

(R.E. 11677/45.—20 Sep. 1945.)

A.S.E. Installation Specification No. B.559/R1 has been prepared to show the method of fitting and wiring W/T and R/T control outfits KCH, KCJ, KCK, KCL, KCM, KCN, KCO, KCP and KCW.

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

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

The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with W/T and R/T control outfits KCH, KCJ, KCK, KCL, KCM, KCN, KCO, KCP and KCW are therefore to apply to the Warship Production Superintendent of their areas for a copy of A.S.E. Specification No. B.559/R1.

4. It is to be noted that Specification No. B.559 and Specification No. B.583 and Addendum A, also any advance fitting-out drawings, etc., which may already have been distributed are superseded by this specification and should be disposed of as confidential waste.

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

5389.—Wireless Transmitter, Type 55M—Fitting—As. and As.*Submarines*

(R.E. 11539/45.—20 Sep. 1945.)

S Class—Item No. 633	} Classification "A".
T Class—Item No. 639	
U Class—Item No. 588	
A Class—Item No. 22	

2. It has been approved to fit Type 55M in all operational submarines in lieu of Type 55.

3. Layout drawings are being forwarded to the appropriate authorities.

4. Stores will be allocated by Admiralty.

(A.F.O. 4929/45 is cancelled.)

5390.—D/F Outfit RH2—Fitting-out Information

(R.E. 11675/45.—20 Sep. 1945.)

A.S.E. Installation Specification No. B.550 has been prepared to show the method of fitting and wiring D/F outfit RH2.

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

3. It is to be noted that Specification No. B.550 (preliminary issue for "Vanguard") and any advance fitting-out drawings, etc., which may already have been distributed are superseded by this specification and should be disposed of as confidential waste.

4. Any additional copies of the specification required should be obtained direct from the Captain Superintendent, Admiralty Signal Establishment, Haslemere, Surrey.

5391.—Radar—Outfits—A.C. Supply Outfit DUZ—Fitting-out Information

(R.E. 11678/45.—20 Sep. 1945.)

A.S.E. Installation Specification No. B.575 has been prepared to show the method of fitting and wiring A.C. supply outfit DUZ.

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

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

The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with A.C. supply outfit DUZ are therefore to apply to the Warship Production Superintendent of their areas for a copy of A.S.E. Specification No. B.575.

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

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

5392.—Radar—Indicator Outfits JL and JM (U.D.U.)—Fitting-out Information

(R.E. 11673/45.—20 Sep. 1945.)

A.S.E. Installation, Specification No. B.556, has been prepared to show the method of fitting and wiring indicator outfits JL and JM.

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

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

The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with indicator outfits JL and JM are therefore to apply to the Warship Production Superintendent of their areas for a copy of A.S.E. Specification No. B.556.

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

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

5393.—Radar—Ranging Outfits RTB and RTE—Pattern W.9081, Panel L.37—Replacement of Transformers, Pattern W.9840

(R.E. 02462/45.—20 Sep. 1945.)

Certain panels L.37 have been produced which are fitted with transformers, Pattern W.9840, as transformer T₁ in figure 7 of RH.649, handbook for ranging outfits RTB and RTE. These transformers are unsuitable for use in panels L.37, and were replaced at an early stage of production by transformers W.9840X and later by transformers 56717.

2. Ships and establishments concerned are to confirm that panels L.37 are fitted with transformers W.9840X or 56717 and not with transformer W.9840. Any transformers W.9840 fitted or held as spares are to be replaced by Pattern 56717 which are to be demanded from the nearest (S) N.S.O. to whom transformers W.9840 are to be returned. Transformers W.9840X are not to be replaced.

3. All stocks of Pattern W.9840 transformers held at yards and bases should be disposed of in accordance with existing instructions and no returns should be accepted on main or repairable ledger charge.

4. All future issues of spare or replacement transformers will be of Pattern 56717.

5394.—Radar—Type SO.13—Addition of Accessory Control Unit

(R.E. 202/45.—20 Sep. 1945.)

Accessory control units for Radar, Type SO.13, are now available and will be supplied to all L.C.N. and certain bases, repair ships and training establishments without demand. Fitting of this unit is to be done by radar maintenance staff.

2. The accessory control unit provides improved ranging and other additional facilities for SO.13.

3. Fitting-out information is included in Specification B.538 for Type SO.13.

4. One copy of "Ships 247", the handbook for the accessory control unit, will be supplied with each equipment. Section 2.2 of this handbook gives the installation procedure.

5. The following points should be noted:—

(a) The P.P.I. and its shock mounts are to be removed. The P.P.I. is to be fitted below the A.C.U. in the supporting cradle supplied with the unit. The four shock mounts are then attached to the supporting cradle preparatory to resiting the equipment.

(b) The conduit supplied is to be fitted between the junction boxes at the rear of the P.P.I. and accessory control unit, and the cable-form supplied is to be taken through this pipe and connected as follows:—

(c) Eight cores are to be connected between terminals 12, 13, 97, 98, 39, 40, H and SH on the P.P.I. and A.C.U. The coaxial cable is to be connected between J on the P.P.I. and DJ on the A.C.U. One spare lead of the cable-form is to be used to bond SH (P.P.I.) to SH (A.C.U.), as the bonding of the coaxial cable cannot be relied upon. No other cables need to be connected to the equipment and the existing wiring is to remain unchanged.

(d) Instructions for the A.C.U. call for the connections between terminals 98 and earth on the P.P.I. to be removed when the A.C.U. is fitted. This connection is *not* to be removed when fitting the A.C.U.

(e) The tag terminal board E701 in the A.C.U. should be shorted between links A and B and between links D and E.

6. It is to be noted that the I.F.F. ON-OFF switch on the A.C.U. will be ineffective since the switch fitted as part of outfit CEK fulfils this purpose.

7. Spares for the A.C.U. will be included with SO.13 equipment spares.

5395.—R.N. Shore Radio Stations—Testing Outfits for use with Wireless and Radar Installations on Shore—Introduction—Reports

(R.N. Shore Wireless Stations, R.N. Air Stations, "Y" Stations, R.N. Shore Radar Stations and Shore Establishments supplied with Radio Apparatus.)

(N.S. 27563/45.—20 Sep. 1945.)

Testing Outfits TOP, TOQ, TOR and TOT

General test equipment required for use with Wireless apparatus fitted on shore is detailed, *inter alia*, in Establishment List "E.791" dated May, 1945. Items of test equipment peculiar to particular sets are shown in the establishment list of those sets and are supplied with sets as appropriate.

2. The principles which govern the allocation of general test equipment are as follows:—

Name of Outfit (1)	Allocation (2)	Remarks (3)
TOP	To stations supplied with "workshop equipment" (see para. 3 below) or allowed a shore station maintenance engineer or a fully qualified technical wireless officer borne for maintenance duties.	This outfit contains certain items of test equipment to supplement outfits TOR at large stations, for use in the main workshop or test room.
TOQ	To stations not entitled to outfit TOP, but allowed two or more outfits TOR.	This outfit contains certain items of test equipment to supplement outfits TOR at medium-sized stations, for use in the main workshop or test room.
TOR	To buildings, containing wireless apparatus, in which a special room is provided as a wireless workshop, although this is not fitted with "workshop equipment" (see para. 3 below).	For local testing purposes in medium-sized and large buildings.
TOT	To buildings, containing wireless apparatus and allowed wireless watchkeepers in which a special room is not provided as a wireless workshop.	For local testing purposes in small buildings, huts or stations.

3. For the purposes of this A.F.O., the "workshop equipment", to which reference is made in paragraph 2, must be allowed solely for the maintenance and repair of wireless apparatus fitted at the station and must consist of at least the following articles (or suitable substitutes) before outfit TOP will be supplied:—

- 1—6½-in. lathe
- 1—3½-in. lathe
- 1—10-in. shaper
- 1—drilling machine
- 1—bench grinder

"workshop equipment" provided for the maintenance of radio equipment fitted in ships or aircraft does not entitle a station to outfit TOP, as separate testing outfits are provided for use with such equipment.

Testing Outfits TOA and TOB

4. General test equipment required for use with Radar apparatus fitted on shore is detailed, *inter alia*, in Appendix A of Establishment List E.506, dated July, 1944, as amended by Errata Nos. 1, 2 and 3. Outfits of test equipment peculiar to particular sets are shown as front page allowances in the Establishment List of these sets and are supplied with sets as appropriate.

5. The principles which govern the allocation of general test equipment are as follows:—

Name of Outfit (1)	Allocation (2)	Remarks (3)
TOA	Each building fitted with radar apparatus and allowed watchkeepers is entitled to Outfit TOA as laid down in Appendix A to list E.506.	This is a small outfit of general radar test equipment suitable for local testing.
TOB	To each station which is allowed a Radar Officer.	This is a full outfit of general radar test equipment suitable for use by the Radar Officer in a main test room.

6. For the purpose of this A.F.O., the expression "Radar Officer" in paragraph 5 above is intended to mean a fully qualified technical officer allowed by complement for the maintenance of shore (as opposed to airborne or shipborne) radar equipment.

7. It should also be noted that certain items included in Outfit TOB are not allowed to stations already allowed these items in Outfits TOP, TOQ, or TOR, vide the notes in List E.506.

8. *Example.*—The following table, showing what is required by a typical Royal Naval Air Station, with and without fully qualified technical officers, may be of assistance to authorities in determining the allowances to which they are entitled. This table is not, of course, any guide to the correct scheme of complement or methods of combining sites:—

Building (1)	One of each of the Outfits shown below is allowed when the complement shown is borne			
	S.S.M.E. and Radar Officer (2)	S.S.M.E. No Radar Officer (3)	Radar Officer No S.S.M.E. (4)	No Technical Officers (5)
(a) Control Building, no workshop	TOT	TOT	TOT	TOT
(b) P.C.B., no workshop	TOT	TOT	TOT	TOT
(c) Receiving Building with workshop but without workshop equipment.	TOR	TOR	TOR	TOR
(d) Transmitting Building with workshop but without workshop equipment.	TOR TOP (i)	TOR TOP (i)	TOR TOQ (ii)	TOR TOQ (ii)
(e) Type YJ	Nil (iii)	Nil (iii)	Nil (iii)	Nil (iii)
(f) Naval Radio Van No. 36 (Type 257MS).	(As allowed on Establishment List E.811 or Van No. 36.)			
(g) Type 93S	Nil (iii)	Nil (iii)	Nil (iii)	Nil (iii)
(h) Type 277F	TOA	TOA	TOA	TOA
(i) Combined Aircraft Direction Building and Type 281 site.	TOT TOA TOB (iv)	TOT TOA	TOT TOA TOB (iv)	TOT TOA

Notes—(i) S.S.M.E. elects to keep TOP in transmitting building as being most convenient for use.

(ii) TOQ is allowed, as two TORs are allowed. Station elects to keep TOQ in the transmitting building as most convenient for use.

(iii) No general testing outfit allowed as there are no watchkeepers. Items peculiar to Type YJ and Type 93S are supplied on the establishment lists of these sets.

(iv) Radar Officer elects to keep TOB at Type 281 site as being most convenient for use.

Demands and Supply

9. *Basis for demands.*—List E.791, dated January, 1945, and List E.506 dated July, 1944, are not to be used as the basis of any demands raised in accordance with paragraph 2 to 8 above: for this purpose reference must be made to List E.791, dated May, 1945, and List E.506, dated July, 1944, as amended by Errata Nos. 1, 2 and 3.

10. *Items in short supply.*—Notwithstanding the remarks in paragraphs 11, 12 and 13 below, items in short supply or not yet in production will be allocated, when available, by Admiralty.

11. *Existing stations.*—Existing stations at home should demand from their storing depots to complete to the appropriate allowances, and services abroad should demand similarly from the nearest appropriate (Superintending) Naval Store Officer.

12. *New construction stations.*—As from the 1st June, 1945, first outfits of testing equipment will be supplied to new construction stations (except plan assembled stations) by their supplying yards, and depots, demands as necessary being raised by the Superintending Naval Store Officer, Haslemere.

13. *Plan assembled stations.*—Issues of the testing outfits will be made as follows without demand by the Superintending Naval Store Officer, Haslemere, with the remaining W/T equipment :—

Testing Outfits	Quantity	Names of stations
TOR	2	To each major plan assembled station
TOP	1	To each major plan assembled station
TOR	2	To each minor or midget plan assembled station
TOQ	1	To each minor or midget plan assembled station

14. *Mobile stations.*—This order does not apply to mobile radio stations, the testing equipment for which is carried on the establishment list of either the Naval radio van concerned or in the general maintenance van (Naval radio van No. 25A).

15. *Use of other outfits on shore.*—Only outfits TOA, TOB, TOP, TOQ, TOR and TOT are to be demanded or supplied for use on shore. This restriction does not apply to outfits required for the maintenance of radio apparatus actually fitted in ships or aircraft.

16. *A.F.Os. cancelled.*—The instructions contained in A.F.O. 1711/44, "Introduction of Relay Test Set for High Speed Signalling Relays", and A.F.O. 5326/44, "W/T Weston Selective Analyser and Super Oscillator for Testing W/T Equipment", are cancelled so far as shore stations are concerned, as the instruments have been included as necessary in the general testing outfits referred to above.

17. *Wavemeters.*—Wavemeter outfits are not included in testing outfits but are dealt with separately for shore stations, as necessary, in other Admiralty Fleet Orders.

18. *Reports.*—For new stations being brought into use on or after 1st June, 1945, administrative authorities concerned are to report the quantities of testing outfits TOP and TOB required, based on the complement of qualified officers allowed to stations and in accordance with the revised establishment lists. These reports should be forwarded to Admiralty, copy to the Captain Superintendent, Admiralty Signal Establishment, Haslemere, and should state the rank and technical status of the officers for whom the outfits are required.

(A.F.Os. 1711/44 and 5326/44.)

5396.—Echo Sounding Installations, Types 754 and 760—Establishment List

(N.S. 28478/45.—20 Sep. 1945.)

Establishment List No. A/S.28, dated 18th August, 1945, of Naval Stores, comprising echo sounding installations for Types 754 and 760 (superseding Establishment List No. A/S.28, dated 14th August, 1941) has been prepared, and copies will be distributed to the services concerned by the Superintending Naval Store Officer, R.N. Store Depot, Copenacre, Hawthorne, Wiltshire.

5397.—Arrester Gear—Sockets, Links and Pins—Modification

Aircraft Carriers

(P. 15100/45.—20 Sep. 1945.)

Experience has shown that certain slight modifications to the fittings, which comprise the connecting links, are desirable. The latest design of these fittings is shown on A.F.O. Diagram 356/45 which supersedes A.F.O. Diagram 247/44, which is now cancelled.

2. Further purchases will be arranged to the latest design.

3. As the new type of fittings is interchangeable with the old, existing stocks and any further receipts of the present types should be issued in preference to the latest design.

4. It is recommended, however, that fittings already held by ships be modified by ship's staff to conform with the new drawing.

(A.F.Os. 4287/44 and 5799/44.)

(A.F.O. Diagram 247/44 is cancelled.)

5398.—Flight Deck Lighting—Fittings and Lamps—Allowance of Spares

Aircraft Carriers

(N.S. 28170/44.—20 Sep. 1945.)

With reference to paragraph 8 of A.F.O. 2627/45 an allowance of spares and lamps for each group of flight deck lighting equipment to Fleet, Light Fleet and Escort Carriers is given in the Appendix to this Order. Table A details the special non-pattern fittings and associated lamps. Table B details the ordinary pattern stores and Table C the procedure for demanding and supply of the stores concerned.

2. This allowance is to be regarded as an authorized establishment and will in future be supplied to all new carriers before they commission. The stock shall be maintained by the Supply Officer on board each vessel concerned and demands for replacements should be forwarded as soon as fittings are utilized. In the case of existing carriers in commission steps are to be taken to supplement the existing stock of spares as necessary.

3. The fittings (excluding illuminated and fluorescent bats and translucent wands) detailed in Tables A and B of the Appendix which are fitted in place are to be dealt with as "portable fittings". Spare fittings are to be dealt with as "permanent naval sea stores" (except windows, Patterns 10176 and 10178, and filters, Pattern 5032, which are "consumable") and accounted for in the Naval Store Account under Subhead F.2B, except where otherwise indicated.

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

APPENDIX

Table "A"—Non-Pattern Fittings and Associated Lamps,

Description of fitting	Lamp for fitting	Fleet and Light Fleet Carriers				British Escort Carriers				American built Escort Carriers			
		Fittings		Lamps		Fittings		Lamps		Fittings		Lamps	
		Instd.	Spare	Instd.	Spare	Instd.	Spare	Instd.	Spare	Instd.	Spare	Instd.	Spare
Carrier identification light	A.P. 6665s	4	1	4	12	—	—	—	—	—	—	—	—
Stanchion light, 12-volt type.	A.P. 8093	6	2	36	144	6	2	36	144	—	—	—	—
Stanchion light, 110-volt type.	A.P. 16128	—	—	—	—	—	—	—	—	6	2	36	144
Signal and homing light, 220-volt type.	A.P. 6621	—	—	—	—	1	—	12	48	—	—	—	—
Signal and homing light, 110-volt type.	A.P. 7911	—	—	—	—	—	—	—	—	1	—	12	48
Obstruction light, 12-volt type.	A.P. 8094	5-15 as reqd	2	5-15 as reqd	24	5-7 as reqd	2	5-7 as reqd	24	—	—	—	—
Obstruction light, 110-volt type.	A.P. 16128	—	—	—	—	—	—	—	—	5	1	5	20
Round-down light—													
Red	A.P. 8093	12	2	12	36	6/10 as reqd	2	6/10 as reqd	36	—	—	—	—
Green	A.P. 8093	3	2	3	12	3	2	3	12	—	—	—	—
Outline light, 12-volt type	A.P. 16021	20/24 as reqd	4	20/24 as reqd	72	34/36 as reqd	4	34/36 as reqd	108	—	—	—	—

Description of fitting	Lamp for fitting	Fleet and Light Fleet Carriers				British Escort Carriers				American built Escort Carriers			
		Fittings		Lamps		Fittings		Lamps		Fittings		Lamps	
		Instd.	Spare	Instd.	Spare	Instd.	Spare	Instd.	Spare	Instd.	Spare	Instd.	Spare
Outline lights, American type, 110-volt.	—	—	—	—	—	—	—	—	—	As originally fitted and supplied by American Authorities.			
Direction light, shining aft :— Port	A.P. 16021	10/12 as reqd	2	10/12 as reqd	36	—	—	—	—	—	—	—	—
Direction light, shining aft :— Starboard ...	A.P. 16021	10/12 as reqd	2	10/12 as reqd	36	—	—	—	—	—	—	—	—
Direction light shining Forward	A.P. 16021	6	2	6	24	—	—	—	—	—	—	—	—
Sector lantern, 220-volt type.	A.P. 6855	2/4 as fitted	1	2/4 as fitted	24	2	1	2	12	—	—	—	—
Sector lantern, 110-volt type.	A.P. 16140	—	—	—	—	—	—	—	—	2	1	2	12
Port & starboard groups— Red, 220-volt	A.P. 6665s	3	1	3	12	3	1	3	12	—	—	—	—
Green, 220-volt	A.P. 6665s	3	1	3	12	3	1	3	12	—	—	—	—
Port & starboard groups— Red, 110-volt	A.P. 8039s	—	—	—	—	—	—	—	—	3	1	3	12
Green, 110-volt	A.P. 8039s	—	—	—	—	—	—	—	—	3	1	3	12
*Turning light, 220-volt type.	A.P. 6665s	2	1	4	24	2	1	4	24	—	—	—	—
*Turning light, 110-volt type.	A.P. 8039s	—	—	—	—	—	—	—	—	2	1	4	24
Repeat Pilot lamp box, 4-volt type.	†A.P. 9823	1	—	As reqd	72	—	—	—	—	—	—	—	—
Repeat Pilot lamp box, 110-volt. type.	†A.P. 16128	—	—	—	—	—	—	—	—	1	—	As reqd	48
Repeat Pilot lamp box, 220/110-volt type :— 220-volt ships ...	†A.P. 16131	—	—	—	—	1	—	As reqd	24	—	—	—	—
110-volt ships ...	†A.P. 16128	—	—	—	—	1	—	As reqd	72	—	—	—	—

Table "B"—Pattern Stores and Fittings and Associated Lamps

Description of fitting	Lamp for fitting	Fleet and Light Fleet Carriers				British Escort Carriers				American built Escort Carriers			
		Fittings		Lamps		Fittings		Lamps		Fittings		Lamps	
		Instd.	Spare	Instd.	Spare	Instd.	Spare	Instd.	Spare	Instd.	Spare	Instd.	Spare
Illuminated bats. 1 set in case comprising :— 2 bats, A.P. 17070 ... 1 centre light, A.P. ... 17071. 12 lamps	— — A.P. 16084	4 2 —	— — —	— — 6	— — 18	4 2 —	— — —	— — 6	— — 18	4 2 —	— — —	— — 6	— — 18
Stop and go light :— Lamp box A.P. 10126 (subhead FIB). Red window, A.P. 10176 (subhead FIB) Green window, A.P. 10178 (subhead FIB)	A.P. 619/8093 — —	3 3 3	— 6 6	6 — —	36 — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —
Fluorescent bats. 1 set in case comprising :— 2 bats, A.P. 17096 ... 6 discs, A.P. 17097 ...	— —	4 4	— 8	— —	— —	4 4	— 8	— —	— —	4 4	— 8	— —	— —
Translucent wand, A.P. 17113.	A.P. 56A	24	—	24	—	16	—	16	—	16	—	16	—
Affirmative indicator, A.P. 17134.	6902S	1/2 as reqd	—	1/2 as reqd	12	1/2 as reqd	—	1/2 as reqd	12	1/2 as reqd	—	1/2 as reqd	12
Adaptors for round down lights :— Red, A.P. 17139 ... Green, A.P. 17140 ...	— —	4 1	2 1	— —	— —	4 1	2 1	— —	— —	— —	— —	— —	— —
Filter for sector light, A.P. 5032.	—	2/4 as fitted	8	—	—	2	6	—	—	2	6	—	—

* This fitting is not yet available for general introduction into service.

† These lamps are also used on the controlling switchboard.

Table "C"

The procedure to be adopted for demanding and supply of the fittings, lamps, etc., is as follows :—

Description of stores	Ships in commission	Ships under construction
<i>Fittings :—</i> For installation and as spares.	<i>Stores detailed in Table "A"</i> Requirements to be demanded from Director of Electrical Engineering, Admiralty, Bath, giving full description in accordance with the table.	Supply will be arranged without demand by the Director of Electrical Engineering, Admiralty, Bath.
<i>Lamps :—</i> For installation ...	Requirements to be demanded from storing yard or depot.	To be demanded by Overseer as required for fitting from the appropriate Northern depot or warrant yard.
As spares	Requirements to be demanded from storing yard or depot,	Supply to be arranged by warrant yards and supplying yards and depots concerned in usual manner.

Description of stores	Ships in commission	Ships under-construction
<i>Fittings and lamps (excluding bats and wands) :-</i>	<i>Stores detailed in Table "B"</i>	
For installation ...	Requirements to be demanded from storing yard or depot.	†To be demanded by Overseer from appropriate Northern depot or warrant yard.
As spares ...	Requirements to be demanded from storing yard or depot.	†Supply to be arranged by warrant yard and supplying yards or depots concerned in usual manner.
<i>Illuminated and fluorescent bats and translucent wands).</i>	Requirements to be demanded from storing yard or depot.	These stores are dealt with in the Aircraft Stores Establishments and supply will be arranged by Admiralty with the initial outfit of naval stores for aircraft purposes.

† Note.—For "Colossus" class light fleet carriers under construction direct delivery of adaptors, Patterns 17139 and 17140, both for fitting and as spare, to P.E.Os. concerned has already been arranged.

(C.A.F.O. 2490/44 and A.F.O. 2627/45.)

5399.—Provision of Air Electrical and Instrument Workshop—REPORTS—As. and As Escort Carriers

(E.F.O./A.M.R. 95/45.—20 Sep. 1945.)

A.F.O. 4757/45 regarding the provision of an Aircraft Electrical and Instrument Repair Shop in Aircraft Carriers is cancelled.

(A.F.O. 4757/45 is cancelled.)

5400.—Aircraft—Pumps, Seats operating and Adaptors—Obsolescence

(N.S. Air 10410/45.—20 Sep. 1945.)

Pumps, seats operating (Stores Reference No. 4K/1168) and Adaptors (Stores Reference No. 4K/1308) are now obsolescent and allowances are being withdrawn.

2. Any stocks held may be disposed of as scrap.

5401.—Repair of Binoculars—Supply of additional spare parts

(N.S.24113/44.—20 Sep. 1945.)

The spare parts of binoculars shown in the appendices to this Order are to be distributed to the dockyards and services mentioned herein for use in the repair of binoculars, Patterns 1900 series, 2112 and F2114.

2. The following are the supply arrangements :-

(a) *Appendix I.*—Distribution of sets "A" to "D" will be arranged without demand by the Superintending Naval Store Officer, Park Royal. The undermentioned ships are to receive one set "D" except as annotated in the appendix.

H.M.S. "Adamant"	H.M.S. "Diligence"	H.M.S. "Rame Head"
H.M.S. "Alaunia"	H.M.S. "Duncansby"	H.M.S. "Ranpura"
H.M.S. "Artifex"	Head	H.M.S. "Resource"
H.M.S. "Assistance"	H.M.S. "Flamborough"	H.M.S. "Sandhurst"
H.M.S. "Ausonia"	Head	H.M.S. "Titania"
H.M.S. "Beachy Head"	H.M.S. "Forth"	H.M.S. "Tyne"
H.M.S. "Berry Head"	H.M.S. "Greenwich"	H.M.S. "Wayland"
H.M.S. "Blenheim"	H.M.S. "Kelantan"	H.M.S. "Wolfe"
H.M.S. "Corbrae"	H.M.S. "Maidstone"	H.M.S. "Woolwich"
H.M.S. "Cyclops"	H.M.S. "Montclare"	

Note.—Supply is not being made to Capital Ships, Fleet Carriers and Cruisers. The issue to the ships named is a temporary measure and will be reviewed after experience.

(b) *Appendix II.*—The Superintending Naval Store Officer, Chatham, has arranged supply to the services shown in A.F.Os. 154/43 and 2778/44 (with the exception of submarine depot ships and submarine bases and ships concerned under construction or conversion) and issue will also be made without demand of one "B" and "E" set to the following ships :-

H.M.S. "Assistance"	H.M.S. "Beachy Head"	H.M.S. "Flamborough"
H.M.S. "Diligence"	H.M.S. "Berry Head"	Head
H.M.S. "Alaunia"	H.M.S. "Duncansby"	H.M.S. "Rame Head"
H.M.S. "Ranpura"	Head	
H.M.S. "Corbrae"		

One "C" and "F" set will be supplied without demand by S.N.S.O., Chatham to H.M.S. "Superb".

(ii)—For ships concerned under construction or conversion (except H.M.S. "Superb", H.M.S. "Alaunia" and H.M.S. "Ranpura") demands should be raised by warrant yards and forwarded to Chatham for supply.

3. B.R. 323.—Establishment of Naval Stores for Gunnery Purposes will be amended.

APPENDIX I

Description of items	Set A for D.D.S. (R.N.) Sydney (N.S.W.).	Set B for S.N.S.O., Ceylon.	Set C for each of Fom-bay, Malta, Simons-town and Halifax.	Set D for each Depot and Repair Ship etc., shown in para. 2 (c).	S.N.S.O., Chatham.	S.N.S.O., Rosyth.

Contract CP.60049/45 : (Barr & Stroud, Ltd.)—Spares for Pattern 1900 series binoculars :

Bakelite eye caps ...	240	120	60	12	240	60
Bakelite object glass cover rings	300	150	75	15	300	100
Bakelite locking nuts to centre spindle.	400	200	100	20	400	100
Prism combinations R/H for Pattern 1900A.	200	100	50	10	200	50
Prism combinations R/H for Pattern 1907A.	40	20	10	2	50	—
Prism combinations L/H for Pattern 1900A.	200	100	50	10	200	50
Prism combinations L/H for Pattern 1907A.	40	20	10	2	50	—
Eye lenses for Pattern 1900A...	200	100	50	10	200	50
Eye lenses for Pattern 1907A...	40	20	10	2	50	—
Light filters (Yellow) ...	240	120	60	12	240	60
Light filters (Neutral) ...	240	120	60	12	240	60
Light filters (Dense Neutral) ...	240	120	60	12	240	60
Objective fixing screws CF.15043	640	320	160	32	640	160
Filter change knob CF.41072...	240	120	60	12	240	60
Filter change knob CF.41100...	240	120	60	12	240	60
Screws for filter charge knob packing CF.41098.	240	120	60	12	240	60
Nuts for filter charge knob packing CF.41099.	240	120	60	12	240	60
Unions, desiccator, Pattern 12463 (as fitted to binoculars, Patterns 1900A, 1907A and 1948), parts for :-						
Washer CF.30084 ...	120	60	30	6	120	30
Desiccator connection CF.30082.	120	60	30	6	120	30
Desiccator cap GK.5073 ...	240	120	60	12	240	60
Rubber piece inside cap GK.5074.	240	120	60	12	240	60

Note.—Pattern No. 12463 has been allocated to these unions to distinguish them from the standard type, Pattern 12119.

Contract CP.00048/45 (Ross, Ltd.)

Prism combinations :-				S.N.S.O. Portsmouth	
R/H for Pattern 12114 or 2112.	24	12	6	†1	30
L/H for Pattern 12114 or 2112.	24	12	6	†1	30

† Not being supplied to H.M. Ships "Adamant", "Cyclops", "Forth" "Maidstone", "Titania" and "Wolfe".

Description of Item	Services shown in A.F.Os. 154/43 and 2778/44		
	To each Base shown except Submarine Bases	To each Repair and Depot Ship shown except Submarine Depot Ships	To each Capital Ship, Fleet Carrier and Cruiser shown
<i>Contract C.P. 96765/43 (Ross Ltd.) for Pattern 2112</i>			
	<i>Set A</i>	<i>Set B</i>	<i>Set C</i>
Grubscrew (pointed), 8 B.A. × $\frac{1}{8}$ -in. ...	36	24	12
Grubscrew (pointed), 8 B.A. × $\frac{3}{16}$ -in. ...	36	24	12
Object glass lens	4	—	—
Cell	4	—	—
Bezelling ring	4	—	—
Grubscrew (grub), 10 B.A. × $\frac{3}{16}$ -in. ...	36	24	12
Grubscrew (pointed), 8 B.A. × $\frac{3}{16}$ -in. ...	36	24	12
Pillar collar grubscrews, 10 B.A. × $\frac{1}{8}$ -in. ...	36	24	12
Grubscrew (pointed), 10 B.A. × $\frac{1}{8}$ -in. ...	36	24	12
<i>For Pattern 12114</i>			
	<i>Set D</i>	<i>Set E</i>	<i>Set F</i>
Eye lens	48	—	—
Bellows	12	6	6
Clicker spring (W.P.B.24)	12	12	6
Washer (390 E/3)	24	24	12
Desiccating union	6	6	4
Desiccating cap	24	24	12
Washer (390 G/72A)	24	24	12
Chain	24	24	12
"S" hook 76G/2A	24	24	12
"S" hook 76G/3A	24	24	12
Screw for chain	24	12	6
Key for desiccating cap... ..	12	12	4
Clicker springs (W.P.B.40)	12	12	6
O.G. lens	4	—	—
Cell	4	—	—
Bezelling ring	4	—	—
Grubscrew (grub), 8 B.A. × $\frac{1}{8}$ -in. ...	36	24	12
Grubscrew (grub), 8 B.A. × $\frac{1}{8}$ -in. ...	36	24	12

(A.F.Os. 154/43, 4970/43, 2778/44 and 5092/45.)

(C.-in-C. H.F. 22.5.44, No. 799/H.F.796/4.)

5402.—Minesweeping M.Ls.—Removal of C.S.A. Apparatus

(C.F.M. 2058/45.—20 Sep. 1945.)

It is approved to land C.S.A. smoke-making apparatus from all M.Ls. employed on minesweeping duties.

2. C.S.A. apparatus should be retained at the parent base for refitting on the cessation of minesweeping duties.

5403.—Telephone Communications—As. and As.

L.C.G.(L) (3) and (4)

(D.C.O.M. 04780/44.—20 Sep. 1945.)

The following additional telephone communications are to be fitted in all L.C.G.(L) (3) and (4), in which the work was not carried out during preparations for the Far East:—

(a) Telephones, Mark XI, Pattern 1193, at G.C.Os. positions port and starboard on bridge and telephone, Mark X**, Pattern 12500, at Range Operator's position in T.S.

(b) Telephones, Mark X**, Pattern 12500, at simple director on bridge and telephone, Mark X**, at each gun position for target indicating purposes.

2. The modifications are to be arranged in accordance with Drawings D.E.E. 9272/R.3 and 9272A/R.2 for L.C.G.(L) (3) 1-20 only, and D.E.E. 9695/R.4 and 9695A/R.2 for L.C.G.(L) (3) and (4). Copies of these drawings can be obtained on application to Admiralty.

3. This order is not applicable to L.C.G.(L) (4) Nos. 21 to 26.

4. Commanding Officers of craft concerned are to arrange for an A. and A. item, classification A*, to be inserted in the next list of As. and As. to cover the work

(A.F.O. 3227/45 is cancelled.)

5404.—Lifting Pads—Reinforcing of L.C.M.(3)

(D/P. 6768/45.—20 Sep. 1945.)

Reports of failure in the lifting pads of L.C.M.(3) have been received and to guard against repetition of such failure, the derrick lifting pads in all British L.C.M.(3) should be reinforced as indicated in A.F.O. Diagram 347/45.

2. The work should be carried out by base staffs with dockyard assistance as necessary on all L.C.M.(3) where the stiffening shown, or its equivalent, has not already been incorporated.

(B.A.D., 25 Apr. 1945, No. S.R.4847/44.)

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

5405.—Ventilation—Gyro Compass Room—As. and As.

(L.S.T. (2).)

(D/C.D. 328/45.—20 Sep. 1945.)

It has been reported that ventilation arrangements have not been fitted to the gyro compass rooms of certain L.S.T. (2).

2. In such cases, arrangements should be made to fit a 5-in. × 4-in. supply branch in the after outboard corner of the space at bulkhead 31, and a 5-in. × 4-in. exhaust branch in the forward inboard corner about Station 28½.

3. The supply branch should be taken from the main troop space supply trunk under the upper deck, and the exhaust should be led into the auxiliary engine room escape and ventilation trunk just below upper deck level.

4. An item, Classification A, will be inserted in the next A. and A. class list to cover the work involved.

5406.—Damage Control Training Devices—Disposal

(T.S.D. 353/45.—20 Sep. 1945.)

Damage control models, training devices, photographs, etc., will be required for instructional purposes in peace-time D.C. training.

2. Commanding Officers of ships and establishments which are paying off or reducing to reserve and have no further employment for D.C. instructional equipment should forward brief particulars of the redundant equipment to the Director, Damage Control School, 46, Colet Gardens, London, W.14.

5407.—Control and Relay Boxes—Introduction

(N.S. 015885/45.—20 Sep. 1945.)

The following have been added to the Rate Book for Naval Stores under Subhead F, Item 1C, Part III, for use in connection with the fitting of aircraft control communications, referred to in C.A.F.O. 1053/45.

Pattern 12628—Control box, 9-way, for use with relay box, Pattern 12629.

Pattern 12629—Relay box for dual controlled talk-back system.

Pattern 12630—Box of spares for relay box, Pattern 12629.

A box of spares, Pattern 12630, will be issued with each relay box, Pattern 12629.

2. Purchase has been arranged from Messrs. Vitavox, Ltd., on C.P.4B/80473/45 for delivery by the end of October, 1945, as follows:—

	Pattern 12628	Pattern 12629	Pattern 12630
Stroud	20	10	10
Preston	20	10	10
Carfin	20	10	10
Gateshead	20	10	10

3. Authorized services should forward demands to the nearest of the depots quoted above.

4. B.R. 359—Establishment of Naval Store for Electrical and Torpedo Purposes—will be amended in respect of the box of spares, Pattern 12630.

(C.A.F.O. 1053/45.)

5458.—Cancelled

5409.—Electric Lamps, Patterns 16070-1-2-3

(N.S. 21036/45.—20 Sep. 1945.)

Reports have been received of the short life of electric lamps, Patterns 16070-1-2-3, and arrangements have therefore been made with manufacturers for all future supplies to be made with "S" type filament.

2. The lamps will bear the same pattern number but with the suffix "S".

3. Demands should quote the new pattern number, but existing stocks will be issued until exhausted.

4. The Authorized List of Naval Stores will be amended.

(A.F.Os. 2418/43, 4608/43 and 5802a/44.)

5410.—Adaptors, Patterns 665 and 1506 for Use with 70-ton Portable Pumps

Flotilla Leaders and Destroyers concerned, "Black Swan" and Modified "Black Swan" Class Sloops, "Pelican," "Stork," "Enchantress," "Loch" and "River" Class Frigates, "Bay" Class A/A escorts, "Castle" Class Corvettes, "Algerine"

Class Minesweepers and L.S.T. (3)'s

(N.S. 22835/45.—20 Sep. 1945.)

The undermentioned adaptors (Subhead B.9 of Rate Book for Naval Stores) are allowed to enable the 70-ton Portable Electric Pumps to be connected to the main suction line:—

(a) Adaptor, with swing bolt connections one end and No. 3 size A.S.B.J. connection the other, Pattern 1506, for vessels in which the connections on the main suction line are No. 3 A.S.B.J.

(b) Adaptor, with swing bolt connection at one end and No. 3 female screw the other, Pattern 665, for vessels in which the connections on the main suction line are No. 3 male screw.

2. Drawings of the adaptors at 1 (a) and 1 (b) are shown in A.F.O. Diagram 344/45 (1-2).

3. Vessels concerned in commission should be in possession of one adaptor, of suitable pattern, per 70-ton Portable Electric Pump allowed; if not, demands should be forwarded to Superintending Naval Store Officer, West Riding, for supply.

4. Supply of two adaptors, Pattern 665, has been arranged by D.C.W. (S), Admiralty, for each "Loch" Class Frigate and "Bay" Class A/A Escort under construction and by Superintending Naval Store Officer, West Riding, for each L.S.T. (3) under construction in U.K. Overseers are to arrange for shipbuilders to provide adaptors, of suitable pattern, on the basis of one for each 70-ton Portable Electric Pump for other new construction ships concerned.

5. The Sea Store Establishments concerned will be amended.

(C.A.F.O. 1193/44 and A.F.O. 2496/45.)

(A.F.Os. 1965/43, 5629/43 and 2509/44 are cancelled.)

5411.—Amplifiers, Patterns 12522 and 12522A—Servicing

(N.S. 21759/45.—20 Sep. 1945.)

Defective amplifiers, Patterns 12522 and 12522A, repair of which is beyond the capacity of Base or Dockyard, should be forwarded for repair to the manufacturers, Messrs. Monitor Radio and Communications Ltd., Stechford, Birmingham, 9, who will also carry out certain electrical modifications to reduce the possibility of further break-downs.

2. Defective amplifiers should be returned to the nearest Dockyard or Storing Depot and the cost of repair covered by local purchase orders.

3. The associated box of spares should be returned with the defective amplifier to the Dockyard or Depot for re-issue with the amplifiers after repair has been effected.

(A.F.O. 4770/45 is cancelled.)

5412.—Introduction of Low Frequency Suppressor Assembly, Pattern 19714

(N.S. 17111/45.—20 Sep. 1945.)

A new low frequency suppressor assembly has been introduced and has been added to the Authorized List of Naval Stores under sub-head F2B as follows:—

Pattern 19714—Low frequency suppressor assembly.

2. An initial purchase of 100 of these suppressor assemblies has been made from Messrs. Aish and Co. under CP.55291/45, dated 6th February, 1945, for delivery to Superintending Naval Store Officer Severn Area.

3. Distribution to bases abroad should be arranged by Superintending Naval Store Officer, Severn Area as follows:—

Bombay	Ceylon	Malta
20	10	10

4. The use of this suppressor is to be limited to purposes for which specific authority is given and demands should accordingly be endorsed with the appropriate authority. Demands for ships in Home Waters should be forwarded to Superintending Naval Store Officer Severn Area for compliance. Ships in Foreign Waters should forward demands to the appropriate storing yard.

(A.F.Os. 5689/44 and 4926/45.)

Section 4

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

5413.—Vanadium-Bearing Ashes from Oil Fuels—Termination of Contract

(W.P.O. 1204/45.—20 Sep. 1945.)

The contract with the Eagle Oil and Shipping Company Ltd., for the treatment of vanadium-bearing petroleum ashes has been terminated. Ships and bases should therefore discontinue the forwarding of ashes as set out in A.F.O. 1058/42.

2. Remaining stocks of the special sacks provided for the conveyance of these ashes should be returned in good condition to Murex Ltd., Rainham Goods Station, Rainham, Essex, using Admiralty Consignment form D. 80.

(A.F.Os. 1058/42 and 591/44 are cancelled.)

5414.—Models of British and Foreign Warships for Instructional Purposes

(G.D. 0625/45.—20 Sep. 1945.)

A.F.O. 1347/45 is to be amended as follows:—

Appendix

British

Delete the following:—

- | | |
|------|----------------------|
| B.2 | "Malaya" |
| B.3 | "Royal Sovereign" |
| B.20 | "D" Class |
| B.50 | "Caledon" (A/A Ship) |
| B.30 | "Wairs" |
| B.31 | "Town" Class |

Japanese

Delete all reference.

French

F.4 Amend "Bretagne" Class to read "Lorraine"*(R).

F.16 Amend "D'Entrecasteaux" to read "D'Iberville" Class*

Add "(R)" after the following models:—

- | | | | |
|------|-------------------------|------|----------------------|
| F.17 | "Bearn" | F.10 | "Chacal" Class |
| F.6 | "Suffren" Class | F.11 | "Le Fantasque" Class |
| F.7 | "La Galissoniere" Class | F.12 | "Bourasque" Class |
| F.8 | "Duguay-Trouin" Class | F.14 | "L'Alcyon" Class |

Models cancelled by this Order should be returned to S.N.S.O., Chatham.

(A.F.O. 1347/45.)

5415.—Unserviceable Clothing and Textiles—Disposal

(V. 7/5286/45.—20 Sep. 1945.)

The sale of unserviceable clothing and textiles for which the Admiralty has no further use is not permissible under the Board of Trade Reconditioned Service Clothing Order, 1942, and the following are the arrangements made with the Director of Surplus Equipment and Stores, Ministry of Supply, for the disposal of such arisings at dockyards, victualling yards and Royal Marine, Naval store and armament depots. Ships and Fleet establishments should continue to return unserviceable stores to the appropriate yard or depot as hitherto, except that the temporary Naval bases which were given authority under A.F.O. 1055/42 to dispose locally of Vote 8 scrap should forward arisings of any unserviceable Vote 8 textiles covered by this order direct to the Ministry of Supply, D.S.E.S. depots and not to storing yards.

2. A list is given in the Appendix to this order of the Ministry of Supply, D.S.E.S., depots which deal with the various types of arisings. Except for leather footwear, cotton waste and oily rags, arisings should be consigned to the nearest appropriate Ministry of Supply, D.S.E.S. depot when a convenient load is available. Form D.80 should be used for this purpose. Bundles should, so far as possible, be

of a size which can be conveniently handled by one man and large quantities of arisings should be kept in their separate categories, viz., cotton, woollen, waterproof goods, etc., but grading is not required. Ropes should as far as possible be coiled before despatch, but cordage suitable for manufacture of rope fenders should not be disposed of without Admiralty approval. Supply vouchers in duplicate, showing weight only, should be sent in respect of each consignment, and receipt will be acknowledged on one of the copies.

3. Personal clothing discarded by ratings may be returned to a victualling yard for disposal as above, if desired, but the Reconditioned Service Clothing Order does not preclude the sale of such garments by Naval ratings.

4. The total quantities of unserviceable leather footwear available for disposal on the last day of each month should be reported to the Director of Service Footwear, Ministry of Supply, 16, Headlands, Kettering, by the 4th of the following month so far as possible. The information should be given in pairs and types. The Director of Service Footwear will then issue disposal instructions and the stores should be consigned as directed. Form D.80 should be used for this purpose.

5. The arrangements for the disposal of oily rags and cotton waste given in A.F.Os. 4451/42 and 2011/44 remain unaltered.

6. These instructions apply specifically to arisings of *unserviceable* clothing and textiles, as distinct from surplus stocks of serviceable or repairable stores, the disposal of which will be dealt with at Admiralty.

APPENDIX

List of Ministry of Supply D.S.E.S. Depots as at 1st July, 1945

Appropriate Stores	Address	Tel. No.
1. Outer clothing, cotton or woollen	231, Hammersmith Road, London, W.6.	Riverside 4293
	Westlock Avenue, Leeds, Yorkshire.	Leeds 26763
2. Underclothing, cotton or woollen, and all knitted wear.	Agricultural Hall, Islington, London, N.1.	Canonbury 2454
3. Overalls of all types except water- proofs.	57, Campbellfield Street, Glasgow.	Bridgton 4495
4. Camouflage nets	Arisings to be reported to The Director of Salvage, The War Office, Droit- wich Spa, Worcester- shire.	—
5. Ropes, twine and cordage ...	Barkenend Mill, Barkenend Road, Bradford.	—
6. Canvasses, cuttings, sail cloths, etc.	Rashiewell Works, Dens Road, Dundee.	Dundee 3165
7. Bedding (mattresses, palliasses, pillows, filled cushions and seats).	Orbiston, Motherwell, Lanarkshire.	Motherwell 1100
8. Other textiles (oilskin and rubber- ized clothing, including anti-gas clothing); fire hose; hammocks; kapok; table linen; jute; hessian; woollen rags and other items not included above.	6/8, The Highway, London, E.1. 493, Bath Road, Bristol. Orbiston, Motherwell, Lanarkshire.	Royal 3712 Bristol 77421 Motherwell 1100
9. Textiles and clothing arisings in Northern Ireland only.	Owen O'Cork Mills, Bearsbridge Road, Belfast, N.I.	Belfast 58328

Notes

A.—All items under Categories 1-9 may be consigned by Naval establishments, except Rosyth, to the addresses given without previous notification. Clothing and textile stores for disposal at Rosyth should be reported to the Director of Surplus Equipment and Stores, Ministry of Supply, Hans Mansions, Hans Road, London, S.W.3, for special consignment instructions.

B.—Brushes, shaving, tooth, clothes, boot and hair, and clothing items containing no textiles, e.g. goggles, are *not* to be consigned to any of the above addresses. Disposal instructions for such items should be sought from the Director of Surplus Equipment and Stores at the address shown in Note A.

C.—Arisings of old ropes and cordage over 1½ in. are not to be consigned to the D.S.E.S. depot shown above but are to be reported to the Director of Surplus Equipment and Stores at the address shown in Note A.

(A.F.Os. 1055/42, 4451/42 and 2011/44.)

(A.F.Os. 226/44 and 1874/44 are cancelled.)

5416.—Emergency Provisions—Care and Exchange

(V. 2/3715/45.—20 Sep. 1945.)

It has come to notice that tinned provisions supplied, in exchange for defective tins, to small craft, which carry emergency stocks of provisions, are often in no better condition than the provisions which they replace.

2. The Supply Officer therefore, should satisfy himself that the emergency provisions supplied to craft, either in replenishment or exchange, are of recent date and that the packages are in good condition. If necessary fresh supplies should be obtained from the victualling yard, the demands stating the purpose for which the provisions are required.

3. Canned provisions of latest manufacture in externally lacquered tins packed in wooden cases should be supplied whenever possible. If cereals, etc., are included in the supply of emergency provisions, these should be packed in sealed tin-lined cases or casks so far as practicable.

(R.A.L.S.C.Us. No. 421/M.816/63, 2 Jun. 1945);

(A.F.Os. 3452/44, 2974/45 and 3116/45.)

5417.—Milk, Condensed—Variation in Sizes

(V. 10/01535/44.—20 Sep. 1945.)

Owing to procurement difficulties in the U.S.A. quantities of American tinned milk in tins of various sizes have been purchased having a lower fat content than milk of English and Australian origin (about 7½ per cent. against 9 per cent.).

2. Milk of this type has a smaller equivalent in fresh milk than a similar quantity of English or Australian condensed milk and the following table shows the sizes likely to be received and the accepted equivalents in condensed milk of English or Australian production together with separate issuing prices adjusted to provide for this variation:—

Sizes of American or Canadian Milk		Nominal Equivalent in Australian or English Milk		Issuing Price	
				s.	d.
16-oz.	...	13-oz.	...	0	7½
14½-oz.	...	12-oz.	...	0	7
14-oz.	...	12-oz.	...		
13½-oz.	...	11-oz.	...	0	6½
13-oz.	...	11-oz.	...		

3. Condensed milk of similar fat content to that prepared in the United Kingdom and Australia is, however, produced in Canada and the U.S.A., and quantities thereof in 16-oz. tins may from time to time be included in supplies to the Fleet. Tins of this milk can be readily identified by the fact that the 16-oz. tin is labelled to show that the contents are the equivalent of 2 pints of fresh milk. Such tins should be issued at the price for a 16-oz. tin of English milk.

(A.F.O. 2833/45.)

(A.F.O. 4921/42 is cancelled.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

5418.—Amendments to Books

(E.F.O.—20 Sep. 1945.)

The undermentioned amendments (A.F.Os. P. 782-798/45) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. Volume, 1941, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

2. Demands from Shore Establishments in the Nore, Plymouth and Portsmouth. Commands should be addressed as under:—

Nore. Book Office, Quarry House, Aylestone Hill, Hereford.

Plymouth. Book Office, R.N. Port Library, Devonport.

Portsmouth. Book Office, 54 Bedford Street, Leamington Spa, Warwickshire.

A.F.O. P.782/45.—B.R. 855 (43)—Handbook of Mark V* Oropesa Sweep—Amendment No. 7.

P.783/45.—B.R. 650—Notes on the 0.303-in., Browning Gun, Type A, Mark II*—Amendment No. 6.

P.784/45.—B.R. 959/44—Handbook for 8-in., Marks VIII, VIII* and VIII** Guns on Twin Marks I and I* Mountings—Amendment No. 2.

P.785/45.—B.R. 979 (45)—Handbook for Apparatus A.D., Type D. (P.A.C.) and Rocket Illuminating 9-lb. (Snowflake)—Amendment No. 1.

P.786/45.—B.R. 980 (M) R.T. No. 336 for Q.F., 12-pdr. 12-cwt., Guns—Amendment.

P.787/45.—B.R. 980 (M) R.T. No. 480, for 12-pdr., 12-cwt. Guns—Amendment.

P.788/45.—B.R. 980 (N) R.T. No. 177 for 6-pdr. Hotchkiss Guns—Amendment.

P.789/45.—B.R. 980 (N) R.T. No. 548 for Q.F., 6-pdr., Hotchkiss Guns—Amendment No. 2.*

P.790/45.—B.R. 980 (O) R.T. No. 176a for 3-pdr. Hotchkiss Guns—Amendment.

P.791/45.—B.R. 1245—Handbook for 4.7-in., Mark IX** Q.F. Gun on the 4.7-in., C.P., Mark XXII Mounting, including 4.5-in., Mark IV Gun on the 4.5-in., Single, Mark V Mounting—Amendment No. 7.

*P.792/45.—B.R. 377 (B) Barracuda A.S.E.—Amendment No. 23.

P.793/45.—B.R. Form U.2D—Amendment No. 10.

P.794/45.—B.R. 632D—Gunnery Training Manual, Vol. IV—Air Gunnery Syllabuses—Amendment No. 3.

P.795/45.—B.R. 1251—Catalogue of Naval Instructional Films and Film Strips and Notes on Distribution and Disposal—Amendment No. 1.

P.796/45.—B.R. 984—Radar Operating Procedure, Part II—Drill for Gunnery Radar Sets, 1943—Amendment No. 2.

P.797/45.—B.R. 1201—Drill for Admiralty Fire Control Table, Marks VI and VI*, 1944—Amendment No. 3.

P.798/45.—B.R. 869 (2)—Cine Marking of H.A. Long Range Practices—Amendment No. 2.

* Exceptionally A.F.O. P. 792/45 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherds Bush, W., who holds the stock of the parent book.

(A.F.O. 5263/45.)

5419.—B.R. 374—Establishment of Naval Stores for M.T.Bs., 70-73 ft.—List of Errata No. 4

(N.S. 41969/44.—20 Sep. 1945.)

List of Errata No. 4 to B.R. 374—Establishment of Naval Stores for M.T.Bs., 70-73 ft., has been prepared and copies will be distributed from R.N. Store Depot, Park Royal, to services concerned.

(N.S. 312/45.—20 Sep. 1945.)

- B.R. 5—Manual of Naval Cookery.
 B.R. 70—Signal Letters of British Ships, June Supplement.
 B.R. 98 (Revised)—Boats Signal Book.
 B.R. 125—Lloyds Register of Shipping, 1945-46.
 B.R. 130—Bradshaws Guide, July, 1945.
 B.R. 317 (30)—Mining Drill Book, Pamphlet No. 30.
 B.R. 372—Establishment of Naval Stores for Minelaying Lighters—Errata No. 7.
 B.R. 518A—Handbook on Netherlands East Indies, Vol. II.
 B.R. 619 (2)—Distinguishing Pendants and Signal Letters of H.M. Ships.
 B.R. 664—King's Regulations and Orders for the Army—Amendment No. 45.
 B.R. 751—Army Lists, Part 1 and Lists.
 B.R. 753—Foreign Office List.
 B.R. 811 (3A)—Aircraft Torpedo Manual, Part III—Types of Airtails in use and where used.
 B.R. 811 (3C)—Aircraft Torpedo Manual, Part III—Fitting and Routine Tests for Airtails M.A.T., Mark 14, Appendix No. 1.
 B.R. 811 (11)—Aircraft Torpedo Manual, Part III—Regulations relating to Torpedo Explosive Stores.
 B.R. 980 (B)—Revised Page 1 to Range Table No. 161A.
 Additional Page 1A to Range Table No. 393.
 Revised Page 1 to Range Table No. 394.
 Revised Page 1 to Range Table No. 395.
 B.R. 980 (G)—Additional Page 1 to Range Table No. 426.
 B.R. 980 (N)—Range Table No. 617 for Q.F., 6-Pdr. 7-cwt. Guns, Mark 2.
 B.R. 980 (U)—Revised Page 1 Range Table No. 193.
 Revised Page 1 Range Table No. 199.
 B.R. 1040—Handbook for Echo-Sounding Set, Type 765.
 B.R. 1050(D)—Native Craft of Formosa and the Pascadores.
 B.R. 1057—Handbook for 40-mm. Bofors Gun.
 B.R. 1086 (D)—Training and Administration Distribution.
 B.R. 1101—Ships' Officers Drawings for Pom Pom Directors IV and IV*.
 B.R. 1103—Ships' Officers Drawings for Rangefinder Directors.
 B.R. 1217—British Naval Operating Signals.
 B.R. 1030 (2)—Regulations for Maintenance of 18-in. L.C., Mark 1 and 21-in., Marks 1 and 2. Torpedo Tubes (Cordite Impulse) in M.T.Bs.
 B.R. 1231 (45)—Naval Pay and Cash Handbook.
 B.R. 1235—Royal Navy—An Analysis of Invalidings due to Disease and Deaths due to Diseases, 1945-1943.
 B.R. 1247—Hedgehog Lubrication Chart.
 B.R. 1251—Catalogue of Naval Instructional Films.
 B.R. 1264—Pocket Book of Major Landing Craft Engine Instructions.
 B.R. 1285—Handbook for the Ordnance Q.F., 40-mm., Mark 1.
 O.U. 5365 (A)—Priced Vocabulary of Naval Armament Stores, Part 1, Errata No. 19.
 O.U. 5365 (B)—Priced Vocabulary of Naval Armament Stores, Part 2, Errata No. 34.
 O.U. 5365 (C)—Priced Vocabulary of Naval Armament Stores, Part 3, Errata No. 18 and 19.

Corrections to O.U. and B.R. Publications

- A.F.O. "P" 640-641 inclusive—see A.F.O. 3962/45.
 A.F.O. "P" 642-645 inclusive—see A.F.O. 4196/45.
 A.F.O. "P" 655-665 inclusive—see A.F.O. 4196/45.
 A.F.O. "P" 667-678 inclusive—see A.F.O. 4358/45.
 A.F.O. "P" 679-682 inclusive—see A.F.O. 4512/45.
 A.F.O. "P" 683-687 inclusive—see A.F.O. 4656/45.
 A.F.O. "P" 689-703 inclusive—see A.F.O. 4656/45.

Corrections to Signal Publications O.U. and B.R. Series

- A.F.O. "S.C." 37/45—Correction No. 1 to B.R. 1222, A.F.O. "S" 294/45.
 A.F.O. "S.C." 38/45—Correction No. 6 to B.R. 299A, A.F.O. "S" 304/45.
 A.F.O. "S.C." 39/45—Correction No. 13 to B.R. 299, A.F.O. "S" 304/45.
 Change No. 2 to B.R. 790, A.F.O. "S" 301/45.

Miscellaneous Publications

- Stock List—Arresting and Barrier Gear.
 Training Course for Radioman, Class 3.
 B.R. Form U. 2D—Dutch Edition.
 U.S. T.B.M. 5-7-13.
 U.S. O.P.1—Preparation of Ordnance Publications.
 I.B.S.1—Amendment No. 1.
 Inter-Services Aircraft Recognition Journal, Vol. III, No. 12.
 A.P. 1480A—Silhouettes of Aircraft, A/L Nos. 122 and 123.
 A.P. 1480F—Silhouettes of Aircraft, A/L Nos. 29 and 30.
 A.P. 1480I—Silhouettes of Aircraft, A/L Nos. 29 and 30.
 Flight Deck, July, 1945.
 E.V.T. Posters.
 E.V.T. "A" Library.
 E.V.T. "B" Library.
 Alcom. No. 259, 269, 272.
 D.N.C. 3A—Alcom Nos. 248, 250, 265, 271.
 D.N.C. 3A and 4A—Alcom Nos. 254, 264, 276.
 D.N.C.5—Alcom Nos. 249, 262.

(A.F.O. 4777/45.)

5421.—R.N. Air Station, Ford—Telegraphic Address

(A.0973/45.—20 Sep. 1945.)

The telegraphic address of R.N. Air Station, Ford is "Conas, Littlehampton".

(A.F.O. 4686/45.)

5422.—R.N. Air Station, Gosport—Telegraphic Address

(A.0974/45.—20 Sep. 1945.)

The telegraphic address of R.N. Air Station, Gosport is "Conas, Gosport".

(A.F.O. 4687/45.)

5423.—R.N. Air Station, Halesworth—Telegraphic Address

(A.0960/45.—20 Sep. 1945.)

The telegraphic address of R.N. Air Station, Halesworth, is "Conas, Halesworth".

(A.F.O. 4688/45.)

5424.—Naval Night Fighter Development Squadron—Postal Address

(A.342/45.—20 Sep. 1945.)

The address of the Naval Night Fighter Development Squadron (No. 746 Naval Air Squadron) is now R.A.F. Station, West Raynham, Norfolk. Tel. No. Fakenham 2361.

5425.—R.N. Camp, Bedhampton—Routeing of Correspondence and Drafts

(A. 337/45.—20 Sep. 1945.)

The R.N. camp at Bedhampton is to be known as H.M.S. "Daedalus III".

2. Correspondence should be addressed to:—

The Commanding Officer,
 H.M.S. "Daedalus III",

Havant,
 Hants.

3. Drafts should be routed to the Southern Railway Station at Havant and not to Bedhampton Halt.

(A.F.O. 767/44 is cancelled.)

5426.—Information about the Far East—Distribution of Literature

(D.P.S. 232/45/S.C.—20 Sep. 1945.)

Copies of the illustrated booklet "North China Front" (Michael Lindsay) are being distributed with this issue of A.F.Os.

2. Distribution is based on a sliding scale depending on the number of copies of "The Ditty Box" supplied to ships and establishments, and will include major landing craft, trawlers and M.T.Bs. and M.G.Bs.

(A.F.O. 2640/45, paragraph 5.)

5427.—Label, Ammunition—N.973—Introduction

(A.S. 9859/45.—20 Sep. 1945.)

Serial No.	Description	Where used	Page in Form O.6	Authority
N.973	Cartridges—Q.F., 4·5-in. Gun :— 1—6 lb. 13 oz.	In recess on lid of container C.279.	5	A.S.9859/45

2. Labels should be demanded as necessary from Senior Armament Supply Officer, Finchfield House, Compton, Wolverhampton.

5428.—A.M.D.I.

(E.F.O.—20 Sep. 19 45.)

Admiralty Merchant-Ship Defence Instruction (A.M.D.I.) No.36/45, is being distributed concurrently with this issue of A.F.Os.

(A.F.O. 4987/45.)

5429.—Certificates of Registry for British Ships—Issue

(T.D./M. 4519/40.—20 Sep. 1945.)

New certificates of registry to replace certificates mislaid, lost or destroyed have been issued to the undermentioned British vessels under Section 18 of the Merchant Shipping Act, 1894 :—

Name	Description	Official Number	Port of Registry
"Casita" ...	Auxiliary motor yacht	91037	Penzance
"Charles Doran" ...	Steam trawler	145074	Aberdeen
"Corinthian" ...	Steamship	166246	Liverpool
"Craigmillar" ...	Steam trawler	114309	Aberdeen
"Evelyn Rose" ...	Steam trawler	143857	Grimsby
"Glen Kidston" ...	Steam trawler	160986	Grimsby
"Libra" ...	Steam trawler	132134	Grimsby
"Lord Howe" ...	Steam drifter	137605	Lowestoft
"Montano" ...	Steam trawler	145066	Grimsby
"Perfective" ...	Motor vessel	162905	Grimsby
"S.H.B." ...	Steamship	119688	Southampton
"Satsa" ...	Steamship	164371	Jersey
"Sethon" ...	Steam trawler	138974	Grimsby
"Zepha" ...	Auxiliary motor vessel	162925	Southampton

Note.—The original certificate issued to the M.V. "Puffin" (vide A.F.O. 1236/45) has been recovered and cancelled.

2. On arrival in United Kingdom ports of any of the above-named ships, Naval Control Service Officers should ascertain whether the original certificate of registry has been found and, if so, it should be returned to the Director of Trade Division, Admiralty, S.W.1.

(A.F.Os. 1236/45 and 3559/45.)

5430.—Office Machinery, Establishment of
Flotilla Leaders, Destroyers, Ex-American Cutters

(Sta. 17088/45.—20 Sep. 1945.)

The establishment of typewriters as laid down in A.F.O. 2572/42 has been amended so far as Destroyers are concerned, and should now read—

All vessels of "Tribal", "J" and later classes.....2 (One of these to be of brief size.)

Other Destroyers1

The allowances of Office Machinery for Captains (D) and Ex-American Cutters remain unaltered, and are—

Captains (D) *Afloat* 4 typewriters, 1 Ormig and 1 Gestetner duplicator (Senior Officers of Flotillas administered from Shore Offices, one typewriter additional).

Ex-American Cutters 1 typewriter.

The revised allowance for Destroyers should be noted in the Establishment of Office Machinery laid down in B.R. 1, and demands to complete forwarded to the Superintending Naval Store Officer, R.N. Store Depot, Park Royal, London, N.W.10.

(C.-in-C. East Indies No. 2320/E.I. 9967/45, 19 Jul. 1945.)

(A.F.O. 2572/42 is cancelled.)

5431.—Air Publications Distributed during the Week ending 25th August, 1945

(N.S. Air 8858/45.—20 Sep. 1945.)

The following Air Publications have been distributed from the R.N. Store Depot, 6, Murray Street, Belfast :—

A.P. No.	General Publications Description	Distribution
A.P. 1374, Vol. III, Part II.	B.T.H., Type "CSH" Magnetos	Initial General.
A.P. 1469B, Vol. II, Part I.	American Automatic Controls	Initial General.
A.P. 1697A, Vol. II, Part I.	Instrument Flying Trainer Type D and D.2.	Link, Initial General.
A.P. 1697B, Vol. II, Part I.	Instrument Flying Trainer Type AN-T-18 (A.N. 2500).	Link, Initial General.
A.P. 2563W (1st edition Dec., 1944).	Signal Generator, Type 52A	Initial General.
A.P. 2879B, Vol. I (1st edition Feb., 1945).	Wavemeter, Type W-1191A	Initial General.
A.N. 05-20A-5 (dated 25th Feb., 1945).	Handbook of Instructions with Parts Catalogue for Bank and Turn Indicator, Type C.1.	Initial General.
A.N. 05-25-7 (dated 1st April, 1945).	Preliminary Handbook of Installation, Operation and Service Instructions for Mark 6 Vertical Drift Sights (Kollsman Instrument Division Square, D Company).	Initial General.

5432.—Air Publications Distributed during the Week-ending 1st September, 1945

(N.S. Air 8858/45.—20 Sep. 1945.)

The following Air Publications have been distributed from the R.N. Store Depot, 6, Murray Street, Belfast.

A.P. No.	General Publications Description	Distribution
A.P. 1538A, Vol. I	Fixed and Adjustable Pitch Propellers	Initial General.
A.P. 2538F, Vol. I	T.G.R.I. 5290 Transportable (Airborne) Ground Radio Installation.	Initial General.
A.N. 03-10EC-14 (dated 25th September, 1944, revised 10th December, 1944).	Handbook of Instructions with Parts Catalogue for Submerged Type Booster Pumps 12900 and 13000 Series.	Initial General.

General Publications—contd.

A.P. No.	Description	Distribution
A.N. 05-20-41 (dated 30th March, 1945).	Handbook of Instructions with Parts Catalogue for Turn and Bank Indicators.	Initial General.
A.N. 05-20H-3 (dated 1st March, 1945).	Parts Catalogue for Directional Gyro Indicator, Type AN. 5735-1 (Sperry)	Initial General.
A.N. 05-35-30 (dated 1st March, 1945).	Handbook of Instructions with Parts Catalogue for Optical Head and Post Pelorus Drift Sight, Mark 2C (Kollman).	Initial General.
A.N. 05-40D-7 (dated 15th March, 1945).	Handbook of Instructions with Parts Catalogue for Types B-11 and A.N. 5536-2, Navy Model F.S.S.C. 88-I-2662 Thermocouple Thermometers (Weston).	Initial General.
A.N. 05-45AE-1 (dated 1st May, 1945).	Handbook of Operation and Service Instructions for Automatic Pilot, Type G-1, Model 2CJ1A1 (General Electric Co.).	Initial General.
A.N. 05-65A-6 (dated 25th April, 1945).	Overhaul Instructions for Fuel Gauge Indicators.	Initial General.

5433.—Air Publications Distributed during the Week ending 25th August, 1945

(N.S. Air 8858/45.—20 Sep. 1945.)

The following Air Publications have been distributed from the R.N. Store Depot, 191A, Askew Road, Shepherds Bush, W.12:—

(i) Airframe and Aero-Engine Publications

A.P. No.	Description	Distribution
A.P. 2380A, B and C, Vol. II, Part 2. (Issue No. 2, Feb., 1945).	Avenger I, II and III... ..	Initial General.

(ii) Air Diagrams

A.D. 1265	D.H. Hydromatic Governor Unit, Type B.Y.5.	Initial General.
A.D.4189, Sheet 1 (March, 1945).	Centaurus Joints and Mating Faces	Initial General.

(iii) Miscellaneous

—	Tee Emm (July, 1945, Vol. 5, No. 4)	Initial General.
A.M.P. No. 185	Instructions for Weather Reporting by Flying Control Officers.	Initial General.

5434.—Air Publications Distributed during the Week-ending 1st September, 1945

(N.S. Air 8858/45.—20 Sep. 1945.)

The following Air Publications have been distributed from the R.N. Store Depot, 191A, Askew Road, Shepherds Bush, W.12.

A.P. No.	Description	Distribution
A.N. 01-190F-3 (dated 15th April, 1945).	(i) Airframe and Aero-engine Publications Repair Manual for Wildcat V and VI	Initial General.

(ii) Air Diagrams

A.D. 3985, Sheet 1 (April, 1945).	How to Use Walter Transmitter, T.3180, Mark I.	Initial General.
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(iii) Miscellaneous

Poster	" X marks the spot " (small)	Initial General.
Poster A.A.P.S.4	" This man trusts his harness "	Initial General.

5435.—Aircraft—Airframe Publications, Volume, II, Part 1—Discontinuation of "Z" Leaflets

(A.E. 1548/45.—20 Sep. 1945.)

In view of the advance information on impending airframe modifications given in the Modification Booklets issued in respect of Naval types of aircraft to air administrative authorities and Naval air stations, it has been decided to discontinue publication of "Z" leaflets hitherto promulgated in the relevant Air Publications, Volume II, Part 1.

2. "Z" leaflets will continue to be promulgated as hitherto for engine modifications and for airframe modifications in respect of R.A.F. types of aircraft on Naval charge.

5436.—Admiralty-Owned Railway Wagons—Census

(N.S. 1749/45.—20 Sep. 1945.)

With the cessation of hostilities it is necessary to re-assess requirements of Admiralty-owned railway wagons at H.M. Dockyards, Depots, and other Naval Establishments.

2. The following report of Admiralty-owned broad-gauge railway wagons is accordingly required to be made in triplicate, to the Director of Stores (N.S. 15D), Admiralty, London, S.W.1:—

Type of Wagon (1)	Capacity (tons) (2)	Quantity (3)	(a) Serviceable (b) Repairable (c) Beyond Repair (4)	Quantity Surplus to Requirements (5)	Additional Quantity Required (6)

3. Details of the type of wagon should be as full as possible, i.e. flat top, open-sided, box-wagon, etc., together with particulars of any special fittings.

4. For wagons surplus to requirements, particulars of the Admiralty letter and purchase order under which supplied should be stated where possible, and information furnished whether the wagons are capable of being moved on their own wheels or can be repaired for this purpose.

5. In view of the closing of some establishments the reports should be forwarded as soon as possible and, in any case, not later than 1st November, 1945, to enable transfer of surplus wagons between establishments, and disposal of those no longer required, to be effected.

6. The full address of the establishment and department responsible for the wagons on charge should be shown on the reports.

7. Railway wagons are generally in short supply and it is unlikely that additional requirements can be met except by the transfer of any surpluses disclosed as a result of this census.

5437.—Resettlement in Civil Life—"Careers for Men and Women"—Pamphlets—Distribution

(E.F.O. 144/45.—20 Sep. 1945.)

The following pamphlets forming part of the "Career" Series have been or will be distributed with Admiralty Fleet Orders on the dates shown.

Pamphlet No.	Description	Date distributed
18	Mechanical Engineering ...	13th September, 1945
30	Local Government Service ... (including Police)	20th September, 1945
31	Medical Auxiliary Services ...	20th September, 1945

**5438.—Resettlement in Civil Life—Government Vocational Training Scheme—
Pamphlet—Distribution**

(E.F.O. 195/45.—20 Sep. 1945.)

Pamphlet E.L. 174, July, 1945, "Apprenticeships interrupted by War Service" was distributed with Admiralty Fleet Orders dated 13th September, 1945, for the use of Resettlement Information Officers.

2. The scale of supply is eight times that laid down for the Educational and Resettlement Information Series instituted by A.F.O. 2875/45.

(A.F.O. 2875/45.)

Section 6.—SHORE ESTABLISHMENTS

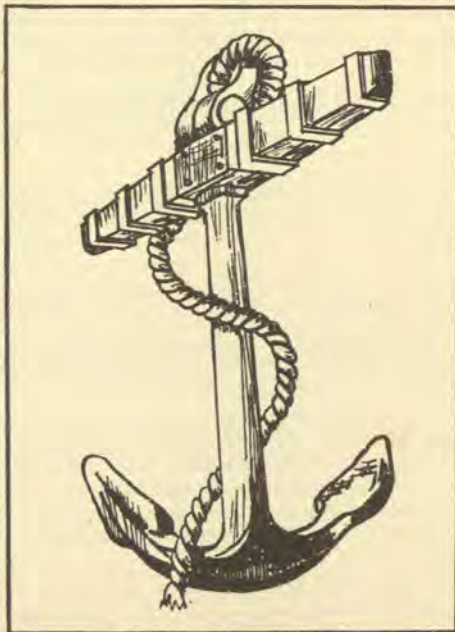
5439.—Admiralty Anchor—Standard Design for Carving in Stone

(N.L. 20555/41.—20 Sep. 1945.)

The standard design of the Admiralty anchor for carving in stone on buildings, memorials, etc., has been revised as shown below and is to be used in future for the purpose stated. It does not replace other designs of the Admiralty anchor in use for any other purpose.

2. It should be noted that the shank is inclined 5° to the left at the top as shown.

3. Additional copies of the drawing may be obtained when required by application to the Civil Engineer-in-Chief, Admiralty.



(A.F.O. 2577/43 is cancelled.)

**5440.—Civil Servants Serving in the Forces—Arrangements Between Civil and Service
Departments**

(C.E. 12714/45.—20 Sep. 1945.)

The following information, in connection with the procedure which has been agreed between the Civil and Service Departments, for dealing with civil servants who have been in receipt of balance of civil pay and who are being released from H.M. Forces, etc., is promulgated for the guidance of and necessary action by Cashiers and Paying Officers.

2. *Notification of pending release.*—The Service Department will, as far as possible, give civil departments early notification of the pending release from the forces of civil servants in receipt of balance of civil pay. The procedure will be as follows :—

- (i) *Army.*—Army Form X.1704 will be sent to the civil department as soon as the Army Paymaster is informed of the pending release of a civil servant. This form, besides notifying the pending release, will request the Cashier or Paying Officer to return immediately any Army Forms O.1632, Part III, which may be outstanding.

A certain number of civil servants, by virtue of having held for the prescribed period a rank higher than that which they hold at the date of dispersal, will be entitled to the pay of the higher rank during release leave and overseas leave. Cashiers and Paying Officers will be notified of this by Army Form O.1632, and should adjust balance of civil pay accordingly.

These notifications should be dealt with promptly and it will greatly assist the Army paying authorities if they can be returned within twenty-four hours of receipt.

At a later stage of the release procedure, Army Form X.1632 will be sent to the civil department stating to what date the civil servant has been credited with pay and allowances for the period of release and overseas leave, his address and other relevant particulars.

- (ii) *Royal Air Force.*—Cashiers and Paying Officers will be notified when release leave is about to start, and the Air Ministry will provide in the notification (A.M.2795) all information immediately available, including higher rank pay during release leave so that Paying Officers may be in a position to make provisional adjustments of balance of civil pay which should prevent over-issues in their final payments. Conclusive information, however, must necessarily await the final firm statement of reckonable emoluments which will be forwarded at the earliest possible moment.
- (iii) *Royal Navy.*—Cashiers and Paying Officers will be notified of the pending release of a civil servant at an early stage during the release leave; detailed information on Service emoluments will be furnished in the final statement, which will be forwarded as soon as possible.

3. Cashiers and Paying Officers should be particularly mindful of the possibility of over-issues of balance of civil pay arising from the failure of a civil servant to report for duty in his civil department at the expiry of release and overseas leave and should therefore pay particular attention to the date of cessation of Service pay and allowances as notified by the Service department.

4. *Over-issues* of balance of civil pay will not be recovered from war gratuity or post-war credit. Where it is impracticable to effect full recovery from ordinary Service emoluments before the expiry of release and overseas leave, the Service department will inform Paying Officers of the amount remaining to be recovered; this notification *must* be acknowledged in order to give the Service department clear indication that the Paying Officer has accepted responsibility. Recovery should then be made from civil pay in the ordinary way.

(A.F.O. 5245/44.)

5441.—Dental Treatment and Prosthesis—General Conditions Governing

(L. 6020/45.—20 Sep. 1945.)

A.F.O. 1006/45 is to be amended as follows:—

Paragraph 17, lines 10 and 11.

Cancel "This report for approval", and substitute "This report should be forwarded to the Admiralty for approval except where the cost does not exceed £5 and can be dealt with under Article 455a of the Home Dockyard Regulations"

(A.F.O. 1006/45.)

5442.—Fires Occurring in Naval and Shore Establishments

(M/L.D. 5153/45.—20 Sep. 1945.)

A.F.O. 5137/45 is to be amended as follows:—

Paragraph 2 (a). For "Three or more fires . . ." read "There were more fires . . .".

(A.F.O. 5137/45.)

5443.—Cashier, H.M. Dockyard, Hong Kong

(D.N.A. 30023/45.—20 Sep. 1945.)

The Cash Office at Hong Kong is being re-opened and the Cashier will be responsible for the payment of all non-industrial and industrial staff appointed to Hong Kong.

2. The address for correspondence is:—

The Cashier, H.M. Dockyard, Hong Kong.

5444.—Mercer and Hyster Cranes—Repair and Servicing Facilities*Dockyards and Shore Establishments concerned*

(D. 20204/45.—20 Sep. 1945.)

Arrangements have been made with Messrs. Jack Olding & Co., Ltd., Hatfield, Herts., for the provision of repair and servicing facilities for the Mercer and Hyster cranes, ex United States of America, which have been allocated to H.M. dockyards and certain of the outlying establishments for which Dockyard Officers are responsible. The firm is to be communicated with direct should the need for the utilization of these facilities arise.

2. An adequate supply of spare parts for each type of crane in use in the United Kingdom is being built up, and all orders for replacements are to be placed, as and when required, direct with Messrs. Jack Olding & Co.

3. Demands for spares for these types of cranes in service at H.M. establishments abroad should be forwarded direct to the Admiralty in order that necessary arrangements for their provision may be made with Ministry of Supply.

(A.F.O. 4149/43 is cancelled.)

5445.—Number Plates for Machinery*H.M. Dockyards and all Shore Establishments*

(D. 20207/45.—20 Sep. 1945.)

The pre-war practice of providing metal plates bearing the yard numbers of machinery and electrical equipment for H.M. dockyards and all shore establishments is now to be resumed.

(A.F.O. 3550/39 is cancelled.)

5446.—Passive Defence—Short Term Policy—Removal of Passive Defence Works

(C.E.-in-C. 04579/45.—20 Sep. 1945.)

The instructions promulgated in A.F.O. 3710/45 may be applied to Admiralty establishments abroad.

(A.F.O. 3710/45.)

5447.—Cashier, H.M. Naval Base, Singapore

(D.N.A. 30022/45.—20 Sep. 1945.)

The Cash Office at Singapore is being reopened and the Cashier will be responsible for the payment of all non-industrial and industrial staff appointed to Singapore.

2. The address for correspondence is:—

The Cashier, H.M. Naval Base, Singapore.

5448.—Workpeople—Discharge on Grounds of Age

(L.—20 Sep. 1945.)

The circumstances which led to the issue of A.F.O. 4381/43 no longer apply in full, and the provisions of Home Dockyard Regulations, Article 467 (4) will henceforward have effect without modification, even in establishments where no definite "reduction" (see A.F.O. 1510/45) is in progress.

2. In cases where the provisions of A.F.O. 1510/45 come into operation, the effect of this Order is to give Officers-in-Charge the right to select for discharge men over 60 years of age, whether they wish to leave or not.

(Message A.S., Portsmouth 23105 Aug., 1945.)

(A.F.Os. 4381/43 and 1510/45.)

