

HPB
HEAD OF "P" BRANCH

A.F.Os. 5509—5611/44

(See A.F.O. Diagram Issue No. 43/44)

RESTRICTED

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Not to be communicated to anyone outside H.M. Service

ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
19th October, 1944.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

H. V. Markham

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

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

HEAD OF "P" BRANCH

ADMIRALTY FLEET ORDERS

- No. Subject.
5508. Victualling Stores in United Kingdom—Supply of.
Issued separately on 12th October, 1944.

19th October, 1944.

SECTION I.—ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGN PORT REGULATIONS, ETC.

(Station Limits : Fighting Efficiency of Ships : Naval Aircraft Administration : Internal Organization of Ships : Navigation and Seamanship : Fleet Exercises and Practices, etc.)

5509. Message on the Occasion of the National Day of China.
5510. R.N. Air Establishments in Mediterranean—Revised Administrative Arrangements.

SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.

5511. Honours and Awards—"London Gazette" Supplement of 10th October, 1944.
5512. Honours and Awards—Polish Merchant Navy.
5513. Ogilvy Prize—Award for 1944.
5514. Officers Volunteering for Further Service Beyond Turn for Release—Returns.
5515. R.N.R. Officers—Rules for Confirmation and Promotion up to the Rank of Lieutenant during the War—REPORTS.
5516. Skipper Class Officers—Promotion.
5517. Qualifying Course for Signal Boatswain.
5518. Complement Amendments—(Aircraft Carriers).
5519. Complements of Writer and Supply Ratings—Scales for Assessing, and Measure of Substitution by W.R.N.S. Personnel—REPORTS.
5520. Wiremen (L.C.)—Professional Examination for Ratings Qualifying as Leading or Petty Officer Wiremen (L.C.)
5521. Aircraft Special Repair Parties.
5522. Store Allowance (M/S and A/S Trawlers, Fuelling Trawlers, A/S and M/S Drifters, A/S Yachts, and A/S and M/S Whalers).
5523. Payment of Difference of Pay as Telegraphist Air Gunner 1st Class.
5524. Colonials—Special Allowance When On Leave.
5525. Transfers to the South African Naval Forces.
5526. Naval Crown, Wreath and Foul Anchor—Revised Design.
5527. W.R.N.S.—Disposal of Amenities.
5528. W.R.N.S.—Temporary Transfer of Ratings to Gain Recommendation for Officer Rank—REPORTS.
5529. W.R.N.S.—Transfer to Categories Required for Overseas—Conditions.
5530. W.R.N.S.—Quarters—Scales for Domestic Staffs.
5531. Domestic Staffs (Naval, W.R.N.S. and Civilian)—Scales.
5532. Naval Canteen Ratings Admitted to R.N. Hospitals or Sick Quarters.
5533. Combined Operations Personnel—Reports of Casualties.
5534. Pay and War Bonus for Ratings—Revised Accounting Procedure.
5535. Travelling Arrangements—Escorts and Offenders.
5536. Cancelled.
5537. Cancelled.
5538. Instructional Films—Aerology (Serial Number G. 63).
5539. Notation of Details of Diseases on Ledgers—Cessation.
5540. Home Guard—Compulsory Enrolment.
5541. British Legion Poppy Day, 11th November, 1944—Sale of Poppies in Fleet Shore Establishments.

SECTION 3.—G., T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS.

Gunnery.—(Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.)

5542. Ammunition—Pyrotechnics—Cartridges Signal 1-in. Green, Mark XT filled W.F.B.—Withdrawal and Disposal.
5543. Ammunition Supply—Naval Armament Depots—Supply, Tests and Returns of Ammunition—REPORTS.
5544. Guns—B.L. 15-in. Mark I—Cylinders, Hydraulic, Mark III—Test and Repair.
5545. Guns—Q.F. 4.5-in. Marks I and III—Breech Block Buffer Retaining Pin Mark I—Modification.
5546. Guns—Q.F. 40-mm.—Incorrect Assembly of Spindles Extractor.
5547. Guns—20-mm. Oerlikon—Plunger Stop Double Loading Part IV—Modification.
5548. Guns—Bren 0.303-in. Marks I and II—Exchange of Springs, Return.
5549. Gun Mountings—3-in./50 Cal. U.S. Mountings Marks XI, XX and XXII (All Mods. except Mark XI, Mods. 7, 8, 9 and 11)—Modifications to Provide Improved Lubrication for Elevating and Training Worm Shafts.

SECTION 3.—G., T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS—contd.
Gunnery.—(Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores).—contd.

5550. Gun Mountings—3-pdr. Mark V—Weather Protection—Fitting Blast Bag—As. and As.
5551. Gun Mountings, Director Receivers, Magslip Type—Clearances of Magslip Pointer Hubs—15-in. Mark I/N, 14-in. Mark II and III, 8-in. Mark I, I*, II and II*—6-in. Mark XXI, XXII, XXIII and XXIV—5.25-in. Mark I and II—4.5-in. Mark II, III, IV, V and VI—4-in. Mark XIX and 2-pdr. Mountings.
5552. Maintenance—Gun Mountings—20-mm. Twin Oerlikon Mark V (Powered)—Lubrication Charts—Issue.
5553. Naval Stores for Gunnery Purposes—Portable Electric Drilling Machines—Allowances.
5554. Projectors, Rocket, 2-in. Rocket Flares—Fitting in Coastal Forces Craft.
5555. Small Arms—Shot Gun Deflection Training Equipment—Supply.

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

5556. Depth Charge Pistols Mark VIII Series—Shortage of Supply—Issue of Modified Mark IX Series Pistols in Lieu.
5557. Main Controlling Switchboard Type II—Indicating Lamps.
5558. Primer and Pistol Pull-off Gear for Depth Charge Chutes—Instructions for Fitting.
5559. Roller Lifting Bands for Hoisting Torpedoes and Mines—Allowance.
5560. S.A. Gear, Type A (F2c)—Redundant Electric and Pneumatic Hammers of American Manufacture.
5561. Torpedoes—U.S.A. 22.4 Mark 13 Mods.—Afterbodies and Exercise Heads—Revised Internal Air Pressure Test Procedure.

Navigation.—(Navigation Stores, Sextants, Compasses, Charts, Anchors, Sails, etc.)

5562. Magnetic Compasses—D.R. Compass Mark I—Liability of Alteration in Coefficient A.

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

5563. Boiler Tubes, etc.
(H.M. Ship "Barlake.")
5564. Boiler Tubes, etc.
(H.M. Ships "Annan," "Launceston Castle," "Leeds Castle," "Loch Achanalt," "Loch Fada" and "Loch Killin.")
5565. Boiler Tubes, etc.
(H.M. Ships "Baron," "Carron," "Dispenser," "Help," "Lifeline," "Mary Rose," "Octavia," "Squirrel," "Succour," "Tintagel Castle," "Uplifter," "Welfare," and "Whirlwind," H.M.C.S. "Huntsville.")
5566. Propellers—Change of.
5567. Turbines—Blading Tools.
5568. Turbo-generators, G.E.C.—Interchangeability of Parts.
5569. Evaporating and Distilling Machinery—Baffles—Maintenance.

Signals.—(W/T and V/S Apparatus, Radar, D.F., S.R.E., Wa/T and Stores.)

5570. Radar Type 291/U/W and Type 267W/MW/PW—Use of Valves CV 510 and CV 511 in lieu of Valve CV 509.

Aircraft.—(Technical.)

5571. Aircraft—K Type Dinghies—Attachment of Hand Paddles to Pack Cover.

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

5572. Aircraft Equipment—Accounting and Checking Procedure—Temporary Forms A. 44(B) and A. 44(C) for Barracuda I and II and Firefly F Mark I.
5573. Aircraft Radio—Aerials for Barracuda Installation of T. 3040 E/R. 3132 B.
5574. Branch Pipes, Pattern 1520 and 350—Allowances.
5575. Cable Reel Drive Housing—Repositioning of—Defect.
5576. Electric Cable, Pattern 13492—Introduction.
5577. Coloured Glass Filters, Patterns 5032 and 5254 for Sector Lights, Pattern 4884 (Ship Type) and Pattern 17018 (Shore Type) Respectively.
5578. Oxygen Bottles for Salvus Breathing Apparatus.
5579. Portable Electric Ventilating Fans, 6-in.—Revised Allowance.
5580. Portable Pumps—Use of 3½-in. Fuelling Hoses as Suction Hoses—Adaptors for.
5581. Sound-Powered Telephones—Hand Generator, Pattern 13318 B—Introduction.
5582. Tools, Screwcutting, and Drills, Twist, Straight Shank—Introduction.

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

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

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

5583. A.M.S.Is.
5584. Amendment to Books.
5585. Admiralty Fleet Orders—Incorporated in Naval Air Maintenance Orders.
5586. Air Publications Distributed During the Week Ending 26th August, 1944.
5587. Air Publications Distributed During September, 1944.
5588. Air Publications—Distribution of Amendment Lists and Leaflets During September, 1944, from the R.N. Store Depot, Belfast.
5589. Air Publications Distributed During the Week Ending 2nd September, 1944.
5590. Air Publications Distributed During the Fortnight Ending 16th September, 1944.
5591. Air Publications Distributed During the Week Ending 23rd September, 1944.
5592. Air Publications Distributed During the Week Ending 30th September, 1944.
5593. B.R. Form U2D (1944) (Restricted)—Regulations for the Security of Top Secret, Secret, Confidential and Restricted Books, Documents and Charts—Issue of.
5594. B.R. 251—Pamphlet for 2-pdr. Marks XI and XII Guns on Mark IX Mounting.
B.R. 258—Handbook for 2-pdr. Mark VIII Gun on Single Mark VIII* Mounting—Stocks of.
5595. B.R. 867 (1)—Addendum No. 1 to B.R. 867 Handbook and Drill for 20-mm. Twin Mark V (Powered) Mounting—For Mountings fitted with the Mark XIV Gyro Gun Sight—Issue.
5596. B.R. 980 (Q) (1)—Revised Page 24 to Range Table No. 551 for Q.F. 5-in. 38 Calibre Gun, Mark XII. Dated August, 1944—Issue.
5597. B.R. 1093 (Restricted)—Guide Book of Maintenance Routines for Coastal Force Craft (Except Diesel-Engined Craft).
5598. Book M. 18—Abolition.
5599. O.U. and B.R. Publications—Distribution during September, 1944.
5600. Loss of Parcels Addressed to Naval Personnel.
5601. Form D. 742 A—Introduction of—Vote 8.111.G. Stores—Gun Mounting and Torpedo Tube Spare Gear, etc.—Reporting Issues, Receipts and Changes of State.

SECTION 6.—SHORE ESTABLISHMENTS

5602. Civil Servants Serving with H.M. Forces, Civil Defence Forces, etc.—Entitlement to Balance of Civil Pay and General Provisions Regarding Period of Absence.
5603. Civil Service Voluntary Savings Scheme.
5604. Re-employment of Civil Pensioners—Prompt Report.
5605. Adult Civilian Electricians in Admiralty Establishments in England, Wales and Northern Ireland—Pay.
5606. Employment of Women in Storage, etc., Depots—Precautions in Regard to Lifting of Weights.
5607. Clothing Coupons for Civilian Uniforms (Including R.M. Police Uniform)—Fourth Uniform Year—1st September, 1944 to 31st August, 1945.
5608. Rate of Certain Wood Cutting Machinists as Joiners.
5609. Educational Facilities for Juvenile Industrial Employees.
5610. Electrodes—Approved Types.
5611. Zinc for Galvanizing.

(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.

5509.—Message on the Occasion of the National Day of China

(M. 010759/42.—19 Oct. 1944.)

The following message was sent to the Chinese Naval Headquarters Chungking :—

“Once more, on the occasion of the National Day of China, I have much pleasure in sending on behalf of the Board of Admiralty and the officers and men of the Royal Navy, cordial greetings to the officers and men of the Chinese Navy. We take this opportunity of saying how glad we are to welcome those Chinese officers who are now training with the Royal Navy.

“Mortal blows are being inflicted by the Allied Forces upon Germany and her accomplices in Europe which are surely bringing them to their doom. The time is at hand when the navies of the United Nations are concentrating in overwhelming strength to destroy utterly the Japanese forces and to liberate from her brutal enemy the territory of long embattled China.

A. V. ALEXANDER.”

The following reply was received :—

“The officers and men of the Chinese Navy and myself sincerely wish, to express the profound gratitude to your Lordship and to the Board of Admiralty and the officers and men of the Royal Navy for the inspiring message on the occasion of the National Day of China. The continuous generosity of the British Navy to train the Chinese young officers is always highly appreciated. As the enemy in Europe is being put to doom and the navies of the United Nations are concentrating overwhelming strength in the Far East, undoubtedly the fate of Japan will be drawn much faster to the end.

Sincerely,

CHEN SHAO KWAN.”

5510.—R.N. Air Establishments in Mediterranean—Revised Administrative Arrangements

(A. 01780/44.—19 Oct. 1944.)

The accounts of the following Squadrons, which have hitherto been held by H.M.S. “Cormorant II” (R.N. Air Section, Gibraltar), in accordance with paragraph 2 of C.A.F.O. 1125/43, are to be transferred as indicated below :—

No. 775 Squadron	H.M.S. “ Nile ”
No. 727 Squadron	} H.M.S. “ St. Angelo ”
No. 728 Squadron	
No. 779 Squadron ... ..		H.M.S. “ Cormorant ”

2. On completion of these transfers, R.N. Air Section, Gibraltar, will cease to be an independent command and H.M.S. “Cormorant II” will be paid off.

3. The Officer-in-Charge, R.N. Air Section, Gibraltar, in his capacity as Commanding Officer, Naval Air Sections, Mediterranean, will continue to be responsible to the Commander-in-Chief, Mediterranean, for the drafting of all Naval air personnel and for the allocation of maintenance and repair of aircraft and engines throughout the Mediterranean.

(C.A.F.O. 1125/43 is cancelled.)

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

*5511.—Honours and Awards—“London Gazette” Supplement of
10th October, 1944

(H. & A.—19 Oct. 1944.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,
St. James's Palace, S.W.1,
10th October, 1944.

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

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

Acting Paymaster Captain Alan Watson Laybourne, O.B.E., R.N.

For distinguished service as Secretary to Admiral Sir James Fownes Somerville, G.C.B., K.B.E., D.S.O., during his appointment as Commander-in-Chief, Eastern Fleet.

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

Commander William Kaye Edden, R.N.

Commander William John Lamb, M.V.O., R.N.

For distinguished service in connection with the planning and execution of operations successfully carried out by the Eastern Fleet during the appointment of Admiral Sir James Fownes Somerville, G.C.B., K.B.E., D.S.O., as Commander-in-Chief.

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

Temporary Sub-Lieutenant Basil John Pollard, R.N.V.R.

For great bravery in saving life when H.M.S. “Quorn” was lost.

Temporary Sub-Lieutenant Harry Gordon Schofield, R.N.V.R.

For great bravery in swimming to H.M.S. “Quorn” and reboarding her when she was rapidly sinking, to make sure that the depth charges were set to “safe”.

Miss Alexandra Marion Whittaker, Second Officer, W.R.N.S. (St. Annes-on-Sée).

For bravery and presence of mind in helping to remove four U.S. Army vehicles from burning garages during an air raid.

Temporary Sub-Lieutenant (E) Benjamin John Poulter, R.N.V.R. (Cambridge).

For great skill and devotion to duty in damage control.

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

Stoker Petty Officer Alfred John Harold Philips, D/KX.89646 (Neath).

For great skill and devotion to duty in damage control.

ADMIRALTY,

Whitehall,

10th October, 1944.

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

For outstanding courage and skill in Light Coastal Craft in successful encounters with the enemy:

To be Companion of the Distinguished Service Order

Acting Temporary Lieutenant-Commander Donald Gould Bradford, D.S.C., R.N.R. (Manchester).

Bar to the Distinguished Service Cross

Temporary Lieutenant Douglas Eric James Hunt, D.S.C., R.N.V.R. (Wimbledon).

Temporary Lieutenant Cecil William Ford, D.S.C., R.N.V.R. (Watford).

The Distinguished Service Cross

Temporary Lieutenant Albert Thomas Joseph Harrington, R.N.V.R. (Gillingham).
Temporary Sub-Lieutenant John Ainsley Peters, R.N.V.R. (Wirral).

The Distinguished Service Medal

Acting Chief Motor Mechanic Jack Bowman Sidebottom, P/MX.502804 (Castleford).
Acting Petty Officer Douglas Gordon Smith, C/JX.142138 (Hayes).
Leading Motor Mechanic Harry Campbell Carty, P/MX.99313 (Wishaw).
Telegraphist Harry Morrey, C/JX.298392 (Manchester).
Stoker First Class Eric George Lamb, P/KX.163948 (Maidstone).
Motor Mechanic Peter Chambers Roe, P/MX.634241 (Workington).

Mention in Despatches

Acting Leading Seaman Richard Donald Kerridge, D/SSX.28077 (Dundee).
Ordinary Telegraphist John Mushet, C/JX.341890 (Glasgow).

For undaunted courage, skill and devotion to duty in successful patrols in H.M. Submarine “Splendid”:

The Distinguished Service Cross

Lieutenant-Commander Ian Lauchlan Mackay McGeoch, D.S.O., R.N. (Danbury).
Temporary Lieutenant Robert Gowan Balkwill, R.N.V.R.

The Distinguished Service Medal

Engine Room Artificer Ernest John Worthington, C/MX.66750.
Acting Leading Seaman William Ramsden, C/SSX.21985.

Mention in Despatches (Posthumous)

Petty Officer Warren Stanley Orrom C/J.113100.
Acting Petty Officer Douglas Lawrence D/JX.142867.
Able Seaman Francis John Pilton, D/SSX.22220.
Stoker First Class Reginald John Croker, D/KX.76748.

Mention in Despatches

Lieutenant George Gordon Hardy, R.N.V.R.
Acting Petty Officer Telegraphist Charles Gordon Foulkes, D/JX.151153.
Stoker Petty Officer Leonard Frost, D/KX.76235.
Able Seaman Albert Errington Aynsley, D/JX.237671.

For bravery, skill and devotion to duty in H.M. Ships “Affleck,” “Balfour,” “Eskimo,” “Wanderer” and “Tavy” and H.M. Canadian Ships “Haida” and “Huron” in anti U-Boat operations:

Second Bar to the Distinguished Service Cross

Lieutenant-Commander Reginald Fife Whinney, D.S.C., R.N. (Marden Newton).

Bar to the Distinguished Service Cross

Lieutenant Robert Edmund Lloyd, D.S.C., R.N. (Exford).

The Distinguished Service Cross

Lieutenant-Commander Erroll Norman Sinclair, R.N. (Hythe).
Acting Temporary Lieutenant-Commander Frank Ardern, R.N.R. (Heysham).
Temporary Lieutenant Eric Finden Hall, R.N.V.R. (London).
Temporary Lieutenant Hugh David McDonald, R.A.N.V.R. (Melbourne).

The Distinguished Service Medal

Temporary Chief Petty Officer John Francis Lipton, 2851 R.C.N. (Stillarton).
Chief Stoker Edward Henry Hicken, C/KX.79227 (Birmingham).
Petty Officer Telegraphist Henry Alexander John Lucas, C/J.65993 (London).
Petty Officer Radio Mechanic Samuel MacQuarrie, P/MX.117232 (Glasgow).
Stoker Petty Officer Thomas Fairish, C/KX.86451 (Bishop Auckland).
Leading Seaman Lancelot James Werrett, P/SSX.24794 (Belfast).
Leading Supply Assistant Richard John Glover, C/MX.67616 (Abington).
Able Seaman Charles George Thomas Philpott, D/JX.287280 (Morden).
Able Seaman Ronald Walker, C/JX.350869 (Batley, Yorkshire).

Mention in Despatches

Captain Henry George de Wolf, D.S.O., D.S.C., R.C.N. (Bedford, Nova Scotia).
Commander Herbert Sharples Rayner, D.S.C., R.C.N. (Bedford, Nova Scotia).
Acting Commander Clive Gwinner, D.S.O., D.S.C., R.N. (Guildford).

Lieutenant-Commander Cecil Dick Bluett Coventry, R.N.R. (ret.) (Torquay).
 Lieutenant-Commander (E) George Henry Glanville, R.N. (Compton, Berkshire).
 Lieutenant Alfred Benjamin Bickers, R.N.R. (London).
 Acting Lieutenant John Jeffrey Coates, R.C.N.V.R. (Paris, Ontario).
 Temporary Acting Lieutenant John Cleveland Platt, R.C.N.V.R. (Toronto).
 Lieutenant (E) John Robert Short, R.N. (Newcastle).
 Temporary Sub-Lieutenant Alan Frank Hirst, R.N.V.R.
 Temporary Sub-Lieutenant Kenneth Rainey Tremlett, R.N.V.R. (Taunton).
 Chief Petty Officer Telegraphist Joseph Devlin, D/JX.135483 (Belfast).
 Chief Petty Officer Telegraphist Francis Ernest Storer, P/J.67543 (Glasgow).
 Chief Engine Room Artificer Michael Conheaney, C/MX.50348 (Bolton).
 Chief Engine Room Artificer Leslie George Hedgecock, P/MX.49192 (Helensburgh).
 Engine Room Artificer Second Class Eric Robinson, D/MX.51400 (Wigan).
 Petty Officer Thomas Joseph Alderman C/JX.130381 (London).
 Petty Officer Edgar Richard White, P/JX.130936 (Petersfield).
 Temporary Petty Officer Ernest West, C/JX.155107 (Rainham).
 Acting Petty Officer Henry Biggs, C/SSX.24911 (Crewe).
 Leading Seaman Peter Artmont, V.17281, R.C.N.V.R. (London, Ontario).
 Leading Seaman David Arthur Warman, C/J.114267 (Grimsby).
 Acting Leading Seaman Thomas Alexander Lindores, D/JX.146248 (Liverpool).
 Acting Leading Seaman John Thomas Williamson, D/JX.253622 (Wakefield).
 Leading Stoker George Wood, C/KX.105879 (Southend).
 Able Seaman Thomas Frederick Cuthbert, V.24058, R.C.N.V.R. (Winnipeg).
 Able Seaman Harold William Houston, C/JX.378374 (London).
 Able Seaman Robert Haig MacLeod, V.34148, R.C.N.V.R. (Askatom).
 Able Seaman Frederick John Shilling, C/SSX.30597 (Faversham).
 Ordinary Seaman Robert Beggs, C/JX.548625 (Helensburgh).

For outstanding courage and devotion to duty during the landings at Salerno :

The Distinguished Service Medal

Leading Stoker Edward Arthur Newport, D/KX.132755.
 Marine (Acting Temporary Corporal) John Hampton, R.M., Ch.X.106400.

For courage and fine seamanship in a special operation .

Mention in Despatches (Posthumous)

Temporary Acting Petty Officer Alfred Alleyn Bernard Sayers, LT/JX.217879.

For bravery and devotion to duty :

Mention in Despatches

Acting Temporary Lieutenant-Commander Fredman Ashe Lincoln, R.N.V.R.
 Temporary Lieutenant John Francis Challoner Ogle, R.N.V.R.

For good services in H.M.S. "Hotspur" when attacked by enemy aircraft :

Mention in Despatches

Lieutenant-Commander Leopold Hewetson Landman, R.N.
 Yeoman of Signals Harold George Keen C/JX.145444 (Oxford).

For good services to the survivors in the water when H.M.S. "Quorn" was lost :

Mention in Despatches

Able Seaman Dennis Perry, P/JX.418471.
 Able Seaman Christopher Yorston, P/JX.297480.

For good services in damage control :

Mention in Despatches

Stoker First Class Percival Reed, D/KX.136440 (Penryn).
 Steward Henry William Giffin, D/SR/57428 (Barking).

For good services as aircraft identifiers in Merchant Ships during the Invasion of France :

Mention in Despatches

Aircraft Identifier Thomas Henry Bodill, P/JS.2787 (Hucknall).
 Aircraft Identifier George Alfred Donovan Bourne, P/JS.2453 (Barnet).
 Aircraft Identifier Anthony William Priestley Dearden, P/JS.2360 (West Hoathley).

Aircraft Identifier John Hughes, P/JS.2394 (Mostyn).
 Aircraft Identifier Derek Norman James, P/JS.2272 (Gloucester).
 Aircraft Identifier Edward Jones, P/JS.2255 (Bodsari).
 Aircraft Identifier Albert Edward Llewellyn, P/JS.2282 (Hirwann).
 Aircraft Identifier George McAllan, P/JS.2829 (Bridge of Earn).
 Aircraft Identifier John Wiston Reynolds, P/JS.2599 (Leamington Spa).
 Aircraft Identifier Joseph Douglas Whitham, P/JS.2407 (Forth).

(These awards are made as a token of the good work of those members of the Royal Observer Corps who temporarily joined the Royal Navy for this service.)

The KING has been graciously pleased to give unrestricted permission for the wearing of the Insignia of the following Honour conferred by the President of the United States of America for distinguished service as Commander of a Task Force during the invasion of Italy :

Legion of Merit, Degree of Commander

Captain (Commodore First Class) Geoffrey Nigel Oliver, C.B., D.S.O., R.N.

5512.—Honours and Awards—Polish Merchant Navy

(H. & A. 344/44.—19 Oct. 1944.)

The King has been graciously pleased to approve the following award for good services in the attack on Anzio :—

Mention in Despatches

Mr. Victor Balezunas, Chief Officer, M.V. "Sobieski"

2. This Award will not be gazetted.

5513.—Ogilvy Prize—Award for 1944

(C.W. 56296/44.—19 Oct. 1944.)

The Ogilvy prize for the February—September, 1944, Qualifying Long Course for (T) officers has been awarded to Lieutenant H. H. Hughes, R.N.V.R.

5514.—Officers Volunteering for Further Service Beyond Turn for Release—RETURNS

(C.W. 56262/44.—19 Oct. 1944.)

All officers will be called upon when their turn comes for release under the Re-allocation Plan, and if their release can be permitted, to state whether they volunteer for further service.

2. Officers so volunteering who are accepted for further service will be required to serve until general demobilization takes place if their services are required for so long. They will be liable for service either at home or abroad as the exigencies of the Service require and their physical fitness allows. They will retain their position in their original age and service groups and may therefore expect early release when general demobilization takes place.

3. It is necessary, however, that the Admiralty should now be in a position to make forecasts. For this purpose all War Only Officers as defined in B.R. 1081, including R.M. Officers and W.R.N.S. Officers, are to be asked forthwith whether or not they expect to volunteer for further service when their turn comes for release. They are to be informed that should they subsequently wish to give a reply different from that now given they should report the fact.

4. Commanding Officers are to send to their Administrative Authorities for transmission to the Admiralty, lists showing the replies from all officers under their command. They are to state in each case in which they have sufficient knowledge whether retention of the officer is recommended both on general and medical grounds. No medical examinations need be carried out at this stage. If required, they will be called for later.

5. Officers who are fit only for permanent shore or limited sea service will be allowed to volunteer and such officers should be distinguished in the lists.

6. Separate lists should be sent for each branch of the Service.

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

5515.—R.N.R. Officers—Rules for Confirmation and Promotion up to the Rank of Lieutenant during the War—REPORTS

(C.W. 49756/44.—19 Oct. 1944.)

The following regulations consolidate and supersede previous Orders governing the promotion of R.N.R. Officers (other than Skipper Class Officers) up to the rank of Lieutenant during the war, except that the rules for accelerated promotion to Lieutenant are contained in A.F.O. 4067/44 and the actual method of carrying out promotion and confirmation is contained in A.F.O. 4448/44 which should be read in conjunction with this A.F.O.

2. *Promotion from Midshipman to Acting Sub-Lieutenant* (applicable to Executive Branch only).—Midshipmen R.N.R. other than those serving as Pilots or Observers, will be eligible for promotion to Acting Sub-Lieutenant provided that:—

- (a) they have attained the age of 19½;
- (b) they are recommended by their Commanding Officers;
- (c) they have reached the standard of navigation expected of Midshipmen R.N., and have passed an equivalent examination.

Ships carrying Midshipmen R.N.R. are to arrange for them to be trained and examined in the syllabus of navigation laid down in K.R. & A.I., Appendix XII, Part 1, as for Midshipmen R.N. and the results reported to Admiral Commanding Reserves; while they are required to attain the same standard as Midshipmen R.N. they may use methods of computation other than those in use in the Royal Navy. Where facilities do not exist for examinations to be held on board, suitable arrangements are to be made by administrative authorities. Midshipmen will not be promoted to Acting Sub-Lieutenant until a report has been received that they have been examined and found satisfactory.

Note.—Owing to the present shortage of accommodation for Midshipmen in big ships, R.N.R. Midshipmen are being sent to small ships. Where this is done the navigation examination is to be waived.

Midshipmen R.N.R. specializing as Pilot or Observer are eligible for recommendation for promotion to Acting Sub-Lieutenant provided they—

- (i) have attained the age of 19½; or
- (ii) have completed six months' service from date of completing flying training at a Service Flying Training School or equivalent stage of training in the U.S.A. or Part II of the Naval Observer's course.

3. *Promotion from Acting Sub-Lieutenant to Sub-Lieutenant.*—Officers must—

- (a) have completed six months' service as Acting Sub-Lieutenant (including probationary time);
- (b) be recommended for promotion by their Commanding Officers.

4. *Promotion from Sub-Lieutenant to Lieutenant.*—Executive Officers are eligible for promotion to Lieutenant provided—

- (a) they are recommended by their Commanding Officers, and
- (b) they either—
 - (i) possess a Board of Trade Master's (Foreign Going) Certificate of Competency, and have been granted a Naval Watchkeeping Certificate, or
 - (ii) possess a Board of Trade First Mate's (Foreign Going) Certificate of Competency and have attained the age of 27, and have been granted a Naval Watchkeeping Certificate, or
 - (iii) have been confirmed in rank as Sub-Lieutenant after having satisfactorily completed a minimum of three months' Naval service as Probationary Sub-Lieutenant, attained the age of 30 and been granted a Naval watchkeeping Certificate, or
 - (iv) have completed one year's Naval service as Sub-Lieutenant (including Probationary time), attained the age of 25 and have been granted a Naval Watchkeeping Certificate, or
 - (v) have attained two years and six months' seniority as Acting Sub-Lieutenant and Sub-Lieutenant and have been granted a Naval Watchkeeping Certificate.

5. The Naval Watchkeeping Certificate required for promotion should be worded as follows:—

“(Rank)..... (Name)..... is competent to take charge of a Watch at sea as a Lieutenant and to perform efficiently the duties of that rank”.

Where the Commanding Officer does not feel justified in awarding the Full Naval Watchkeeping Certificate as shown above, a restricted Certificate may be awarded by the addition of the following paragraph:—

“This Certificate is granted for (insert class of vessel) only”.

This restricted Certificate will not entitle the Officer to the notation (W/K) against his name in the Navy List.

Copies of Watchkeeping Certificates are to be forwarded at the time of award to the Admiral Commanding Reserves and a copy with the application for promotion.

6. Where Officers have not had an opportunity of qualifying for a Naval Watchkeeping Certificate owing to the exigencies of the Service, this requirement for promotion may be dispensed with if they are certified by their Commanding Officers as competent to carry out in an efficient manner, the duties upon which they are employed. In such cases, Officers without Watchkeeping certificates will be promoted to Acting Lieutenant only.

7. Sub-Lieutenants (E) R.N.R. (entered for Patrol Service Duties) are eligible for promotion to Acting Lieutenant (E) provided that—

- (a) they are recommended by their Commanding Officers if of the rank of Lieutenant or above otherwise by Senior Officer of Flotilla;
- (b) performed a minimum of one year's service in the rank of Sub-Lieutenant including time served under T.124 or T.124X agreements;
- (c) attained the age of 25 or attained 2½ years' seniority as Sub-Lieutenant (E). These Officers will be eligible for promotion from Acting Lieutenant (E) to Lieutenant (E) provided that they—
 - (i) have performed at least one year's service as Acting Lieutenant (E);
 - (ii) are recommended by Commanding Officers, if of the rank of Lieutenant or above, otherwise by Senior Officer of Flotilla.

8. *Confirmation of Officers.*—Officers serving in probationary rank will be eligible for confirmation after a minimum of three months' service. They will be confirmed with original seniority.

9. When Reserve Officers of all branches are recommended for promotion to Lieutenant or Acting Lieutenant or provisionally promoted by Commanders-in-Chief abroad (A.F.O. 4448/44), a report on Form S.206 is to be forwarded to Admiral Commanding Reserves. A report on Form S.206 is to be similarly forwarded when Officers are not recommended for promotion although qualified by age and service.

10. All reports concerning promotion and confirmation are to be made to Admiral Commanding Reserves except in the case of R.N.R. (E) Officers and Dominion Officers where reports are to be rendered to Secretary of the Admiralty (C.W. Branch).

11. The above rules apply to Dominion Officers serving on loan to the R.N. other than Officers of the R.C.N.R.

(A.F.Os. 4067/44, 4448/44 and 4995/44.)

(A.F.Os. 5245/42, 118/43, 3131/43, 3133/43, and 4532/43 are cancelled.)

5516.—Skipper Class Officers—Promotion

(C.W. 48474/44.—19 Oct. 1944.)

In addition to the regulations for the promotion of permanent Skipper Class Officers, R.N.R., published in R.N.R. Regulations (Officers), Article 51, Clauses 2 and 3, as amended by A.F.O. 2108/40, the following regulations for promotion of permanent and temporary Skipper Class Officers to higher acting rank have been approved. These regulations consolidate existing regulations on the subject, and provide for earlier promotion for war services, and for the grant of the status of Qualified Officer to Skipper Lieutenants, Acting Skipper Lieutenants and Acting Temporary Skipper Lieutenants.

2. *Qualifications for Promotion to Acting Chief Skipper, R.N.R. (permanent and temporary) and to Acting Temporary Boom Chief Skipper, R.N.R. :—*

*Either
or*

A.

B.

- | | |
|--|---|
| <p>(i) 5 years mobilized service as Skipper in this and/or the last war, but peacetime service in command of boom vessels in a civilian capacity will be allowed to count towards this period of qualifying service.</p> <p>(ii) Recommendation by Commanding Officer.</p> | <p>(i) 4 years mobilized service as Skipper (or Temporary Skipper) in this war.</p> <p>(ii) 3 years of such service to have been in command.</p> <p>(iii) A very good record.</p> <p>(iv) Recommendation by Senior Officer.</p> |
|--|---|

Notes.—(i) Service as a mobilized retired officer will count for promotion purposes under A or B.

(ii) Promotion will be by selection as officers become eligible and are recommended.

(iii) *Recommendations.*—(a) *For Skippers employed in the Patrol Service.*—The Commodore, Patrol Service Central Depot, Lowestoft, will call for reports from Administrative Authorities as and when officers qualify by service, and will forward recommendations with his remarks to the Admiral Commanding Reserves.

(b) *For Skippers employed in the Boom Service and Temporary Boom Skippers.*—Recommendations should be forwarded through usual channels to the Superintendent of Boom Defences, Rosyth, who will forward with his remarks to the Director of Boom Defences.

(iv) Service on T.124 Agreement or variant, cannot count towards qualifying time.

3. *Qualifications for the Grant of the Ranks of Acting Skipper Lieutenant, Acting Skipper Lieutenant (Retired), or Acting Temporary Skipper Lieutenant, whilst holding Appointment.*

(a) *M/S Unit Officers and Officers in Command of B.Y.M.S., 126-ft. M.M.S. and 105-ft. M.M.S. :—*

(i) Recommendation by Commanding Officer through the Officer-in-Charge of Minesweeping Operations, through the Flag or Naval Officer-in-Charge, to the Commodore, Patrol Service Central Depot, Lowestoft.

(ii) Recommendation and selection by the Commodore, Patrol Service Central Depot, Lowestoft, for the M/S Unit Officers' Course.

(iii) Successful completion of the M/S Unit Officers' Course.

(b) *A/S Duties.*—Selection by the Commodore, Patrol Service Central Depot, Lowestoft, for command of A/S vessels which are allowed three or more Executive Officers in complement.

(c) *Combined Operations—*

(i) Completion of 18 months' service as a Skipper Class Officer.

(ii) Completion of 9 months' service in command of landing craft attached to Combined Operations (service in Command of Patrol Service Vessels is not to count towards the 9 months).

(iii) Efficiency in signals and handling tank landing craft or other types of landing craft.

(iv) All recommendations to be forwarded through Administrative Authorities to the Commodore, Patrol Service Depot, Lowestoft.

4. *Status of Qualified Officer.*—Existing Skipper Lieutenants (permanent), Retired Skipper Lieutenants, Acting Skipper Lieutenants, Acting Temporary Skipper Lieutenants and Officers subsequently promoted to these ranks may be recommended for the qualification (Q.C.) ("Qualified Command") under the following conditions :—

(i) M/S Skipper Class Officers to have successfully completed the M/S Unit Officers' Course. Skipper Class Officers employed on A/S or Combined Operations duties to have successfully completed the M/S Unit Officers' Course, except for the M/S Section.

(ii) One year's service in command in this war in the rank of Skipper Lieutenant or Acting Skipper Lieutenant or Acting Temporary Skipper Lieutenant "whilst holding present appointment"

(iii) A very good war record.

(iv) Recommended by Senior Officer as outstanding in the performance of their duties. The Commodore, Patrol Service Central Depot, Lowestoft, will call for reports from Administrative Authorities as and when officers qualify by service, and will forward recommendations with his remarks to the Admiral Commanding Reserves.

(v) A/S Skipper Class Officers and Combined Operations Skipper Class Officers who cannot be released from their appointments for the M/S Unit officers' course may be granted the (Q.C.) qualification on the understanding that they will be required to undergo the course when convenient. Failure at the course will involve withdrawal of the qualification and loss of the acting rank of Skipper Lieutenant.

(vi) The grant of the qualification (Q.C.) will be made by selection as officers become eligible by service and are recommended. Mobilized retired officers are eligible for consideration.

Officers promoted under the conditions stated in paragraph 3 are promoted on a "whilst holding present appointment basis", but officers who acquire the (Q.C.) qualification will be allowed to retain the higher acting rank and status for the duration of the present emergency, subject to relinquishment in the event of prolonged sickness. Both rank and status will, however, be subject to forfeit for unsatisfactory service or conduct.

5. *Rank and Command of Qualified Officers.*—Seniority for the purpose of rank and command of qualified officers is defined in paragraph 6. Skipper Class Officers who possess the qualification (Q.C.) will rank with but *after* Lieutenants R.N. or R.N.R.(Q.O.) of equal seniority, and with but *before* Lieutenants R.N.V.R.(Q.O.) of equal seniority. Such equation will be restricted to the service in which the status of Skipper Lieutenant (Q.C.) is granted, i.e. in that service they will take rank and command in category 19 of A.F.O. 3478/42. Outside that service (i.e. in relation to officers serving in major war vessels, or coastal force craft) Skipper Class Officers (Q.C.) will resume their normal status as Skipper Lieutenant, Skipper Lieutenant (Retired), Acting Skipper Lieutenant or Acting Temporary Skipper Lieutenant, as defined in A.F.O. 3478/42.

6. *Seniority of Qualified Officers for purpose of rank and command.*—(i) Skipper Lieutenants granted the status of (Q.C.) will rank with their seniority as Skipper Lieutenants.

(ii) Retired Skipper Lieutenants, Acting Skipper Lieutenants (Q.C.) and Temporary Acting Skipper Lieutenants (Q.C.) will rank with seniority as from the effective date from which the qualification (Q.C.) is granted.

The qualification (Q.C.) will not be granted to officers with less than one year's service in command and for future promotions until the one year's service in command, as defined in paragraph 4 (ii) of this Order, has been completed, but the date of the grant of the qualification to selected officers will in general be antedated for one year at the discretion of the Admiralty, and will become the effective date which will count for seniority purposes.

Those officers, who, prior to 6 January, 1944, had served in the acting rank of Skipper Lieutenant or Temporary Skipper Lieutenant for over a year and who are granted Q.C. status will, in general, be granted seniority of 6 January 1943 in that rank and status. They will rank for seniority with each other in the order in which they were first granted the acting rank of Skipper Lieutenant.

This order of seniority will eventually be promulgated in the Navy List, but some delay must be expected due to the necessity of including those officers eligible for consideration who are serving abroad. In the meantime if, for the purpose of Command, the more senior of two officers of the same seniority cannot be determined from local knowledge, the Commodore, Patrol Service Central Depot, Lowestoft, should be requested to furnish the necessary information. Requests for such information should, however, be restricted to the greatest possible extent and should *not* be addressed to the Admiralty.

7. *Officers in the Boom Defence Service.*—Skipper Class Officers and Boom Chief Skippers will be eligible for promotion to Acting Skipper Lieutenant and Temporary Acting Skipper Lieutenant under the following conditions:—

- (i) A very good war record.
- (ii) Recommended by Senior Officer as outstanding in the performance of their duties:
- (iii) Successful completion of the Boom Defence Course at Rosyth and to be recommended by the Superintendent of Boom Defences.

Recommendations should be forwarded to the Director of Boom Defence Department through the Superintendent of Boom Defences, Rosyth. Promotion will be made by selection as officers are recommended and appointments for officers of Lieutenant's rank become available. Mobilized retired officers are eligible for consideration. The status of Qualified Officer (Q.C.) will be granted, subject to recommendation, on completion of one year's service in command in this war in the rank of Skipper Lieutenant or Acting Skipper Lieutenant or Temporary Acting Skipper Lieutenant, mobilized service as a retired officer counting for this purpose.

8. *Uniform Allowance.*—On being granted the acting rank of Skipper Lieutenant or Temporary Skipper Lieutenant a uniform allowance within a limit of £27 10s. will be payable under the conditions laid down in Article 166, Clause 1 (d), R.N.R. (Officers) Regulations.

(A.F.Os. 2108/40 and 3478/42.)

(A.F.Os. 8/44, 2717/44 and 2718/44 are cancelled.)

5517.—Qualifying Course for Signal Boatswain

(C.W./N. 14330/44.—19 Oct. 1944.)

The following candidates have been selected to undergo the qualifying course for rank of Signal Boatswain at H.M. Signal School, Portsmouth, commencing on the 1st January, 1945:—

F. W. H. Chatten ...	C.Y.S.	P/JX.129765	H.M.S. "Berwick"
D. J. Donovan ...	C.Y.S.	P/JX.130591	H.M.S. "Scylla"
J. Timms ...	C.Y.S.	D/JX.132614	H.M.S. "Furious"
C. D. Shead ...	Y/Sigs.	C/JX.134366	H.M.I.S. "Talwar"
E. J. Wright ...	Y/Sigs.	D/JX.134700	H.M.S. "Warspite"
T. E. White ...	Y/Sigs.	C/JX.137670	H.M.S. "Tracker"
E. Wright ...	Y/Sigs.	C/JX.141550	H.M.S. "Arethusa"
R. J. Trudgett ...	Y/Sigs.	P/JX.148648	H.M.S. "Rotherham"

2. The above-named ratings should join H.M. Signal School, p.m. Sunday, 31st December, 1944.

5518.—Complement Amendments

Aircraft Carriers

(N. 16541/44.—19 Oct. 1944.)

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

H.M. Ships "Implacable" and "Indefatigable" (Admiralty Letter N/G.04142/42 of 9th May, 1944).

H.M. Ships "Indomitable", "Illustrious", "Formidable" and "Victorious" (Admiralty Letter N/G.03285/42 of 11th May, 1944).

H.M. Light Fleet Carriers ("Colossus" Class) (Admiralty Letter N/G.012625/43 of 6th June, 1944).

Additions allowed in War only:—

Add: "1 Lieut. or Sub-Lieut. (Sp.) (Cy)."

Aircraft Carrier (1942 Programme) (Admiralty Letter N/G.015954/41 of 16th July, 1942).

Additions allowed in War only:—

Add: "1 Payr. Lieut., R.N.V.R., or Payr. Sub-Lieut., R.N.V.R."

"1 Lieut. or Sub-Lieut. (Sp.) (Cy)."

AFO 5992/44.

5519.—Complements of Writer and Supply Ratings—Scales for Assessing, and Measure of Substitution by W.R.N.S Personnel—REPORTS

(D.P.S. 831/44/M.—19 Oct. 1944.)

The following amendment is to be made to A.F.O. 3930/44:—

Table III.

The number of ships in the left-hand column is to be amended to read:—

"5-10
11-15
16-20", etc.

(A.F.Os. 3930/44 and 4466/44.)

5520.—Wiremen (L.C.)—Professional Examination for Ratings Qualifying as Leading or Petty Officer Wiremen (L.C.)

See AFO 4433.

(N./D.C.O.M. 4388/44.—19 Oct. 1944.)

Arrangements have been made for all electrical ratings engaged in landing craft maintenance, including combined operations personnel, in future to receive their specialized technical training at H.M.S. "Hopetoun".

2. *Advancement to Leading Wiremen (L.C.).*—(a) All Wiremen (L.C.) borne by H.M.S. "Copra" and H.M.S. "Copra" (Base) who have attained six months' seniority and completed six months' V.G. conduct, when recommended by their Commanding Officers, are to be reported by name to H.M.S. "Copra" and the Commanding Officer, H.M.S. "Hopetoun", for advanced training and examination, prior to being sent to R.N. Barracks, Devonport, for two weeks' disciplinary and leadership course. On successful completion of the examination, Form S.442 is to be forwarded by the Commanding Officer, H.M.S. "Hopetoun", to the Commodore, R.N. Barracks, Devonport (copy to D.C.O.M., Admiralty). Advancement will then be made by the Commodore, R.N. Barracks, Devonport, and the ratings returned to H.M.S. "Hopetoun" for disposal.

(b) Wiremen (L.C.) serving in Permanent Base Staffs (General Service ratings) whose seniority and conduct qualify them as in 2 (a) above, should be drafted at the first opportunity by their Commanding Officers, by direct arrangement with the Commanding Officer, H.M.S. "Hopetoun".

3. *Advancement of Leading Wiremen (L.C.) to Petty Officer Wiremen (L.C.).*—Candidates for advancement to Petty Officer Wiremen (L.C.) must have served for 18 months as a Wireman or Leading Wireman (any category), six months of which must have been in the leading rate. They should be sent to H.M.S. "Hopetoun" for course and examination, and thence to R.N. Barracks, Devonport, where they may be confirmed by the Commodore on successful completion of the disciplinary course for P.O. Wiremen (L.C.), and then returned to H.M.S. "Hopetoun" for disposal.

4. Ratings serving abroad, when eligible, may continue to be rated Leading Wireman (L.C.) or Acting Petty Officer Wireman (L.C.) by their Commanding Officers, if certified as professionally competent by the Base Electrical Officer.

(A.F.O. 155/44 is cancelled.)

5521.—Aircraft Special Repair Parties

(N/AMR. 404/44.—19 Oct. 1944.)

Aircraft special repair parties are composed of Service ratings who have been specially trained for the repair of certain items such as airframes, aircraft engines and aircraft propellers. They are trained together to work as a team in repair and maintenance yards and ships and other Naval air establishments. The purpose and training of these parties fall into two types:—

- (a) Those in which the party is complete in itself, each member being trained for a limited number of specific operations only, the whole party forming a team. Engine special repair parties are of this type.
- (b) Those in which the purpose is to train a nucleus of men skilled in the repair and inspection of a particular type or group of types, and with whom some three or four times their number of ordinary maintenance ratings may be employed. Airframe special repair parties are normally of this type.

2. The S.R.Ps. are identified by the name of their speciality and a number, e.g. No. 4 Merlin engine S.R.P.

3. Training is carried out at repair yards and aircraft factories in the U.K. and U.S.A. and is distinguished by a considerable degree of specialization, men being in general only trained to carry out a limited range of work but to know their own line very thoroughly. After training, the party is drafted as part complement to a maintenance or repair ship or establishment. Officers are trained with each party and are drafted with them to their first appointment as part complement to replace another officer. (This will not be done if the establishment concerned already has an officer of a similar type of S.R.P.) After six months, the S.R.P. is regarded as established and the officer can be appointed elsewhere. The ratings continue, however, as a team.

4. Engine special repair parties consist of a Petty Officer Air Fitter (E) as chief inspector and in charge where no officer is borne, two Leading Air Fitters (E), inspectors, about 20 Air Fitters (E) or Air Mechanics (E), and one Air Mechanic (L). The Air Fitters and Air Mechanics (E) are each trained in a limited series of operations, two men being capable of performing each set of such operations. In general, men in any one party cannot perform each other's duty. A full list of the duties of the men in each type of S.R.P. is given in Appendix II to this A.F.O.

5. Pratt & Whitney engine S.R.Ps. and Wright engine S.R.Ps. should be capable of undertaking the overhaul of any type of Pratt & Whitney or Wright engine, respectively, used in Naval aircraft.

6. Certain parties have more than one officer attached to them for training. These officers are then available for appointment to civilian manned repair yards and such Naval establishments as component repair ships where work of a specialized nature is carried out but where a full S.R.P. is not required.

7. The organization of a propeller special repair party is generally similar to an engine S.R.P. The party consists of a Petty Officer Air Fitter (E) in charge and chief inspector, one Leading Air Fitter (E) inspector, and a number of Air Fitters or Air Mechanics who have been specially trained in one set of operations such as the overhaul of C.S.U.s., the strip, the re-build and balance of hydraulic propellers, the strip, re-build and balance of electric propellers, cold straightening of steel blades or Dural blades, the repair of wooden blades or the repair of spinners.

8. Airframe special repair parties differ from engine and propeller S.R.Ps. in that they are composed of Petty Officer and Leading Rates and are intended to form the nucleus around which airframe repair work on their special type of aircraft can be formed. They are not, like the engine and propeller S.R.Ps., a complete team capable of performing all the necessary work without outside assistance. The basis of their training has been to ensure that they have sufficient knowledge and experience of airframe repair work, including the repair of fuselages, to enable repairs to be carried out up to about the standard of that normally undertaken by the manufacturer's on site repair parties (these repairs include such jobs as buckled fuselage, damage to skin plating, medium wing repairs, etc.).

9. Aircraft special repair parties are not supplied with the normal issue of tools or Air Publications, which would be available in the ship or establishment to which they are drafted. They are, however, instructed to obtain all possible information about such special tools and appliances as are particular to their work.

10. Admiralty permission is to be obtained before any man is drafted away from an aircraft special repair party. As each man has been trained for a special duty, the party cannot function effectively except as a team, and the men are not, therefore, available for other duties.

11. In future only qualified Air Fitters and Air Mechanics will be drafted to special repair parties. Ratings already appointed to engine and propeller special repair parties will continue to serve under the regulations which have already been promulgated and are repeated in paragraphs 13 and 14 below.

12. The regulations in this paragraph apply to *qualified* Air Fitters and Air Mechanics appointed to special repair parties after 19th July, 1944:—

- (a) The maximum period of service in a special repair party will be one commission (two years including time spent under training overseas).

- (b) Whilst serving in special repair parties, Leading or Air Fitters, and Leading or Air Mechanics will be eligible for advancement under the normal regulations in force for their respective branches. On successful conclusion of a professional examination which will be confined to S.R.P. duties only, a rating will be eligible for advancement to the acting higher rate, a notation of the date of qualification being inserted on his history sheet.
- (c) On ceasing to be employed on S.R.P. duties every rating will be given a refresher course at the School of Aircraft Maintenance for a period of not more than six weeks before being drafted to his next ship.
- (d) Ratings who have been advanced to the acting higher rate whilst serving in a special repair party will be required to pass the proper professional examination laid down for the higher rate, on conclusion of the refresher course. If they pass they will be confirmed from the date of advancement to the acting rate, subject to having completed one year's service in the acting rate. If they fail they will revert to their former rate until such time as they qualify.
- (e) All men drafted to engine and propeller S.R.Ps. must be "Q.S."
- (f) The advancement of Petty Officers serving in special repair parties will be governed by the normal rules of their branch.

13. The regulations in this paragraph apply to ratings in engine and propeller special repair parties formed prior to 19th July, 1944, who failed to qualify technically in the ordinary Air Fitter or Air Mechanic branches:—

- (a) These parties are manned by men entered as Air Fitters and Air Mechanics who have been selected by the Commodore, R.N. Barracks, Lee-on-Solent. They are not fully trained aircraft maintenance ratings and are neither to be employed on any other than special repair party duties nor drafted away from their respective party without the approval of the Commodore, R.N. Barracks, Lee-on-Solent, while they are under training, or of the Admiralty when training is completed. After training they are rated Air Fitter (S.R.P.) or Air Mechanic (S.R.P.) with the addition of the initial (E) or (L) or (P) as the case may be.
- (b) The regulations for advancement of Air Fitters (S.R.P.) and Air Mechanics (S.R.P.) are shown in Appendix I to this Order and will be included in the advancement regulations now in course of preparation. Notation is to be made on the Service certificates against the records of such advancements "in accordance with A.F.O. 5521/44". They will not be advanced beyond Acting Leading rate.
- (c) Air Fitters (S.R.P.) and Air Mechanics (S.R.P.) will receive the same rate of pay as qualified Air Fitters and Air Mechanics. As a special case they will be allowed to receive progressive pay while holding the "Acting" Leading rating when they have completed the necessary service.
- (d) When special repair parties are disbanded Air Fitters (S.R.P.) and Air Mechanics (S.R.P.) will be re-allocated to other special repair parties as required by the Commodore, R.N. Barracks, Lee-on-Solent.

14. The regulations of paragraphs 12 and 13 do not apply to qualified Petty Officer and Leading Air Fitters who were drafted to parties before 19th July, 1944, as Inspectors or for other duties.

15. Service in a special repair party should be noted on the rating's history sheet and reference made to his particular qualifications. The following will serve as an indication: Type of engine "Merlin—qualified in cylinder block overhaul". Type of aircraft—"Barracuda—fuselage repair"—"propeller S.R.P.—repair and inspection of C.S.U.s."

16. The composition of airframe engine and propeller S.R.Ps. is given in Appendix II to this Order. In future the complement of a repair yard will be annotated that when an S.R.P. is borne the complement is to be reduced by an equal number of equivalent ratings.

APPENDIX I

The following are the regulations for the advancement of Air Fitters (S.R.P.) and Air Mechanics (S.R.P.) "Hostilities Only" :—

- (A) Authority to give rating.
- (B) Previous service, age and other qualifications required.
- (C) Nature of Examination.
- (D) Examining Officers
- (E) Lowest rating to which may be de-rated or reduced for punishment.
- (F) Remarks.

Acting Leading Air Fitter (S.R.P.).	(A) Captain. (B) One year's seniority from date rated Air Fitter. Must be qualified to hold a leading rate and be recommended. (C) Practical. Practical questions applicable to his particular repair party. (D) Officer-in-Charge of aircraft repair yard, or if not available, an Air Engineer Officer of Lieutenant-Commander's rank or above. (E) Air Fitter (S.R.P.). (F) No accelerated advancement is granted on completion of Part II training.
Air Fitter (S.R.P.)	... (A) Commodore, R.N. Barracks, Lee-on-Solent. (B) Entered as Direct Entry Air Fitter or rated Air Fitter on successful completion of training as Air Fitter candidate and selected by Commodore, R.N. Barracks, Lee-on-Solent. (C) Must have passed qualifying examination on completion of Part II training in School of Aircraft Maintenance, Lee-on-Solent, and satisfactorily completed Part III (see F). (D) Officer-in-Charge of School of Aircraft Maintenance. (E) Cannot be disrated for punishment. (F) Ratings who fail to qualify on completion of either Part II or Part III training are to be reported to the Commodore, R.N. Barracks, Lee-on-Solent, for disposal. Part III training will take place at manufacturers' works.
Acting Leading Air Mechanic (S.R.P.).	(A) See K.R. & A.I., Article 412, as amended by A.F.O. 6376/42. (B) One year's service from date rated Air Mechanic 1st Class, and be recommended by an Air Engineer Officer. To be rated "Acting". See Article 407. (C) Practical. Practical questions applicable to his particular repair party. (D) Air Engineer Officer of an aircraft repair yard, or if not available an Air Engineer Officer of Lieutenant-Commander's rank or above. (E) Air Mechanic (see Article 560, Clause I).
Air Mechanic, 1st Class (S.R.P.)	(A) Captain. (B) Over 18. Must have served for 18 months, less time gained during Part II training, former time in a man's rating being allowed to count. Must be recommended by an Air Engineer Officer. (E) Cannot be disrated for punishment.

Air Mechanic, 2nd Class
(S.R.P.).

- (F) If specially recommended by an Air Engineer Officer, the qualifying period of 18 months may be reduced to 15 months, this acceleration being in addition to any time gained during Part II training.
- (A) Commodore, R.N. Barracks, Lee-on-Solent.
- (B) Has been entered for Air Mechanic and is selected by Commodore, R.N. Barracks, Lee-on-Solent.
- (C) Must have passed qualifying examination on completion of Part II training in School of Aircraft Maintenance, Lee-on-Solent, and satisfactorily completed Part III (see (F)).
- (D) Officer-in-Charge of School of Aircraft Maintenance.
- (E) Cannot be disrated for punishment.
- (F) Ratings who fail to qualify on completion of either Part II or Part III training are to be reported to the Commodore, R.N. Barracks, Lee-on-Solent, for disposal. Part III training will take place at manufacturers' works. On passing out of Part II training, Air Mechanics (S.R.P.) who obtain 60 per cent. and over passing marks may be recommended for 3 months accelerated advancement and a notation to this effect is to be made on their Technical History Sheet—Form S.1246.

APPENDIX II

Merlin Engine S.R.P.s.

- | | | | |
|---|------------------------------|-----|-----------------|
| 1 | Petty Officer Air Fitter (E) | ... | Chief Inspector |
| 2 | Leading Air Fitters (E) | ... | Inspectors. |

Air Fitters S.R.P. (E) or Air Mechanics S.R.P. (E)—

- 1 for reduction gear
- 2 for supercharger and carburettor
- 4 for cylinder blocks
- 2 for wheel case
- 2 for crankcase
- 1 for crankshaft and conrods
- 1 for pistons
- 1 for auxiliaries and lower half of crankcase
- 1 for strip
- 2 for assembly
- 1 for test, and
- 1 Air Fitter S.R.P. (L) or Air Mechanic S.R.P. (L) to assist with electrical fittings.

American Engine S.R.P.s.

- | | | | |
|---|------------------------------|-----|-----------------|
| 1 | Petty Officer Air Fitter (E) | ... | Chief Inspector |
| 2 | Leading Air Fitters (E) | ... | Inspectors. |

Air Fitters or Air Mechanics S.R.P. (E)s—

- 2 for rear cover and blower
- 2 for reduction gear and crankcase
- 5 for cylinders, pistons and rockers
- 2 for crankshaft
- 2 for strip
- 2 for test
- 2 for assembly
- 2 for carburettors.

Air Fitter or Air Mechanic S.R.P. (L)—

- 1 to assist with electrical gear.

Propeller S.R.Ps.

Petty Officer Air Fitter (E) Chief Inspector
 1 Leading Air Fitter (E) Inspector.

Air Fitter or Air Mechanic S.R.P. (P)—

- 2 for cold straightening steel plates
- 2 for repair of wooden blades
- 2 for overhaul of C.S.U.s.
- 4 for strip re-blade and balance from hydraulic propellers.

Air Fitter or Air Mechanics S.R.P. (L)—

- 2 for strip, re-blading and balance of electric propellers.

Air Fitter Sheet Metal Worker—

- 1 for repair for spinners
- 2 for cold straightening of Dural blades.

Seafire or Barracuda Air Frame S.R.Ps.

Petty Officer Air Fitter (A) Chief Inspector
 Acting Petty Officer Air Fitter (A) Inspector and Salvage

Leading Air Fitters (A) or Air Fitters (A)—

- 4 for repair of wings
- 4 (or in some cases 6) for repair of fuselage.

American Types of Air Frame S.R.Ps.

Petty Officer Air Fitter (A) Chief Inspector
 Acting Petty Officer Air Fitter (A) Inspector and salvage duties.

Leading Air Fitters (A) or Air Fitters (A)—

- 4 for wing repairs
- 6 for fuselage repairs, including 2 for final assembly and inspection
- 2 for removal, repair and re-installation of hydraulic equipment
- 2 welders

Leading Air Fitters (L) or Air Fitters (L)—

- 2 for removal, repair and re-installation of electrical equipment.

Notes.—1. There may be slight variations in the numbers in the different parties, but the above may be taken as a general guide.

2. There may be slight variations in the above table in the ratings sent, e.g., an Air Fitter (M/W) or Welder may be sent instead of Air Fitter (A) in the American engine parties.

(K.R. & A.I., Arts. 407, 412 and 560.)

(A.F.O. 2171/44 is cancelled.)

5522.—Store Allowance

M/S and A/S Trawlers, Fuelling Trawlers, A/S and M/S Drifters, A/S Yachts, and A/S and M/S Whalers

(D.N.A./N.S. 20791/44 and D.N.A. 27790/44.—19 Oct. 1944.)

Store Allowance at the rate of 6d. a day is payable to officers or ratings in actual charge of stores and store accounts, other than victualling stores, in all M/S and A/S trawlers, fuelling trawlers, A/S and M/S drifters, A/S yachts, and A/S and M/S whalers, provided the vessels are in full commission and no separate store allowance is being paid to the person in charge of Naval Armament Stores.

2. Payment is subject to the completion of the certificate embodied in Certificate 2 of Ledger form S.41.

3. Attention is drawn to the procedure outlined in K.R. & A.I., Appendix VIII, paragraph 5, when store duties are not satisfactorily performed, and to A.F.O. 5844/43.

(K.R. & A.I., Appendix VIII.)

(A.F.O. 5844/43.)

5523.—Payment of Difference of Pay as Telegraphist Air Gunner, 1st Class

(N. 17330/44.—19 Oct. 1944.)

In ships and establishments which are allowed one or more T.A.G. 1st class in complement, but where the permitted number of that non-substantive rate is not borne, difference of pay between the second and first-class rates may be granted to the Chief Petty Officer or Petty Officer carrying out the duties of the first-class rate in the vacancy. Payment may be made to such ratings only if they are recommended by their Commanding Officer as possessing the highest professional ability and are also recommended for the course for T.A.G. 1st class.

2. The covering approval of the administrative authority is to be obtained, and payment is not to be made before the twenty-ninth day of carrying out the duties in accordance with K.R. & A.I., Article 1591, paragraph 5.

3. The above provisions are effective from the date of this Order.

5524.—Colonials—Special Allowance when on Leave

(N. 9102/44.—19 Oct. 1944.)

The following arrangements for the payment of a special allowance of 5s. a day during the periods of leave in the United Kingdom, including Northern Ireland, have been approved by the Colonial Governments concerned, and are to be brought into effect on 1st October, 1944.

2. Personnel serving under Admiralty Agreement T.124 and variants are ineligible for payment of the special allowance.

3. Payment is restricted to ratings (including W.R.N.S.) and other ranks who are domiciled in the following colonies and who came to the United Kingdom after 1st September, 1938 :—

British Honduras.	Mauritius.
British Solomon Islands Protectorate.	Nigeria.
Ceylon.	Northern Rhodesia.
Cyprus.	Nyasaland.
Falkland Islands.	Palestine.
Fiji.	St. Helena.
Gibraltar.	Sierra Leone.
Gilbert and Ellice Islands.	Tanganyika.
Gold Coast.	Trinidad.
Kenya.	Uganda.
Malta.	Windward Islands.
	Zanzibar.

4. Payment of the special allowance is to be made at the same time and for the same period as normal leave allowance and in addition thereto.

5. The special allowance will be payable during the period of the present emergency and thereafter, in the case of personnel serving for hostilities only, until demobilization. Payment to personnel remaining in the Service after the war is to cease on the termination of hostilities or on the date of transfer into the Royal Navy or Royal Marines on a permanent basis, whichever is later.

6. The special allowance is not payable for the period of leave pending discharge.

7. Payments should be entered in the miscellaneous credits column of the ship's ledger and described as "special allowance (name of colony)"—e.g., "special allowance (Cyprus)".

8. The onus of claiming the special allowance will rest on the individual. Any instance of uncertainty as to a claimant's eligibility is to be referred to the Admiralty for decision. Full details should be furnished.

(A.F.O. 4881/44 is cancelled.)

*5525.—Transfers to the South African Naval Forces

(N/C.W. 40092/44.—19 Oct. 1944.)

With reference to A.F.Os. 1922/44 and 3514/44, the under-mentioned block numbers have been allocated to personnel transferred to the South African Naval Forces. In the case of *ratings*, these numbers supersede their present R.N. Port Division Numbers; in the case of *officers*, the block numbers are allocated for accounting and record purposes only.

Name.	Rank or Rating.	S.A.N.F. Block No
Alder, R. H. L.	Ty. Lieut. Cdr.	563086
Allen, C. J.	Ty. Act. Lieut. Cdr.	563087
Arnot, R. S.	Ty. Act. Elect. Lt. Cdr.	563088
Ashley, R. E.	Ty. Midshipman	584089
Bennet, W. G.	Ty. Cdr.	584090
Berry, E. H.	Ty. Elect. Lieut.	584091
Berry, H. C.	Ty. Lieut.	584092
Black, C.	Ty. Lieut. Cdr.	584093
Black, C. B.	Ty. Lieut. (A)	584094
Bloch, J. D. S.	Ty. Sub. Lieut.	584095
Breakell, P. F.	Ty. Sub. Lieut.	584096
Brink, A. J.	Ty. Lieut.	584097
Brink, G. E. P.	Ty. Elect. Lieut.	584098
Brown, R. G. M.	Ty. Lieut.	584099
Bruce, D.	Ty. Act. Pay. Lt. Cdr.	584100
Buchan-Sydserrf, T. H.	Ty. Sub. Lieut.	584101
Buckley, P. G.	Ty. Sub. Lieut.	584102
Carstairs, J.	Ty. Lieut. (E)	584103
Carter, W. M.	Ty. Lieut. (A)	584104
Clarke, R. E.	Ty. Lt. Cdr.	584105
Commerell, J. J.	Ty. Surg. Lieut.	584106
Cornish, S. R.	Ty. Sub. Lieut.	584107
Coward, H. A.	Ty. Lieut.	584108
Cox, M. H. T.	Ty. Sub. Lieut.	584109
Dickin, R. B.	Ty. Sub. Lieut.	584110
Dockrall, H. T.	Ty. Act. Sub. Lieut.	584111
Du Plessis, A. N.	Ty. Act. Sub. Lieut.	584112
Eastman, F. E.	Ty. Lieut.	584113
Enock, K. C.	Ty. Pay. Lieut.	584114
Evans, B. N.	Ty. Lieut.	584115
Evans, E. A. I.	Ty. Lieut.	584116
Fuller, R. W.	Ty. Act. Sub. Lieut.	584117
Gardner, D. R.	Ty. Lieut. (A)	584118
Gardner, N. M.	Ty. Sub. Lieut.	584119
Gibson, J. A.	Ty. Sub. Lieut.	584120
Gild, H. S.	Ty. Act. Surg. Lt. Cdr.	584121
Halamandres, O.	Ty. Surg. Lieut.	584122
Hall, P. J.	Ty. Lieut.	584123
Hampson, J. R.	Ty. Act. Sub. Lieut.	584124
Handley, H. P.	Ty. Sub. Lieut.	584125
Harding, B. E.	Ty. Act. Sub. Lieut.	584126
Harris, T. F. W.	Ty. Act. Lieut.	584127
Hill, S.	Ty. Act. Sub. Lieut.	584128
Hobson, F. W.	Ty. Pay. Lieut.	584129
Horrell, W. L. M.	Ty. Elect. Lieut.	584130
Howard, L. T.	Ty. Lieut.	584132
Hughes, E. C. E.	Ty. Lieut. (E)	584133
James, A. G.	Ty. Lieut.	584134
Johnson, K. C.	Ty. Act. Lieut. Cdr. (A)	584135
Keeble, L. A. J.	Ty. Lieut.	584136
Kendal, J. M.	Ty. Act. Sub. Lieut.	584137
Kiloh, I. F.	Ty. Midshipman	584138
Kisch, B. M.	Ty. Lieut.	584139
Kleyweg, W. de G.	Ty. Sub. Lieut.	584140
Kustner, G. M. A.	Ty. Lieut. (E)	584141

Name.	Rank or Rating.	S.A.N.F. Block No.
Lawrenson, R. S.	Ty. Act. Sub. Lieut.	584142
Le Sueur, J. A.	Ty. Sub. Lieut.	584143
Louw, P.	Ty. Sub. Lieut.	584144
Low, S. F.	Ty. Lieut.	584145
Luttrell-West, L. L.	Ty. Lieut.	584146
McIntosh, D. K.	Ty. Lieut. (A)	584147
MacPherson, P. B.	Ty. Act. Sub. Lieut.	584148
Martin, R. K.	Ty. Lieut.	584149
Maxwell, G. L.	Ty. Midshipman	584150
May, T. W.	Ty. Lieut. (A)	584151
Mills, J. A. G.	Ty. Lieut. (A)	584152
Moller, A. L.	Ty. Lieut.	584153
Morrison, J. W.	Ty. Act. Lieut.	584154
Newhouse, S. P.	Ty. Midshipman	584155
Nicol, J. S.	Ty. Lieut.	584156
Overed, C.	Ty. Sub. Lieut.	584157
Palmer, H. T. P.	Ty. Lieut. (A)	584158
Payne, A. L.	Ty. Lieut.	584159
Petrie, G. D.	Ty. Act. Sub. Lieut.	584160
Powell, B. O.	Ty. Act. Sub. Lieut.	584161
Power, C. A.	Ty. Lieut.	584162
Rathbone, R. D.	Ty. Sub. Lieut.	584163
Reid, R. W.	Ty. Sub. Lieut.	584164
Rippon, J. D.	Ty. Act. Sub. Lieut.	584165
Roberts, J. G.	Ty. Lieut.	584166
Robinson, J. D.	Ty. Act. Sub. Lieut.	584167
Ruske, H. L.	Ty. Pay. Sub. Lieut.	584168
Shields, E. E. M.	Ty. Lieut.	584169
Simmons, D. G.	Ty. Lieut.	584170
Singer, M. L.	Ty. Surg. Lieut. (D)	584171
Skea, R. L.	Ty. Surg. Lieut.	584172
Starkey, J. R.	Ty. Sub. Lieut.	584173
Steele, H. T.	Ty. Elect. Lieut.	584174
Stevens, J. L.	Ty. Act. Sub. Lieut.	584175
Stibbe, G. J.	Ty. Pay. Lieut.	584176
Stirrat, R. C.	Ty. Pay. Sub. Lieut.	584177
Stuckey, C.	Ty. Act. Sub. Lieut.	584178
Thompson, L. M.	Ty. Lieut.	584179
Thomson, C. J. K.	Ty. Midshipman	584180
Thurgood, R. F.	Ty. Pay. Lieut.	584181
Trenchard, H. V.	Ty. Pay. Lieut.	584182
Van Alphen, W. V.	Ty. Act. Sub. Lieut.	584183
Van Niekerk, B. F. D.	Ty. Act. Sub. Lieut.	584184
Weight, M.	Ty. Lieut. (Sp.)	584185
Williams, W. K.	Ty. Pay. Lieut.	584186
Wyllie, M. R. J.	Ty. Lieut. (Sp.)	584188
Aspeling, R. I.	E.R.A. IV	330535
Atkins, J. E.	Ldg. Cook (O)	330536
Betts, E. J.	P.O. Wtr. (Ty.)	330537
Bignell, R. R.	P.O. Steward	330538
Bishop, J.	E.A. III	330539
Bowles, W. J.	Ldg. Cook	330540
Calder, C. G.	Sto. I	330543
Castleman, A. E.	Sto. I	330544
Clow, A. J.	E.R.A. IV (M.W.)	330545
Crewe, D. H.	E.R.A. IV	330546
Cunningham, A. P.	A.B.	330547
Davidson, R. E.	E.R.A. IV	330548
Davis, G. F.	Act. Shpt. IV	330549
Duff, H. C.	S.B.A.	330550
Duggan, J. B.	Ldg. Wtr. (Ty.)	330551
Eva, R. J.	P.O.	330552
Filmer, A. A.	Ldg. Sea.	330553

Name.	Rank or Rating.	S.A.N.F. Block No.
Ford, P. D.	Ldg. Wtr. (Ty.)	330554
Gibbs, J. R.	Ldg. Coder (Ty.)	330555
Goodrich, B. G.	A.B.	330556
Graham, A.	A.B.	330557
Hall, R. D.	L.S.A. (Ty.)	330558
Harris, D. H.	A.B.	330559
Harker, P. M.	A/Ldg. Airman	330560
Hedley, G.	A.B.	330561
Hill, S.	Joiner II	330562
Humphreys, A. A.	E.R.A. IV	330564
Inkley, S. A.	Ldg. Coder (Ty.)	330565
Jennings, H. S.	Sig. (T.P.)	330567
Jones, G. D.	A.B.	330568
Keates, S. E. D.	Shpt. III...	330569
King, S. J. G.	A.B.	330570
Leach, E. R.	Asst. Steward	330573
Lee, M.	O.A. IV	330574
Lighton, R.	A.B.	330575
Long, R.	Shpt. IV /	330576
McCoy, R. A.	Ldg. Air Mech. (O) (Ty.)	330577
Malynn, T. J.	P.O. Radio Mech. (S)	330578
Mantle, S. W.	Ldg. Sto...	330580
Mesny, E. J.	Joiner IV	330582
Mitchell, T. R.	Coder	330583
Mushet, D. W.	Act. Ldg. Sea. (Ty.)	330585
Nugent, P.	E.A. IV	330586
O'Brien, G. W.	A.B.	330587
Otto, C. F.	A.B.	330588
Paull, W. E.	Ord. Sig. (T.P.)	330589
Pelton, S. A.	A.B.	330590
Rees, A. C. G.	L.S.A. (Ty.)	330591
Russell, R. E.	A.B.	330592
Shackleton, K. G.	Act. Ldg. Sea. (Ty.)	330593
Silson, F. R.	Act. E.R.A. IV	330594
Sippitt, N. G.	A.B.	330595
Slabber, J. H.	A.B.	330596
Stafford, R. D.	E.R.A. IV	330598
Theunissen, R. G.	E.R.A. IV	330599
Vanner, E. C.	E.R.A. IV	330600
Varry, W.	A.B.	330601
Violet, J. A.	A.B.	330602
Vosper, R. A.	P.O. Wtr. (Ty.)	330603
Wallace, S.	Sto. 1	330604
Weir, J. D.	A.B.	330606
Wharram, G. A.	Sig.	330607
Williams, G. E.	A.B. (Met.)	330608
Withers, F. J.	A.B.	330609
Fleming, A. T.	P.O. Air Fitter	330637
Watson, J. W.	Sig.	330638
Creighton, J. P.	Ty. Sub. Lieut.	330617
Crommelin, P. K. L.	Ty. Sub. Lieut.	330619
Jeffery, T. J.	Ty. Act. Sub. Lieut.	330620
Little, A. E.	Ty. Lieut.	330610
Richards, K. S.	Ty. Lieut. (A)	330611
Smuts, G. R.	Ty. Sub. Lieut. (Sp.)	330616
Taylor, R. S.	Ty. Lieut. (E)	330613
Orsmond, R. B. T.	Ty. Sub. Lieut.	330618
Glennie, P. R. A.	Ty. Lieut. (E)	330612
Simson, J. C.	Ty. Surg. Lieut.	330615
Carter, A. S.	Ty. Sub. Lieut.	330689
Lockhart, R. J. J.	Ty. Surg. Lieut.	330614
Latilla, M. H.	A.B.	330571
Londt, S. G.	E.A.	330572

Name.	Rank or Rating.	S.A.N.F. Block No.
Weir, G. H.	Sto. I	330605
Smith, C. St. C.	Shpt. III...	330597
Hugo, J. G.	A.B.	330563
McClelland, W. E.	Ord. Sea.	330581
Jandrell, S. J. L.	Act. Ldg. Sto.	330566
Abrahamse, C. J.	Sto.	330534
Brett, T. E. H.	Act. Ldg. Sto.	330541
Mansfield, R. A.	E.R.A. III	330579
Brown, T. S.	Sto.	330542
Masterton-Smith, A. H.	Ty. Lieut.	330639
Sammell, R. F.	Ty. Lieut. Cdr.	330640
Irvine, H. B.	Ty. Sub. Lieut. (A)	330641
Heavingham-Joiner, W. E.	Ty. Lieut.	330642
Ramsey, R. D.	Ty. Sub. Lieut. (E)	330643
Holland, J. P.	Ty. Sub. Lieut.	330644
Longmore, M.	Ty. Sub. Lieut. (E)	330645
Hitchcock, A. J.	Ty. Warrant Tel.	330646
Rafter, E. B.	P.O.M.M.	330647
Venter, A. S. H.	Act. Ldg. Sea. (ST)	330648
Karsten, J. R.	E.R.A. IV	330649
Dallas, H. G.	P.O.	330650
Scott, K. L.	Sto. 1	330651
Johnson, A. R.	A.B.	330652
Williams, E.	Shpt. III...	330653
Smart, J. S.	Shpt. III...	330654
Seath, G. R.	Ldg. Sig.	330655
Adnams, T. M.	Ty. Surg. Lieut.	330656
Webber, M. G.	Ty. Lieut. (E)	330657
Thomas, S. C. A.	Ty. Sub. Lieut.	330658
Summers, W. H. R.	Ty. Sub. Lieut. (Sp.)	330659
Clode, E. St. J.	Ty. Lieut. (E)	330660
Starke, J. R.	Ty. Act. Sub. Lieut.	330661
Muller, C. F. J.	Ty. Surg. Lieut.	330662
Casey, G.	Ty. Sub. Lieut.	330663
Whiteside, C. G.	Ty. Surg. Lieut.	330664
Quin, E. F.	Ty. Lieut.	330665
Love, D. R.	Ty. Elect. Lieut.	330666
Gamble, D. V.	Act. P.O.	330667
Blakeney, C. H.	Ldg. Sea.	330668
Thompson, J. R.	Sto. 1	330669
Clacher, R. G.	Ldg. Air Mech. (E)	330670
Harris, F. R.	Temp. Cpl.	330671
Leppan, W. D.	Ty. Midshipman	330672
Jupp, E. W.	Ty. Sub. Lieut.	330673
Van Bosch, B.	Ty. Lieut.	330674
Mansfield, J. E.	Ty. Act. Lieut. Cdr. (A)	330675
Solomon, C. S.	Temp. Pay. Lieut.	330676
Eaton, V. E.	Ty. Sub. Lieut.	330677
Butters, P. R.	Ty. Pay. Lieut.	330678
Duncan, W. D.	Ty. Midshipman	330679
Barker, L. E.	Ty. Lieut.	330680
Tilston, A. R. J.	Ty. Lieut.	330681
Darwell, H. W. A.	Ty. Sub. Lieut. (E)	330682
Macdonald, A. C.	Ty. Surg. Lieut.	330683
Pereira, D. W.	Ty. Midshipman	330684
Gavin, R. M.	Ty. Act. Sub. Lieut.	330685
Brown, H. C.	Ty. Midshipman	330686
Girdwood, W. F.	Ty. Pay. Lieut. R.N.V.R.	330621
Mundy, N. B.	Ty. Surg. Lieut. R.N.V.R.	330622
Price, B. W.	Ty. Lieut. R.N.V.R.	330623

Name.	Rank or Rating.	S.A.N.F. Block No.
Missing, P. J. ...	Ty. Midshipman R.N.V.R. ...	330624
Rhodes, C. V. ...	Ty. Act. Sub. Lieut. R.N.R. ...	330625
Marshall, H. W. S. ...	Ty. Elect. Lieut. R.N.V.R. ...	330626
Redgment, F. ...	Ty. Midshipman R.N.R. ...	330627
Ashby, R. M. ...	Ty. Act. Pay. Lieut. Cdr. R.N.V.R. ...	330628
Lamb, W. G. ...	Ty. Lieut. R.N.R. ...	330629
Phillips, A. C. ...	Ty. Lieut. R.N.R. ...	330630

2. In continuation of A.F.Os. 1922/44 and 3514/44, the transfer of the under-mentioned ratings to the South African Naval Forces has been approved. They are being discharged from the Royal Navy as from the dates shown, and will be deemed (a) to have been attested in the South African Naval Forces, Active Citizen Force; (b) to have been lent for service with the Royal Navy, both as from this same date.

Name	Rank	Official No.	Discharged from R.N. and transferred to S.A.N.F.(V) from
Lomas, W. ...	Stoker II	LT/KX. 125425	1 May 1943 (S.A.N.F. Block No. 330687).
Barkley, J. ...	A.B.	D/JX. 193585	20 Feb. 1944 (S.A.N.F. Block No. 330688).
Wridgeway, F. H.	Act. P.O.	P/JX.283289	1 May 1943 (S.A.N.F. Block No. 330631).
Hazeldine, H. N. ...	Act. Ldg. Sto.	D/KX.80095	28 Sep. 1943 (S.A.N.F. Block No. 330636).
Benjamin, R. J. ...	Sto.	LT/KX.148973	2 Feb. 1944 (S.A.N.F. Block No. 330632).
Shackleton, W. K.	E.R.A. IV	P/MX.88070	23 Feb. 1944 (S.A.N.F. Block No. 330633).
Loader, H. G. ...	Sig.	D/JX.226175	15 June 1944 (S.A.N.F. Block No. 330634).
Owen, A. H. ...	Ldg. Sto.	D/KX.101191	15 June 1944 (S.A.N.F. Block No. 330635).

3. Duplicate Service Certificates should be forwarded by Commanding Officers of ships in which these ratings are borne to the Commander-in-Chief, South Atlantic (see paragraphs 52-55 of A.F.O. 3022/43).

4. The transfer of A. Moor-Radford, Junior P.E.R.M., C/MX.620060, to the South African Naval Forces, has now been cancelled, he having been discharged from the Royal Navy unsuitable, and his name should accordingly be removed from the list in A.F.O. 1922/44.

(A.F.Os. 3022/43, 1922/44 and 3514/44.)

5526.—Naval Crown, Wreath and Foul Anchor—Revised Design

See AFO 6389/46. (N.L. 17255/43.—19 Oct. 1944.)

The design of the Naval Crown, Wreath and Foul Anchor for use on memorials has been revised and the new design is shown in A.F.O. Diagram 357/44.

2. Two drawings have been prepared suitable for:—

- engraving in metal; and
- carving in stone;

and copies of these drawings may be obtained on application to the Civil Engineer-in-Chief, Admiralty.

3. The design may be used on private memorials.

5527.—W.R.N.S.—Disposal of Amenities

See AFO 1442/46 (N. 24179/44.—19 Oct. 1944.)

In order that a check may be kept on the disposal of amenities issued to W.R.N.S. quarters by the W.R.N.S. Amenities Fund, in the event of a W.R.N.S. quarters closing down, the following procedure is to be adopted:—

- Curtains, Cushions, Coconut Matting, etc.* Soft goods of this nature, subject to their being in good condition, are to be returned to Director, W.R.N.S., for re-allocation to other quarters.
- Chairs, Outdoor and Indoor Sports Equipment, Sewing Machines, Garden Tools, Hairdryers, etc.* Details, including particulars as to condition, are to be reported to Director, W.R.N.S., who will then issue instructions for their re-allocation to other W.R.N.S. quarters within the Command where required.
- Wirelesses, Gramophones, Electric Pick-ups, etc.* These are the property of the R.N. War Amenities Fund, and the instructions contained in A.F.O. 4891/44, are, therefore, to be followed in respect of these amenities.

2. It is emphasized that the above procedure only applies to those W.R.N.S. quarters where amenities have been provided by the W.R.N.S. Amenities Fund, or bought locally from a grant given by this fund. Where amenities have been obtained locally and paid for from Mess funds, the amenities are, of course, the property of the quarters concerned, and may be disposed of at the discretion of the Officer-in-Charge, W.R.N.S.

(A.F.O. 4891/44.)

5528.—W.R.N.S.—Temporary Transfer of Ratings to Gain Recommendation for Officer Rank—REPORTS

See AFO 3748/46.

(N. 17090/44.—19 Oct. 1944.)

Ratings employed in categories in which there is little or no avenue of promotion to officer rank, but who are recommended as candidates for promotion on Form S.1530 may, at the discretion of the appropriate Superintendent, W.R.N.S., be employed supernumerary for a period not exceeding three months in any category or type of work in which it is known that officers are needed.

2. Whilst so employed, they are to retain the rating and pay of their own category.

3. Reports on ratings so employed are to be forwarded by Commanding Officers to the Superintendent, W.R.N.S. concerned on expiry of the three months' training. If satisfactory, these reports are to be submitted, with the initial S.1530, through the Commander-in-Chief to the Director, W.R.N.S.

4. The Officers' Selection Board or Officers' Training Course Passing-out Board similarly have power to recommend that any candidate shall undergo training as a supernumerary up to three months before promotion, with retention of existing pay and rating, provided that a previous period of employment as a supernumerary has not been permitted under paragraphs 1-3 above.

5. Ratings who receive an unsatisfactory report or fail to pass the Officers' Selection Board after having undergone a period of training under the foregoing arrangements are to remain in their own category and are invariably to be reverted to duties appropriate to that category. Any proposals for their transfer to a new category are then to be made in accordance with the procedure laid down in A.F.O. 5838/43.

6. Ratings who although recommended or acceptable to the Officers' Selection Board, cannot be promoted immediately on completion of their three months' training period owing to circumstances beyond their own control are also to revert to their proper duties pending summons to the Officers' Selection Board or the Officers' Training Course, as the case may be. If more than four months elapse after such reversion before they are required to attend the Officers' Training Course, they are to be allowed to undergo one month's refresher training on the kind of duties on which they will be engaged on eventual promotion to officer rank.

7. Ratings who become due for advancement whilst they are employed as supernumeraries will be advanced by the Commanding Officer of the establishment in which they are temporarily serving. Recommendations for advancement (Form S.507W) will also be rendered by the Commanding Officer in respect of ratings who become eligible for recommendation whilst employed as supernumeraries.

(A.F.O. 5338/43.)

(A.F.O. 1188/44 is cancelled.)

5529.—W.R.N.S.—Transfer to Categories Required for Overseas—Conditions

(N/D.P.S. 812/44/M.—19 Oct. 1944.)

(A.F.O. 2948/43 is cancelled.)

5530.—W.R.N.S. Quarters—Scales for Domestic Staffs

(D.P.S. 831/44/M.—19 Oct. 1944.)

The domestic staff allowable for W.R.N.S. quarters accommodating officers or ratings or both is laid down in Fleet Orders which are amended from time to time as necessary. The current Order is A.F.O. 5531/44.

2. These scales are based on the assumption that W.R.N.S. ratings accommodated carry out as much domestic work in the quarters as is consistent with their duties. The provision of staff under Stewards (G) is intended to cover all domestic duties (except cooking) in house, cabins, kitchens, messes, offices, etc., that are not carried out by the ratings in residence.

3. The greatest possible economy in domestic staffs is necessary and wherever possible less than the numbers allowed by scale should be employed.

4. Allocation of duties made to the members of these staffs for convenience of working should not be regarded as fixed and all staff should be regarded as available for any duty appropriate to the category. The steward staff provided for officers when accommodated in these quarters should be similarly available for general steward duties.

5. No additions should be made to these scales without specific Admiralty authority.

(A.F.O. 5531/44.)

(A.F.O. 3801a/43 is cancelled.)

5531.—Domestic Staffs (Naval, W.R.N.S. and Civilian)—Scales

Naval Shore Establishments

(D.P.S. 831/44/M.—19 Oct. 1944.)

The following instructions serve to consolidate and amend Orders promulgated in A.F.Os. 678/44, 2852/44 and 3284/44, which are cancelled. A.F.O. 2738/44 gives instructions for rendering reports on domestic staffs allowed and borne, and A.F.O. 4356/44 indicates the modifications to be effected to these scales when a catering officer is borne.

2. Reference to this order should be substituted for A.F.Os. 678/44, 2852/44 and 3284/44, wherever these orders appear in A.F.Os. 2738/44 and 4356/44 and in Schemes of Complement.

3. These scales have been approved as a war-time measure in view of the general manning situation and in particular the scarcity of domestic staffs, chiefly cooks and stewards, and it is to be understood that the adoption of these scales is expected to result in a reduced standard of service to officers and others affected. Guidance as to the direction in which economy in labour can be achieved should be the concern of Commanders-in-Chief and Commanding Officers of establishments. The scales do not apply to locally entered staff abroad.

4. The scales are as under :—

(A) *Stewards and W.R.As. for ward room messes*

(i) *Mess Stewards.*

No. of officers	C.P.O.	P.O.	Ldg.	Other
Up to 5 ...	—	—	1	—
6 to 15 ...	—	1	—	1
16 to 25 ...	—	1	1	1
26 to 36 ...	—	1	1	2
37 to 48 ...	—	1	1	3
49 to 60 ...	—	1	2	3
61 to 72 ...	1	—	2	4
73 to 84 ...	1	1	2	4
85 to 96 ...	1	1	2	5

and thereafter 1 additional Steward rating in the following sequence for every 12 or part of 12 officers borne :—Leading Steward ; Steward or Assistant Steward ; P.O. Steward ; Steward or Assistant Steward.

Attention is drawn to the fact that W.R.N.S. ratings of the mess caterer category belong to the steward branch and are, therefore, included in the above scale.

Every 2 officers partially messed and accommodated to count as 1 officer in the above scale.

For additional officers having lunch only, 1 Steward to be allowed for every 12, or part of 12 officers after the first 12 (i.e. no additional Steward unless 13 or more additional officers habitually lunch in the mess).

(ii) *W.R.As.*

One for every $4\frac{1}{2}$ or part of $4\frac{1}{2}$ officers of whatever branch or rank. This scale is not applicable to Sub-Lieutenants, Midshipmen, Commissioned Officers from Warrant rank or Warrant Officers when separate Gunroom Officers' and Warrant Officers' messes are provided. Every 2 officers partially messed and accommodated to count as 1 officer.

Notes

(a) The scale of W.R.As. has been fixed on the ratio of 1 to $4\frac{1}{2}$, to simplify calculations and adjustments of complement. W.R.As. are to be allocated within each establishment, at the Commanding Officer's discretion, on the following lines :—

1 for every 2 Commanders of whatever branch, but excluding Commanders in Command.

1 for every 3 Lieut. Commanders.

1 for every 4 Lieutenants.

1 for every 6 Sub-Lieutenants, Midshipmen, Commissioned Officers from Warrant rank or Warrant Officers.

Royal Marine Officers should be included in their relative rank.

(b) In officers' messes with over 50 officers (other than those Naval Air Stations where training of operational personnel involves considerable night flying), the number of W.R.As. allowed by the foregoing scale should be capable of reduction according to local circumstances. The extent of the reduction should be laid down for each mess by the Commander-in-Chief or equivalent administrative authority.

(iii) *Stewards (O) for W.R.N.S. Officers.*

The scales shown in (i) and (ii) above are not applicable to W.R.N.S. officers but instead 1 Steward (O) is allowed (for W.R.N.S. officers mess and cabin duties) for every 5 or part of 5 W.R.N.S. officers accommodated, whether in a Naval officers mess or in W.R.N.S. quarters. "Officers" includes Nursing Sisters.

Every 2 W.R.N.S. officers partially-messed and accommodated to count as 1 W.R.N.S. officer.

(B) *Cooks for Officers' Messes*

No. of Officers	C.P.O.	P.O.	Ldg.	Other
Up to 10 ...	—	—	1	—
11 to 25 ...	—	1	—	1
26 to 48 ...	—	1	1	1
49 to 64 ...	—	1	1	2
65 to 80 ...	—	1	2	2
81 to 96 ...	—	1	2	3
97 to 112 ...	1	1	2	3

and thereafter 1 Cook (O) or Leading Cook (O) alternately for every additional 16 or part of 16 officers borne. Every 2 officers partially messed and accommodated to count as 1 officer in the above scale.

Existing allowances to certain establishments of Officer Cooks for officers served with lunch only are additional.

The above scales (as a maximum) apply to W.R.N.S. officers' messes in W.R.N.S. quarters when there is a separate officers' galley.

(C) *Cooks for Ship's Company General Messes (including Bakery Staffs) and for W.R.N.S. Quarters Messes*

One Cook (S) rating for every 60 victualled, or 1 W.R.N.S. Cook (S) rating for every 40 victualled, when a bakery is in operation; and 1 Cook (S) rating for 65 victualled or 1 W.R.N.S. Cook (S) rating for every 45, when no bakery is in operation. Where there are widely separated galleys forming individual units, each galley should be regarded as a separate unit for assessing the numbers of cooks, including higher ratings, allowed. Special consideration will be given to allowing one extra Cook rating for small or inconvenient galleys if the circumstances are represented to the Admiralty.

The numbers assessed on these scales include higher ratings, who are allowed as follows:—

No. of Cook ratings	Higher ratings included	
	C.P.O. and P.O.	Leading Rate
1 to 3 ...	—	1
4 to 20 ...	*20 per cent.	20 per cent.
21 to 40 ...	†18 per cent.	20 per cent.
41 and over ...	‡16 per cent.	20 per cent.

Notes.* One half to be C.P.Os. and one half P.Os., an odd rating always being a P.O.

† Not more than 2 to be C.P.Os.

‡ One-third to be C.P.Os. and two-thirds P.Os.

(D) *Messmen*

(i) C.P.Os., P.Os. and Artisans—1 Messman for every 15 or part of 15 C.P.Os., P.Os. or Artificers.

(ii) Upper Yardmen and Cadet ratings—as for (i).

(E) *W.R.N.S. Stewards (G) for W.R.N.S. Quarters*

No. of ratings accommodated	Stewards (G) allowed
Under 10 ...	Nil
10 to 15 ...	1
16 to 30 ...	2
For additions over 30 up to 150 ...	1 per 20
For additions over 150 ...	1 per 25

In applying this scale—

(i) W.R.N.S. officers living in quarters are not to be taken into consideration.

(ii) "Ratings" includes V.A.D. Nursing Members, Clerks and Cooks.

(F) *W.R.N.S. personnel employed as W.R.As. and Messmen are allowed higher rates for supervision as under:—*

Staff of 4-11 ...	1 Leading Wren included in total.
Staff of 12-19 ...	1 Leading Wren included in total and 1 P.O. Wren additional.

Staff of 20-31 ...	2 Leading Wrens included in total and 1 P.O. Wren additional.
Staff of 32-41 ...	3 Leading Wrens included in total and 1 P.O. Wren additional.
Staff of 42-51 ...	4 Leading Wrens included in total and 1 P.O. Wren additional.
Staff of 52-60 ...	4 Leading Wrens included in total and 1 Chief Wren additional.

and for any additional staff above 60 the scale repeats itself.

This scale does not apply to male Stewards employed as W.R.As., but the following higher rates are allowed when six or more male W.R.As. are allowed by scale:—

(i) Where British Stewards are borne, a P.O. or Leading Steward especially selected for disciplinary aptitude is allowed in addition to the scale for charge of W.R.As.

(ii) Where Maltese or Native Stewards are borne, one of the ratings allowed by this scale is to be a Leading Steward also for charge of W.R.As.

No higher ratings are allowed for any male ratings employed as Messmen.

5. Hall Porters, Sweepers, Cleaners, etc. for ward room messes will be allowed in addition, where necessary, by specific provision in complement. Telephone Attendants cannot be allowed; such duties should be undertaken by the Stewards (or Hall Porters, where allowed).

6. The scales do not apply to the provision of staff for naval cadets at R.N. Colleges; the scale at A (ii) does not apply to any individual officers for whom special arrangements have been approved owing to the nature or circumstances of their duties.

7. The staffs allowed under paragraph 4, Sections (A), (B), (C) (excluding W.R.N.S. Quarters' Messes) and (D) above are to be adjusted automatically by the drafting authorities, for which purpose a monthly return has been instituted, vide A.F.O. 2738/44.

(A.F.Os. 2738/44 and 4356/44.)

(A.F.Os. 678/44, 2852/44 and 3284/44 are cancelled.)

5532.—*Naval Canteen Ratings Admitted to R.N. Hospitals or Sick Quarters*

(N/D.P.S. 612/44/W.—19 Oct. 1944.)

In the event of a Naval Canteen Rating being admitted to a R.N. hospital or sick quarters, the following information is to be furnished to the Naval Canteen Service Area or District Manager of the locality or territory in which the hospital is situated:—

(a) *On admission to hospital—*

- (1) Name and rating.
- (2) Date of admission.
- (3) Nature of illness.
- (4) Whether due to—
 - (i) Accident.
 - (ii) Misconduct, carelessness or neglect.
 - (iii) Naval service.
- (5) Probable duration of illness.

(b) *On discharge from hospital—*

- (1) Name and rating.
- (2) Date of discharge.
- (3) Advances of cash (if any).
- (4) Whether fit for sea service, light duty or recommended for sick leave (period to be stated).

Note.—A certificate giving this information is to be handed to the rating himself, but only in a sealed envelope marked "private", for delivery to the N.A.A.F.I. official to whom he is instructed to report.

2. In cases of prolonged illness, interim reports as to the progress of the patient should be furnished to the local N.A.A.F.I. official to whom the original admission report was forwarded.

(A.F.O. 6261/42.)

(A.F.O. 4601/44 is cancelled.)

5533.—Combined Operations Personnel—Reports of Casualties

(C.W. 49123/44.—19 Oct. 1944.)

In order to ensure that the records of Combined Operations personnel are up to date, H.M.S. "Copra" (Drafting) and H.M.S. "Copra" (pay) are to be included in the address of all communications sent to Admiralty. Commodores of Port Divisions and Commandants of R.M., Divisions reporting casualties, including wounded, of Combined Operations and Royal Marines, Landing Craft personnel as defined in A.F.O. 1653/44.

(K.R. & A.I. Art. 1135.)

(A.F.O. 1653/44.)

5534.—Pay and War Bonus for Ratings—Revised Accounting Procedure

(N. 23787/44.—19 Oct. 1944.)

From 1st January, 1945, basic pay and war bonus for ratings is to be amalgamated and shown as a single item on ships' ledgers, Forms S.63 and other pay documents.

(A.G.M. 723 of 11th Oct., 1944, is cancelled.)

5535.—Travelling Arrangements—Escorts and Offenders

(N.L. 11704/44.—19 Oct. 1944.)

In view of the very difficult travelling conditions at the present time, attention is drawn to the necessity of reporting the movements of escorts and offenders in accordance with A.F.O. 6356/42, paragraphs 4 to 7.

2. All escorts should be clearly instructed to report to R.T.Os. immediately on arrival at terminal stations or where they have to change.

(A.F.O. 6356/42.)

5536.—Cancelled.

5537.—Cancelled.

5538.—Instructional Films—Aerology (Serial Number G.63)

(N.T. 5104/44.—19 Oct. 1944.)

A series of instructional films on "Aerology," produced by the United States Navy, is becoming available for R.N. instructional purposes. Distribution will be made without demand in accordance with paragraph 3 below.

2. The titles of the various films which constitute this series are as follows:—

Part 1—Ice Formation on Aircraft (45 minutes) (black and white). Shows processes of ice formation, effects of ice on aircraft, and explains how wing ice, ice on the pitot tube, ice on the propeller and ice in the carburettor become flying hazards.

Part 2—Fog (24 minutes) (colour). The theory of fog formation is discussed briefly. The characteristics and conditions conducive to fogs are considered in detail.

Part 3—Thunderstorms (40 minutes) (black and white). Deals with the formation of thunder clouds; points out their identifying features; discusses alternatives a pilot may follow when storms are encountered, and dramatizes one pilot's experience with a thunderstorm.

Part 4—Air Masses and Fronts (20 minutes) (colour). Describes the troposphere, the formation of clouds, hot and cold fronts and cyclones, and explains the conditions responsible for different kinds of weather.

Part 5—The Cold Front (18 minutes) (colour). Explains the formation, characteristics and dangers of a cold front; demonstrates how to avoid the hazards of the cold front by either high or low level flight.

Part 6—The Warm Front (20 minutes) (colour). Explains the meeting boundaries of warm and cold air, dangerous stratified layers of clouds formed; how to plan a course around them, types of visibility, precipitation and ceiling conditions, their location cirrus, cirrostratus and alto-stratus clouds.

Part 7—The Occluded Front (20 minutes) (black and white). Shows the development and movement of cyclones and the initial stages which are the warm and cold front; demonstrates on a weather map the action of a cold and warm front occlusion; points out the weather problems in flight operation in warm and cold front type occlusion.

Part 8—Flying The Weather Map (25 minutes) (colour). Shows observers determining weather conditions at posts; illustrates the map's features and shown various fronts represented by colour lines; explains symbols indicating precipitation areas, thunder storms, rain showers, air masses and pressure areas.

3. Parts I and III of this series, and a black and white edition of Part IV, have already been distributed. Parts II, V and VI will shortly be ready for distribution. As soon as possible it is proposed to withdraw the black and white edition of Part IV and replace it by an edition in colour. In all cases distribution is made on the following scale:—

(a) Copies for re-issue on temporary loan:—	No. of copies.	
	35 mm.	16 mm.
Scapa Library	2	2
Rosyth Library	2	2
Greenock Library	2	2
Liverpool Library	2	2
Chatham Library	2	2
Portsmouth Library (H.M.S. "Collingwood") ...	2	2
Devonport Library	2	2
London Library	1	1
Londonderry Library	1	1
Colombo Library	2	2
Trincomolee Library... ..	2	2
F.O., East Africa	1	1
C.-in-C., South Atlantic	1	1
F.O.L.E.M.	1	1
F.O., Western Mediterranean	1	1
V.A., Malta	1	1
F.O.G.M.A.	1	1
F.O.C., West Africa	1	1

(b) Copies on permanent loan:—

R.N.A.S., Yeovilton (for use by Yeovilton and Henstridge).	1	1
R.N.A.S., Crail	1	1
R.N.A.S., Hinstock	1	1
R.N.A.S., Piarco	1	1

4. Application for copies of these films on temporary loan should be made to the film libraries and authorities referred to in paragraph 3 (a) above, in accordance with A.F.O. 5377/44, paragraphs 107 and 108.

5. In addition to the above films, which are essentially instructional films, attention is drawn to A.F.O. 5158/44, dealing with the Film G.602, entitled "Pacific Campaign" in the series "Weather at War".

(A.F.Os. 5158/44 and 5377/44.)

(A.F.Os. 2585/44 and 3663/44 are cancelled.)

5539.—Notation of Details of Diseases on Ledgers—Cessation

(N/M.D.G. 3593/44.—19 Oct. 1944.)

It has been decided that in future the practice of noting details of diseases on ledgers is to be discontinued and the necessary alteration in K.R. & A.I., Article 1719, will be made in due course.

2. Steps are also to be taken to amend the Accountant Officer's certificate on Form S.47 in manuscript to read "Column 8 noted in Ship's Ledger". The form will be corrected on reprint.

(K.R. & A.I., Art. 1719.)

5540.—Home Guard—Compulsory Enrolment

(N. 23433/44.—19 Oct. 1944.)

In view of the cessation of compulsory enrolment in the Home Guard, the Ministry of Labour and National Service no longer require particulars of officers and men released from service in the Royal Navy and Royal Marines.

(A.F.Os. 6367/42 and 335/43 are cancelled.)

5541.—British Legion Poppy Day, 11th November, 1944—Sale of Poppies in Fleet Shore Establishments*See AFO 6086/45.*

(N. 23873/44.—19 Oct. 1944.)

Commanding Officers of Fleet Shore Establishments may, at their discretion, grant facilities for British Legion helpers to offer poppy emblems for purchase by officers and men within the establishment on 11th November, 1944, any necessary arrangements being made if and when requested by local British Legion authorities.

2. It is not the intention that permission should be given for the entry of sellers of emblems into H.M. dockyards, etc., or in sea-going ships.

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

5542.—Ammunition—Pyrotechnics—Cartridges Signal, 1-in. Green, Mark X T, Filled W.F.B.—Withdrawal and Disposal*Cancelled by AFO 6656/44.*

(A.S./G. 09163/44.—19 Oct. 1944.)

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

2. Stocks at N.A. depots and any landed by H.M. ships are to be disposed of by dumping.

5543.—Ammunition Supply—Naval Armament Depots—Supply, Tests and Returns of Ammunition—REPORTS

(A.S. 12127/44.—19 Oct. 1944.)

All cartridges containing cordite of the following sub-lots on board sea-going ships are to be landed by the date shown in column 1 hereunder:—

Lot No.	Size	Cartridges into which filled
R.N.C. 83C 12/44	... S.C. 100	B.L., 4.7-in., Mark I
R.N.C. 218C 12/44	... S.C. 103	B.L., 4.7-in., Mark I
R.N.C. 1235C 12/44	... S.C. 122	B.L., 6-in., Mark XII
R.N.C. 1758C 12/44	... S.C. 150	B.L., 6-in., Mark XI
R.N.C. 2113C 12/44	... S.C. 150	B.L., 6-in., Mark XI
R.N.C. 2137C 12/44	... S.C. 061	Q.F., 12-pdr., 12-cwt.
R.N.C. 2740C 12/44	... S.C. 300	B.L., 14-in., Mark VII

2. At depots abroad, cordite in all cartridges so received, together with any in store, is to be destroyed forthwith.

3. At home depots, any cartridges or bulk cordite of the above sub-lots required for trials, experiments or gunnery school firings, may be retained for a further period of six months from date of withdrawal.

5544.—Guns—B.L., 15-in., Mark I—Cylinders, Hydraulic, Mark III—Test and Repair

(A.S. 11551/43.—19 Oct. 1944.)

The under-mentioned Mark III hydraulic cylinders for B.L., 15-in., Mark I guns, were repaired by bushing at each end of the hole for the valve rod gland. The bushing may be defective, and any of these cylinders which fail a water pressure test of 2,500 lb. per sq. inch should be re-bushed as shown in Sketch R.N.A.D. No. 0116, which will be distributed to R.N.A. depots, and re-tested. If the cylinders are in H.M. ships, the nearest R.N. armament depot should be requisitioned to carry out the test.

Cylinders, Hydraulic, Mark III (made by G.E.Co.)

Nos.	
G.53045	G.51780A
G.56844	G.60046A
G.56844A	G.60046B
	G.64427

2. After test and repair as above, the letter R should be stamped after the number of the cylinder.

5545.—Guns—Q.F., 4.5-in., Marks I and III—Breech Block Buffer Retaining Pin, Mark I—Modification

(A.S./G. 3678/44.—19 Oct. 1944.)

The following modification is approved:—

<i>Gun</i>	Q.F., 4.5-in., Marks I and III.
<i>Part affected</i>	Breech block buffer retaining pin, Mark I.
<i>Purpose</i>	To position the pin so that the gap is parallel to the slot in buffer body and reduce tendency for pin to fall out.
<i>Nature of modification</i>	Fitting of a positioning plate.
<i>Drawing</i>	A.F.O. Diagram 349/44.
<i>New parts required</i>	Plate and rivets which are to be made locally.
<i>By whom to be done</i>	Ships' staff or R.N. Armament Depots.
<i>Degree of urgency</i>	As opportunity offers.

2. This is a temporary measure until new type solid pins are available.

5546.—Guns—Q.F., 40 mm.—Incorrect Assembly of Spindles Extractor

(A.S. 11184/44.—19 Oct. 1944.)

Instances have occurred where extractor spindles in Q.F., 40 mm. guns have not been fully inserted on assembly, with the result that after a few rounds had been fired the spindle worked its way out until it fouled the cam in the operating cover. This stopped the gun and bent the spindle.

2. Attention is drawn to the necessity for ensuring that the spindle is right home after assembly.

5547.—Guns—20-mm. Oerlikon—Plunger Stop, Double Loading, Part IV—Modification

(A.S./G. 5887/42.—19 Oct. 1944.)

The following modification is approved:—

<i>Gun</i>	20-mm. Oerlikon.
<i>Part affected</i>	Plunger stop, double loading, Part IV.
<i>Purpose</i>	To ensure freedom of movement by releasing air behind the plunger.
<i>Nature of modification</i>	Grinding an air hole at domed end.
<i>Drawing</i>	A.F.O. Diagram 353/44.
<i>By whom to be done</i>	Staffs of H.M. Ships, Bases.
<i>Degree of urgency</i>	As convenient.

5548.—Guns—Bren, 0·303-in., Marks I and II—Exchange of Springs, Return

(A.S. 01622/42.—19 Oct. 1944.)

To improve the rate of fire of guns, machine, Bren, 0·303 in., a strengthened return spring in two parts—inner and outer—has been introduced.

2. All single springs, return, Mark I, in guns and held as spare, should be exchanged for the new pattern double spring as soon as possible.

3. Single Mark I springs are to be returned to Naval Armament Depots where they are to be kept pending further instructions.

4. The new springs will be designated springs, return, Mark II (comprising spring, return, inner, Mark I, and spring, return, outer, Mark I)

R.N. Armament Depots should demand the quantities required.

5. It should be noted that the single springs which are to be replaced, are designated "springs, return, Mark I".

6. Naval Proportion Book will be amended.

(A.F.O. 1810/44 is cancelled.)

5549.—Gun Mountings—3-in./50 Cal. U.S. Mountings, Marks XI, XX and XXII (All Mods. except Mark XI, Mods. 7, 8, 9 and 11)—Modifications to Provide Improved Lubrication for Elevating and Training Worm Shafts*C.O.s. Ships concerned, Dockyards and Repair Establishments*

(G. 015083/44.—19 Oct. 1944.)

The American authorities have issued Ordalt No. 1744 indicating minor modifications to the elevating and training worm shafts of the 3-in./50 cal. U.S. mountings, Marks XI, XX and XXII (all mods. except Mark XI, mods. 7, 8, 9 and 11) to provide improved lubrication.

2. A.F.O. Diagram No. 352/44 (Drawing No. G.R. 6840) shows these modifications, which consist of cutting grease grooves in the worm shafts and adjusting bushes and drilling four holes in the latter.

3. Commanding Officers of ships concerned should arrange for this work to be carried out by ship's staff, with the assistance of depot ship's staff or dockyards if required, as opportunity occurs.

4. For the 3-in./50 cal., Mark XXII, mod. 4 mountings, it should be noted that:—

(i) The modifications to the training and elevating worm shafts do not apply, i.e. for these mountings the modifications to the adjusting bushes only are applicable.

(ii) The elevating and training receivers, where fitted, should be re-aligned with the gun by means of the vernier coupling provided.

5. Authorities holding copies of Drawings Nos. 49154, 49156, 237412, 24566 and 49885 should note these modifications.

5550.—Gun Mountings—3-pdr., Mark V—Weather Protection—Fitting Blast Bag—As. and As.*Ships, Depot Ships, Coastal Force Bases and Authorities concerned.*

(G. 3156/44.—19 Oct. 1944.)

A blast bag has been made and tried which affords greatly improved weather protection on the 3-pdr., Mark V, mounting.

2. A.F.O. Diagram No. 355/44 (Drawing No. GR.6805) shows the arrangement and method of manufacture.

3. These blast bags should be made and fitted where required, the work being carried out by base staffs.

4. An item classification A* to cover the work involved should be entered in the current list of As. and As. for vessels concerned.

5551.—Gun Mountings, Director Receivers, Magslip Type—Clearances of Magslip Pointer Hubs—15-in., Mark I/N, 14-in., Marks II and III, 8-in., Marks I, I*, II and II*—6-in., Marks XXI, XXII, XXIII and XXIV—5·25-in., Marks I and II—4·5-in., Marks II, III, IV, V and VI—4-in., Mark XIX and 2-Pdr. Mountings*(Capital Ships, Cruisers, Aircraft Carriers, Destroyers and H.M. Dockyard, Devonport)*

(G. 06713/44.—19 Oct. 1944.)

Investigations into causes of spreads have disclosed that there is often, due to irregular manufacture, insufficient radial clearance between the hubs of magslip pointers and the holes in associated dials and magslip housings of director elevation and training receivers.

2. All ships fitted with magslip elevation and/or magslip training receivers should examine their instruments to ensure that sufficient clearances exist.

3. Any fouls that do occur should be rectified by slightly enlarging the clearance holes in either the dials or the magslip housings and dials, whichever are necessary.

4. On no account should anything be done to upset the balance of the magslip pointers and hubs. Care should also be taken to ensure that no swarf or filings are left in the receivers.

5. The designed clearances of various types of magslip receivers are given hereunder:—

Type CM, Marks I, I* and I**, elevation and training receivers, fitted on 2-pdr. R.P. mountings; 4-in., Mark XIX; 4·5-in., Marks II, III, IV, V and VI; 5·25-in., Marks I and II; and 6-in. and 8-in. mountings, where arrangements for barrage fire exist and main armament transmissions are "M" type.	} 0·0118-in.
Type CM, Mark IV, elevation and training receivers, fitted on 2-pdr., Mark VII* P. mountings and in certain D.C.Ts.	
Type EM, Marks I and II, elevation receivers, fitted on 6-in., Marks XXI, XXII, XXIII and XXIV mountings.	
Type CM, Mark II, elevation receivers, fitted on 4·5-in., Marks II and III mountings.	
Type CM, Mark III, elevation receivers, fitted on 5·25-in., Marks I and II mountings.	} 0·037-in.
Type EM, Mark III, elevation receivers, fitted on 14-in., Marks II and III mountings.	
Type EM, Mark V, elevation receivers, fitted on 15-in., Mark I/N mountings.	
Type CM, Mark V, elevation receivers, fitted on 4-in., Mark XIX mountings.	} 0·072-in.
Type EM, Marks I and I*, training receivers, fitted on 6-in., Marks XXI, XXII, XXIII and XXIV.	
14-in., Marks II and III, and 15-in., Mark I/N mountings ...	} 0·112-in.

6. Attention is also drawn to the clamping position of the pointers and hubs on the magslip element spindle. Ships concerned should ensure that the pointer is clamped to the spindle so that the end of the pointer hub is clear of the fixed structure of the instrument.

5552.—Maintenance—Gun Mountings—20 mm. Twin Oerlikon Mark V (Powered)—Lubrication Charts—Issue

(G. 2963/44.—19 Oct. 1944.)

Lubrication Charts for the 20 mm. Twin Oerlikon Mark V (Powered) mounting are now available and will be issued, on demand, to ships fitted with the equipment, by the Superintending Naval Store Officer, R.N. Store Depot, Park Royal, N.W.10. The charts should be demanded by H.M. ships concerned on the basis of one chart per mounting.

2. The charts should be mounted on backing-boards which should be secured inside the 20 mm. Twin Mark V mounting, adjacent to the gunner's seat. The position need not be a fixed one, but a form of temporary stowage, possibly right at the front of the inside of the shield, in order that the chart can be moved as required and conveniently studied when greasing is required to be provided by ship's staff.

5553.—Naval Stores for Gunnery Purposes—Portable Electric Drilling Machines—Allowances

Capital Ships, Aircraft Carriers and Cruisers

(N.S. 23315/44.—19 Oct. 1944.)

One small portable electric drilling machine, complete with bench stand, is to be allowed to all cruisers, except "C", "D" and "E" Classes, for gunnery purposes.

2. Capital ships, fleet and light fleet carriers, and H.M.S. "Unicorn", which have not hitherto been allowed bench stands for the portable electric drilling machines provided for gunnery purposes, are now to be allowed bench stands for these machines, i.e., one stand suitable for a large machine and one stand suitable for a small machine per ship.

3. Ships concerned in commission should forward demands to their storing yards or depots accordingly. Demands for the additional allowances of bench stands should state the make of machine for which required. For ships concerned under construction supply should be arranged by warrant yards in the usual manner.

4. B.R. 323—Establishment of Naval Stores for Gunnery Purposes—will be amended.

(A.S. C.B.S. 13th Jan., 1944, Ref. No. 528/1.)

5554.—Projectors, Rockets, 2-in. Rocket Flares—Fitting in Coastal Forces Craft

(E.F.O./G.09174/44.—19 Oct. 1944.)

A.F.O. 4745/44, paragraph 4 (b) 2:—

For "The 3-in. C.A.V. exhausters fuzes" read "The 3-in. C.A.V. exhausters fans."

(A.F.O. 4745/44.)

5555.—Small Arms—Shot Gun Deflection Training Equipment—Supply

Aircraft Carriers

(A.S./A.W.D. 2188/43.—19 Oct. 1944.)

Supply of two 12-bore shot guns to all fleet, light fleet and escort carriers is hereby authorized for use in training personnel.

2. Order of priority for supply is as follows:—

- Fleet carriers,
- Light fleet carriers,
- Escort carriers detailed for assault duties,
- Other escort carriers.

3. Demands for guns from carriers in home waters should be sent to Deputy Armament Supply Officer, R.N. Armament Depot, Kingswinford; carriers abroad should demand from the nearest R.N. Armament depot, this order being quoted as authority.

4. Ammunition, 12-bore, No. 7 shot and tracer, should be demanded from the nearest naval armament depot on a basis of 12,000 rounds (20 per cent. tracer) per fleet or light fleet carrier and 6,000 rounds (20 per cent. tracer) per escort carrier per annum. Six months' allowance should be carried.

5. Clay pigeons and "Plus" traps which are dealt with as consumable and permanent Naval stores respectively under subhead E.8 of the Rate Book of Naval Stores, will be allowed on the following basis:—

<i>Class of ship</i>	<i>Allowance of "Plus" traps per ship</i>	<i>First outfit quantity of clay pigeons per ship</i>
Fleet carriers	2	6,000
Light fleet carriers, excluding those converting to aircraft maintenance ships.		
Escort carriers	2	3,000

6. Initial purchase has been arranged accordingly for delivery as follows, and shipment to Malta and Ceylon as indicated is to be made as early as possible.

	Devonport	Rosyth	Mersey Area (a)	Severn Area. (b)	West Riding	Corfin
"Plus" traps No.	2	8	50	24	36	2
Clay pigeons ... No.	12,000	48,000	192,000	114,000	120,000	6,000

(a) Includes quantities for shipment to Malta—

"Plus" traps 6
Clay pigeons 18,000

(b) Includes quantities for shipment to Ceylon—

"Plus" traps 16
Clay pigeons 66,000

7. Ships concerned in commission should forward demands for "Plus" traps and clay pigeons to their storing yards or depots in accordance with the approved allowance (see paragraph 5 above). Supply of the clay pigeons and "Plus" traps to ships concerned under construction will be made with the initial outfit of stores. Warrant yards should arrange for the clay pigeons to be included in the "first outfit" of consumable naval stores.

8. Naval Proportion Books and B.R.378—Aircraft Store Establishment—will be amended.

5556.—Depth Charge Pistols, Mark VIII Series—Shortage of Supply—Issue of Modified Mark IX Series Pistols in Lieu

(T. 1890/44.—19 Oct. 1944.)

Owing to a shortage of Mark VIII series depth charge pistols, approval has been given for the conversion of a certain number of Mark IX series pistols by the substitution of a light firing spring (25 ft.), Stamp No. 6219, for the existing spring (50 ft.), Stamp No. 6169. These pistols are designated Mark IX L.S. or Mark IX* L.S.

2. Pistols converted as in paragraph 1 above are intended for use for special purposes such as port clearance, when Mark VIII series pistols are not available. They will not be issued for general service.

3. In order to distinguish between these converted pistols and standard Mark IX series pistols, the Mark IX L.S. or IX* L.S. pistols will have a bright red band painted round each end of the distance tube, with the letters "L.S." in bright red between the bands. The pistol box will be marked Mark IX or Mark IX* with the addition of L.S. in 1-in. bright red letters.

4. When fitted in a Mark VII or VII* "Light" depth charge, and released so as to be free sinking, the firing depths become the same as for the Mark VIII series depth charge pistols with one additional setting:—

- When set to 140 ft., Mark IX series "L.S." pistol will fire at 60 ft.
- When set to 225 ft., Mark IX series "L.S." pistol will fire at 100 ft.
- When set to 365 ft., Mark IX series "L.S." pistol will fire at 170 ft.
- When set to 550 ft., Mark IX series "L.S." pistol will fire at 280 ft.
- When set to 300 ft., Mark IX series "L.S." pistol will fire at 135 ft.

5. *Safety Precaution.*—Mark IX series "L.S." pistols are never to be used in Mark VII (heavy) or Mark VII* (heavy) depth charges in order to avoid damage to the attacking craft.

6. A depth of water of at least 25 ft. is required for the Mark IX* "L.S." pistol to function. It should not be dropped in less than 30 ft.

7. When released in water of either 30 ft. or 60 ft. in depth, the approximate delay times corresponding to depth settings are shown in the table below:—

Mark IX "L.S."		In 30 ft. of water.		In 60 ft. of water.	
D.C. Pistol		Time to fire		Time to fire	
depth setting.		in seconds.		in seconds.	
140	11.1	...	7.6
225	19.0	...	15.5
385	38.0	...	28.0
550	60.8	...	45.3
300	28.0	...	21.0

5557.—Main Controlling Switchboard, Type II—Indicating Lamps

Ships concerned

(N.S. 21281/44.—19 Oct. 1944.)

Lamps, Pattern 696, which are used for breaker indication on type II main controlling switchboards have been found to have a comparatively short life owing to vibration and shock.

2. An improved type of lamp, Pattern 16115, has been tested at sea and in the laboratory, with satisfactory results, with the exception that glare was increased. To reduce this glare a lamp, Pattern 16229, which is identical with Pattern 16115 except that it has a frosted bulb, has been introduced and added to the Authorized List of Naval Stores under Subhead F.2A.

3. Ships which experience trouble with their present indicating lamps, Pattern 696, should demand a set of the new lamps, Pattern 16229, from Portsmouth Yard, quoting this Order as authority.

4. These lamps are fitted with standard bayonet caps and are shorter than the present type. The present miniature lampholder must therefore be replaced by a standard lampholder, Pattern 7991A, and a special adaptor. These also should be demanded from Portsmouth Yard and should be fitted in the manner shown on A.F.O. Diagram No. 350/44 (Drawing No. D.E.E. 10721).

5. The work of installation should be carried out by ships' staffs as convenient.

5558.—Primer and Pistol Pull-Off Gear for Depth Charge Chutes—Instructions for Fitting

(T. 02051/44.—19 Oct. 1944.)

To enable depth charges to be maintained in a state of readiness with their primers inserted whilst remaining safe on board and to prevent casualties to survivors due to explosion of these charges should the vessel be sunk, primer placers have been introduced.

2. These primer placers are kept in a safe position by safety forks and similar safety forks will shortly be fitted for use with the new design depth charge pistols, i.e., the Marks XXII and XXIII.

3. These safety forks are required to be removed from the depth charges on release and pull-off gear, as shown on A.F.O. Diagram No. 356/44 (1-2) respectively, have been designed to do this automatically on release of the charges from the chutes.

4. Each pull-off consists of a pendant with an Inglefield clip at one end and an eye-bolt at the other, the pull-off supplied for the pistols having in addition to the Inglefield clip a pull-off plate and chain for use with the pistols of American depth charges.

5. These pull-off gears will be supplied in sets, each set comprising one pull-off pendant for pistols and one pull-off pendant for primers and they should be attached to the chutes, as shown on A.F.O. Diagram No. 356/44 (1-3). Two sets will be required for each double chute so fitted.

6. All chutes now being supplied from manufacturers are delivered complete with pull-off gears, but stocks of chutes held in the various stores are not so fitted. In cases where new chutes are supplied from stores pull-off gears will have to be demanded and fitted by ships or base staffs.

7. At present there are 1,000 sets of pull-off gear available for issue at the Gun Mounting Store, H.M. Dockyard, Chatham, and the following vessels are to demand this gear on the basis of one set for each single chute or two sets for each double chute fitted:—

(a) Minesweepers operating in the Channel, North Sea, and Home Fleet:—

66th M.T.B. Flotilla

"Bangor" minesweepers

B.A.Ms. and A.Ms.

Twin-screw minesweepers

R.C.N. minesweepers operating with R.N.

M/S trawlers

"Halcyon" minesweepers.

(b) Cruisers in Home Commands.

The work is to be carried out as a defect by ships or base staffs.

8. A further A.F.O. will be issued later when supplies are available for all vessels.

5559.—Roller Lifting Bands for Hoisting Torpedoes and Mines—Allowance *Submarines and Submarine Depot Ships*

(T. 01629/44.—19 Oct. 1944.)

The approved allowance of roller lifting bands for use in submarines and submarine depot ships are as follows:—

"A" class	...	...	...	...	...	3
"Porpoise", "Thames" and "T" classes	...	...	...	...	...	3
"S" and "U" classes	...	...	...	...	...	2
S/M depot ships	...	...	...	...	...	2
Spares for submarines (to be carried in the depot ship)	...	...	...	...	...	2

2. Submarines and depot ships are to adjust their numbers accordingly. Roller lifting bands in excess of the above new allowance are to be disposed of as follows:—

Submarines ... To return them to their depot ship.

Depot ships ... To return them to the nearest dockyard.

3. Any submarine or depot ship being short of the new allowance is to take the following action:—

Submarines ... Demand from the depot ship.

Depot ships ... To insert an item in the next defect list.

(A.F.Os. 938/39 and 2631/39 are cancelled.)

5560.—S.A. Gear, Type A (F2c)—Redundant Electric and Pneumatic Hammers of American Manufacture

(N.S./T. 06184/44.—19 Oct. 1944.)

All redundant hammers of the above descriptions (e.g., master vibrator and Syntron electric hammers) held at minesweeping bases should be returned to the Superintending Naval Store Officer, Southern Railway Station, Liphook, Hants., for disposal.

2. It is important that no hammers of these types should be returned to British hammer manufacturers.

5561.—Torpedoes, U.S.A., 22·4-in., Mark 13 Mods.—Afterbodies and Exercise Heads—Revised Internal Air Pressure Test Procedure

(T. 09197/44.—19 Oct. 1944.)

Owing to the possibility of building up excessive air pressure in 22·4-in. U.S.A. Exercise Heads and Afterbodies when using the present U.S.A. test set, G.2855, it has been decided to introduce for these components an amended form of watertightness of torpedoes, St. No. T.2043, with special adapters to suit the U.S.A. fittings.

2. The revised procedure for testing the exercise heads is given in the attached Appendix, and the layout of the new apparatus for use with mods. 1-4 heads is shown on A.F.O. Diagram 354/44. The position of the drain plug varies between the models 1, 2, 3 and 4 types, and it has been necessary to provide for three separate copper pipes to connect the adapters as detailed on the diagram.

3. For test of the afterbody, the adapter, St. No. T.602, is to be screwed into the drain plug flange and air applied by fittings, St. No. T.2043, in a manner similar to that shown on the diagram. The ·437-in. diameter, 20 threads per 1-in. outlet nipple on the adapter, St. No. T.602, in this case must be blanked off.

4. As soon as adapters and piping are available the revised watertightness test procedure is to be adopted. In the meantime, the test as laid down in O.P. 629A, page 131, but with the test figure restricted to 10 lb. per sq. in., is to be carried out.

5. Nomenclature and stamp numbers of adapters and pipes are as follows:—

Adapters, relief valve pocket, for use with fitting testing watertightness of torpedoes, St. No. T.2043, when testing 22·4-in. U.S.A. exercise heads, St. No. T.601.

Adapters, drain plug, for use with fittings, testing watertightness of torpedoes, St. No. T.2043; when testing 22·4-in. U.S.A. exercise heads and afterbodies, St. No. T.602.

Adapters, connecting, U.S.A., charging nozzle, for use with fittings, testing watertightness of torpedoes, St. No. T.2043, when testing 22·4-in. U.S.A. exercise heads, St. No. T.603.

Pipes connecting adapters, pressure test for: 22·4-in. U.S.A. exercise heads, Mark 26, Mods. 1 and 1*, and Mod. 3 converted from 1 and 1* T.607, 22·4-in. U.S.A. exercise heads, Mark 26, Mods. 2 and 2* and 3, T.603.

22·4-in. U.S.A. exercise heads, Mark 26, Mod. 4, T.606.

APPENDIX

22·4-in., U.S.A., Mark 26, Exercise Head

Internal Air Pressure Test—Revised Procedure

(Supersedes test in O.P. 629A, page 131, "O", paragraphs 1 to 27 inclusive.)

1. Oil (D) and replace washer on water discharge valve.
2. Clean, inspect and oil (C) valve guide, seat and studs in discharge valve flange.
3. Insert discharge valve in flange, place gag across the studs and secure with nuts, setting up until valve is held firmly on seat.
4. Replace air release pipe (after section) with nipple in forward end of bulkhead ring. (Note that plated copper washer is in place against shoulder of nipple.)
5. Replace clamp nut on nipple and secure, holding after section of pipe in alignment for attaching to after bulkhead.
6. Connect forward section of air release pipe to nipple, holding pipe in position for connecting to air release mechanism.

7. Replace after bulkhead gasket in its seat.
8. Note that the plated copper washer is in place against the shoulder of nipple on the after end of air release pipe and guide nipple into hole in pocket on after bulkhead.
9. Replace after bulkhead and secure, tightening up evenly on holding nuts.
10. Replace and tighten clamp nut on nipple and for air release pipe.
11. Blank off air release pipe forward end.
12. Instal headlight and air releasing mechanism blanking off plates and gaskets.
13. Instal torch case, cover and gasket.
14. Insert adapter, St. No. T.601, in air relief valve flange and blank off nipple.
15. Insert adapter, St. No. T.602, in drain plug flange, blank off nipple and connect low pressure test set, St. No. T.2043, with pressure indicator, St. No. 2044, crack air valve and build up pressure in head to 15 lb. sq. in., close valve, pressure must be held for 10 minutes. Note for leak at after end of release pipe denoting forward section joint not tight.
16. If leak occurs mark same and remedy.
17. When satisfactory test has been made (no leaks), exhaust air, unclamp nipple in air release pipe and remove after bulkhead.
18. Remove torch case—light head only—to provide clearance for the installation of forward bulkhead.
19. Place a new gasket on the forward bulkhead and instal the bulkhead on its seat, being careful not to damage threads on holding screws when passing through the slots in bulkhead ring. Set up evenly on nuts for holding screws.
20. Crack air valve and build up pressure in forward (water) compartment to 15 lb. sq. in. Pressure must be held for 10 minutes. Examine forward bulkhead for leaks.
21. If leaks occur mark same and remedy.
22. When satisfactory test has been made (no leaks) exhaust air, replace torch case and gasket (light head only) and after-bulkhead on head, securing pipe to clip and clamp nut on nipple through bulkhead.
23. Remove blanks from adapters, St. No. T. 601, and St. No. T. 602, and connect up copper pipe, St. No. T. 605, T. 607 or T. 606 both nipples. Crack air valve and build up pressure in both compartments to 15 lb. sq. in. Close valve and examine after-bulkhead for leaks.
24. When satisfactory test has been made (no leaks), exhaust air, remove test fittings, blanking off places and blank in air-release pipe forward section.
25. Replace drain plug.
26. Oil (D) and replace water-discharge valve spring and cover.
27. Replace relief valve:—
 - (a) Oil (D) and replace washer on valve.
 - (b) Oil (C) valve guides, valve and spring.
 - (c) Assemble valve in guide, spring, spring washer and nut.
 - (d) Replace valve body (assembled) and washer in exercise head.

5562.—Magnetic Compasses—D.R. Compass Mark I—Liability of Alteration in Coefficient A

(C.D. 553/44.—19 Oct. 1944.)

Instances have been reported of large values of coefficient A being found when observing the deviations of D.R. compasses.

2. In those cases where this is found during the initial swing after installation, while it may well be due to the compass not being correctly fitted in the fore-and-aft line, there is a possibility that it may be due to the electric supply to the compass having been reversed at some time during the installation. This possibility is always present and Commanding Officers and others concerned are warned of the importance of ensuring that the polarity of the supply is correct before switching on the compass at any time.

3. Explanation of the effect of the reversed electric supply on the deviation of the compass and the subsequent steps to be taken should such an effect be found are contained in the following paragraphs.

4. In the D.R. compass when it is running and settled the rotor spindle of the gyro, which is made of magnetic steel, lies East-West. Therefore, if the spindle is magnetized it will cause a deviation which is constant on all headings and this appears as a coefficient A. The magnitude of this deviation depends on the extent to which the spindle is magnetized and on the horizontal intensity of the earth's field, increasing with reduced horizontal intensity.

5. It has been found that the rotor spindle can on occasion be magnetized by the pot magnets when starting up, if the spindle happens to be in line with a pot magnet. To prevent the possibility of any change in the effect of this spindle occurring, arrangements have been made to magnetize the spindle during manufacture to the maximum which could possibly be produced by the pot magnets. The pot magnets cannot therefore produce any further magnetization. Subsequent to this magnetization of the spindle the scale reading is adjusted to compensate for the deviation caused in a magnetic field of horizontal intensity of 0.18 gauss, by the spindle magnetization. Hence, provided that the polarity of the pot magnets is not changed, the magnetization of the spindle will not be altered and no change in deviation will occur due to this cause.

6. It is important, however, to note that if the polarity of the supply is reversed the original magnetization of the spindle may be altered, and even reversed, and should this occur a change of deviation will be caused. The extent of this change may be as much as 10 degrees. It will be realized from the preceding description of the sequence of events that this change may not necessarily be caused on the first occasion of starting the compass with a reversed electric supply, as it is dependent on the position of the pot magnets relative to the spindle at the instant of switching on. Equally it is possible for the deviation to change on each occasion of switching on if the electrical supply is incorrect until an occasion occurs when the pot magnets and spindle are directly in line, when a stable condition will be attained. It should be noted that the change of magnetization of the spindle takes place within a few seconds of switching on.

7. Should it be suspected at any time that the compass has been operated with a reversed supply, or if a large value of coefficient A appears, the following procedure should be carried out to ensure that the spindle is magnetized to a proper amount and the craft reswung:—

- (a) Make sure supply is properly connected.
- (b) Remove lower cover.
- (c) Stop the compass, arranging that when stopped the contact arm has been clamped on one of the segments.
- (d) Hold the dome of the gyro gently and align its centre with the pot magnet on the side remote from the segment on which the arm is clamped.
- (e) Put "Normal/Setting" switch to "setting" and close "On/Off" switch momentarily several times.

8. The change in coefficient A is approximately $\frac{1}{2}$ degree for a change of horizontal intensity of the earth's field of 0.04 gauss.

9. An investigation into the possibility of a simple modification to the system of electric supply to obviate this difficulty is being carried out.

5563.—Boiler Tubes, etc.

H.M.S. "Barlake"

(N.S./P. 43041/40.—19 Oct. 1944.)

Particulars of boilers and tubes are as follows:—

Type and No. of boilers	...	Multitubular return tube type		2 No.
Total No. of tubes fitted	...	Generator	...	598 No.

Type	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes Fitted	Remarks
	in.	in.	ft. in.		
Smoke ...	$2\frac{3}{8}$	8 W.G.	7 $4\frac{1}{4}$	<u>414</u>	} All tubes are straight.
Stay ...	$2\frac{3}{8}$	$\frac{7}{16}$	7 $4\frac{1}{2}$	<u>4</u>	
Stay ...	$2\frac{3}{8}$	$\frac{3}{8}$	7 $4\frac{1}{2}$	<u>16</u>	
Stay ...	$2\frac{3}{8}$	$\frac{5}{16}$	7 $4\frac{1}{4}$	<u>100</u>	
Stay ...	$2\frac{3}{8}$	$\frac{1}{4}$	7 $4\frac{1}{4}$	<u>64</u>	

Records affected, D.354 and D.682 (Standard copy).

(A.F.O. 570/41 is cancelled.)

(This Order will not be included in the A.F.O. volume.)

5564.—Boiler Tubes, etc.

H.M. Ships "Annan", "Launceston Castle", "Leeds Castle", "Loch Achanalt", "Loch Fada" and "Loch Killin"

(N.S./P. 13139/44.—19 Oct. 1944.)

H.M.S. "Annan" (P. 13139/44.)

H.M.S. "Launceston Castle" (P. 11913/44.)

H.M.S. "Leeds Castle" (P. 13395/44.)

Particulars of the boilers and tubes fitted in the ships shown in column "A" are identical with those published in the A.F.O. quoted against those shown in column "B".

	"A"	"B"	A.F.O.
"Annan"	"Barle" ...	4089/43
"Launceston Castle"	} "Dumbarton Castle" etc.	4388/44
"Leeds Castle"		

H.M.S. "Loch Achanalt" (P. 13140/44.)

Type and No. of boilers	...	3 drum type water tube		2 No.
Total No. of tubes fitted	...	Generator	...	4160 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	$1\frac{1}{2}$	116	9 $3\frac{7}{16}$	188	} All tubes are bent.
B	$1\frac{1}{2}$	116	9 2	184	
C	$1\frac{1}{8}$	116	9 $0\frac{5}{8}$	244	
D	$1\frac{1}{8}$	116	9 $0\frac{1}{2}$	240	
E	$1\frac{1}{8}$	116	9 $0\frac{1}{8}$	244	
F	1	104	9 $2\frac{13}{16}$	280	
G	1	104	9 $3\frac{1}{16}$	276	
H	1	104	9 $3\frac{7}{8}$	280	
J	1	104	9 $4\frac{5}{8}$	276	
K	1	104	9 $5\frac{3}{8}$	280	
L	1	104	9 $7\frac{1}{4}$	276	
M	1	104	9 9	280	
N	1	104	9 $10\frac{3}{4}$	276	
O	1	104	10 $1\frac{7}{16}$	280	
P	1	104	10 $3\frac{7}{16}$	276	
Q	1	104	10 $6\frac{13}{16}$	280	

H.M.S. "Loch Fada" (P. 11580/44.)

Type and No. of boilers ... 3-drum type water tube ... 2 No.
 Total No. of tubes fitted ... Generator ... 4160 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	ins.	W.D.G.	ft. in.		
A	1½	116	9 3⅝	188	} All tubes are bent.
B	1½	116	9 2½	184	
C	1⅝	116	9 1⅛	244	
D	1⅝	116	9 0⅞	240	
E	1⅝	116	9 0⅞	244	
F	1	104	9 2⅝	280	
G	1	104	9 3⅛	276	
H	1	104	9 3⅞	280	
J	1	104	9 4⅞	276	
K	1	104	9 6	280	
L	1	104	9 7⅞	276	
M	1	104	9 9⅞	280	
N	1	104	9 11⅞	276	
O	1	104	10 1⅞	280	
P	1	104	10 3⅞	276	
Q	1	104	10 6⅞	280	

H.M.S. "Loch Killin" (P. 7860/44.)

Type and No. of boilers ... 3-drum small tube type ... 2 No.
 Total No. of tubes fitted ... Generator ... 4160 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1½	116	9 3½	118	} All tubes are bent.
B	1½	116	9 2⅝	184	
C	1⅝	116	9 1⅛	244	
D	1⅝	116	9 0⅞	240	
E	1⅝	116	9 0⅞	244	
F	1	104	9 3	280	
G	1	104	9 3½	276	
H	1	104	9 3⅞	280	
J	1	104	9 4⅞	276	
K	1	104	9 6	280	
L	1	104	9 7⅞	276	
M	1	104	9 9⅞	280	
N	1	104	9 11⅞	276	
O	1	104	10 1⅞	280	
P	1	104	10 4⅞	276	
Q	1	104	10 6⅞	280	

Records affected, D.354 and D.682 (Standard copy).

(A.F.Os. 4089/43 and 4338/44.)

(This Order will not be included in the A.F.O. Volume.)

5565.—Boiler Tubes, etc.

H.M. Ships "Baron", "Carron", "Dispenser", "Help", "Lifeline", "Mary Rose", "Octavia", "Squirrel", "Succour", "Tintagel Castle", "Uplifter", "Welfare" and "Whirlwind". H.M.C.S. "Huntsville".

(N.S./P. 11655/44.—19 Oct. 1944.)

H.M.S. "Carron" (P. 12834/44.)

H.M.S. "Mary Rose" (P. 11567/44.)

H.M.S. "Octavia" (P. 11807/44.)

H.M.S. "Squirrel" (P. 13526/44.)

H.M.S. "Welfare" (P. 06697/44.)

H.M.S. "Whirlwind" (P. 11393/44.)

Particulars of boilers and tubes fitted in the ships shown in column "A" are identical with those published in the A.F.O. quoted against those shown in column "B".

"A"	"B"	A.F.O.
"Carron" ...	"Queenborough" ...	2700/43
"Octavia" ...	"Aries" ...	587/44
"Welfare" ...		
"Mary Rose" ...		
"Squirrel" ...	"Plucky" ...	716/44
"Whirlwind" ...	"Whelp" ...	4623/44

H.M.S. "Baron" (P. 11655/44.)

Type and No. of boilers ... Marine return tube ... 2 No.

Total No. of tubes fitted ... Generator ... 598 No.

Air heater tubes ... 464 No.

Tubes	Ext. Diam	Thickness	Fitted Length	Total No. of Tubes Fitted	Remarks
Plain ...	2¼-in.	8 W.G.	7-ft. 4-in.	414	Swelled ⅓ in. for 3 in. at front end.
Stay ...	2¼-in.	⅝-in.	7-ft. 4-in.	100	Staved ¼-in. for 2-in. at front end and screwed continuous thread 9 T.P.I. for 2-in. up at each end. (Not nutted.)
Stay ...	2¼-in.	¼-in.	7-ft. 4-in.	64	Staved ¼-in. for 2-in. at front end and screwed continuous thread 9 T.P.I. for 2-in. up at each end. (Not nutted.)
Stay ...	2¼-in.	⅜-in.	7-ft. 4½-in.	16	Staved ¼-in. for 2-in. at front end and screwed continuous thread 9 T.P.I. for 2-in. up at each end. (Nutted at front end.)
Stay ...	2¼-in.	⅞-in.	7-ft. 4½-in.	4	Staved ¼-in. for 2-in. at front end and screwed continuous thread 9 T.P.I. for 2-in. up at each end. (Nutted at front end.)
Air Heater Tubes					
Plain ...	2¼-in.	14 W.G.	3-ft. 1½-in.	452	Swelled ⅛ in. for 2-in. up at one end.
Stay ...	2¼-in.	¼-in.	3-ft. 2½-in.	12	Staved ¼-in. at one end for 2 in. up, both ends screwed 9 T.P.I. for 2-in. up. (Nutted both ends.)

H.M.S. "Dispenser"
 H.M.S. "Help"
 H.M.S. "Lifeline"
 H.M.S. "Succour"
 H.M.S. "Uplifter" } (P. 6207/44.)

Type and No. of boilers ... Multitubular return tube ... 1 No.
 Total No. of tubes fitted ... Generator ... 259 No.
 Tubes for air heater boxes ... 214 No.

Type	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes Fitted	Remarks
Plain ...	3-in. Swelled $\frac{1}{8}$ -in. diameter at one end for length 3-in.	8 I.W.G.	7-ft. 9 $\frac{3}{8}$ -in.	180	
Stay ...	3-in. Staved $\frac{1}{8}$ -in. diameter at one end 3-in. long, and screwed 9 threads at both ends.	$\frac{7}{16}$ -in.	7-ft. 10-in.	10	
Stay ...	3-in. Staved $\frac{1}{8}$ -in. diameter at one end 3-in. long, and screwed 9 threads at both ends.	$\frac{3}{8}$ -in.	7-ft. 10-in.	33	
Stay ...	3-in. Staved $\frac{1}{8}$ -in. diameter at one end 3-in. long, and screwed 9 threads at both ends.	$\frac{5}{16}$ -in.	7-ft. 9 $\frac{3}{8}$ -in.	36	
<i>Tubes for Air Heater Boxes</i>					
Plain ...	2 $\frac{3}{4}$ -in. Expanded $\frac{1}{8}$ -in. diameter for 2-in. at one end.	14 I.W.G.	4-ft. 1 $\frac{3}{8}$ -in.	214	

H.M.S. "Tintagel Castle" (P. 6376/44.)

H.M.C.S. "Huntsville" (P. 9870/44.)

Type and No. of boilers ... 3-drum water tube type ... 2 No.
 Total No. of tubes fitted ... Generator ... 1454 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes Fitted.	Remarks
	in.	W.D.G.	ft. in.		
A	1 $\frac{1}{2}$	116	7 9 $\frac{1}{2}$	64	} All tubes are bent.
B	1 $\frac{1}{2}$	116	7 8	64	
C	1 $\frac{1}{2}$	116	7 7	86	
D	1 $\frac{1}{2}$	116	7 6 $\frac{9}{16}$	86	
E	1 $\frac{1}{2}$	116	7 6 $\frac{1}{2}$	86	
F	1	104	7 9 $\frac{1}{4}$	98	
G	1	104	7 9 $\frac{3}{4}$	96	
H	1	104	7 10 $\frac{9}{16}$	98	
J	1	104	7 11 $\frac{3}{4}$	96	
K	1	104	8 1 $\frac{1}{2}$	98	
L	1	104	8 3	96	
M	1	104	8 4 $\frac{3}{4}$	98	
N	1	104	8 7	96	
O	1	104	8 9 $\frac{1}{2}$	98	
P	1	104	9 0 $\frac{1}{8}$	96	
Q	1	104	9 3 $\frac{1}{4}$	98	

Records affected D.354 and D.682 (Standard copy).

(A.F.Os. 2700/43, 587/44, 716/44 and 4623/44.)

(This Order will not be included in the A.F.O. volume.)

5566.—Propellers—Change of

L.C.P.(L), L.C.P.(R), L.C.V., L.C.V.(P) fitted with Hall Scott and Hudson Invader engines

(D. 06322/44.—19 Oct. 1944.)

Trials have shown that the most efficient propellers for use on the above craft are of 21-in. diameter by 13 $\frac{1}{2}$ -in. pitch by 216 sq. in. developed area.

2. Stocks of propellers of the above dimensions are being obtained and will be supplied against replacement demands when they become available. Pending availability of the 21-in. by 13 $\frac{1}{2}$ -in. propellers, 20-in. diameter by 15-in. pitch propellers are to be used.

3. A number of the above craft are still fitted with propellers of 22-in. diameter by 15-in. pitch, or 21-in. diameter by 17-in. pitch. These propellers cause over-loading of the engines when the craft are at deep draught and are to be removed and replaced by 20-in. by 15-in., or 21-in. by 13 $\frac{1}{2}$ -in. propellers at the first opportunity.

4. In order to facilitate manufacture and maintain interchangeability, the boss length of propellers for L.C.P. (L), U.S. type, L.C.P.(R), L.C.V.(P), L.C.V. and L.C.E. has been standardized at 5 in. This will necessitate the use of a $\frac{3}{8}$ -in. distance piece on the shaft of the L.C.P.(L), U.S. type, and a $\frac{5}{8}$ -in. distance piece on the L.C.V.(P) shaft, when using the standard propeller nuts, as shown in A.F.O. Diagram No. 351/44.

5. Demands for the distance pieces are to be made on L.C.M.S.O., Staines.

5567.—Turbines—Blading Tools

(D. 13034/44.—19 Oct. 1944.)

The supply of tools to individual ships for reblading main turbines is to be discontinued. In future, these tools will be supplied with the depot sets of spare blading and will be despatched with the spare blading.

2. If it is necessary to divide a set of spare blading the appropriate tools should be despatched with the blading required.

The resultant deficiency in tools is to be made up in the same way and at the same time as the replacement of the spare blading appropriated from the set.

3. Officers of any Dockyards or Bases requiring a first supply of tools to be arranged by Admiralty should furnish requisitions to Admiralty, Bath (Director of Dockyards) by 1st January, 1945.

4. A.F.O. Diagram No. 345/44 (1-15) gives details of typical reblading tools which can be manufactured, if and when required, from suitable tool steel. Drivers for combined section blading should be made from bronze.

5. Details of blading tools required will be included in the drawings supplied to new construction ships. For ships now in commission a copy of the A.F.O. diagram should be inserted in the Engineer Officer's Notebook.

5568.—Turbo-Generators, G.E.C.—Interchangeability of Parts

H.M. Ships

(D. 15004/44.—19 Oct. 1944.)

A.F.O. Diagram 346/44, showing table No. 5-80-180, is promulgated for the information of authorities and ships concerned.

5569.—Evaporating and Distilling Machinery—Baffles—Maintenance

(D. 017469/44.—19 Oct. 1944.)

The construction of evaporator baffles is such that the vanes fitted to effect separation of solid impurities from the vapour are made from light gauge sheet. These vanes can only be completely cleaned by removal of the baffle from the shell and dismantling the vanes.

2. On account of the low temperature at the baffles, deposition of scale on the vanes is a slow process and cleaning should only be necessary at very long intervals. Deposition of scale will be increased if the evaporator is operated in such a way that priming occurs at high shell pressures and excessive brine densities.

3. When cleaning of baffles is found to be essential, the greatest care is to be taken when removing them from the evaporator shells and, while they are removed, that the vanes and other parts are not damaged.

4. The instructions given in makers' drawings with regard to method of assembly, position of drain holes, etc., must be carefully followed, and the greatest care is necessary to ensure that, when reassembled, leakage cannot take place between the vanes and the top and bottom cover plates.

(F.O.L.E.M., 23 Jul. 1944, No. 982/821/1/2.)

5570.—Radar Type 291/U/W and Type 267W/MW/PW—Use of Valves CV510 and CV511 in Lieu of Valve CV509

See AFO 5336/44.

(R.E. 02975/44.—19 Oct. 1944.)

When valves CV510 and CV511 are used in lieu of valve CV509 in panel 3AN (Types 291/U/W) and panels 3BD/BJ (Type 267W/MW/PW) the valve retaining ring should be removed to prevent the springs causing a short circuit amongst other components.

2. The valve retaining ring should be kept readily available for further use.

3. No retaining device is necessary when valves CV510 and CV511 are used.

5571.—Aircraft—K Type Dinghies—Attachment of Hand Paddles to Pack Cover

(A.E. 5563/44.—19 Oct. 1944.)

To prevent their loss overboard when in use, the small hand paddles (Stores Ref. No. 27c/1906), where carried in K type dinghy packs, are to be attached as follows.

2. Each paddle is to be secured to the equipment tray of the pack cover by a separate 4 ft. length of 2 oz. kite cord (Stores Ref. No. 32A/104), tied with a bowline to the eyelet in the paddle and to the eyelet adjacent to the paddle stowage in the equipment tray. In cases where no eyelet is fitted in the equipment tray the cord is to be attached to the paddle elastic stowage loop.

3. To prevent interference with the inflation of the dinghy, it is essential that the slack of the kite cord should be neatly flaked and, before tucking between the paddles, tied with four turns of scarlet locking thread in two places.

5572.—Aircraft Equipment—Accounting and Checking Procedure—Temporary Forms A.44 (B) and A.44 (C), for Barracuda I and II, and Firefly F, Mark I

(A.E. 6195/44.—19 Oct. 1944.)

With reference to paragraph 2 of A.F.O. 5339/44, Forms A.44 (B) (Barracuda I and II) and A.44 (C) (Firefly F, Mark I) will include the items shown below. Pending issue of printed forms, ships and stations should duplicate the necessary forms locally.

2. Parts A and D, and columns 7 and 8 of Parts B and C should be as for A.44 (L), as shown in A.F.O. 5339/44, amended as necessary.

Barracuda I and II—Column 1 refers to Appendix "A," Serial No. 1513.

Part B

Col. 1	2	3	4	5	6
5D	107	27D/2020	Cover, cockpit	No.	1
6D	108	27D/2021	Cover, engine	No.	1
8D	109	27D/2019	Cover, propeller mechanism	} with Merlin 30	No. 1
and	and	and	and		
7D	110	27D/2029	Cover, propeller blade ...	engine	No.
or	or	or	or		
10D	111	27D/2071	Cover, propeller mechanism	} with Merlin 32	No. 1
and	and	and	and		
9D	112	27D/2072	Cover, propeller blade	engine	No.
11D	108a	26BT/6696	Cover, pressure head	No.	1
12D	108b	26BT/6726	Cover, D.R. compass	No.	1
20D	138	27C/1883	Dinghy, aircraft, Type M, Mark I	No.	1
36D	146	—	Emergency pack	No.	1
60C	230a	6A/726	Compass, Type P-8	No.	1
41C	694	6A/1072	Clock, Mark IIB, luminous (pilot's	} cockpit	No. 1
or	or	or	or		
42C	694	6A/1104	Clock, Mark IIC, luminous	} No. 1	1
130A	286a	7B/982	Signal Pistol, No. 4, Mark I* (pilot)		
63D	306	27N/12	Fire extinguisher, hand type (pilot)	No.	1
104D	314	27F/1870	De-icing pump	No.	1
68D	316	6F/198	Safety harness, Type Q (pilot)	} No. 1	1
or	or	or	or		
	S.40	6F/165	Safety harness, Type A	} No. 1	1
76D	318	26BT/	Control locking device		
89D	308	26BT/	Sanitary container, single type	No.	1
94D/100D	320/325	—	Speaking tube assembly, complete	Set	1
			(pilot).		
58C	371	6A/380	Compass, Type O.2	} No. 1	1
or	or	or	or		
59C	371	6A/892	Compass, Type O.2A	} No. 1	1
87D	385	26BT/	Observer's cushion		
66D	386	6F/167	Safety harness, Type B (observer)	No.	1
109B	422	5C/369	Lamp, inspection, Mark II	No.	1
41C	694	6A/1072	Clocks, Mark IIB, luminous	} (observer, radio, gunner) or	No. 3
or	or	or	or		
42C	694	6A/1104	Clocks, Mark IIC, luminous ...	} No. 3	1
94D/102D	390/392	—	Speaking tube assembly, complete		
			(observer).	Set	1
90D	400	26BT/	Sanitary container, dual type	No.	1
11A	452	7J/1166	Guns, Vickers, G.O., 0-303 in., No. 1,	No.	2
			Mark I (Mark II a/c)		
or	or	or	or		or
1A	S.6	7J/1166	Gun, Vickers, G.O., 0-303 in., No. 1,	No.	1
			Mark I (Mark I a/c).		
12A	455	7J/1342	Magazines, No. 2, Mark I (Mark II a/c)	No.	12
or	or	or	or		or
2A	S.8	7J/1342	Magazines, No. 2, Mark I (Mark I a/c)	No.	10
130A	460a	7B/982	Signal pistol, No. 4, Mark I* (gunner)	No.	1
67D	464	6F/172	Safety harness, Type E (gunner)	No.	1
63D	473	27N/12	Fire extinguisher, hand type (rear	No.	1
			cockpit).		
104B	475	5A/760	Signalling lamp, Type A	} No. 1	1
or	or	or	or		
106B	475	5A/2334	Signalling lamp, Type B	} No. 2	2
80D	481a	26BT/	Jacking pads, bottom latch pins		
81D	481b	26BT/	Jacking pads, main wing	No.	3
82D	481c	26BT/	Jacking pads, wing components	No.	8
83D	481d	26BT/	Jacking pads, front fuselage ...	No.	2
88D	514	26BT	Gunner's cushion	No.	1
*	*	*	Communication radio*	No.	1
*	*	*	... ..	No.	1
*	*	*	... ..	No.	*
*	*	*	... ..	No.	*
*	*	*	IFF	No.	1
*	*	*	Beacon receiver	No.	1
*	*	*	Radar	No.	1
*	*	*	... ..	No.	*
*	*	*	... ..	No.	*
*	*	*	Radio altimeter	No.	1
*	*	*	Any other radio	No.	*

Col. 1	2	3	4	5	6
*	*	*	*	No.	*
*	*	*	*	No.	*
*	*	*	Crystals	No.	*
*	*	*	*	No.	*
*	*	*	*	No.	*
*	*	*	*	No.	*
*	*	*	*	No.	*

Part C

36A	1 and 41	11A/512	Bomb carriers, light series	No.	2
66A	3 and 43	11A/1443	Bomb carriers, detachable, carrier assemblies.	No.	6
54D	34 and 66	27N/14	Fire extinguishers, automatic	No.	2
69A	87	26BT/	Torpedo carrier	No.	1
63C	147	6A/741	Compass, master	No.	1
43F	160	5U/421	Generator, engine driven, Type UKX		
	or	or	Generator, engine driven, Type RH	No.	1
	S.23	5U/1280	Generator, engine driven, Type RK		
	or	or	Torpedo director, Type F:—		
	S.23	5U/1547	Controls, ship's speed and inclination. (pilot's cockpit)	No.	1
121A	252	9/2195	Controls, avoiding action		
122A	253	9/2196	Computer unit, Mark I (observer's cockpit)	No.	1
115A	356	9/2198	Computer unit, Mark III (observer's cockpit)	No.	1
116A	356	9/2675	Contact unit, observer's cockpit ...	No.	1
117A	358	9/2202	Bomb distributor, automatic	No.	1
92A	276	5D/664	Compass repeater, No. 2 (observer's cockpit).	No.	1
65C	378	6A/743	Sight, M.G., Prismatic, Type G.1		
19A	457	8B/1661	Sight, relative speed, reflector, Mark IIIA*.	No.	1
5A	S.1	8B/1571	Sight, relative speed, reflector, Mark IIIA*.		
6A	S.2	8B/1588	Accumulators, 12 volt, Type D ...	No.	2
8B	485	5J/2294	Motor generator, Only when T.1115/R.1116 is installed.	No.	1
57E	588	10K/9998	Accumulators, 2 volt, Type B.	No.	4
52E	591	5J/1387			

Firefly F, Mark L—Column 1 refers to Appendix "A," Serial No. 1552.

Part B

1A	1	7G/601	Guns, Hispano, 20 mm., No. 10, Mark II*.	No.	4
119C	42	14A/1380	Camera, G.45, 24 volt, Mark III ...	No.	1
3D	208	27D/2062	Cover, pilot's cockpit	No.	1
4D	209	27D/2061	Cover, observer's cockpit	No.	1
5D	210	27D/2063	Cover, engine	No.	1
7D	211	27D/2064	Cover, propeller	No.	1
6D	211a	27D/2104	Cover, pressure head	No.	1
42D	362	27E/1870	Pump, windscreen, de-icing	No.	1
81C	389	6A/745	Compass, Type P-4A	No.	1
			Cards, compass correction } 1 of each	No.	3
			Cards, compass deviation } in pilot's cockpit;	No.	3
			2 of each in observer's cockpit.		
33D	407	26BE/2171	Rear view mirror, external, Desme type	No.	1
	412	6F/165	Safety harness, Type A } pilot ...	No.	1
		or	or		
20D	412	6F/198	Safety harness, Type Q	No.	2
19D	489	6F/169	Safety harness, Type D, observer ...	No.	2
16D	418 } 509 }	27N/12	Fire extinguishers, hand type—1 in each cockpit.	No.	2

Part C

Col. 1	2	3	4	5	6
49A	445 } 541 }	7B/982	Signal pistols, No. 4, Mark I*—1 in each cockpit.	No.	2
39D	461-463 }	—	Speaking tube assembly complete—1 in each cockpit.	Sets	2
41D	548-550 }	—	Engine data plate	No.	1
14F	465	36DD/	or		
13F	466	36DD/	Engine data card	No.	1
79C	492	6A/380	Compass, Type O.2	No.	1
80C	493	6A/892	Compass, Type O.2A	No.	1
72B	508a	5A/2334	Signalling lamp, Type B	No.	1
28D	537	26BZ/	Controls, locking device	No.	1
47C	689	6A/1072	Clock, Mark IIB, luminous } observer	No.	1
48C	689	6A/1104	Clock, Mark IIC, luminous		
45C	690	6A/1700	Clock, Mark IIB, fluorescent } pilot ...	No.	1
46C	690	6A/1595	Clock, Mark IIC, fluorescent		
*	*	*	Communication radio*.....	No.	1
*	*	*	*	No.	1
*	*	*	*	No.	1
*	*	*	*	No.	1
*	*	*	*	No.	1
*	*	*	*	No.	1
*	*	*	*	No.	1
*	*	*	*	No.	1
*	*	*	*	No.	1
*	*	*	*	No.	1
*	*	*	*	No.	1
*	*	*	*	No.	1
*	*	*	*	No.	1
*	*	*	*	No.	1
*	*	*	*	No.	1
*	*	*	*	No.	1
15F	232	5U/976	Generator, engine driven, 24 volt ...	No.	1
20A	395	8B/2350	Sight, M.G., relative speed, reflector type, Mark IIS		
21A	396	8B/2361	Sight, M.G., relative speed, reflector type, Mark IIS* } No.	1	
	or	or	Sight, M.G., relative speed, reflector type, Mark II* } No.	1	
	S.3	8B/1124	Sight, M.G., relative speed, reflector type, Mark II		
7B	555	5J/2294	Accumulators, Type D, 12 volt ...	No.	2

(A.F.Os. 1859/44 and 5339/44.)

5573.—Aircraft Radio—Aerials for Barracuda Installation of T.3040E/R.3132B

(N.S. Air 12712/44.—19 Oct. 1944.)

Attention is drawn to the correct method of demanding aerials for T.3040E/R.3132B in Barracuda aircraft.

The aerials are:—

(a) Ref. 10BB/1863 Aerial, Aircraft, Type 161 (port array) consisting of:—
Ref. 26BT/2372 Reflector and Director Unit (port),
Ref. 10BB/1865 Dipole Unit, Type 8, and

(b) Ref. 10BB/1864 Aerial, Aircraft, Type 162 (starboard array) consisting of:—

Ref. 26BT/2373 Reflector and Director Unit (starboard),
Ref. 10BB/1865 Dipole Unit, Type 8.

No stocks are held of Ref. 10BB/1863 and 1864 as complete entities and demands should only be rendered for the components, i.e. 26BT/2372, 2373 and/or 10BB/1865 as necessary.

5574.—Branch Pipes, Patterns 1520 and 350—Allowances*Coastal Force Craft*

(N.S. 34012/44.—19 Oct. 1944.)

The allowance of branch pipes to Coastal Force craft is to be amended as follows :—

	<i>Pattern 350 Branch pipe No. 2 size screw connection</i>	<i>Pattern 1520 Branch pipe No. 2 size N. & S. connection</i>
Present allowance	—	1
Revised allowance	1	—

2. The branch pipes, Pattern 1520, already supplied to vessels in commission (except 71-ft. 6-in. type M.T.Bs. which are at present allowed Pattern 350) should, however, be retained, and, if adaptors N. & S. one end and No. 2 size female screw the other, Pattern 1515, have not already been obtained, demands as necessary should be forwarded by Coastal Force bases to normal storing yards or depots.

3. Supply to new construction craft in accordance with the revised allowance is to be arranged by Warrant Yards in the usual manner.

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

5575.—Cable Reel Drive Housing—Repositioning of—Defect*B.Y.M.Ss. and Y.M.Ss.*

(D/P. 09277/44.—19 Oct. 1944.)

The attention of Commanding Officers of the undermentioned ships is drawn to the faulty fitting of the reel drive housings of the "LL" cable reels, thereby causing excessive wear of the driving pinions.

2. In order to correct this defect, the distance between the centres of the cable reel and the reel drive housing is to be made 23.674 in., instead of the present dimension of 24.074 in., as shown on A.F.O. Diagram 347/44.

3. The boltholes on the 20-in. pitch circle diameter of the reel drive housing, and the sole plate, are to be blanked, and new bolt holes drilled midway between the present holes. Proper meshing of the gears is to be ensured before the new holes are drilled.

4. The ships concerned are :—

B.Y.M.S. "2055" to "2064".

Y.M.S. "2137", "2141-2", "2148-50", "2152-4", "2171-5", "2181-2", "2217", "2221", "2223", "2225", "2244", "2246", "2252-8", "2261", "2264", "2270-80", "2282" and "2284".

5. The item is to be treated as a defect and carried out at the earliest opportunity.

*(This Order is to be retained until complied with.)***5576.—Electric Cable, Pattern 13492—Introduction**

(N.S. 30573/44.—19 Oct. 1944.)

To meet additional requirements for Radar purposes, electric cable, single core 7/0.22 H.T., polythene-insulated, flexible, screened, Pattern 13492, has been added to the Rate Book of Naval Stores under F.I.C, Part 1, page 1379 (New Edition).

2. Arrangements have been made for the purchase of 5,000 yards of this cable for delivery to Naval Store Officer, R.N. Store Depot, Castle Mills, Schofield Street, Oldham, Lancs.

3. Demands for supply of electric cable, Pattern 13492 should be forwarded to the Superintending Naval Store Officer, Haslemere.

5577.—Coloured Glass Filters, Patterns 5032 and 5254 for Sector Lights, Pattern 4884 (Ship Type) and Pattern 17018 (Shore Type) Respectively

(N.S. 31035/44.—19 Oct. 1944.)

Filters, Patterns 5032 and 5254 supplied by different manufacturers vary in the dimensions of the shoulder of the wood filter frames.

2. Particulars of these variations are shown on A.F.O. Diagram 348/44.

3. When filters are replaced, care is to be taken to use wood frames with the correct size of shoulder to fit particular Sector lights.

4. If spare filters complete with wood frames of the correct size for replacement are not available, the existing wood frame is to be retained if serviceable and fitted with new glasses in accordance with the instructions given on A.F.O. Diagram 348/44.

5578.—Oxygen Bottles for Salvus Breathing Apparatus*Ships fitted with "Foxer Gear"*

(N.S./G. 015944/43.—19 Oct. 1944.)

One additional oxygen bottle for Salvus Breathing Apparatus, Pattern 3485, is to be allowed to ships fitted with "Foxer" gear, for use with each shallow water dress, Pattern 3420, carried.

2. Ships concerned in commission should forward demands for the additional bottles to their storing yard. Supply should be arranged to new construction vessels by warrant yards in the normal manner.

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

*(C.-in-C., W.A. No. W.A. 3671/5169M, dated 2 Nov. 1943.)***5579.—Portable Electric Ventilating Fans, 6-in.—Revised Allowance***Aircraft Carriers*

(N.S. 26224/44.—19 Oct. 1944.)

The sealing off of ventilation to many store rooms, etc., in aircraft carriers necessitates an allowance to these vessels of three additional 6-in. portable electric ventilating fans, making a total allowance of nine per ship.

2. The allowances of leather hose have been proportionately increased to the following quantities :—

16-ft. lengths	36
8-ft. lengths	18

3. Sufficient fans to permit immediate satisfaction of all requirements are not yet available but supply of those required for revised allowances will be made at the earliest possible date. Demands will be met in accordance with a priority list prepared at Admiralty.

4. Aircraft carriers in commission should forward demands to their storing yards or depots. When demanding additional fans to complete to the revised allowances, the name of the makers of the portable electric ventilating fans already on board should be quoted. Fans of similar make, if available, will then be supplied but without electrical spares, as the spares already on board should meet requirements. If a different make of fan is supplied, one set of the appropriate electrical spares will also be issued per ship. Supply to aircraft carriers of new construction of the fans, hoses and one set of electrical spares should be arranged by warrant and storing yards and depots in the usual manner.

5. B.R. 321—Establishment of Naval Stores for Engineering Purposes—will be amended.

**5580.—Portable Pumps—Use of 3½-in. Fuelling Hoses as Suction Hoses—
Adaptors for
Ships Concerned**

(D. 07919/44.—19 Oct. 1944.)

In ships supplied with 70-ton portable electric pumps or portable diesel-driven pumps, the ship's 3½-in. fuelling hoses fitted with No. 4 screw connections may be used when additional lengths of suction hose are required for pumping out flooded compartments.

2. To facilitate the use of these hoses, arrangements are being made for the supply of the following adaptors :—

Pattern 1568. 3½-in. swing-bolt, male, to No. 4 male screw.

Pattern 1569. 3½-in. swing-bolt, female, to No. 4 female screw.

3. The commanding officers of ships which carry 3½-in. fuelling hoses with No. 4 screw connections may forward demands to their storing yards for these adaptors, if required, on the following scale :—

Capital Ships	3 of each pattern
Aircraft Carriers	} 2 of each pattern
Cruisers	
Monitors	} 1 of each pattern
Depot Ships	
Destroyers	} 1 of each pattern
Frigates ("River" and "Loch" Classes)	
"Castle" Class Corvettes	
Sloops	
Minesweepers ("Algerine", "Halcyon" and "Hebe" Classes)	

**5581.—Sound-Powered Telephones—Hand Generator, Pattern 13318B—
Introduction**

(N.S. 29499/44.—19 Oct. 1944.)

In order to increase the reliability in service of the sound-powered telephones, Patterns 13231, 13232, 13233, 13734, 13735 and 13152, an improved pattern H.F. generator, Pattern 13318A, having strengthened supporting pillar, was introduced. Further experience has shown the desirability of strengthening the driving mechanism as well, and a new generator, suitably modified in this respect, will be supplied in future.

2. The new generator, which has been allocated Pattern 13318B, will be fitted to all new telephones. In addition, arrangements have been made for supply to ships, on demand, for fitting in existing telephones, when the need for replacement arises.

3. It has been found desirable to lubricate the gearing mechanism of the H.F. generator to prevent excessive wear, care being taken to avoid any excess of lubricant working down into the windings of the generator coil below the gear plate. The gearing of all H.F. generators must therefore be lubricated before use. Ships' staff are also instructed to lubricate the gearing of all generators fitted in existing telephones, Patterns 13231, 13232, 13233, 13734, 13735 and 13152. Lubrication should be repeated at intervals as necessary. Spirit D.A.G., Pattern 853, should be used for this purpose.

4. Generators, Pattern 13318B, will, in future, be supplied on existing contracts for Pattern 13318A, and stocks of the new pattern will shortly be available at Yards and Depots. In the interim, Pattern 13318A should be issued to meet demands.

5. The Sea Store Establishments concerned will be amended.

(A.F.O. 4861/43.)

5582.—Tools, Screwcutting, and Drills, Twist, Straight Shank—Introduction

(N.S. Air. 8278/44.—19 Oct. 1944.)

The under-mentioned items have been introduced and will be allowed to Ships and Services in accordance with the following scales :—

R.A.F. Ref. No	Description Section 1A
	Drills, twist, straight shank :—
3969	Letter size A
3970	Letter size B
3934	Letter size C · 242-in. diameter
3971	Letter size D
3972	Letter size E
3935	Letter size F · 257-in. diameter
3973	Letter size G
3974	Letter size H
3975	Letter size I
3976	Letter size J
3977	Letter size K
3978	Letter size L
3979	Letter size M
3980	Letter size N
3981	Letter size O
3982	Letter size P
3936	Letter size Q · 332-in. diameter
3937	Letter size R · 339-in. diameter
3983	Letter size S
3984	Letter size T
3938	Letter size U · 368-in. diameter
3985	Letter size V
3986	Letter size W
3987	Letter size X
3988	Letter size Y
3989	Letter size Z

Section 1C

Tools, screwcutting :—

6077	Chasers, hand (R.H.), 19 T.P.1 internal
6078	Chasers, hand (R.H.), 19 T.P.1 external
Ships (except Repair Ships)	3 sets of drills only (2 for Workshops, 1 for Main Store).
Repair Ships	9 sets (drills only)
Shore Establishments :—	
R.N. Air Stations :—	
Class A	2 sets of drills for A.R.S. 2 sets of drills for E.R.S. 2 sets of drills for Main Store 1 set of chasers for E.R.S. 2 sets of drills
Class B	
R.N. Aircraft Repair Yards, and Maintenance Yards	2 sets of drills for A.R.S. 3 sets of drills for E.R.S. 3 sets of drills for Main Store 1 set of chasers for E.R.S. 1 set of chasers for Main Store.

2. The under-mentioned Services will be supplied from R.N. Store Depot, Llangennech, without demand :—

R.N. Air Station, Piarco.
R.N. Air Section, Dartmouth.
R.N. Aircraft Maintenance Yard, Tambaram.
R.N. Aircraft Maintenance Yard, Clappenburg Bay.

3. Other Services concerned should forward demands to their normal sources of supply of air stores, quoting this Order as authority for supply. Issues to new Services will be made with their initial outfit of stores.

4. Deliveries are expected to commence about November, 1944, and supplies to Ships and Services will be made as soon as stocks allow.

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

6. Aircraft Stores Establishments will be amended in due course; meanwhile all existing Establishments held by H.M. Dockyards, R.N. Air Stations, Store Depots, etc., should be amended in manuscript.

Section 4

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

NIL

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

5583.—A.M.S.Is.

(E.F.O.—19 Oct. 1944.)

There are no Admiralty Merchant Shipping Instructions for distribution with this issue of A.F.Os.

(A.F.O. 5482/44.)

5584.—Amendments to Books

(E.F.O.—19 Oct. 1944.)

The undermentioned amendments (A.F.Os. P. 706–717/44) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. Volume 1941, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

Demands from shore establishments in the Portsmouth Command should be sent to the Portsmouth Book Office, 54, Bedford Street, Leamington Spa, Warwickshire, and from those in the Plymouth Command to the Devonport Book Office, R.N. Port Library, Devonport. Demands from other shore establishments at home should be sent to R.N. Store Depot, Park Royal, London, N.W.10.

Amendments required for personal copies of the main books should be obtained from Distributing Authorities abroad, and from Park Royal when the officer or rating is serving at home.

A.F.O. *P.706/44.—B.R. 378 (B)—Barracuda—A.S.E.—Amendment No. 27.

P.707/44.—B.R. 669—Instructions for the Conduct of Cash Duties—Amendment.

- P.708/44.—B.R. 796/42—Periodical Maintenance Routines for 21-in., Mark VIII** Torpedoes—Amendment No. 14.
- P.709/44.—B.R. 841—Maintenance Routines for U.S.A. 22·4-in. Torpedoes, Mark 13—R.N. Amendment No. 6.
- P.710/44.—O.U. 5461—Handbook for 21-in. Torpedoes, Marks II–V—Amendment.
- P.711/44.—O.D. 3816 (U.S. Publication)—Aircraft Torpedoes—General Information—R.N. Amendment No. 2.
- P.712/44.—O.P. 629A (U.S. Publication)—Description, Adjustment, Care and Operation of U.S. Navy Torpedoes—Marks 13, 13–1 and 2—R.N. Amendment No. 9.
- P.713/44.—O.P. 663 (U.S. Publication)—Description, Adjustment, Care, Operation and Shop Tests of U.S. Navy Torpedo Warhead Attachments—R.N. Amendment No. 2.
- P.714/44.—B.R. Form U2D (1944)—Amendment No. 3.
- P.715/44.—B.R. 257—Handbook for the 4-in., Q.F., Mark XVI* Gun on the H.A. Twin, Mark XIX, and Single, Mark XX, Mountings—1941—Amendment No. 9.
- P.716/44.—B.R. 849—Handbook for the 15-in., B.L., Mark I, Gun on Twin, Marks I and I/N, Mountings—1943—Amendment No. 3.
- P.717/44.—B.R. 853—Procedure for Oiling at Sea by the Buoyant Hose Method—Amendment No. 2.

* Exceptionally, A.F.O. P.706 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. 5483/44.)

5585.—Admiralty Fleet Orders Incorporated in Naval Air Maintenance Orders

(A.M.R./A.097/43.—19 Oct. 1944.)

The Fleet Orders listed in paragraph 3 have been revised as necessary and re-issued in Naval Air Maintenance Orders, introduced by A.F.O. 4974/44.

2. On receipt of Naval Air Maintenance Orders the Fleet Orders shown in the left-hand column are to be cancelled and endorsed with the title of the superseding N.A.M.O. shown in the right-hand column.

3.	Fleet Order	N.A.M.O.
	A.F.O. 1232/44	... .. superseded by { Avenger/E.3 Helldiver/E.2
	A.F.O. 1233/44	... .. } superseded by Avenger/E.2
	A.F.O. 1698/44	... .. } superseded by S.T.I./Avenger/19
	A.F.O. 2643/44	... .. } superseded by S.T.I./Avenger/21
	A.F.O. 3015/44	... .. } superseded by { Barracuda/A.2 Firefly/A.2
	C.A.F.O. 2839/43	... .. } superseded by { Barracuda/O.2 Corsair/E.2
	A.F.O. 5621/43	... .. } superseded by { Corsair/E.4 Hellcat/E.4
	A.F.O. 2344/44	... .. } superseded by Corsair/S.2
	A.F.O. 5624/43	... .. } superseded by Hellcat/E.2
	A.F.O. 847/44	... .. } superseded by Hellcat/F.1
	A.F.O. 5625/43	... .. } superseded by S.I./Hellcat/2
	A.F.O. 1974/44	... .. } superseded by { Seafire/A.2 Spitfire/A.2
	A.F.O. 1562/44	... .. } superseded by { Seafire/A.4 Spitfire/A.4
	C.A.F.O. 2675/43	... .. } superseded by { Seafire/E.2 Swordfish/E.2
	A.F.O. 3589/43	... .. } superseded by { Wildcat/A.2 Wildcat/A.3
	A.F.O. 5886/43	... .. } superseded by Wildcat/E.2
	A.F.O. 1379/44	... .. } superseded by Wildcat/E.3
	C.A.F.O. 212/44	... .. } superseded by Wildcat/E.4
	C.A.F.O. 2501/43	... .. } superseded by Wildcat/E.4
	A.F.O. 1948/43	... .. } superseded by Wildcat/E.4
	A.F.O. 918/42	... .. } superseded by Wildcat/E.4
	A.F.O. 3186/43	... .. } superseded by Wildcat/E.4
	A.F.O. 2105/44	... .. } superseded by Wildcat/E.4
	A.F.O. 2504/44	... .. } superseded by Wildcat/E.4

<i>Fleet Order</i>	<i>N.A.M.O.</i>
A.F.O. 2102/44	superseded by Wildcat/E.6
A.F.O. 4846/43	superseded by Walrus/A.2
A.F.O. 457/44	superseded by Albacore/E.2
A.F.O. 209/44	superseded by Walrus/E.2
A.F.O. 1121/44	superseded by Walrus/P.2
A.F.O. 1797/42	superseded by General/A.2
A.F.O. 5885/43	
A.F.O. 4294/42	
A.F.O. 1471/43	
A.F.O. 2640/44	
A.F.O. 395/43	superseded by General/A.3
A.F.O. 2287/43	
A.F.O. 460/44	
A.F.O. 2641/44	superseded by General/A.4
A.F.O. 995/44	
A.F.O. 967/43	superseded by General/A.5
A.F.O. Diagram 59/43	
A.F.O. 458/44	superseded by General/A.6
A.F.O. 2528/43	
A.F.O. 1950/43	superseded by General/E.4
A.F.O. 456/44	
A.F.O. 5931/42	superseded by General/E.5
A.F.O. 5380/43	
A.F.O. 71/44	superseded by General/E(R.R.)3
A.F.O. 3844/43	
A.F.O. 1378/44	superseded by General/E(R.R.)4
A.F.O. 1704/44	
A.F.O. 3967/43	superseded by General/E(B)3
A.F.O. 5252/43	
A.F.O. 6015/43	superseded by General/L.2
A.F.O. 849/44	
A.F.O. 2906/44	superseded by General/L.3
A.F.O. 5381/43	
A.F.O. 455/44	superseded by General/Q.2
A.F.O. 846/44	
A.F.O. 3045/44	superseded by General/Q.3
	superseded by General/Q.4
	superseded by General/S.2
	superseded by General/S.4

(A.F.O. 4974/44.)

(A.F.Os. 918/42, 1797/42, 4294/42, 5931/42, 395/43, 967/43, 1471/43, 1948/43, 1950/43, 2287/43, 2528/43, 3186/43, 3589/43, 3844/43, 3967/43, 4846/43, 5252/43, 5380/43, 5381/43, 5621/43, 5624/43, 5625/43, 5885/43, 5886/43, 6015/43, 71/44, 209/44, 455/44, 456/44, 457/44, 458/44, 460/44, 846/44, 847/44, 849/44, 995/44, 1121/44, 1232/44, 1233/44, 1378/44, 1379/44, 1562/44, 1698/44, 1704/44, 1974/44, 2102/44, 2105/44, 2504/44, 2640/44, 2641/44, 2643/44, 2644/44, 2906/44, 3015/44, 3045/44, and C.A.F.Os. 2501/43, 2675/43, 2839/43 and 212/44 are cancelled.)

5586.—Air Publications Distributed during the week ending 26th August, 1944

(N.S. Air 10848/44.—19 Oct. 1944.)

The following Air Publications have been distributed from the R.N. Store Depot, 191a, Askew Road, Shepherds Bush, W.12 :—

<i>A.P. No.</i>	<i>Description</i>	<i>Distribution</i>
1580B, Vol. II, Part 1...	Beaufort II aircraft	Initial General
2018C, Vol. II, Part 1...	Barracuda III aircraft	Initial General
Appendix A, 1524	Spitfire F, Marks VA and VB aircraft	Initial General
A.C.L. No. 47R	Martinet I aircraft	Initial General
A.C.L. No. 61R	Blenheim IV aircraft	Initial General
T.O. 01-60FE-4 (15.2.44)	Parts Catalogue for SNJ-4 (British Model—Harvard IIA) aircraft.	Initial General
AN 02-15-1 (5.12.43)	Table of Limits for Lycoming Engine	Initial General
<i>Miscellaneous</i>		
	R.A.F. Journal (August, 1944)	Initial General

5587.—Air Publications Distributed During September, 1944

(N.S. Air 10848/44.—19 Oct. 1944.)

The following Air Publications have been distributed from the R.N. Store Depot, 6, Murray Street, Belfast :—

<i>A.P. No.</i>	<i>Description</i>	<i>Distribution</i>
A.P. 1086, Part 3B	R.A.F. Price Vocabulary of Equipment Aircraft Wiring Equipment.	Initial General
A.P. 1086, Part 5A	Torpedoes	Initial General
A.P. 1086, Part 5B	Armament Mountings, Firing Gear, Filling Machines and Special Tools.	Initial General
A.P. 1086, Part 9A	Clothing	Initial General
A.P. 1086, Part 11A	Aircraft Air and Oil Cleaners, Oil Coolers and Fitters.	Initial General
A.P. 1086, Part 15	Hangars	Initial General
A.P. 1182D, Vol. I	Air-Sea Rescue Airborne Equipment	Initial General
A.P. 1374, Vol. III, Part 1E/2	Starter Ignition (Booster) Coils	Initial General
A.P. 1374, Vol. III, Part IV	Schedule of Spare Parts for Sparking Plugs and Dummy Sparking Plugs.	Initial General
A.P. 1664C, Vol. III, Sect. 4G (2nd Edition).	Bomb Winches	Initial General
A.P. 1887, Vol. I	Scales of Equipment for Bomber Stations (Operational).	Initial General
A.P. 2514, Vol. I	R.A.F. Short Wave Communication Handbook.	Initial General
A.P. 2862A, Vol. 1, Part 2	Pesco Aircraft Pump and Accessories Manual.	Initial General
A.P. 3042	Standard Technical Training Notes for Flight Mechanics (Engines).	Initial General
T.O. 03-5-38	Handbook of Instructions, with Parts Catalogue, for Type C-1 Battery Current Solenoid Switch and Type D-1 Solenoid Starter.	Initial General
A.N. 03-5AB-15	Handbook of Instructions, with Parts Catalogue, for Type A-1A Generator Control Panel.	Initial General
T.O. 03-5D-9	Handbook of Instructions, with Parts Catalogue, for Types D.F. 18-R.N., -LN and -LN-1 Aircraft Magnetos.	Initial General
T.O. 03-20-1	List of Propellers and Governors for Service Airplanes.	Initial General
T.O. 03-20CA-4	Interchangeable Parts Catalogue for Hamilton Constant Speed Control Governors.	Initial General
T.O. 03-50-10	Aircraft Accessories Oxygen Equipment (Army, Navy and British).	Initial General
T.O. 08-10-36	SCR-283 Communications Equipment.	Restricted Distribution (Advance Copies).
T.O.08-10-248	RC-36 Interphone	Restricted Distribution (Advance Copies)

5588.—Air Publications—Distribution of Amendment Lists and Leaflets during September, 1944, from the R.N. Store Depot, Belfast

(N.S. Air 10849/44.—19 Oct. 1944.)

Any service receiving more copies of any amendment list or leaflet than it needs should return such surplus copies to the Naval Store Officer, 6, Murray Street, Belfast, with a statement of the actual number of copies required.

2. Services which have not received copies of amendment lists or leaflets referred to in this Order, and which hold copies of the parent publication, should demand the appropriate number of copies from the Naval Store Officer, Belfast.

<i>A.P. No.</i>	<i>Description.</i>
830.—Vol. III, Part B—R.A.F. Equipment Regulations—Barrack Camp Equipment—Amendment List No. 2.	
830.—Vol. III, Part C—R.A.F. Equipment Regulations—Clothing—Amendment List No. 3.	
830.—Vol. III, Part D—R.A.F. Equipment Regulations—Mechanical Transport and Marine Craft Equipment—Amendment List No. 1.	
1086.—Part 3A—R.A.F. Vocabulary of Equipment—Wireless, Telephone and Telegraph Stores—Sub-Div. 11, Section 10L–10LB, and Sub-Div. 12, Section 10P–10PB.	
1086.—Part 3D—R.A.F. Vocabulary of Equipment—Cable, Wire and Insulating Materials—Amendment List No. 2.	
1086.—Part 13—R.A.F. Vocabulary of Equipment—Metals—Amendment List No. 1.	
1095C.—Vol. I—Electrical Equipment Manual, Power Services (Airborne)—Amendment Lists Nos. 26, 27 and 28.	
1182D.—Vol. I, Part 2, Section 1, Chapter 2—Safety Harness and Life Saving Waistcoats—Amendment List No. 8.	
1186.—Vol. I—R.A.F. Signal Manual, Part IV—Amendment List No. 62.	
1186.—Vol. II, Part 1—R.A.F. Signal Manual, Part IV—Leaflet No. A260.	
1186E.—Vol. I, Section 1—R.A.F. Signal Manual Electrical Equipment (Ground)—Amendment List No. 24.	
1275B.—Vol. I—Instrument Manual—Navigation Instruments—Amendment List No. 15.	
1275.—Vol. II, Part 1—Instrument Manual—Leaflets Nos. B50–W, M67–W, M68–W, T1–W.	
1355.—Vol. II, Part 1—Photographic Equipment Manual—Leaflets Nos. B56–W, B.58–W.	
1374.—Vol. II, Part 2, Section H—Schedules for B.T.H. Type C.86 Magnetos—Amendment List No. 12.	
1374.—Vol. II, Part 3—Aero-Engine Ignition Equipment—Amendment List No. 11.	
1374.—Vol. I, Section A—The Theory and General Maintenance of High Tension Magnetos—Amendment List No. 51.	
1374.—Vol. II, Part 1—Aero-Engine Magnetos—Leaflet No. 22–W.	
1464B.—Vol. III, Part 8, Section 42U—Generators for Charging Accumulators—Amendment List No. 11.	
1469A.—Vol. II, Part 1—Aeroplane Automatic Controls, Mark IV—Leaflet No. K.1 (Amendment List No. 2).	
1519.—Vol. I—Air Pump Units—Amendment List No. 14.	
1519.—Vol. II, Part 3—R.A.F. Air Compressors—Amendment List No. 11.	
1519.—Vol. III, Section 3—Heywood Type Air Compressors—Amendment List No. 5.	
1538D.—Vol. II, Part 3—De Havilland Hydromatic Variable-Pitch Propellers—Amendment List No. 16.	
1538E.—Vol. II, Part 1—Rotol Hydraulic V.P. Propellers—Leaflet No. 19–W (A.L. 1).	
1536F.—Vol. II, Part 1—Electrical Parts (Electrical Propellers, etc.)—Leaflet No. 16–W.	
1661E.—Vol. I—Pyrotechnics—Amendment Lists Nos. 107 and 108.	
1664C.—Vol. II, Part 3—Bomb Winches—Amendment Lists Nos. 11 and 12.	
1670.—Vol. III, Section 19—Generating Sets, 230 Volt, 6.3 K.V.A., 50 cycles, single phase, A.C.—Amendment List No. 8.	
1670.—Vol. III, Section 2, Chapter 3—Coventry Climax Engine, Type "E"—Amendment List No. 7.	

<i>A.P. No.</i>	<i>Description.</i>
1670.—Vol. III, Section 12—Aerial Lighthouse—Amendment List No. 3.	
1749.—Vol. III, 2nd Edition—Aircraft Cine-Cameras and Ancillary Equipment, Sections 14A and 14AC—Amendment List No. 1.	
1874.—Scales of Equipment for Aircraft Storage Unit—Amendment List No. 1.	
2058A.—Vol. I—Provisional Ammunition Memoranda—Leaflets Nos. K.7, K.8, K.9, G.3, A.3, F.8 and A.L.22.	
2111A.—Vol. II, Part 1—Aircraft Depth Charges and Equipment—Leaflet No. 27–W.	
2247.—Vol. III, Section 42EE—Douglas Generating Sets—Amendment List No. 5.	
2308.—Vol. I—Technical Notes for Rolls Royce Engines—Leaflets Nos. B.5, K.22, O.31, F.2, G.18, S.13, H.7, A.4, T.11, T.6 and F.3.	
3024.—Flying Control in the R.A.F.—Amendment Lists Nos. 17, 18, 19.	

5589.—Air Publications Distributed During the Week Ending 2nd September, 1944

(N.S. Air 10848/44.—19 Oct. 1944.)

The following Air Publications have been distributed from the R.N. Store Depot, 191A, Askew Road, Shepherds Bush, W.12 :—

<i>Airframes and Engines</i>		
<i>A.P. No.</i>	<i>Description</i>	<i>Distribution</i>
A.P. 1590F, Vol. II, Part 2	Merlin XII Engine	Initial General
AN 01–60F–2 (15.1.43)	Erection and Maintenance Instructions for SNJ–3, –4 and –5 (British Model Harvard IIA and III).	Initial General
A.C.L. No. 36R	Beaufighter IF and VIF Aircraft	Initial General
A.C.L. No. 48R	Tiger Moth Aircraft	Initial General
A.C.L. No. 78R	Oxford II Aircraft	Initial General
A.C.L. No. 84R	Whitley V Aircraft	Initial General
	<i>Miscellaneous</i>	
	Flight Deck, Vol. I, No. 1 (August, 1944).	Initial General

5590.—Air Publications Distributed During the Fortnight Ending 16th September, 1944

(N.S. Air 10848/44.—19 Oct. 1944.)

The following Air Publications have been distributed from the R.N. Store Depot, 191A Askew Road, Shepherds Bush, W.12 :—

<i>Airframes and Aero-engines</i>		
<i>A.P. No.</i>	<i>Description</i>	<i>Distribution</i>
A.P. 1522E and G, Pilot's Notes	Whitley V and VII Aircraft	Initial General
A.P. 1596A and B, Pilot's Notes	Oxford I and II Aircraft	Initial General
A.P. 2592D, Vol. II, Part 1	Defiant T.T., Mark III Aircraft	Initial General
A.P. 1522D and E, Vol. II Part 2	Whitley IV and V Aircraft	Initial General
A.P. 1522E and G, Vol. II Part 3	Whitley V and VII Aircraft	Initial General
A.P. 1530B, Vol. II Part 3	Blenheim IV Aircraft	Initial General
W.S.S. No. 862 (Issue 1)	Whitley V Aircraft	Initial General
B.R. 377 (BJ)	Martinet Aircraft	Initial General
<i>Technical Order No.</i>		<i>Distribution</i>
T.O. 01–60FE–1 (Revised 10 Dec. 1943).	Pilot's Flight Operating Instructions for SNJ–4 and –5 (British Models—Harvard IIA and III Aircraft).	Initial General
AN–01–25AA–4 (10 April 1944)	Parts Catalogue for SB2C–1A (Helldiver) Aircraft.	Restricted, advance copies
AN–01–45HA–1 (1 June, 1944)	Pilot's Flight Operating Instructions for F4U–1, F4U–1A, F3A–1 and FG–1 (Corsair I, II, III & IV) Aircraft.	Restricted, advance copies

Technical Order No.	Description	Distribution
NAV-AER 01-90CA-531 ...	Electrical Inventory for GB-2 (Traveller) Aircraft.	Restricted, advance copies
NAV-AER 01-60FF-531 ...	Electrical Inventory for SNJ -5 (Harvard III) Aircraft.	Restricted, advance copies
NAV-AER 01-230HA-531 ...	Electrical Inventory for HNS (Helicopter) Aircraft.	Restricted, advance copies
NAV-AER 01-85WA-3...	Handbook of Instructions for Structural Repairs for TBF-1 and TBM-1 (Avenger I and II) Aircraft.	Restricted, advance copies
	<i>Description</i>	<i>Distribution</i>
	Lubrication Diagram for Vought-Sikorsky F4U-2, F3A-1 and FG-1 (Corsair) Aircraft.	Initial General
	Preliminary Instructions for Electric Type Turret Drive, Model 2 CGS 50USB1 for TBF-1 and TBM-1 (Avenger I and II) Aircraft.	Restricted, advance copies
	Airframe Spares Classification Sheets for Wildcat VI Aircraft	Restricted, advance copies
	<i>Miscellaneous</i>	
	<i>A.P. No.</i>	<i>Description</i>
B.R. 1071... ..	Fisher Front Gun Trainer Handbook	Initial General
AN. 01-1A-7	Engineering Handbook Series for Repair of Wood Aircraft Structures.	Restricted, advance copies
NAV-AER 00-500 (June, 1944)	Index to NAV-AER Publications.	Restricted, advance copies
	Instruction Manual, Issue No. 2 (I.M. 102) and Technical Manual, March 1944 (T.M. 102) for T.R.1366.	Initial General
	TEE EMM Vol. 4, No. 5.	Initial General

5591.—Air Publications Distributed during the Week Ending 23rd September, 1944
(N.S. Air 10848/44.—19 Oct. 1944.)

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.	Vol. Part	Description	Distribution
1451D (Revised May, 1943)	I	Pegasus VI and 30 Engine	Initial General
1522E and G	I	Whitley V and VII Aircraft	Initial General
1517B	II 1	Swordfish Mark II Aircraft	Initial General (consisting of Leaflet Z.1)
1517C	II 1	Swordfish Mark III Aircraft	Initial General (consisting of Leaflet Z.1)
2018D	II 1	Barracuda IV Aircraft ...	Initial General (consisting of Leaflets Z.1 and Z.2)
2018E	II 1	Barracuda V Aircraft ...	Initial General (consisting of Leaflets Z.1 and Z.2)
2234B	II 1	Griffon VI Engine ...	Initial General (consisting of Leaflet M.1)

A.P. No.	Vol. Part	Description	Distribution
2351C	II 1	Corsair III Aircraft ...	Initial General (consisting of Leaflet C.1)
1530A and B	II 2	Blenheim IV Aircraft (Issue 3) ...	Initial General
Appendix "A" 1491 ...		Corsair F, Mark II (B.C.) ...	Initial General
Appendix "A" 1517 ...		Barracuda III	Initial General
Appendix "A" 1544 ...		Corsair F, Mark III (B.C.)	Initial General
A.C.L. No. 62R (supersedes S.A.T.C.L. 575)		Harvard IIB	Initial General
T0-01-90 A-1 (dated 10th November, 1942)		Pilot's Handbook for C.43A to C.43H Aircraft (Traveller).	Initial General
T0-02-10DC-4B		Parts Catalogue for R.1340-AN1 Pratt & Whitney Engine.	Initial General
T0-02-15AB-2 (revised 5th July, 1943)		Service instructions for Lycoming R.680-9 and 13 Engines.	Initial General
T0-02-15AB-3 (revised 20th July, 1943)		Overhaul Instructions for Lycoming R.680 9 and 13 Engines.	Initial General
NAV-AER 01-85WA-2		Erection and Maintenance Manual for TBF-1 and TBM-1 (Avenger I and II) aircraft.	Initial General

(II) *Other Technical Publications*

Naval Aviation News	} 1st July, 1944 1st August, 1944 15th August, 1944	Initial General
Flight Deck, Vol. I., No. 2, Sept., 1944.		Initial General

(III) *Air Diagrams*

A.D. No.	Description	Distribution
Air Diagram 2795, Sheet 1 (March, 1944)	Pratt & Whitney Bendix Stromberg Injection Carburettor.	Initial General
Air Diagram 3968 (May, 1944)	Use of Binoculars in Coastal Command Aircraft.	Initial General
Air Diagram 3969 (May, 1944)	Scanning in Coastal Command	Initial General

5592.—Air Publications Distributed during the Week Ending 30th September, 1944
(N.S. Air. 10848/44.—19 Oct. 1944.)

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.P. 2351 A, B, C and D, Pilot's Notes	Corsair I, II, III and IV aircraft...	Initial General
A.P. 2023 B and C, Vol. III, Part 1 (2nd Edition, December, 1943)	Boston III and IIIA aircraft ...	Initial General
A.P. 1451 H, Vol. II, Part 2 (Incorporating ALS. 1 to 6)	Pegasus XVIII engine	Initial General
A.P. 1590T, Vol. III, Part 1...	Merlin 55 and 55M engine ...	Initial General
A.C.L. No. 20R	Wellington XI and XII aircraft...	Initial General

<i>A.P. No.</i>	<i>Description</i>	<i>Distribution</i>
A.N 01-90CC-5 (5 April 1944)	Basic Weight Check List and Loading Data for GB-2 Navy aircraft (Traveller)	Initial General
T.O. 02-10-1 (Revised 15 October 1943 with Revision Sheets dated 25 October 1943 and 10 March 1944)	Table of Limits for Pratt and Whitney engines	Initial General

Miscellaneous

<i>Description</i>	<i>Distribution</i>
R.A.F. Journal, September, 1944	Initial General
Naval Air Maintenance Order (NAMO)—Wildcat aircraft ...	Initial General
Naval Air Maintenance Order (NAMO)—Firefly aircraft ...	Initial General
Naval Air Maintenance Order (NAMO)—Barracuda aircraft ...	Initial General
Naval Air Maintenance Order (NAMO)—Spitfire aircraft ...	Initial General
Naval Air Maintenance Order (NAMO)—Swordfish aircraft ...	Initial General
TEE EMM, Vol. 4, No. 6	Initial General

5593.—B.R. Form U2D (1944) (Restricted)—Regulations for the Security of Top Secret, Secret, Confidential and Restricted Books, Documents and Charts—Issue of
(N.I.D. 05750/44.—19 Oct. 1944.)

B.R. Form U2D (1944) (Restricted) has now been issued in supersession of the C.B. Form U2D (1942).

2. All concerned should study the contents of this book at the first opportunity. Particular attention is invited to Articles 1A, 25A and 68 which have been considerably amended.

3. All H.M. ships and fleet establishments concerned in any way with the handling of any Top Secret, Secret, Confidential or Restricted documents must hold at least one copy of B.R. Form U2D (1944) (Restricted) and if a copy has not already been supplied to them application should be made to the appropriate distributing authority or the Superintendent Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10. Further, Commanding Officers of these ships and establishments are to ensure that sufficient copies are held for one copy to be readily available to each person in the ship or establishment who may be concerned with handling any such documents.

5594.—B.R. 251—Pamphlet for 2-Pdr., Marks XI and XII Guns, on Mark IX Mounting—B.R. 258—Handbook for 2-Pdr., Mark VIII Gun on Single, Mark VIII* Mounting—Stocks of

(D.N.O.(W.O.) 198/44.—19 Oct. 1944.)

Stocks of the above books are exhausted and copies are required for issue to ships.

Any copies held by Book Offices, D.As. at the Home Ports, and Bases, which are surplus to immediate requirements, should be returned to the Superintendent Naval Store Officer, R.N. Store Depot, Park Royal, N.W.10, as soon as possible.

5595.—B.R. 867 (1)—Addendum No. 1 to B.R. 867—Handbook and Drill for 20 mm. Twin Mark V (Powered) Mounting—For Mountings fitted with the Mark XIV Gyro Gun Sight—Issue

(G. 2963/44.—19 Oct. 1944.)

Addendum No. 1 to B.R. 867 is now in the press and copies will be issued, without demand, to holders of the parent book by the Superintendent Naval Store Officer, R.N. Store Depot, Park Royal, N.W.10, when supplies become available.

5596.—B.R. 980 (Q) (1)—Revised Page 24 to Range Table No. 551 for Q.F. 5-in., 38 Calibre Gun, Mark XII, Dated August, 1944—Issue

(G. 4177/44.—19 Oct. 1944.)

The above-mentioned revised page 24, dated August, 1944, to R.T. 551, is now in the press.

2. Copies will be issued to holders of the main table, without demand, by the Superintendent Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

3. This page supersedes the existing pages 24 and 25, dated May, 1942, which should be disposed of in accordance with B.R.I.—B.R. and I.D. Catalogue when the new page is received.

5597.—B.R. 1093 (Restricted)—Guide Book of Maintenance Routines for Coastal Force Craft (Except Diesel Engined Craft)

(C.F.M. 2655/44.—19 Oct. 1944.)

The above-mentioned Book of Reference will shortly be available for distribution. This book has been prepared for guidance in drafting maintenance orders for Coastal Force craft and incorporates a referendium of makers' Instructional Handbooks, Parts Lists and relevant B.Rs. affecting the machinery, armament and equipment at present fitted in Coastal Force craft.

2. The book is printed on the loose-leaf system, and for easy reference a marginal side index has been printed which should be cut when taken on charge.

3. Copies will be issued without demand to the following authorities at home and abroad:—

All Commanders-in-Chief
All Flag Officers-in-Charge
All Naval Officers-in-Charge (at Home only)
All Captains Coastal Forces
All Commanding Officers, Coastal Force Bases
All Commanding Officers, Coastal Force Repair and Depot Ships
All Commanding Officers, M.T.Es.
All Captains, M.L.

4. Copies will be issued on demand to each Coastal Force craft other than H.D.M.Ls. Demands should be made by the Commanding Officer of the craft through their parent Coastal Force base to:—

The Superintendent, Naval Store Depot,
R.N. Store Depot,
Park Royal,
N.W.10.

5598.—Book M.18—Abolition

(Sta. 10290/44.—19 Oct. 1944.)

Book M.18, Register of Patients' Wills, has been abolished, and on copies at present in use being completed, Royal Naval Hospitals are to keep records of wills in manuscript.

5599.—O.U. and B.R. Publications—Distribution during September, 1944

(N.S. 139/44.—19 Oct. 1944.)

B.R. 125.—Lloyds Register of Shipping, 1944/45 Edition.
B.R. 150 (6).—Manual of Aircraft Recognition—Amendment No. 6.
B.R. 222.—Notes on W/T Sets—Additional Pages.
B.R. 293 (44).—Handbook for the Apparatus Type "J", Mark II—Revised.
B.R. 317 (23), (24), (25) and (26).—Mining Drill Book.
B.R. 370 (2).—Establishment of Naval Stores for Mooring Vessels—Errata No. 2.

- B.R. 384.—Establishment of Naval Stores for Castle Class Corvettes.
 B.R. 529A.—Geographical Handbook—Germany, Vol. II.
 B.R. 640 (41A).—Combined Operations—Pamphlet 41A.
 B.R. 845.—Telephone Switchboard Operating—Procedure.
 B.R. 860 (5).—Block Sketch Cards—British and Foreign Warships—New Card No. 14.
 B.R. 915 (1).—Handbook for the 5·25-in., Q.F., Mark I Gun on the HA/LA, Marks I and II Mountings for Mountings fitted with R.P.10—Addendum No. 1.
 B.R. 980 (B).—Revised Page 1 to Range Table 526.
 B.R. 980 (B).—Revised Page 1 to Range Table 393.
 B.R. 980 (B).—Revised Page 1 to Range Table 502.
 B.R. 980 (B).—Revised Page 1 to Range Table 503.
 B.R. 980 (B).—Revised Page 1 to Range Table 504.
 B.R. 980 (B).—Range Table 591.
 B.R. 980 (G).—Range Table 582.
 B.R. 980 (U).—Revised Page 14A to Range Table 193.
 B.R. 980 (X).—Range Table 590.
 B.R. 1032.—Gun Sighting Manual for Fixed and Free Guns of Naval Aircraft.
 B.R. 1095.—Trouble Shooting.
 B.R. 1209.—Pamphlet for 3-in., 50 Cal. Fire Control. Equipment and Arrangements for American Built D.E's. and P.F's.
 O.U. 5513 (6) 44.—June Navy List.
 O.U. 5513 (A) 44.—Navy List Appendix, List of Retired Officers.
 O.U. 6353.—British Merchant Vessels Lost from Outbreak of War—July Supplements and Amendments.
 O.U. 6353A.—Foreign Merchant Vessels Sunk and Damaged by the Enemy from Outbreak of War—July Supplements and Amendments.
 A.F.O. "P" 514 to 532 inclusive.—See A.F.O. 4411/44.
 A.F.O. "P" 534 to 535 inclusive.—See A.F.O. 4411/44.
 A.F.O. "P" 543 to 551 inclusive.—See A.F.O. 4548/44.
 A.F.O. "P" 552 to 564 inclusive.—See A.F.O. 4659/44.
 A.F.O. "P" 576 to 601 inclusive.—See A.F.O. 4819/44.
 A.F.O. "P" 613.—See A.F.O. 4967/44.
 A.F.O. "P" 616 to 625 inclusive.—See A.F.O. 4967/44.
 A.F.O. "P" 627.—See A.F.O. 5100/44.
 A.F.O. S.C.31—Correction No. 25 to B.R. 637.—See C.A.F.O. "S" 326/44.
 A.F.O. S.C.32—Correction No. 2 to B.R. 1045.—See C.A.F.O. "S" 326/44.
 A.F.O. S.C.33—Correction No. 2 to B.R. 792.—See C.A.F.O. "S" 343/44.
 A.P. 1480A.—Silhouettes of Aircraft—Amendments List No. 114.
 A.P. 1480B.—Silhouettes of Aircraft—Amendments List No. 43.
 Interservices Air Recognition Journal, Vol. 2, No. 12.
 U.S.A/N Journal of Recognition, Nos. 11 and 12.
 Large Wall Silhouettes.
 Medical Bulletin No. 11.
 D.N.C.3 (A).—U.S. Navy Call Sign Book, Part I.
 D.N.C.4 (A).—U.S. Navy Call Sign Book, Part II.
 Non Registered Publication Memoranda (N.R.P.M.).
 Flight Deck.
 Leaflet No. 2 to the Orange Pamphlet.
 British Standard Packing Code—Amendment No. 1.
 American Technical Handbooks (Special Distribution) :—
 Dishwashing Machine.
 Evap. F.W. D.D. Pump.

- Aux. Steam Boilers.
 Anchor Windlass.
 Distilling Plant (4,000 G.P.D. and 8,000 G.P.D.).
 Air Sirens.
 Steam Whistle.
 Distilling Plant.
 Main Circulating } Pumps.
 Main Condensate }
 Pump Governors.
 Sea Water Pumps.

(A.F.O. 5232/44.)

5600.—Loss of Parcels Addressed to Naval Personnel

(M. 2191/44.—19 Oct. 1944.)

The G.P.O., London, have drawn attention to the increasingly high proportion of parcels, particularly those containing items of Naval uniform, which become lost whilst in Naval custody. Commanding Officers of H.M. ships, depots and establishments are to do everything possible to prevent the theft or loss of postal parcels, and are to ensure that a record is kept, whenever possible of their receipt and disposal.

2. When it is necessary to re-direct a parcel, the authority forwarding the parcel should record its disposal in Form S.568 and obtain a discharge for it from the Fleet Mail Officer.

5601.—Form D.742A—Introduction of—Vote 8IIIIG Stores—Gun Mounting and Torpedo Tube Spare Gear etc.—Reporting Issues, Receipts and Changes of State

See A.F.O. 5084/44. (G.3419/44.—19 Oct. 1944.)
 " " 6567/44.

It has become of vital importance to keep careful track of the movements of gun mountings, torpedo tubes, all spare gear and components appertaining thereto, as well as other Vote 8IIIIG stores.

2. Form D.742 (return showing action taken in connection with the issue and receipt of gun mountings, etc.) is to be rendered to the Admiralty without delay whenever gun mountings, etc. listed in the relevant Appropriation Lists (gun mountings and torpedo tubes, air compressors, etc.) are issued or received, or whenever their state is changed from serviceable to repairable or *vice versa*.

Note.—Separate forms are to be rendered to D.N.O. for gun mountings, etc., and to D.T.M. for torpedo tubes, etc.

3. A new form, D.742A (S.235), as reproduced herewith, has been designed for reporting action taken in respect of Vote 8IIIIG gear *not listed* in the relevant Appropriation Lists. It is particularly important that reports should be rendered without delay in respect of all items of spare gear and sets of spare gear.

4. This means that either a Form D.742 or D.742A must be rendered whenever any item of Vote 8IIIIG gear changes its location or state.

5. B.R. 226 is being re-written in a form which will facilitate identification of all gun mounting spare gear items.

6. Initial stocks of the new Form D.742A will be issued without demand to authorities likely to be concerned. Pending the receipt of these forms, reports are to be rendered on locally adapted D.742 forms or by any convenient method which will achieve the objective outlined in paragraphs 1 and 3 above.

(B.R. 226.)

Form D.742A. (S.235) (Established August, 1944).
From H.M. Dockyard

or
Gun Mounting Store.....

No. Date..... 194.....
RETURN SHOWING ACTION TAKEN IN CONNECTION WITH THE ISSUE AND RECEIPT OR CHANGE OF CONDITION OF
SPARE GEAR, ETC. FOR GUN MOUNTINGS, TORPEDO TUBES AND OTHER VOTE 8 III. G. GEAR NOT LISTED IN
APPROPRIATION LISTS OF GUN MOUNTINGS, TORPEDO TUBES, ETC.
When any action has been taken, an account on this form or in manuscript is to be rendered to the Admiralty as soon as possible.

Authority	Calibre and Mark of Mtg., etc.	Description of Item	Drawing and Item No.	B.R. 226 Section and Index No.	Quantity	How dealt with	No. remaining in Stock	
							Fully Serviceable	Reparable

Note.—All items shown hereon as repairable are to be reported again on D.742A when fully serviceable.
To : DIRECTOR OF NAVAL ORDNANCE.

or : DIRECTOR OF TORPEDOES AND MINING.
G. 3419/44.

.....
Manager, Engineering Department, Chief Engineer or Gun Mounting Overseer,
.....

Section 6.—SHORE ESTABLISHMENTS

5602.—Civil Servants Serving with H.M. Forces, Civil Defence Forces, etc.—
Entitlement to Balance of Civil Pay, and General Provisions Regarding
Period of Absence.

(C.E. 8817/44.—19 Oct. 1944.)

A.F.O. 5245/44 is to be amended as follows :—

Delete the words "ship repair allowance" in paragraph 10.

(A.F.O. 5245/44.)

Cancelled **5603.—Civil Service Voluntary Savings Scheme**
by AFO 5122/46. (D.N.A. 29555/44.—19 Oct. 1944.)

Previous Fleet Orders dealing with the accounting instructions to be followed in connection with the Civil Service Voluntary Savings Scheme have been consolidated and amended and are re-issued herein.

2. The Civil Service Voluntary Savings Scheme provides civilian staffs with facilities for the purchase of National Savings Certificates and 3 per cent. Defence Bonds by means of weekly or monthly deductions from pay. Industrial staff at home are excluded from participation in the scheme for the purchase of National Savings Certificates, but a special scheme for the purchase of certificates by this class of employee has been arranged under the title of the "Local Deduction Scheme" (see A.F.O. 4681/44). Industrial staff may, however, participate in the Civil Service Voluntary Savings Scheme for the purchase of National Defence Bonds.

The purchase of Savings Certificates and Defence Bonds under the Civil Service Voluntary Savings Scheme is a process by which deductions from pay are made over a given period (or cycle), see paragraphs 9 and 26, and on completion of the period, subscribers receive the savings certificates or bonds due to them. All participants in the scheme receive the appropriate rate of interest on their savings while the purchase price of the security is accumulating. This is achieved by giving the subscriber a security bearing a date, known as the "mean" date (vide paragraph 43), considerably earlier than that on which the deductions from pay have reached the full purchase price. The precise date under which securities purchased under any particular cycle shall be issued is calculated by the Government Actuary, which calculation ensures that subscribers receive at least as much interest as they are entitled to on their savings. Two cycles are always in operation for each of the following :—

- (a) Weekly paid subscribers to savings certificates.
- (b) Weekly paid subscribers to bonds.
- (c) Monthly paid subscribers to savings certificates.
- (d) Monthly paid subscribers to bonds.

The cycles for each particular section are given odd and even numbers, the latter commencing during the currency of the former. Details of the current and forthcoming cycles are contained in paragraph 43. The cycles are continuous, i.e., a new cycle (odd or even numbered) starts on the pay day immediately succeeding the last pay day on which the final deductions under the preceding cycle (odd or even numbered) were made. Subscribers can participate in odd and even numbered cycles and savings certificates and bonds can be purchased concurrently by completion of the appropriate forms of authority for deduction from pay. (See paragraph 32.) Authorities for deductions from pay in respect of any particular cycle cannot be accepted unless they are received by the Cashier in sufficient time to permit of the first deduction from pay being made on the first pay day occurring within the cycle.

Facilities are also available for deductions from pay in favour of National Savings Groups for the purchase of National Savings Certificates, and for deposits in the Post Office Savings Bank and Trustee Savings Banks.

NATIONAL SAVINGS CERTIFICATES

3. The price of the Seventh Issue of National Savings Certificates is 15s. per unit certificate. The maximum number of savings certificate units which any one person may hold is 500. Further certificates may, however, be purchased by a

husband or father on behalf of his wife and/or each of his children provided that the total holding of any one person does not exceed the statutory limit of 500 units and that purchases on behalf of another party are registered quite separately from the purchaser's own holding in the name of and under the holder's number of the other party. (See also paragraph 15 below.) This rule applies also in the case of a married woman civil servant.

It is not possible for certificates of the special £1 issue to be purchased through the Civil Service Voluntary Savings Scheme.

4. Savings certificates are issued in the following denominations:—

	£	s.	d.
1 unit of which the purchase price is ...	...	15	0
2 units of which the purchase price is ...	...	1	10 0
3 units of which the purchase price is ...	...	2	5 0
4 units of which the purchase price is ...	...	3	0 0
5 units of which the purchase price is ...	...	3	15 0
10 units of which the purchase price is ...	...	7	10 0
25 units of which the purchase price is ...	...	18	15 0
50 units of which the purchase price is ...	...	37	10 0
100 units of which the purchase price is ...	...	75	0 0

5. The multiple unit certificates should be used whenever possible to reduce the number of documents to be handled. Thus, e.g., a subscriber of 3s. 6d. a week would be purchasing 7 units during a cycle and at the end of the cycle should be issued with one 5 units certificate and one 2 units certificate. He should not be issued with seven 1 unit certificates unless these are being purchased on behalf of more than one person. (Note.—Holders of multiple certificates can obtain partial repayment, i.e., repayment of individual units up to the total value of the certificate held can be obtained at the post office in the same manner as if single unit certificates were held).

6. Every certificate purchased must be registered in the records of the Money Order Department, G.P.O., in the name of the holder and under a holder's registered number which is allotted at the time the first certificate is acquired, whether under this scheme or otherwise. Subscribers to this scheme who already hold certificates will, therefore, already be in possession of a holder's number and further certificates acquired under the scheme must be registered under the existing holder's number (see also paragraph 16). Unless the purchase of a certificate is duly registered in the Money Order Department the purchaser will have great difficulty in establishing his title to the certificate when repayment is required. The registration of certificates is effected by means of the signature portion of the holder's card and the completed counterparts (A and B) of the certificate. It is vitally important, therefore, that these documents should be filled up accurately and forwarded to the Money Order Department for registration. No holder may have more than one holder's registered number and all certificates held by him, whether acquired under this scheme or otherwise, must be registered at the Money Order Department under that number. If at any time it is found that by inadvertence more than one holder's registered number has been allotted to the same holder, the matter should be at once reported to the Money Order Department.

7. Each certificate should, on being issued, be affixed to a page of the holder's certificate book (No. 74E or 74F). A separate book is not now printed for each issue of certificates and a Seventh (current) Issue Certificate may be affixed to a book containing Sixth Issue Certificates.

8. Care should be exercised to ensure that savings certificates purchased under this scheme are not issued to subscribers until the full purchase price has been recovered.

Deductions from Pay

9. Deductions from weekly paid staff will be made at the rate of 6d. a week per unit for a cycle of 30 weeks. Deductions from monthly paid staff will be made at the rate of 2s. 6d. a month per unit for a cycle of six months.

10. If during the cycle a weekly paid subscriber is promoted to a grade with an annual salary, the Cashier should arrange to make deductions from the new monthly pay of the amount appropriate to complete the subscriber's purchase of his security or securities as if he had remained on weekly pay. Deductions from pay should continue to be credited to the appropriate weekly cycle.

Requisition of Certificates

11. As soon as possible after the commencement of each cycle, Cashiers are to notify the Director of Navy Accounts (Branch 5) of the total number of (a) weekly paid and (b) monthly paid subscribers, and the total number of certificates being purchased.

This information is required by the Treasury and it is important that it should be forwarded without delay.

12. Not later than seven weeks before the close of each cycle, the Director of Navy Accounts (Branch 5) is to be informed of the total number of certificates of each denomination required for issue.

13. On receipt of the certificates, the Cashier is to complete the form of receipt enclosed therewith, and return it immediately to the Director of Navy Accounts (Branch 5).

Issue of Certificates to Subscribers

14. At an early stage in the cycle, Form M.333A should be completed by the subscriber. The form should be used as far as possible as a standing authority governing registration for subsequent cycles unless, and until, the subscriber alters his instructions or changes the amount of his subscription.

15. On receipt of the certificates, the Cashier should arrange for certificates and counterparts to be filled in with the particulars detailed below, taken from Form M.333A. It is not necessary for the certificates to be handed to the subscriber for completion. Care should be taken in the case of subscribers purchasing certificates on behalf of members of their families to ensure that the particulars inserted on holder's cards and counterparts are those of the beneficiary and *not* those of the subscriber:—

On each certificate ...	The holder's registered number.
On each Counterpart "A":	(i) The holder's registered number.
	(ii) Surname, and initial letter of each christian name of the holder.
	(iii) The stamp of the issuing department.
On each Counterpart "B":	The holder's registered number.
	(Particulars of counterparts attached need not be entered).
	"A" portion.
On the holder's card:	(i) Surname of holder.
(in the case of new holders only)	(ii) All christian names in full.
	(iii) Address.
	(iv) Specimen signature detached from the M.333A to be gummed on.
	(v) The name of the department in the circle "Date stamp of Issuing Office"
	"B" portion
	Name of the department in the circle "Date stamp of Issuing Office".
	(Holders should be advised to sign the card in the space provided as soon as possible).

Note.—It is important that the stamp of the issuing department be impressed on all Counterparts "A" in order to facilitate tracing by the General Post Office.

16. It should be noted that the holder's signature on Counterpart "A" is not required and that the specimen signature for new holder's cards will have been furnished on the detachable portion of Form M.333A.

17. A receipt should be taken when certificates are issued to subscribers. (Such receipts might conveniently be taken on a list containing the names of the subscribers and the serial numbers of the certificates with a space for the signature acknowledging receipt).

18. In the case of purchases of certificates by persons serving with H.M. Forces, the counterparts should be completed by the Cashier, and, where it is known that the purchaser is already a holder of savings certificates and may thus possess a holder's registered number, a note should be attached to the counterparts bearing

the words "Holder's Number not known". In the absence of any information on this point a holder's card should be completed, and, in the space provided for the signature, the words "Serving with H.M. Forces" should be written. (See also paragraph 37).

19. Counterparts and, in the case of new subscribers only, holders' cards are, when completed, to be forwarded by Cashiers direct to the Director of Savings, Post Office Savings Department, Savings Certificate Division, Morecambe, Lancs.

20. The Cashier will be responsible for ensuring that all the counterparts issued are returned, that all the instructions as to completion have been complied with, and that holder's registered number cards where these have been issued, are attached to the relative counterparts.

21. Surplus and spoilt certificates are to be sent by Cashiers direct to the Controller, Post Office Stores Department at Wolverton, Bletchley, Bucks., and Form M.22 is to be used for the purpose.

22. The top section of Form M.22 bearing the Cashier's signature is to be detached and sent to the Director of Navy Accounts (Branch 5), the wording of the certificate being amended as follows:—

"I certify that all the certificates supplied to me for issue to subscribers in connection with Cycle No. _____ Monthly/Weekly have been duly distributed or returned as spoiled or unwanted to the Post Office Stores Department, and that the counterparts and new holders' cards ('A' portion) have been sent to the Money Order Department for registration.

The number of units returned duly noted 'spoilt' was _____".

The lower portion of the form should be used as an invoice of the counterparts and holders' cards.

23. All certificates returned to the Post Office Stores Department, including those which are surplus to requirements, should be cancelled by writing the word "spoilt" on each of the certificates and Counterparts (A and B).

24. Cashiers are to ensure that registration documents are despatched to the Savings Certificate Division and that spoiled or surplus certificates are returned to the Post Office Stores Department with the minimum delay. Documents should, if necessary to avoid delay, be despatched in batches and not await the completion of the certificates referred to in paragraph 23.

THREE PER CENT. DEFENCE BONDS.

25. The cost of a 3 per cent. Defence Bond is £5. The maximum holding for any one person is 200 bonds representing an investment of £1,000.

Further bonds may, however, be purchased by a husband or father on behalf of his wife and/or each of his children provided that the total holding of any one person does not exceed the statutory limit of 200 bonds, and that purchases on behalf of another party are registered quite separately from the purchaser's own holding. In such cases, the form of application (vide paragraph 32) should bear the particulars of the person in whose name it is desired that the bonds should be registered.

Deductions from Pay

26. Deductions from weekly paid staff will be made at the rate of 2s. 6d. a week per bond for a cycle of 40 weeks. Deductions from monthly paid staff will be made at the rate of 10s. 0d. a month per bond for a cycle of 10 months.

27. If during the cycle a weekly paid officer is promoted to a grade with an annual salary, the Cashier should arrange to make deductions from the new monthly pay of the amount appropriate to complete the subscriber's purchase of his security or securities as if he had remained on weekly pay. Deductions from pay should continue to be credited to the appropriate weekly cycle.

Requisition and Issue of Bonds

28. As soon as possible after the commencement of each cycle, Cashiers are to notify the Director of Navy Accounts (Branch 5) of the total number of (a) weekly paid, and (b) monthly paid subscribers, and the total number of bonds being purchased. If in any establishment there are no subscribers, a "Nil" return should be furnished. Names of subscribers are not required at this stage.

This information is required by the Treasury and it is important that it should be forwarded without delay.

29. Ten weeks before the close of each cycle, lists (in duplicate) of names in full of all subscribers to Defence Bonds are to be furnished to the Director of Navy Accounts (Branch 5). The number of bonds required for each subscriber is to be stated, as well as the bond book number of subscribers already holding Defence Bonds. For new subscribers, a Dividend Direction Form (Post Office Register Form No. 24) completed by the subscriber must accompany the lists.

If a subscriber should withdraw from the cycle after the nominal list has been forwarded a report should be forwarded immediately to the Director of Navy Accounts (Branch 5) in order that action may be taken to stop the issue of the Bond.

30. At the close of each cycle, bond books for new subscribers will be forwarded to Cashiers, who should arrange for their distribution, but in the case of subscribers who already hold bond books, envelopes only will be issued and in these cases Cashiers should instruct the subscribers to forward their bond books therein to the Post Office Savings Bank for an entry to be made regarding the bond(s) purchased under the scheme. A spare envelope will also be enclosed which the subscriber should complete with his name and address, and return to the Post Office Savings Bank in order that the bond book may be returned to him.

Care should be exercised that bond books and envelopes are not issued to subscribers until the full purchase price has been recovered.

31. Surplus defence bond books and envelopes should be returned to the Director of Navy Accounts (Branch 5) as soon as possible.

GENERAL INSTRUCTIONS APPLICABLE BOTH TO NATIONAL SAVINGS CERTIFICATES AND DEFENCE BONDS

Authorities for Deduction from Pay

32. Arrangements should be made locally to prepare forms of application on the lines of the specimens in Appendix "A" to this Order

Subscribers may complete a form of application (which is also an authority for deduction from pay) for any particular cycle, or for deductions to be made from salary or wages from the beginning of a particular cycle (odd or even numbered) until further notice. Forms of application may also be completed for "overlapping" cycles (vide paragraphs 2 and 43). Subscribers may also save indefinitely under overlapping cycles by completing an "indefinite" authority for odd-numbered cycles, and an "indefinite" authority for even-numbered cycles.

As stated in paragraph 2, forms of application cannot be accepted unless they are received in sufficient time to permit of the first deductions from pay being made on the first pay day occurring within the cycle.

Classification of Cash Accounts

33. Amounts deducted from pay in respect of contributions to the Civil Service Voluntary Savings Scheme are to be posted in the relative quarterly cash accounts in the manner detailed below:—

Private Individuals

"Civil Service Voluntary Savings Scheme".

Cycle No. (1) Monthly subscribers to bonds	...	£
Cycle No. (1) Weekly subscribers to bonds	...	£
Cycle No. (1) Monthly subscribers to certificates	...	£
Cycle No. (1) Weekly subscribers to certificates	...	£
Cycle No. (2) Monthly subscribers to bonds	...	£
Cycle No. (2) Weekly subscribers to bonds	...	£
Cycle No. (2) Monthly subscribers to certificates	...	£
Cycle No. (2) Weekly subscribers to certificates	...	£
Cycle No. (3) Monthly subscribers to bonds	...	£
Cycle No. (3) Weekly subscribers to bonds	...	£
Cycle No. (3) Monthly subscribers to certificates	...	£
Cycle No. (3) Weekly subscribers to certificates	...	£

Note.—The numbers in brackets should be the numbers of the actual cycles to which the entries relate.

Repayments made to subscribers (see paragraphs 34, 36, 37 and 38) are to be classified in a similar manner.

It is of great importance that deductions from pay should be brought to account under the correct cycle number, etc.

Withdrawals

34. In the event of death or discharge from the service, or if for any other special reason a subscriber withdraws from the scheme during the course of a cycle, repayment of the sums subscribed up to the date of withdrawal may be made from current subscriptions. No interest will be paid on sums refunded, which should be brought to account under the appropriate private individual heading as in paragraph 33. There is no objection to a colleague taking over the share of a withdrawing member, provided that :—

- (a) written authority is received from the withdrawing member, and
- (b) a form of application, amended as necessary, is completed by the new subscriber.

In the event of the death of a subscriber, payment of the amount standing to the credit of the deceased should be made to the legal personal representatives on production of evidence of title.

Transfers

35. When a subscriber is transferred to another Government department, or to another Admiralty establishment at home or abroad, during a cycle, the amount collected from the subscriber is to be forwarded direct to that department or to the Cashier of the Admiralty establishment, and the payment debited to the appropriate heading as in paragraph 33.

Thus a payment will be made in exactly the same way as though the subscriber has withdrawn from the scheme during the cycle, but payment will be made to the new department or establishment instead of to the subscriber.

In the case of transfers from another Government department, the amount collected from the subscriber will normally be paid over to the Admiralty and taken on charge in the Admiralty Ledger as a credit to the Cashier under the heading of "Other Imprest Accounts". The amount received will be communicated to the Cashier, who should make an adjustment in his cash account by taking the amount on charge under the heading of "Private Individuals—Civil Service Voluntary Savings Scheme" under the appropriate cycle as in paragraph 34, and enter the amount on the payment side of the account under the heading of "Other Imprest Accounts".

In the case of transfers from other Admiralty establishments the amount received is to be taken on charge in the cash account as a direct credit to "Private Individuals—Civil Service Voluntary Savings Scheme". This procedure should also be followed if exceptionally cheques are received direct by Cashiers from another Government department.

The effect of this instruction will be that at the close of a cycle, each Cashier will have received the exact amount of cash corresponding to the number of certificates and/or bonds which he has to distribute to subscribers.

In the case of transfer of a subscriber from one Admiralty establishment to another, the authority for deduction is to be forwarded to the new establishment with the transfer document (Form D.135).

On the transfer of a salaried officer subscriber to another Government department, the authority for deduction is to be forwarded to the Director of Navy Accounts (Branch 5) with the usual detailed statement of the pay account of the officer concerned (Article 39, Instructions for the Conduct of Cash Duties). On the transfer of a weekly paid subscriber to another Government department, the form of authority for deduction is to be forwarded to the new department with the Form H (vide Article 39a, Instructions for the Conduct of Cash Duties).

Position of Subscribers on Retirement

36. Officers taking part in the Civil Service Voluntary Savings Scheme for the purchase of National Savings Certificates or Defence Bonds, who retire during a prescribed cycle, may continue to have their instalments deducted from their pension until the termination of the cycle then current, but may not commence a new cycle. As an alternative, such officers may, if they wish, adopt either of the two courses prescribed in paragraph 34 (*viz.*, complete cancellation of the purchase by repayment, without interest, of the instalments already paid, or transfer of the partially bought security to a colleague).

Civil Servants in H.M. Forces

37. A participating civil servant who is called up for service with H.M. Forces during the cycle period may either :—

- (a) If he is eligible for balance of civil pay, continue to have the appropriate deductions made from his civil pay in accordance with paragraph 3(f) of Treasury Circular 13/39 (A.F.O. 5245/44) ; or
- (b) arrange for the purchase to be transferred to a colleague (*vide* paragraph 34) ; or
- (c) withdraw from the scheme, his subscriptions being refunded without interest.

The individual's choice between these alternatives should be indicated when he fills up Form C appended to Treasury Circular 13/39 (A.F.O. 5245/44).

Subscribers on Unpaid Sick Leave

38. A subscriber who goes on unpaid sick leave may have to be regarded as having withdrawn from the cycle, his subscriptions being refunded without interest. If, however, he desires to continue contributions from his own resources, or to have correspondingly larger deductions made from his pay as soon as he returns to duty, and if by this means the appropriate sums are available to the Cashier concerned before the end of the cycle, the individual's participation in the scheme may be allowed to continue. Such subscribers should be given the opportunity of continuing their participation in one of these ways before they are withdrawn.

Collection of Subscriptions

39. In the case of salaried staff, deductions on account of subscriptions to the Civil Service Voluntary Savings Scheme are to be combined with other voluntary deductions from pay (*vide* Article 69, Instructions for the Conduct of Cash Duties), for the purpose of ascertaining the net sum payable for the quarter and the amount of each monthly advance of salary, *i.e.*, the deductions will be spread over the full quarter and not made from those particular payments falling due within the period of the cycle. Authorities for deduction at a monthly rate will accordingly be regarded as authority for the deduction of quarterly sums of three times the monthly amount.

Quarterly Financial Statements

40. At the end of each quarter a statement showing the amounts due to be paid over to H.M. Paymaster General is to be forwarded to the Director of Navy Accounts (Branch 5). It is essential that this statement (which is to be set out, as regards amounts collected, refunded and transferred, in the manner detailed in paragraph 33), should agree with the details posted in the relevant quarterly cash account abstract, care being taken to distinguish clearly between weekly and monthly cycles, and to ensure that entries are shown under the correct cycle number. Payment of the amounts due to H.M. Paymaster General will be made at the Admiralty.

Reconciliation Statements

41. At the end of each cycle, a reconciliation statement is to be forwarded to the Director of Navy Accounts (Branch 5), showing :—

- (a) Number of certificates or bonds issued to subscribers ;
- (b) Total value of certificates or bonds issued ;
- (c) Amount received and taken on charge in the cash account, stating the amounts that appear in each quarter's cash account.

Requisition of Forms, etc.

42. The forms, etc., required in connection with the issue of certificates are detailed below, and supplies should be requisitioned from the Post Office Stores Department, Mount Pleasant Depot, London, E.C.1 :—

<i>Description.</i>	<i>Use.</i>
Form M.78	Requisition of supplies.
Certificate Book 74F	The certificates purchased by subscribers are placed in the book.
Holder's Registered Number Card P.647G.	The card is in two parts and bears a serial number. "A" part (known as the Signature Card) serves as a specimen signature for repayment purposes and is retained by the Money Order Department.

"B" part is the holder's record of his registered number and is kept in the pocket of the current certificate book.

- Folder N.S.C.7 Contains full particulars of Seventh Issue Certificates and should be handed to every subscriber on his or her first purchase of a Seventh Issue Certificate. To be kept in the pocket of the certificate book.
- Form M.22 Form for returning spoilt and surplus certificates to the Post Office Stores Department.
- Form M.333A Form of authority for registration of certificates.

The Dividend Direction Forms (Post Office Register Form No. 24) for use in connection with the 3 per cent. Defence Bonds (see paragraph 29) are to be demanded from the Controller, Post Office Savings Bank, Granby Hotel, Harrogate, Yorkshire.

Current and Forthcoming Cycles

43. The following dates are notified for information :—

National Savings Certificates

	<i>Odd numbered cycles.</i>	<i>(Monthly contributions).</i>	<i>Last deduction.</i>	<i>Mean date.</i>
Cycle 19	31 Jul. 1944	31 Dec. 1944	15 Oct. 1944	
	<i>Even numbered cycles.</i>	<i>(Monthly contributions).</i>	<i>Last deduction.</i>	<i>Mean date.</i>
Cycle 18	30 Apr. 1944	30 Sep. 1944	15 Jul. 1944	
Cycle 20	31 Oct. 1944	31 Mar. 1945	15 Jan. 1945	
	<i>Odd numbered cycles.</i>	<i>(Weekly contributions).</i>	<i>Last deduction.</i>	<i>Mean date.</i>
Cycle 15	5 Feb. 1944	26 Aug. 1944	16 May 1944	
Cycle 17	2 Sep. 1944	16 Mar. 1945	12 Dec. 1944	
	<i>Even numbered cycles.</i>	<i>(Weekly contributions).</i>	<i>Last deduction.</i>	<i>Mean date.</i>
Cycle 16	6 May 1944	25 Nov. 1944	15 Aug. 1944	
	<i>3 per cent. Defence Bonds</i>			
	<i>First deduction.</i>	<i>Last deduction.</i>	<i>Mean date.</i>	
Cycle 11	31 Mar. 1944	31 Dec. 1944	15 Aug. 1944	
Cycle 12	30 Jun. 1944	31 Mar. 1945	14 Nov. 1944	
	<i>First deduction.</i>	<i>Last deduction.</i>	<i>Mean date.</i>	
Cycle 11	27 Nov. 1943	26 Aug. 1944	11 Apr. 1944	
Cycle 12	26 Feb. 1944	25 Nov. 1944	11 Jul. 1944	

NATIONAL SAVINGS GROUPS

44. A.F.O. 2008/32 provided that deductions from pay might be made free of charge in favour of National Savings Associations for the purpose of investment in savings certificates. The National Savings Committee have now made arrangements under which National Savings Associations, which are now known as National Savings Groups, can deal not only with the purchase of savings certificates but also with contributions for deposit in the Post Office Savings Bank or Trustee Savings Banks. It has been agreed that the facilities for the collection of sums by deduction from salaries or wages for the purchase of savings certificates may be extended to cover *bona fide* activities of the National Savings Groups. Accordingly in place of the first item on the list in paragraph 3(1) of Treasury Circular 3/32 (promulgated by A.F.O. 2008/32—not in annual volume) "National Savings Groups in Government Offices" should be substituted and the word "Groups" substituted for "Certificates" and "Associations" in lines 3 and 4 respectively in paragraph 10.

The extension of the deduction facilities to National Savings Groups is, however, agreed on the understanding that all deductions for National Savings schemes which are run by such groups are to be paid in one sum to one group in each establishment, irrespective of the particular schemes worked by the group.

Deductions from pay are to be made only on behalf of properly constituted savings groups affiliated to the National Savings Committee.

On retirement to pension, subscribers to National Savings Groups must make their own arrangements to terminate their membership.

The instructions contained in Article 69, Instructions for the Conduct of Cash Duties, are to be applied in respect of these deductions.

APPENDIX

CIVIL SERVICE VOLUNTARY SAVINGS SCHEME FORM OF APPLICATION

- Delete as necessary { (a) I hereby authorize deductions from my pay, for the period of Cycle No.....only, at the rate of :—
(b) I hereby authorize deductions from my pay until further notice at the rate of :—
- Delete as necessary { (i).....per week commencing.....
(ii).....per month commencing.....
- Note.—Insert (i) (for weekly paid staff) total of weekly subscription on the basis of 2s. 6d. per bond and 6d. per certificate of one unit ;
(ii) (for monthly paid staff) total of monthly subscription on the basis of 10s. 0d. per bond and 2s. 6d. per certificate of one unit.

(A) National Savings Certificates

- Number of units (value 15s. 0d. per unit) which it is desired to subscribe for
- Delete as necessary { each week at 6d. a week per unit.....
(weekly paid subscribers).
each month at 2s. 6d. a month per unit.....
(monthly paid subscribers)

* Holders Registered Number.....

(B) 3 per cent. Defence Bonds

- Number of bonds (value £5 per bond) which it is desired to subscribe for
- Delete as necessary { each week at 2s. 6d. a week per bond.....
(weekly paid subscribers).
each month at 10s. 0d. a month per bond.....
(monthly paid subscribers).

* No. of Bond Book held (if any).....

* Surname and full Christian Names.....
(Block letters)

(State whether Mr., Mrs. or Miss)

* Full Postal Address.....

Usual Signature (Subscriber).....

Rank or Grade.....

Department.....

Pay No..... Date.....

* If it is desired that the Savings Certificates and/or Bonds should be registered in the name of a person other than the subscriber, these particulars should relate to that person.

(A.F.Os. 2008/32—not in annual volume—and 4681/44.)

(A.F.Os. 264/40, 1092/40, 2093/40, 2440/40, 88/41, 2881/41, 2883/41, 3885/41, 829/42, 3646/43, and 5931/43 are cancelled.)

5604.—Re-employment of Civil Pensioners—Prompt Report

(C.E. 13382/44.—19 Oct. 1944.)

Attention is drawn to Article 13 of Instructions as to the Conduct of Cash Duties and Article 475 (4) of Home Dockyard Regulations which require that the entry of persons who are in receipt of any pension, compensation or superannuation allowance in respect of service or injury in civil employment is to be reported with full particulars of re-employment to H.M. Paymaster General and to the Admiralty.

2. Where the pension paying authority is not H.M. Paymaster General, e.g. Post Office, the report should be made to the appropriate department.

3. The information is required by the pension paying authority for the purpose of applying Section 20 of the Superannuation Act, 1834, and failure to report or delay in reporting entries, may lead to overpayments of pension which are difficult to adjust.

4. The particulars to be promptly reported to the pension paying authority are :—

- (1) Initial re-employment with full particulars of pay (basic pay, allowances and bonus being stated separately).
- (2) Any subsequent changes in pay.
- (3) Periods of sick leave without pay.
- (4) Cessation of re-employment.

5605.—Adult Civilian Electricians in Admiralty Establishments in England, Wales and Northern Ireland—Pay

(L. 12510/44.—19 Oct. 1944.)

Agreements have been reached on the National Joint Council for the Electrical Contracting Industry that as from the third pay day in October, 1944, for the pay period covered by that pay day—

- (a) the territory in England, Wales and Northern Ireland at present included in Grade "B2" (standard rate of 1s. 7½d. an hour) should be transferred to Grade "B" (standard rate of 1s. 8½d. an hour),
- (b) the standard rate of Grade "C" territory (at present 1s. 7d. an hour) should be increased to 1s. 7½d. an hour, and
- (c) the cost of living (war) addition to the standard rate should be increased uniformly from 5¼d. to 6d. an hour.

2. Arrangements should therefore be made to ensure that the rates of pay of adult male journeymen electricians employed in Admiralty Industrial Establishments in England, Wales and in Northern Ireland, who, in accordance with specific Admiralty approval are paid at rates agreed in the Electrical Contracting Industry, are adjusted as appropriate in accordance with paragraph 1 above, i.e. that those employees who are at present being paid at the standard rates of 1s. 7½d. and 1s. 7d. an hour are now paid as from the date mentioned at standard rates of 1s. 8½d. and 1s. 7½d. an hour respectively, and that the cost of living (war) addition is paid at the rate of 6d. an hour from the same date in all cases. Employees already in receipt of a standard rate of 1s. 8½d. an hour or more are not entitled to any increase in this rate.

3. The rates of pay of civilian electrical fitters and electricians who are in receipt of a basic rate plus Admiralty industrial bonus remain unaffected by this decision.

4. In any case of doubt, adjustment should not be made without prior reference to the Secretary of the Admiralty (L Branch).

(A.F.Os. 5674/43, 114/44, 3913/44 and 5367/44.)

5606.—Employment of Women in Storage, etc., Depots—Precautions in Regard to Lifting of Weights

(L. 4309/43.—19 Oct. 1944.)

The Ministry of Labour and National Service have asked that, in view of the increasing number of women employed on lifting weights at storage depots and similar establishments, attention should be drawn to the danger of overstrain,

which may result in serious injury, either immediately or in after life. The following instructions are, therefore, issued for guidance :—

- (1) Provided she is certified as medically fit for such work, a woman may be allowed to lift alone up to 50 lb. and a young person up to 40 lb., but these limits are not, on any account, to be exceeded. They are maximum loads, and it must be remembered that the capacity of individuals varies. No woman should be asked to lift the heavier loads until she has been shown how best to tackle them, and become used to the work.
- (2) No woman or young person may be allowed to lift weights until she has been medically examined and passed as fit for this kind of work by the Senior Medical Officer or Surgeon and Agent attached to the establishment.
- (3) The standard of fitness is the same as that for engineering factories.
- (4) New employees likely to be employed on this type of work should be examined on entry, and women now employed are to be medically examined as soon as possible for fitness for lifting of weights, if they have not been so examined.
- (5) The danger of accidents can be kept down if the following articles of clothing are worn :—
 - (i) Suitable footwear with low heels for a firm stance, which would also be more economical in wear and tear than the lighter, high-heeled type of shoe. (Industrial clogs may be obtained at the very low rate of two coupons per pair, but if the Factory Inspector considers that the wearing of clogs is essential to the work being carried out he may issue a certificate to individuals to enable coupon-free purchase.)
 - (ii) Gloves to protect the hands. (These should be issued on loan from loan tool store as and when necessary.)
- (6) Attention is also drawn to Section 56 of the Factories Act, and Regulations issued thereunder, with regard to the lifting of weights by young persons.

(A.F.Os. 2095/43 and 4244/43 are cancelled.)

5607.—Clothing Coupons for Civilian Uniforms (including R.M. Police Uniform)—Fourth Uniform Year—1st September, 1944, to 31st August, 1945

(C.E. 56621/44.—19 Oct. 1944.)

The Board of Trade regulations require that clothing coupons shall be surrendered for civilian uniforms. Uniformed Admiralty employees, whether full time or part time (including R.M. Police), serving in Great Britain and Northern Ireland, will be required to surrender a modified number of coupons, based on the wear and tear saved on ordinary clothing and not on the particular garments supplied. The scale of coupons to be surrendered is without regard to the quantity of uniform issued each year, but is on the basis of the type of uniform supplied, as set out below :—

2. Scale of surrender for :—

(a) Full-time uniform wearers—

(i) Men—	Coupons
External uniform, excluding great coat	6
Jacket and waistcoat only	3
Trousers only	3
Great-coat and/or mackintosh or dustcoat	2
Footwear (when included)	8
 (ii) Women—	
Jacket and trousers or skirt with or without shirt and tie ; or nursing uniform	6
Jacket only	3
Trousers or skirt only	3
Great-coat and/or mackintosh or dustcoat	2
Footwear (when included)	8
Stockings (when included)	6

(b) *Part-time uniform wearers—*

External uniform, excluding great-coat	4
Jacket and waistcoat only	2
Trousers or skirt	2
Great-coat and/or mackintosh or dustcoat	2

3. *Special concession to some categories of uniform wearers.*—As a result of experience gained in the three uniform years during which the concession has operated it has been concluded that in view of the increasingly long periods for which uniforms have been made to last hardship may be caused in a minority of cases if a further coupon contribution were required, where people have worn uniform for two or three years and received few replacements. Since it would be impracticable to distinguish individual cases of hardship under a scheme of this kind, essential uniform wearers will be divided into three distinct categories for the purpose of administering the concession during the fourth uniform year. These will be as follows:—

Category 1

All uniform wearers who have been in uniform for two or more years and have surrendered all the coupons due from them. They will *not* be required to surrender coupons for the 1944/45 period.

Category 2

All those who received their first outfit of uniform during the second uniform year, *i.e.*, between 1st September, 1942, and 31st August, 1943. They will surrender the balance of coupons necessary to bring them up to two full years' surrender at the present rates.

Calculation of the number of coupons required for 1944/45 from uniform wearers in this category is simplified by the table shown in Appendix A to this Order, which shows the number of coupons which will be required from *full-time* employees provided with initial issues of the more usual uniform outfits during any month of the second uniform year.

Past remission for sick leave.—When calculating the number of coupons, if any, due from uniform wearers in 1944/45, any coupons remitted for any period of sickness prior to 31st August, 1944, should be included as part of the total required to have been surrendered by each individual up to the end of the third uniform year (*see* paragraph 5 (d) below). Refunds or reductions in the coupon surrender on account of *release to industry* may *not*, however, be counted.

Category 3

Those who received their initial outfits of uniform after 1st September, 1943. They will surrender coupons during 1944/45 in accordance with the existing scales.

Persons taking up uniformed service or becoming uniformed for the first time after 1st September, 1944, should surrender the number of coupons proportionate to the unexpired portion of the year after the date on which they receive their initial outfits of uniform. The number of coupons to be collected may be calculated on a monthly basis, *i.e.*, one-twelfth of the standard annual surrender for each month after the date of issue of the uniform. This surrender may be worked out to the nearest quarter upwards, but it is not required that quarter coupons shall be given as "change".

4. *Occupational supplement.*—Persons included in the civilian uniform concession, irrespective of whether they are enjoying a coupon-free year in 1944/45, are not eligible for any occupational supplementary coupons since the concession is in itself a special form of occupational supplement. Also, where uniform wearers are released or seconded for short periods to work in industry, they are *not* eligible for supplementary coupons. If, therefore, any suitable overalls form part of their normal issue, the use of these will be permitted for industrial work.

5. *Coupon refunds* or reductions in the coupon surrender will be made in the following circumstances:—

- (a) *Persons leaving essential uniformed employment* and relinquishing their uniforms are entitled to a refund of coupons in respect of any unexpired months of the uniform year for which they have surrendered the number of coupons required under the concession. Such refunds, which will be

calculated on a monthly basis as described under category 3 of paragraph 3 of this Order, will only be made if the number of coupons surrendered exceeds the proportion of the annual surrender due for the period of the year during which uniform has been worn. Periods of less than one month should be ignored.

No refunds can be made to persons leaving to enter one of H.M. Forces or the Merchant Navy.

- (b) *Persons temporarily released to industry* for periods of not less than one month are entitled to a refund or remission of the number of coupons due from them, calculated on a monthly basis.
- (c) In the case of employees entitled to a refund but *entering other uniformed employment* accepted as essential under the civilian uniform concession, a signed statement saying that coupons have been surrendered for the full year, and giving the number due to be refunded, should be sent to the new employer. The number of coupons due will then be credited to the employee towards the surrender which he will be required to make to his new employer for the unexpired period of the uniform year in question; where, however, no coupons are due to be surrendered by persons enjoying a free uniform year they should be given a signed statement saying they are not due to surrender any coupons for 1944/45.
- (d) *Absence from work owing to illness.*—In the case of employees being absent from work through illness for periods exceeding six consecutive weeks a reduction in the coupon surrender, or if coupons have already been surrendered for the full period a proportionate refund will be made on a monthly basis. In applying this scale short periods of absence are not counted, only continuous absences of more than six weeks are to be counted.

6. *Scale of Issue.*—In the interests of economy uniforms should only be replaced as and when they are worn out and *not* at set intervals.

In the case of new employees replacing others who have surrendered their uniforms on leaving, every effort must be made to adapt the old uniforms for them if they are still wearable.

The following scale of replacement is considered to be reasonable for most categories of uniform wearers and every endeavour should be made to prevent more frequent issues:—

Jacket and waistcoat	15-16 months.
Trousers or skirt	12 months.
Great-coat	3-4 years
Mackintosh	2-3 years.
Dustcoat or overall	8 months.

7. *Uniforms either destroyed or irreparably damaged by enemy action* or other causes outside the control of the wearer will be replaced, up to the approved initial outfit, without extra coupon surrender on the part of the uniform wearer.

8. These arrangements are also to apply to any civilian personnel for whom special authority has been given to draw seamen's clothing from Naval stocks on repayment (*e.g.*, the pensioners referred to in A.F.O. 904/44). The quantities of clothing which they are allowed to take up should be restricted to requirements essential to the maintenance of their uniform in good condition and the full civilian coupon equivalent must be surrendered for items essential to their uniform which are not allowed for in paragraph 2 of this Order.

9. The full civilian coupon equivalent must also be surrendered for garments not strictly uniform taken up by other Admiralty civilian employees from Admiralty stocks under specially approved arrangements, *e.g.*, underclothing, etc., for R.M. Police and collars and ties, etc., for Admiralty Messengers. When seamen's clothing is demanded from the victualling yards for this purpose the demand is to be accompanied by a certificate that the necessary clothing coupons have been collected.

10. Collection of coupons for the 1944/45 uniform year should be made as soon as possible after 1st September, 1944, together with any arrears brought forward from previous periods.

In order to facilitate collection, coupons from either page III or IV of the new (1944/45) ration books may be accepted for this purpose, even though they may not be valid for purchases in the shops. Coupons on other pages including those marked "TOKEN" may not be taken until they have been declared valid. (Tokens A and B have been declared valid and are worth 3 coupons each).

11. Officers responsible for the issue of civilian uniforms or of the clothing referred to in paragraphs 8 and 9 above will also be responsible for ensuring that the appropriate clothing coupons are collected from the individuals concerned. The utmost care should be exercised in the handling and custody of these coupons, and they should be forwarded at quarterly intervals by registered post as follows:—

In respect of—

- (i) non-industrial uniformed staff at Outports, excluding Admiralty Civil Police, to the Under Secretary's Office, Admiralty, Bath;
- (ii) non-industrial uniformed staff at Admiralty, London, to Deputy Secretary's Office, Admiralty, London, S.W.1.;
- (iii) industrial uniformed staff generally, to Labour Branch, Admiralty, Bath;
- (iv) R.M. Police, R.M. Police Special Reserve and Admiralty Civil Police, to Area Police Officers.

The coupons should be accompanied by a statement in duplicate in the form shown in Appendix B to this Order.

The following additional information should also be furnished:—

- (a) The number of coupons collected from each person.
- (b) The number of uniforms and other garments issued, and
- (c) The number of civilian uniforms in stock (excluding R.M. Police uniforms and any clothing referred to in paragraphs 8 and 9 above).

12. When overalls or other protective clothing are issued for protection of uniform, the coupons surrendered for the uniform items will cover such clothing. In other cases the provisions of A.F.O. 6192/43 apply.

13. A report should be forwarded to the Admiralty if any employees in an establishment are required to buy from outside sources articles of civilian uniform for themselves, whether on repayment or otherwise.

14. While it is desirable that those covered by the scheme should co-operate, it is nevertheless open to anyone to remain outside provided he or she surrenders the full number of coupons in exchange for any article of uniform issued.

15. *Enforcement.*—The concessions allowed in this Order do not release uniform wearers from the obligation to surrender any coupons owing at 31st August, 1944, and every endeavour should be made to collect all arrears before reporting defaulters.

16. In the case of employees consistently refusing to give up the number of coupons required from them under the scheme and remaining in uniformed employment, a statement giving the following details for each individual should be forwarded to the appropriate authority at the Admiralty as indicated in paragraph 11 above:—

- (a) Name (including initials, and in the case of women uniform wearers, whether Mrs. or Miss) and private address.
- (b) Category of uniformed employment, e.g. Messenger.
- (c) Type of uniform worn, e.g. jacket, trousers and overcoat.
- (d) Number of coupons outstanding for each uniform year, i.e. 2 (1943-44), 8 (1943/44).

17. These arrangements are not applicable to H.M. Coastguard and Q.A.R.N.N.S. In the case of domestic and certain other civilian staffs in R.N. hospitals see A.F.O. 3243/44.

APPENDIX A

Calculation Table referred to in paragraph 3, Category 2.

A = Jacket, Trousers, Overcoats and Boots.

B = Jacket, Trousers and Overcoat.

C = Jacket and Trousers or Skirt.

D = Overcoat and Mackintosh.

Date of Issue of Initial Outfit of Uniform	"Surrender Rates" for 1941-2, 1942-3, 1943-4							
	A 18+18+16 Key Fig. 32		B 12+12+8 Key Fig. 16		C 9+9+6 Key Fig. 12		D 3+3+2 Key Fig. 4	
	Sur'd to 31st Aug., 1944	1944-5 Rate	Sur'd to 31st Aug., 1944	1944-5 Rate	Sur'd to 31st Aug., 1944	1944-5 Rate	Sur'd to 31st Aug., 1944	1944-5 Rate
1st Sep. 1941, or earlier.	52	Nil	32	Nil	24	Nil	8	Nil
1st Mar., 1942 ...	43	Nil	26	Nil	20	Nil	7	Nil
Sep., 1942 ...	34	Nil	20	Nil	15	Nil	5	Nil
Oct., 1942 ...	33	Nil	19	Nil	14	Nil	5	Nil
Nov., 1942 ...	31	1	18	Nil	14	Nil	5	Nil
Dec., 1942 ...	30	2	17	Nil	13	Nil	5	Nil
Jan., 1943 ...	28	4	16	Nil	12	Nil	4	Nil
Feb., 1943 ...	27	5	15	1	11	1	4	Nil
Mar., 1943 ...	25	7	14	2	11	1	4	Nil
Apr., 1943 ...	24	8	13	3	10	2	4	Nil
May, 1943 ...	22	10	12	4	9	3	3	1
June, 1943 ...	21	11	11	5	8	4	3	1
July, 1943 ...	19	13	10	6	8	4	3	1
Aug., 1943 ...	18	14	9	7	7	5	3	1
Sep., 1943 ...	16	16	8	8	6	6	2	2

APPENDIX B

Example showing how to complete the Return referred to in Paragraph 11.

Uniform Concession Return dated

Category	Type of Uniform worn	No. of Persons in Category	Total No. of Coupons to be collected for 1944-45	Total No. of Coupons to be collected for Arrears	No. of Coupons so far collected and returned	
1	Free year ...	Jacket and trousers	100	Nil	50	50
1	Free year ...	Jacket, trousers and overcoat.	300	Nil	150	100
2-3	Those surrendering coupons.	Jacket and trousers	50	200	50	150
2-3	Those surrendering coupons.	Jacket, trousers and overcoat.	75	480	200	600

(A.F.Os. 6192/43, 904/44 and 3243/44.)

(A.F.O. 5371/44 is cancelled.)

5608.—Rating of Certain Wood Cutting Machinists as Joiners

(L. 6817/43.—19 Oct. 1944.)

Men who, by reason of having served a recognized apprenticeship, have been fully trained in the operation of those woodcutting machines which are normally operated by joiner tradesmen in H.M. Dockyards and are so employed are to be rated and paid as joiners.

2. Men employed on this work who have not served a recognized apprenticeship in the craft may also be similarly rated and paid as joiners provided they have spent so long as five years on, and are fully trained in, the operation of machines which are normally operated by joiner tradesmen in H.M. Dockyards.

3. The instructions in this Order are to take effect as from 1st September, 1942.

*(A.F.O. 6349/42 is cancelled.)***5609.—Educational Facilities for Juvenile Industrial Employees**

(L. 7398/44.—19 Oct. 1944.)

The exigencies of war have made it necessary to recruit juvenile workpeople at an earlier age than formerly. It is their Lordships' intention that these young employees should be encouraged and enabled to continue their education. The following arrangements have therefore been approved :

2. *Employees aged 14 and 15.*—Officers-in-Charge have discretion to permit juveniles to attend, in working hours, approved classes (e.g. in English, Arithmetic, Shorthand, etc.) held by Local Education Authorities. Paid leave should be granted for this purpose : payment of fees will be made by the Department. It is preferable that attendance at school should be for one whole day a week, rather than for portions of a day. During periods when the schools are closed for holidays, etc., these employees are expected to work the full working week of the establishment (i.e. 44 hours).

3. It is assumed that such vocational or technical training as they may receive will be given within the establishment ; in special cases, however, attendance may be allowed at "outside" technical classes on the conditions prescribed in paragraph 2.

4. *Employees aged 16 to 18.*—Similarly, Officers-in-Charge have discretion to grant paid leave to juvenile industrials aged 16 to 18 to attend day continuation classes, full fees being payable by the Department.

5. If these juveniles also attend evening classes in English, any fees in excess of 2s. 6d. a term will be paid by the Department. They should be released from their ordinary work in time for them to have a proper meal before the evening classes commence.

6. Payment of fees by the Department is strictly conditional on attendance and progress being satisfactory. The best method is probably to require the pupils to pay the fees (to the education authorities) in the first instance, and to reimburse them in suitable cases at the end of each term.

7. The foregoing arrangements do not apply to juveniles for whom special Admiralty schemes of education and training exist (e.g. apprentices).

*(A.F.O. 246/44 is cancelled.)***5610.—Electrodes—Approved Types**

(N.S./C.P. 75260/42.—19 Oct. 1944.)

The following types of electrodes are approved for Admiralty work :—

<i>Firm</i>	<i>Type of Electrode</i>
The Arc Manufacturing Co., Ltd., Actarc Works, 52A, Goldhawk Road, London, W.12.	<i>Overhead</i> for the vertical welding of mild steel only. <i>Speedarc</i> for down hand-welding only on both mild steel and D.W. quality steel. <i>Deependarc</i> for down hand-welding only on both mild steel and D.W. steel.

*(A.F.O. 4837/44 is cancelled.)***5611.—Zinc for Galvanizing**

(D. 11950/42.—19 Oct. 1944.)

Owing to the improved supply position of zinc, the Materials Committee of the Ministry of Production has approved complete abolition of restrictions on the use of zinc for galvanizing.

2. This relaxation is to take effect forthwith.

(A.F.Os. 2413/42, 3156/42, 4828/42 and 120/44 are cancelled.)

Section 100 - [Illegible Title]

(1917-18 - 1918-19)

The following is a list of the names of the persons who have been appointed to the various positions in the Department of Education for the year 1917-18.

- 1. Mr. J. H. [Illegible]
- 2. Mr. [Illegible]
- 3. Mr. [Illegible]
- 4. Mr. [Illegible]
- 5. Mr. [Illegible]
- 6. Mr. [Illegible]
- 7. Mr. [Illegible]
- 8. Mr. [Illegible]
- 9. Mr. [Illegible]
- 10. Mr. [Illegible]

Section 101 - [Illegible Title]

(1918-19 - 1919-20)

The following is a list of the names of the persons who have been appointed to the various positions in the Department of Education for the year 1918-19.

- 1. Mr. J. H. [Illegible]
- 2. Mr. [Illegible]
- 3. Mr. [Illegible]
- 4. Mr. [Illegible]
- 5. Mr. [Illegible]
- 6. Mr. [Illegible]
- 7. Mr. [Illegible]
- 8. Mr. [Illegible]
- 9. Mr. [Illegible]
- 10. Mr. [Illegible]

It is noted that the names of the persons who have been appointed to the various positions in the Department of Education for the year 1918-19 are the same as those for the year 1917-18.

The following is a list of the names of the persons who have been appointed to the various positions in the Department of Education for the year 1919-20.

- 1. Mr. J. H. [Illegible]
- 2. Mr. [Illegible]
- 3. Mr. [Illegible]
- 4. Mr. [Illegible]
- 5. Mr. [Illegible]
- 6. Mr. [Illegible]
- 7. Mr. [Illegible]
- 8. Mr. [Illegible]
- 9. Mr. [Illegible]
- 10. Mr. [Illegible]

It is noted that the names of the persons who have been appointed to the various positions in the Department of Education for the year 1919-20 are the same as those for the year 1918-19.

The following is a list of the names of the persons who have been appointed to the various positions in the Department of Education for the year 1920-21.

- 1. Mr. J. H. [Illegible]
- 2. Mr. [Illegible]
- 3. Mr. [Illegible]
- 4. Mr. [Illegible]
- 5. Mr. [Illegible]
- 6. Mr. [Illegible]
- 7. Mr. [Illegible]
- 8. Mr. [Illegible]
- 9. Mr. [Illegible]
- 10. Mr. [Illegible]

It is noted that the names of the persons who have been appointed to the various positions in the Department of Education for the year 1920-21 are the same as those for the year 1919-20.

The following is a list of the names of the persons who have been appointed to the various positions in the Department of Education for the year 1921-22.

- 1. Mr. J. H. [Illegible]
- 2. Mr. [Illegible]
- 3. Mr. [Illegible]
- 4. Mr. [Illegible]
- 5. Mr. [Illegible]
- 6. Mr. [Illegible]
- 7. Mr. [Illegible]
- 8. Mr. [Illegible]
- 9. Mr. [Illegible]
- 10. Mr. [Illegible]

It is noted that the names of the persons who have been appointed to the various positions in the Department of Education for the year 1921-22 are the same as those for the year 1920-21.