

HPB
HEAD OF "P" BRANCH

A.F.Os. 5612—5721/44

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

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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
26th October, 1944.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

J. V. Markham

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

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

HEAD OF "P" BRANCH

ADMIRALTY FLEET ORDERS

No. Subject.

26th October, 1944.

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

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5653. Anti-Aircraft Fire Control—Close Range Weapons—Sights, Accessibility of Air Dryer in Compressor Unit of Mark XIV Gyro Sights Fitted to 20mm., Mark V (C) Mountings.
 5654. Guns—Q.F., 3-in., 20-cwt., Marks I, IC-IE—Striker Cover—Modification to Prevent Removal when Striker is Cocked.
 5655. Guns—Q.F., 2-pdr., Mark XIV—Disposal—REPORT.
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 5657. Gun Mountings—4.7-in. C.P., Mark XXII, 4.5-in., C.P., Mark V and 4.5-in. R.P.50, Mark V—Rammer Control Gear.
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 5659. Gun Mountings, 20mm. Twin, Marks V and V (C)—Oil Leakage Drain from I.H.C. Pump.
 5660. Gun Mountings—20mm., Marks VIIA and VII* S/M Mountings—Locking Plate and Expanding Tool for Lubricating Tube in Balance Weight.
 5661. Gun Mountings—20mm., Mark IX Twin Mountings—Safety Depression Gear, Cam Roller—Material Change.
 5662. Training—Courses—Gunnery Course for First Lieutenants of Destroyers.
Torpedo.—(Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)
 5662a. Depth Charge Throwers, Marks IV and IV*—Securing Straps.
Navigation.—(Navigation Stores, Sextants, Compasses, Charts, Anchors, Sails, etc.)
 5663. Admiralty Gyro-compass—Azimuth Motors.
 5664. Chart Outfits in Landing Craft and Barges—Disposal.
Engineer.—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.)
 5665. Diesel Fuel Hand Pump—Discharge to Bilge—Modification.
 5666. U.S. Navy Boiler Compound—Purchase and Distribution.
Signals.—(W/T and V/S Apparatus, Radar, D.F., S.R.E., Wa/T and Stores.)
 5667. A.C. Supply Outfit D.V.G.—Fitting-Out Information.
 5668. Radar—Skiatron—Modification to Pattern 9419—Calibrator and Monitor Unit (Serial Nos. 1-30).
 5669. Radar, Type 281B—Supply Unit, Pattern W.6994 for Diode Switch—Modification.
 5670. Radar, Type 291/U/W—Introduction of Modified Receiver P.25, Pattern W.4049.
 5671. Radar, Type 291/U/W—Modification to Receiver P.25.
Anti-Submarine.—(Asdics, Hydrophones and Echo Sounding and Stores.)
 5672. Echo-Sounding "Ship" Set—Conduit for Cable Runs—Extension where necessary to Conform with N.M.E.R.
 5673. Valve, Pattern C.V.1070—Issue of Valve, Pattern C.V.188 in lieu.
Aircraft.—(Technical.)
 5674. Aircraft Dfghies and Ancillary Equipment (Naval).
 5675. Aircraft—Flying Helmets, Type C, Wired—Leads from Connector, Type 2186.
 5676. Aircraft Radio—T.1154-R.1155 Installations—Fire Risk due to Breakdown of M.F. Aerial Leads.
 5677. Aircraft Undercarriages—Examination after Heavy Landings and Ground Loops.
 5678. Cameras—Care, Maintenance and Repair.
General.—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)
 5679. Maintenance of Stability of Minor Auxiliary War Vessels Aboard Flying the White Ensign being Stripped of Admiralty Fittings Pending Return to Owners.
 5680. Rudder Gland and Hot Water Piping—Modifications to—As. and As.
 5681. After Obstruction Wire—Securing Arrangements—As. and As.
 5682. Aircraft Stores Establishment (B.R. 377/378 Series)—Classification of Stores.
 5683. Bleaching Powder—Allowance.
 5684. Butt Welded Lathe and Turning Tools and Blanks.
 5685. Electric Hot Cupboards, Patterns 5957-8 and 5957A-SA—Modification to Prevent Slipping of Dishes.
 5686. Fire Extinguishers—Allowances.
 5687. Leather, Economy in use of.
 5688. Negative Castings, Pattern 12235, for 20-in. and 24-in. Searchlight Lamps, Patterns 173 and 3667.
 5689. Radio Interference Suppression Equipment (Subhead F2B)—Demanding Procedure.
 5690. "Stenor" Hose-patching Machines—Suitability for A.C. and D.C. Power Supply.

SECTION 4.—OTHER STORES—NAVAL STORES*, VICTUALLING STORES,
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(*All N.S. Orders not included under Section 3.)

5691. Shipment of Stores in H.M. Ships for Conveyance to U.K. or Between Overseas Ports.
 5692. Supplies of Fresh Provisions to Small Ships.
 5693. Victualling Arrangements, Christmas, 1944.
 5694. Loan of Army Clothing to Naval Personnel in E.M.S. Hospitals.
 5695. Aircraft—Flying Clothing and Ancillary Equipment.
 5696. R.N. Medical Store Depot, Bishopton, Renfrewshire.
 5697. Insecticides containing D.D.T.—Introduction—REPORTS.
 5698. Penicillin, Replenishment of Stocks.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

5699. A.M.S.Is.
 5700. Amendments to Books.
 5701. Aircraft Recognition Multileth Photographs—S.1700 Series.
 5702. B.R. 107—Abolition.
 5703. B.R. 214/44—Drill for 4.7-in. Q.F., Mark IX and IX* Guns on C.P. XIV and XVII Mountings—Issue.
 5704. B.R. 222—Notes on W/T Sets—Contents and Distribution.
 5705. B.R. 368—Establishment of Naval Stores for Sloops, Corvettes (Kittiwake, etc., Types), etc.—List of Errata No. 13.
 5706. { B.R. 980 (D)—O.B. Diag. No. 120A for B.L. 15-in. Gun, Mark I.
 B.R. 980 (U)—O.B. Diag. No. 121A for B.L. 16-in. Gun, Mark I.
 B.R. 980 (Y)—O.B. Diag. No. 122A for B.L. 14-in. Gun, Mark VII, dated July, 1944—Issue.
 5707. B.R. 1059 (Restricted)—Power Drive—Mark 5—Trouble Shooting (O.D.4690)—Issue.
 5708. B.R. 1087 (Restricted)—Drill for 40mm. U.S., Mark I Guns on U.S. Quadruple Mark II Mounting—Issue.
 5709. Chart Outfits in Landing Craft and Barges—Disposal.
 5710. Form S.308—Revision.
 5711. King's Regulations and Admiralty Instructions—Amendments No. 2.

SECTION 6.—SHORE ESTABLISHMENT

5712. Acceptance of Outside Appointments by Permanent Civil Servants.
 5713. Anticipation of Annual Leave by Temporary Civilian Non-Industrial Staff.
 5714. Balance of Civil Pay—Value of Uniform.
 5715. Invasion Committees—Abolition of.
 5716. Use of Admiralty Motor Transport by Naval Personnel for Recreational Purposes in Overseas Commands.
 5717. Vote 8/Sec. II—Classification of Payments to the Petroleum Board for Supplies of Petrol, etc.
 5718. Agreement Workpeople at Naval Establishments Abroad—Paid Sick Leave.
 5719. Firefighting—Foam Apparatus and Water Supplies—Standard Markings.
 5720. Temporary Surgery Assistants—Rate of Pay.
 5721. National Milk Cocoa—NAMCO—Extension of Scheme.

(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.

5612.—Appointment of Governor and Commander-in-Chief, Malta

(M. 2350/44.—26 Oct. 1944)

H.M. The King has appointed Lieutenant General Sir Edmond Schreiber, K.C.B., D.S.O., to be Governor and Commander-in-Chief of Malta. General Schreiber entered on the duties of this office on the 26th of September, 1944.

5613.—After Action Reports

(M. 01547/44.—26 Oct. 1944.)

In order to assist Commanding Officers in furnishing the requisite after action reports, the following list of Fleet Orders, C.Bs., etc., calling for reports, has been compiled.

2. After action reports should, therefore, be furnished in accordance with such of the following instructions as may be applicable :—

Order, etc.	Subject
C.A.F.O. 2489/42, as amended by C.A.F.O. 2602/42.	Damage sustained in action, collision, or from other causes.
C.A.F.O. 415/43, as amended by C.A.F.O. 698/44.	Damage sustained by H.M. submarines in action.
C.A.F.O. 1490/43	H.M. ships damaged. Photographs required from Dockyard or Base Officers.
C.A.F.O. 575/44	Action damage reports—landing ships and craft.
C.A.F.O. 2577/43	Action damage reports—coastal craft
C.A.F.O. 1734/43	Operational reports from coastal forces.
A.C.I., Articles 40 and 45, Mercantile Convoy Instructions, Article 115.	Reports of encounters with U-boats.
C.A.F.O. 973/43, C.A.F.O. 1353/44	Reports of enemy air attacks.
C.A.F.O. 171/44, as amended by C.A.F.Os. 1081/44 and 1261/44.	Air attacks on U-boats by naval aircraft.
C.A.F.O. 1569/43	Torpedo or bombing attacks by naval aircraft.
C.A.F.O. 2200/44	Torpedoes fired in action by H.M. ships.
C.A.F.O. 1954/44, as amended by C.A.F.O. 2019a/44.	Attacks by surface craft on known or suspected U-boats. (Additional to that required by C.A.F.O. 2200/44.)
C.A.F.O. 1870/41; Section "B", as amended by C.A.F.O. 2627/42.	Torpedoes fired by the enemy at H.M. ships.
C.A.F.O. 1968/40	Enemy mines. Information required.
C.A.F.O. 2120/41	Mines cut by paravanes.
C.B. 04031, Chapter 10	Minesweeping reports.
C.A.F.O. 1278/41	Ammunition, torpedoes, depth charges, etc. Expenditure in action.
C.A.F.O. 3937/39	Shell—functioning of, in action.
C.B. 3000 (38), Article 39	Enemy communications and Radar.
C.A.F.O. 1116/43	Inclusion of Radar data in reports of surface action.
B.R. Form U2D (1944), Article 34	Regulations for the security of most secret, secret and confidential books and documents
C.B. 3074/Art. 15	Treatment and handling of prisoners of war in ships effecting capture. (Reports as to numbers of prisoners taken, etc.)

<i>Order, etc.</i>	<i>Casualties</i>	<i>Subject</i>
K.R. & A.I., Article 1135	Reports of casualties to personnel.
A.F.O. 4307/40	Casualties. Notification. Ratings with "Next of kin" in Australia, Canada, Newfoundland, New Zealand, Southern Rhodesia and South Africa.
A.F.O. 3699/41	} Reporting of casualties.
A.F.O. 2709/41	
A.F.O. 2710/41	
A.F.O. 4736/41	
		Casualties—Ratings of R.N., R.N.V.R. (S.A.) and R.M. ranks whose "Next of kin" are domiciled in Union of South Africa. Reports.
<i>Medical</i>		
A.F.O. 3140/41	Medical history of the war—Reports
A.F.O. 2698/42	Wounds and injuries received in action—Reports.
A.F.O. 3627/42	Medical reports on actions.
A.F.O. 4722/42	War photographs of medical interest.
C.A.F.O. 937/42, as amended by 1062/42.		Shell and bomb fragments. Wounding effect of—Reports.

Attention is drawn to C.A.F.O. 306/42 governing the number of copies of operational reports to be forwarded to Admiralty.

(A.F.Os. 2294/44, 2818/44 and 3107/44 are cancelled.)

5614.—Safety Equipment School, Eastleigh—Establishment of an Air/Sea Rescue Section

(A. 67/44.—26 Oct. 1944.)

An Air/Sea Rescue Section has been established at the Safety Equipment School, R.N. Air Station, Eastleigh, in order to provide training for officers and ratings in Air/Sea Rescue.

2. Instruction will be given in the following:—

- (a) Use of Safety Equipment in the Navy, with particular reference to Naval Air/Sea Rescue apparatus.
- (b) Use of V/S, W/T, R/T, and A.S.V., as applied to Air/Sea Rescue.
- (c) Navigation and search exercises.
- (d) Rough water landings, dropping Air/Sea Rescue apparatus, recovery of survivors.
- (e) Carrier based and shore based Air/Sea Rescue organization.
- (f) First aid to rescued survivors.

(A.F.O. 4854/44 is cancelled.)

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

5615.—Honours and Awards—United States Navy

(H. & A. 690/44.—26 Oct. 1944.)

The KING has been graciously pleased to approve the following Honorary Appointments and Awards for services in U.S.S. "Saratoga" in successful Air Strikes against the Japanese at Sabang and Soerabaya:—

Honorary C.B.E. (Military)

Captain John Howard Cassady, U.S.N.

Honorary Distinguished Service Order

Commander Joseph Clinton Clifton, U.S.N.

Distinguished Service Cross

Lieutenant (jg) John Davison Gavan, A-V(N), U.S.N.R.

Mention in Despatches

Lieutenant-Commander Vincent LaForest Hathorn, U.S.N.

Lieutenant-Commander William Everitt Rowbottom, U.S.N.

Lieutenant (jg) Dale Christian Klahn, A-V(N), U.S.N.R.

Lieutenant-Commander Robert George Dose, A-V(N), U.S.N.R.

Lieutenant Clement James Cassidy, A-V(N), U.S.N.R.

Aviation Radioman First Class Herbert Johnson Bulen, U.S.N. (376 20 04).

Aviation Ordnanceman First Class Adam Conrad, Jr., U.S.N.R. (628 21 62).

Aviation Ordnanceman First Class Merle Donald Cooper, U.S.N. (321 75 58).

Aviation Radioman First Class Charles Joseph Day, U.S.N.R. (608 11 49).

Aviation Chief Radioman Duncan Floyd Hallock, U.S.N. (223 70 47).

Aviation Radioman Gerald Bernard Hochderffer, U.S.N. (376 33 41).

Aviation Radioman First Class James Andrew Holmes, U.S.N. (272 65 42).

Aviation Radioman First Class Alva Junior Parker, U.S.N. (382, 86, 88).

Aviation Ordnanceman First Class Joseph Paul Reininger, U.S.N.R. (602, 06 70).

Aviation Radioman First Class Oliver Frank Tarr, U.S.N.R. (628 22 29).

Aviation Ordnanceman Second Class William Henderson Treglown, U.S.N. (386 03 15).

Aviation Machinist Mate Second Class Leland H. Vandiver, U.S.N. (376 41 26).

Aviation Radioman First Class Alfred Douglas Wells, U.S.N. (360 35 56).

Aviation Machinist Mate Second Class William Carroll Winslow, U.S.N.R. (665 22 73).

2. These Appointments and Awards will not be gazetted.

5616.—Honours and Awards—Royal Norwegian Navy

(H. & A. 672/44.—26 Oct. 1944.)

The KING has been graciously pleased to approve the following Awards for gallantry and enterprise shown in special and hazardous operations:—

Distinguished Service Cross

Lieutenant L. Haug, R. Nor. N.

Lieutenant I. O. Eidsheim, R. Nor. N.

Sub-Lieutenant Leif Andreas Larsen, K.K., C.G.M., D.S.M., R. Nor. N.

2. These Awards will not be gazetted.

SEE 5619/44.

*†5617.—Accountant Branch—Change of Title of Branch and Officers

(C.W. 19583/43.—26 Oct. 1944.)

The Board of Admiralty have had under consideration the titles of the Accountant Branch and of the Commissioned, Subordinate and Warrant Officers of that Branch.

2. Their Lordships are of the opinion that the present titles are no longer sufficiently descriptive of the duties of the branch and that their significance though well understood in the Navy, is often not understood elsewhere.

3. With the approval of His Majesty the King, Their Lordships have decided to make the following changes, which become effective forthwith.

4. The Branch will in future be known as "The Supply and Secretariat Branch"; the word "Paymaster" in the rank-titles of officers will be abolished and will be replaced by the suffix (S) after the rank of the officers.

5. The details of the changes in the rank titles of officers are given in Appendix I to this Order and the new appointment titles consequentially to be adopted are given in Appendix II.

6. These changes are applicable to all Accountant Officers, active service, retired and Reserve, except those who are still designated by the pre-1918 titles in the Navy List.

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

APPENDIX I

NEW RANKS IN SUPPLY AND SECRETARIAT BRANCH

Present Rank	New Rank	Abbreviation in Navy List
Paymaster Rear-Admiral	Rear Admiral (S)	R A (S)
<i>Commissioned Officers</i>		
Paymaster Captain	Captain (S)	C (S)
Paymaster Commander	Commander (S)	Cr (S)
Paymaster Lieutenant-Commander	Lieutenant-Commander (S)	L Cr (S)
Paymaster Lieutenant	Lieutenant (S)	L (S)
Paymaster Sub-Lieutenant	Sub-Lieutenant (S)	S L (S)
<i>Subordinate Officers</i>		
Paymaster Midshipman	Midshipman (S)	Mid (S)
Naval Cadet (Accountant)... ..	Naval Cadet (S)	Cdt (S)
<i>Commissioned Officers from Warrant Rank</i>		
Commissioned Writer	Commissioned Writer Officer	Cd W O
Commissioned Supply Officer	Commissioned Stores Officer	Cd S O
Commissioned Cook	Commissioned Cookery Officer	Cd C O
Commissioned Steward	Commissioned Catering Officer	Cd Ct O
<i>Warrant Officers</i>		
Warrant Writer	Warrant Writer Officer	W W O
Warrant Supply Officer	Warrant Stores Officer	W S O
Warrant Cook	Warrant Cookery Officer	W Ck O
Warrant Steward	Warrant Catering Officer	W Ct O

APPENDIX II

TERMS TO BE USED IN DESIGNATING OFFICERS OF THE SUPPLY AND SECRETARIAT BRANCH

Officers of the Branch generally will be referred to as "Supply Officers".

Wherever in K.R. & A.I., A.F.Os. and other official publications the terms "Accountant Officer" and "Accountant duties" are used, the terms "Supply Officer" and "Supply duties" are in future to be used.

Present Title and Short Title	New Title and Short Title
Paymaster Director General P.D.G.	Director General, Supply and Secretariat Branch. D.G.S.
Deputy Paymaster Director General. D.P.D.G.	Deputy Director General, Supply and Secretariat Branch. D.D.G.S.
Assistant Paymaster Director General. A.P.D.G.	Assistant Director General, Supply and Secretariat Branch. A.D.G.S.
Command Accountant Officer C.A.O.	Command Supply Officer ... C. Sy. O.
Fleet Accountant Officer ... F.A.O.	Fleet Supply Officer ... F.S.O.
Staff Accountant Officer ... S.A.O.	Staff Supply Officer ... S.S.O.
Squadron Accountant Officer S.A.O.	Squadron Supply Officer ... S.S.O.
Base Accountant Officer ... B.A.O.	Base Supply Officer ... B.S.O.

Present Title and Short Title	New Title and Short Title
<i>In Ships and Establishments generally</i>	
Accountant Officer ... A.O.	Supply Officer ... S.O.
2nd Accountant Officer ... A.O.II	Deputy Supply Officer ... D.S.O.
Naval Storekeeping Officer N.S.K.O.	Assistant Supply Officer S.O. (S)
Accountant Officer (Stores) A.O. (S)	(Stores).
<i>In R.N. Barracks, Portsmouth, Chatham and Devonport</i>	
Paymaster Captain, Division I, II, etc.	Captain (S), Division I, II, etc.
Accountant Officer, Division I, II, etc.	Captain (S) (Stores)
Paymaster Captain (S)	Commander (S) (G.M.)
Accountant Officer (S)	Accountant Officer (G.M.)
Paymaster Commander (G.M.)	Captain (S)-in-Charge
Accountant Officer (G.M.)	
<i>In (S) Branch Training Establishments and Central Pay Accounting Depots, etc., where an (S) Branch Officer is appointed in Charge</i>	
Paymaster Captain-in-Charge ...	Captain (S)-in-Charge

*†5618.—Supply Ratings—Change in Title

(C.W. 19583/43.—26 Oct. 1944.)

Consequent upon the changes announced in A.F.O. 5617/44, it will be necessary to change the title of Supply ratings, since the retention of the word "Supply" would imply that these ratings dealt with all aspects of the work of the Supply Branch although in fact they deal only with stores.

2. Consequently, Supply ratings will in future be known as Stores ratings, details of the change being as follows:—

Present Title	New Title
Supply Chief Petty Officer ...	Stores Chief Petty Officer.
Supply Petty Officer	Stores Petty Officer (St. P.O.).
Leading Supply Assistant	Leading Stores Assistant.
Supply Assistant	Stores Assistant.
Probationary Supply Assistant ...	Probationary Stores Assistant.

3. The change is to be made in Service Certificates and other official documents as opportunity offers.

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

(A.F.O. 5617/44.)

5619.—Change in Titles

(C.W. 19583/43.—26 Oct. 1944.)

Consequent on the changes in the titles of officers of the Accountant Branch, and the alteration in the title of the Signal Branch to Communications Branch, it has been decided as follows:—

- The title Captain, H.M. Signal School will remain unchanged.
- Signal Boatswains and Warrant Telegraphists will retain their present titles.
- The short title for Admiral (Submarines) will be F.O. (S/m).
- Captains of Submarine Flotillas will be designated Captain (S/m).

2. Any further changes considered desirable with a view to avoiding any possible complications between new and existing titles and designations should be reported.

(A.F.Os. 5256/44 and 5617/44.)

5620.—Examination for Rank of Paymaster Sub-Lieutenant, May, 1944—Results.

(C.W. 58423/44.—26 Oct. 1944.)

The following table shows the results of the examination for the rank of Paymaster Sub-Lieutenant, R.N., held May, 1944:—

Name	Ship's Office Work	Captain's Secy. Work	N.D.A. and C.M. Procedure	Victualing and Naval Stores	Type-writing	Coding and Cyphering	Foreign Language	Optional Subject	Prof. Report Marks	Total	Class
Maximum marks	300	150	150	400	50	50	100	100	100	1,400	1-1,000
Minimum marks	150	75	75	200	20	20	—	—	—	600	2-800 3-600
Taylor, J. C.	276	112	141	299	44	43	68	87	90	1,160	First
Gill, P. B. B.	225	119	135	306	34	41	38	41	85	1,024	First
Golding, M.	259	97	92	249	40	39	88	44	75	983	Second
Jones, A. M.	260	84	108	263	46	45	30	61	72	969	Second
Morris, M. W.	206	80	118	242	38	30	51	53	88	906	Second
Kidd, A. C.	232	75	107	218	40	34	68	39	89	902	Second
Leach, P. D.	198	75	94	236	31	40	79	—	77	830	Second
Hudspeth, P. M.	202	77	105	223	37	27	64	—	87	822	Second
Cleaver, M. O. G.	205	75	96	200	30	42	35	46	84	813	Second
Johnston, D. J. ...	194	75	97	<i>Re-examined Candidate</i> 207	29	31	60	44	71	808	Third†

† Although obtaining sufficient aggregate for a Second Class pass, this candidate has been given a "Third" only, having failed at the first attempt.

***5621.—Competitive Technical Examination for Rank of Warrant Shipwright—
Result of Examination held in April, 1944**

(C.W. 57684/44.—26 Oct. 1944.)

The following candidates were successful in the Competitive Technical Examination for rank of Warrant Shipwright held in April, 1944.

Name	Rating	Official No.	Ship or Establishment
Douglas G. Tann ...	Shipwright, 3rd Class.	P/MX.51013	H.M.S. "Indefatigable"
Edward J. Reeves ...	Shipwright, 3rd Class.	P/MX.51921	H.M.S. "Formidable"
Richard H. Heller ...	Shipwright, 3rd Class.	D/MX.50977	H.M.S. "Sea Hawk"
Peter D. Lawson ...	Shipwright, 3rd Class.	C/MX.51848	H.M.S. "Mary Rose"
Arthur F. Kneebone ...	Shipwright, 3rd Class.	D/MX.50972	H.M.S. "Fabius"
Kenneth R. Stephenson ...	Shipwright, 3rd Class.	D/MX.50978	H.M.S. "Kenya"
Ernest F. Bartlett ...	Shipwright, 3rd Class.	D/MX.49277	H.M.S. "Unicorn"
George E. Cowans ...	Shipwright, 4th Class.	D/MX.58802	H.M.S. "Renown"
Arthur H. Prince ...	Chief Shipwright	P/MX.48801	H.M.S. "Colossus"
William Light ...	Chief Shipwright (Temporary)	D/MX.52417	H.M.S. "Dartmouth"
Frank W. Foster ...	Shipwright, 3rd Class.	D/MX.50118	H.M.S. "Tennyson"
Kenneth V. Burns ...	Shipwright, 3rd Class.	D/MX.51880	H.M.S. "Rodney"
John E. Champion ...	Shipwright, 3rd Class.	D/MX.50119	H.M.S. "Albatross"
Douglas W. Wonnacott ...	Shipwright, 3rd Class.	D/MX.50976	H.M.S. "Furious"
Charles E. Field ...	Shipwright, 3rd Class.	C/MX.51205	H.M.S. "Anson"
Kenneth G. Franklin ...	Shipwright, 4th Class.	P/MX.51922	H.M.S. "Victory"
Horace A. Moor ...	Chief Shipwright (Temporary)	C/MX.48328	H.M.S. "Euryalus"
Edward G. Burgess ...	Shipwright, 3rd Class.	C/MX.50307	H.M.S. "Cyclops"
George W. F. Mockett ...	Chief Shipwright (Temporary)	P/MX.47319	H.M.S. "Marshal Soul"

***5622.—Qualifying Examination for Warrant Ordnance Officer Candidates Who
Have Failed Final Board for Sub-Lieutenant (E)—REPORT**

(C.W. 15669/44.—26 Oct. 1944.)

A.F.O. 5143/44 is to be amended as follows:—

Paragraph 3. *Cancel.*

Paragraph 8. *Amend* "The qualifying examination referred to at 7c above" to read "The qualifying examination referred to at 6c above".

Paragraphs 4-17. To be re-numbered "3-16".

(A.F.Os. 147/44 and 5143/44.)

***5623.—E.R.As. (M.W.) Advancement**

(N. 21944/44.—26 Oct. 1944.)

E.R.As. (M.W.) will serve under similar conditions as regards advancement as E.R.As. (Pattermaker and Moulder) vide K.R. & A.I., Appendix XVII, Part I, No. 28 (F) (1943 Edition). The following rules will be applicable for confirmation in the 4th Class rating:—

- (a) An Acting E.R.A. (M.W.), 4th Class, will be eligible for confirmation after one year's service in his rating provided that he is recommended in all respects for confirmation and holds a certificate from an Engineer Officer or Air Engineer Officer of not less than Lieut.-Commander's rank that he is capable of carrying out supervisory duties in a workshop and has proved himself an efficient workman in his trade.
- (b) Sea service is not a requirement for confirmation as E.R.A. (M.W.), 4th Class.

2. In view of the qualifications required for entry or transfer to the E.R.A. (M.W.) Branch, no professional examination is necessary for Acting E.R.As. (M.W.), 4th Class.

(Commodore, Lee, 7976/A.B./8, 2 Oct. 1944.)

(K.R. & A.I., Appendix XVII, Part I.)

(A.F.O. 1167/43 is cancelled.)

5624.—Combined Operations and R.M.L.C. Personnel—Annual Assessment of Character and Efficiency on 31st December, 1944

(N/C.O.P. 4328/44.—26 Oct. 1944.)

The character and efficiency assessments awarded to Combined Operations and R.M.L.C. personnel on the 31st December, 1944, are to be noted in the "Remarks" column of Forms S.1039, for the payments made on or about 29th December, 1944, and 12th January, 1945.

2. Accountant Officers from whom money is being drawn for payment to Combined Operations ratings on or about 29th December, 1944, and 12th January, 1945, are to bring this Order to the notice of Commanding and Flotilla Officers.

(A.F.O. 5169/43 is cancelled.)

5625.—H/F D/F Manning—Operators for Ships Newly Fitted and for Ships Proceeding to the Eastern Theatre

(N. 23330/44.—26 Oct. 1944.)

Commanding Officers of H.M. ships being fitted with H/F D/F are to make an application to the Commodore of their manning depot, quoting this Order, for three Telegraphist (S) Ratings, additional to complement, to man this equipment. Applications are to include the type of H/F D/F set being fitted.

2. Prior to sailing from the United Kingdom to the Eastern Theatre, Commanding Officers of ships fitted with H/F D/F are to ensure that all Telegraphist (S) Ratings borne are qualified in Japanese morse. An application is to be made to the Commodore of the ship's manning depot, quoting this Order, for the relief by Telegraphists (S) (Star) of any ratings not so qualified.

(C.A.F.Os. 1953/43 and 1157/44.)

5626.—Complement Amendment

(N. 25164/44.—26 Oct. 1944.)

The following amendment is to be made to the Schemes of Complement of Ocean Escort Trawlers (including Northern Class), A/S M.S./A.S and Coastal Escort Trawlers, all issued with Admiralty Letter N. 3492/43 of 23 March, 1943, and subsequently amended:—

Insert: new note * to read:—

* When 31 or more lamps are carried, add 1 Acting Lamptrimmer (without substantive increase).

See AFO 2677/45. **5627.—Complement Amendment**
H.M. Minesweepers—"Algerine" Class

(N. 22475/44.—26 Oct. 1944.)

The following amendment is to be made to the Scheme of Complement of H.M. ships of "Algerine" class (private ships), issued with Admiralty Letter N/P.M. 8594/40 of 28 May, 1941:—

Insert:—(e) Sick Berth Attendant.

"(e) When on a foreign station, a Sick Berth Attendant is allowed in two ships of the Flotilla, additional to the S.B. ratings in the S.O. and 2nd S.O. ships."

(C.-in-C. Mediterranean, submission No. 5637/Med. 658/7/16 of 5 Sep. 1944.)

5628.—Cable Ship Transferable Agreement

(N. 14759/44.—26 Oct. 1944.)

The following amendment is to be made to A.F.O. 251/44:—

Appendix II—

Insert after Storekeeper—

Column (1)	(2)	(3)	(4)
Leading Seaman	... £14 11s. 0d.	£4 0s. 0d.	Leading rate.

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

N.O. 123/45 **5629.—W.R.N.S.—Promotion of Third Officers**

(C.W. 48321/44.—26 Oct. 1944.)

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

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

(i) Cypher staffs of 4-7	... One Second Officer will be allowed.
(ii) Cypher staffs of 8-19	... Heads of Watches to be Second Officers.
(iii) Cypher staffs above 20	... Heads of Watches and Deputy Heads of Watches to be Second Officers. One Second Officer may also be borne in every subsequent 5 officers over 20. Civilians are not to be included in total numbers for the purpose of deciding the proportion of Second Officers, W.R.N.S., to be allowed.

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

Recommendations for Promotion

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

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

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

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

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

8. *All Third Officers.*—Recommendations for those Third Officers not now eligible or not yet recommended may be forwarded quarterly as they become eligible in accordance with the procedure laid down in A.F.O. 2837/44.

9. *Types of Posts :—*

Captain's Secretary.
 Secretary to Officer-in-Charge of large establishment.
 Secretary to N.C.S.Os. at the larger ports.
 Secretary to Officers-in-Charge of D.E.M.S. at the larger ports.
 Secretary to Chief Staff Officer.
 Secretary to Extended Defence Officer at the larger ports.
 Extended Defence Officer—Watchkeepers.
 Section Officer in the office of a Commander-in-Chief.
 Section Officer in the office of a Flag Officer-in-Charge or Naval Officer-in-Charge.
 Section Officer in large pay offices.
 Sub-Accountants at outlying Naval establishments.
 Officers employed on important operational duties.
 Routeing Officer (N.C.S.).
 Duty Signal Officer.
 Assistant Signal Officer.
 Officer-in-Charge of the larger fleet mail and censorship offices.
 Assistant to Staff Officer, A.R.P.
 Assistant to Drafting Officer.
 Officer-in-Charge of certain Naval offices (e.g. personnel office).
 Officers engaged on instructional duties.
 Flag Lieutenant or Personal Assistant to Flag Officer or Commodore.
 Officer-in-Charge of certain C.B. appointments.
 Senior Torpedo Assessor where more than one officer is employed.
 Officer-in-Charge of both T.A.T. and assessing on a Fleet Air Arm Station.
 Assistant Staff Officer (Intelligence).
 Officers engaged upon meteorological duties at Naval Air Stations.
 Secretary to Maintenance Captain.
 Secretary to Engineer-Captain or Captain (E) in charge of an establishment.
 Staff Officers of the Naval Air Fighting Development Unit and Naval Fighter Interception Unit and of squadrons whose I.E. (initial equipment) is 30 or more, or whose T.S.A. (Training Squadron Aircraft) is 45 or more.
 Personnel Selection Officer.
 Secretary to Superintending Inspectors of Degaussing (where the Superintending Inspector carries the confirmed rank of Captain).
 Secretary to Assistant Superintendent of Degaussing (where the Assistant Superintendent carries the confirmed rank of Captain).
 Captain's Assistant Secretary at Naval Air Stations where the number borne for victuals exceeds 2,000.
 Officer-in-Charge of the larger Fleet Mail or Censorship offices.
 Officer-in-Charge of Safety Equipment at Naval Air Stations.
 Officers borne as Advisers on Messing in Coastal Force Craft (A.F.O. 23/44).
 Catering Officers (A.F.O. 4356/44).

(A.F.Os. 1369/42, 23/44, 2837/44 and 4356/44.)

(A.F.Os. 550/44, 945/44, 1075/44, 1341/44, 2572/44, 3649/44, 4080/44 and 4231/44 are cancelled.)

See AFO 1050/mo.
 See AFO 3877/45.
 " " 371/45.

5630.—W.R.N.S. Drafting Records—Standardization

(N.23582/43.—26 Oct. 1944.)

See AFO 3251/46

W.R.N.S. records are to be standardized in all commands as from 1st November, 1944, and the following cards are to be kept :—

Command index card	...	...	S. 1578
Ship's card	...	...	B. 265 (already in use)
Advancement card	...	...	B. 264 (already in use)
Foreign Service card	...	...	S. 1577

2. *Command index card.*—(i) For mobiles, these cards are to be initiated by the New Entry Establishments, i.e., Central Training Depots, and, for immobles, by the appropriate drafting authority (see Appendix).

(ii) Cards for categories other than those centrally drafted are to be forwarded from new entry establishments to the Superintendent, W.R.N.S., of the Command to which recruits are drafted. The cards are to be filed alphabetically and maintained by entries from Forms S.161(W), S.165(W), S.442, S.1124 and B.13(W). If ratings are subsequently drafted to another command, the relevant Command index cards are to be transferred to the Superintendent of the new Command. "Dead" cards may be made and retained for ratings who leave the Command.

(iii) Cards for centrally drafted categories are to be prepared in duplicate. One is to be forwarded to the Superintendent of the Command in which the rating is serving and one to the appropriate drafting authority (see Appendix), who will maintain it in the same way as the card kept by the Command Superintendent concerned.

(iv) When a rating is promoted to officer rank, her command index card (or cards) is to be forwarded to the Director, W.R.N.S. (Officers' Appointments Department).

3. *Ship's card.*—This card is to be initiated by the drafting authority on receipt of the Command index card, and is to be forwarded from one drafting authority to another on transfer between Commands.

4. *Advancement card.*—This card is to be initiated by the drafting authority on receipt of the Command index card, and is to be forwarded from one drafting authority to another on transfer between Commands, except in the case of ratings belonging to centrally drafted categories.

5. *Foreign service card.*—(i) As from 1st November, 1944, this card is to be used and maintained by drafting authorities for all serving personnel in the following classes :—

- All mobiles other than those who have claimed exemption from overseas service.
- All immobile volunteers for overseas service.

(ii) Also as from 1st November, 1944, this card is to be initiated for all new entries by the new entry establishments. It is to be forwarded to the appropriate drafting authorities who will maintain it and pass it on to the new drafting authority in the event of transfer to another Command.

6. *Remustering.*—When ratings are drafted to a Training Establishment or Holding Depot to take a new course or for other reasons and their pay accounts are transferred to the books of the Training or Holding Establishment their record cards are to be sent to the appropriate drafting authority. If, however, they are only lent for a course and are to return definitely to their original Command, the cards are to be retained in that Command.

7. *Forms S.161(W) and S.165(W).*—These forms have now been instituted and are to be rendered by Accountant Officers for all changes affecting W.R.N.S. personnel immediately they occur. Care is to be exercised to ensure that categories are recorded under the precise nomenclature laid down in relevant A.F.Os., e.g. Writer (General) and not Writer (G).

The forms are bound in triplicate and are to be rendered as shown below :—

(A) *S.161(W)* is to be rendered :—

Original to Director, W.R.N.S. (to be passed after action to Naval Branch, Statistical Section).

Duplicate to Superintendent, W.R.N.S. of Command.

*Triplicate to drafting authority (*see* Appendix) in the event of the following changes :—

(i) *All changes in rating*, including acting ratings granted temporarily and reversions therefrom. The award of lower specialized and higher specialized and unspecialized rates of pay and changes in progressive pay should also be reported, e.g., Wren "over 3 years" to Wren "over 6 years" in abbreviated form, thus: Wren (3) to Wren (6). In the case of reduction in rating, the cause is to be stated, e.g., reverted, disrated, etc., and the progressive rate in the new rating shown.

(ii) *New category.*

(iii) *New name on marriage.*

(iv) *New branch* (mobile or immobile).

(v) *Promotion to officer*, reported "Run" or discharge.

The cause of discharge of W.R.N.S. ratings is to be reported under one of the following headings :—

(a) Promoted to officer (rank to be stated).

(b) D.D. (whether or not as result of enemy action to be stated).

(c) Invalided. Whether B.N.P.S. or P.U.N.S. (final date of discharge to be stated).

(d) Reported "Run".

(e) Deserted.

(f) To shore (cause to be stated).

(vi) *Good conduct badges*.—Number of badge and whether granted, deprived or restored to be stated.

(vii) *Next of kin.*

(B) *S.165(W)* is to be rendered on entry of all W.R.N.S. personnel in a ship or tender and on discharge to and re-entry from unpaid leave, as follows. Official numbers and christian names are invariably to be shown :—

Original to Director, W.R.N.S.

Duplicate to Superintendent, W.R.N.S.

*Triplicate to drafting authority (*see* Appendix).

8. *Personal papers*.—(i) These consist of the following :—

Application forms.

Interview and reference forms.

Personal letters and requests.

(ii) These papers are to be kept by the appropriate W.R.N.S. Superintendent, and may be transferred from one Command to another. Superintendents may, however, delegate to chief or unit officers the duty of keeping these papers where this is more convenient.

(iii) The personal papers of volunteer entrants are to be kept in the special buff jacket provided (Form S.1576). The existing pink jackets are to be used for National Service Act entrants.

(iv) Official papers (*i.e.*, interview and reference forms and copies of requests for change of category, etc.) are to be kept on the right hand side of the jacket. Personal letters, etc., are to be kept on the left hand side.

9. Supplies of the necessary "S" and "B" forms should be demanded from the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, N.W.10.

Appendix

The drafting authority is the Superintendent, W.R.N.S., of the Command to which a W.R.N.S. rating belongs, except in respect of the categories shown below, for which, unless otherwise indicated, the authority is the Superintendent, W.R.N.S., of the Command named :—

Category	Drafting authority
All air categories	Commodore, R.N. Barracks, Lee-on-Solent.
Cinema operator	Nore.
Classifier	Nore.
Gunnery control	Portsmouth.
Gunnery Experimental Assistant	Portsmouth.
Q.O.	Portsmouth.
Q.O. (L.C.)	Portsmouth.
Radar Operator	Portsmouth.
Ship Mechanic (L.C.)	Portsmouth.
Special duties (Linguist)	Officer-in-Charge, R.N.T.E., Southmead.
Special Operator	Portsmouth.
Submarine Attack Teacher	Portsmouth.
(T)	Portsmouth.
Writer (R.M.)	Plymouth.

*To be sent to the Home Drafting Authority for personnel serving overseas.

(A.F.Os. 4933/42, 5666/43 and 6049/43 are cancelled.)

***5631.—Sick Berth Attendants—Increase of Pay after 3 or 6 years' Man's Service**
(N. 25814/44.—26 Oct. 1944.)

With reference to K.R. & A.I., Appendix XVII, Part 1, No. 110, the requirement that Sick Berth Attendants must have passed finally for the Leading Rate before being granted increase of pay after 3 and 6 years' man's service is withdrawn.

2. The consequent adjustments in the accounts of men now eligible for increases of pay are to be antedated to the date on which the qualifying period of man's time was completed.

(K.R. & A.I., Appendix XVII, Part 1, No. 110.)

5632.—Royal New Zealand Navy Liaison Accountant Officer in United Kingdom—Appointment and Duties

(C.W. 27368/44.—26 Oct. 1944.)

Paymaster Lieutenant J. R. W. Kear, R.N.Z.N., has been appointed as R.N.Z.N. Liaison Accountant Officer in the United Kingdom. He is attached to the New Zealand Naval Affairs Office, London.

2. The duties of the R.N.Z.N. Liaison Accountant Officer are to include :—

(a) Examination of the pay accounts of N.Z. personnel.

(b) Advising R.N. Accountant Officers on questions relating to New Zealand pay and allowances.

(c) Visiting H.M. Ships and Establishments when directed to satisfy enquiries and accounting difficulties of N.Z. personnel.

(d) Examination of Transfer Lists of personnel drafted from R.N. Ships to R.N.Z.N. ships, to ensure that accounts are correct at date of transfer and to avoid adjustment involving reference to the United Kingdom after arrival in New Zealand.

(e) Examination of ledger extracts of N.Z. personnel rendered to the N.Z. Naval Affairs Officer for errors of principle.

3. R.N. Ships and Establishments are requested to give every assistance to the R.N.Z.N. Liaison Accountant Officer in the fulfilment of his responsibilities.

(A.F.O 2053/44.)

5633.—South African Naval Forces Seconded to Royal Navy—Pay of Midshipmen S.A.N.F.(V)

(C.W. 58661/44.—26 Oct. 1944.)

With reference to A.F.O. 3022/43, Appendix I, paragraph 1, the Government of the Union of South Africa has decided to increase the daily rate of pay of Midshipmen, S.A.N.F.(V) to 8s.

2. Payment is to take effect from 1st June, 1943.

3. A.F.O. 3022/43 is to be amended accordingly.

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

5634.—Radar Ratings

(N. 19630/44.—26 Oct. 1944.)

The rates of substantive pay shown in Tables A and B of A.F.O. 5394/44 are to be amended to read as follows:—

	s.	d.
L.S. (Radar) R.C.	4	7
L.S. (Radar) R.C.(P)	4	7
A.B. (Radar) R.C.	3	3
A.B. (Radar) R.C.(P)	3	3
L.S. (Radar) R.P.	4	7
L.S. (Radar) R.P.(P)	4	7
A.B. (Radar) R.P.	3	3
A.B. (Radar) R.P.(P)	3	3

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

5635.—Discharge or Temporary Release from Service—Issue of Certificates, etc.

(N./M.D.G. 18365/44.—26 Oct. 1944.)

The following amendment to A.F.O. 3679/43 is promulgated:—

Paragraph 3.—Form S.1558 together with Board of Trade Form C.R.S.C.1 (application for a supplementary issue of clothing coupons) is to be issued to every Naval or W.R.N.S. rating or R.M. rank finally discharged or indefinitely released from service, before leaving H.M. ship or establishment. Responsibility for the issue of these forms and the Naval food ration card referred to in paragraph 4 for personnel invalided, rests with the S.M.O. of the hospital or sick quarters, except in the case of R.M. other ranks who may be transferred to their headquarters for final discharge; in the latter cases the Commandant of the R.M. establishment is responsible for issuing the forms, etc. Form S.1558 is the only form on which the Registrar General's Department will issue a National Registration Identity Card, on which the issue of food and clothing ration books will depend. It is important that there shall be no duplication in the issue of this form.

Paragraph 5(a).—Form S.1559 is a temporary certificate of discharge designed to prevent the individual getting into difficulties with the police pending receipt of the service certificate. It is to be issued to all Naval ratings and W.R.N.S. ratings on final discharge if the service certificate is not available. It is to be withdrawn when the rating's service certificate is sent to him or her and an addressed envelope for this purpose should accompany the service certificate when despatched. In invaliding cases the envelope is to be attached to the service certificate together with a slip informing that rating that "Form S.1559 is to be returned to the Depot at once in the attached addressed envelope". The envelopes and slips are to be attached to the service certificates by the depots before the service certificates are forwarded to the Ministry of Pensions, Liaison Office, c/o D.N.A.3, Bath. Forms returned by ratings are to be retained in the ship or establishment in which received for a period of 6 months and then destroyed.

2. Several instances have come to notice of failure to issue Naval food ration cards—

- (a) For the period of seven days on discharge or indefinite release;
- (b) for specific periods of temporary release from service.

These omissions cause a great deal of correspondence and Commanding Officers of H.M. ships and establishments are to ensure that the provisions of paragraphs 3, 4 and 8 of A.F.O. 3679/43 are thoroughly understood by officers and others concerned with the arrangements for personnel discharged or temporarily released from service.

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

5636.—Coastal Forces Personnel—Irregularity of Punishment

(N.L. 16818/44.—26 Oct. 1944.)

It has come to notice that the provisions of K.R. & A.I., Article 578, Clause 1, are not being strictly complied with in certain small craft. This may be due in part to a reluctance on the part of Commanding Officers who are not authorized to award No. 14 punishment (vide K.R. & A.I., Art. 536 (f)) to bring leave-breakers before the Commanding Officer of the parent ship.

2. Similarly instances have occurred of punishments awarded by Commanding Officers of small craft not being entered on the conduct sheets of the ratings concerned.

3. The attention of all Commanding Officers of small craft is directed to the importance of complying with K.R. & A.I., Article 578, which requires that every case of proved absence must, if punished at all, be punished with mulcts of pay on the appropriate scale, and to the necessity for noting on conduct sheets all punishments awarded.

(K.R. & A.I., Articles 536 and 578.)

A.F.O. 5867/44
***5637.—Artificer Apprentices—Recommendation of Candidates with Service Claims**

(N. 25424/44.—26 Oct. 1944.)

The next Open Competitive Examination for the entry of Artificer Apprentices in the Engine Room, Electrical, Ordnance and Air Branches of the Royal Navy will be held in April next, successful candidates being entered in July, 1945.

2. Candidates must be between the ages of 15 and 16 on 1st May, 1945.

3. A limited number of candidates with Service claims who reach the qualifying standard in this examination will be nominated for entry by the Lords Commissioners of the Admiralty from the list of candidates recommended by Commanders-in-Chief at home and abroad, the Admiral Commanding Reserves, Flag Officers Commanding in Home Waters, the Engineer-in-Chief of the Fleet, the Adjutant-General, Royal Marines, and the Flag Officer, Naval Air Stations. These candidates must be the sons of Commissioned Officers, Warrant Officers, Chief Petty Officers, Petty Officers, or 1st Class Petty Officers, Royal Navy; or the sons of Commissioned Officers, Warrant Officers or Non-Commissioned Officers of or above the rank of Sergeant, Royal Marines; or the sons of Clerks, Draughtsmen, Inspectors and Foremen of the Artisan branches, or skilled Artisans of H.M. Dockyards not below the grade of Chageman.

4. Service nominations are restricted to:—

- (a) Boys whose fathers are dead,
- (b) Boys whose fathers have been invalided or who have, for some similar reason, strong claims to special consideration on compassionate grounds.
- (c) Boys whose fathers can show long and faithful service, or other such sound reasons for consideration.

5. In allotting Service Nominations, Their Lordships' preference will be given (within category (a) in paragraph 4) to orphans whose fathers have been killed in action, or have been lost at sea on active service, or killed on duty, or have died of wounds in action or injuries received on duty within six months from the date of such action or injuries. Boys who are ineligible solely because their fathers were below the rank or grade specified in paragraph 3 may be included in the recommendations for nomination if considered deserving and suitable candidates. Their names will be considered after those candidates mentioned in paragraph 3.

6. In exceptional circumstances, officers and men holding the ranks mentioned in paragraph 3 may apply for a recommendation for boys to whom they stand in the position of guardian. Independent and satisfactory evidence that the boy has been brought up by his guardian for five years or more should be forwarded with the recommendation.

7. It is desirable that individual applications should be in the hands of the authorities quoted in paragraph 3 by *1st December*, to facilitate action in compliance with the following paragraph:—

8. Lists of recommendations *must* reach the Secretary of the Admiralty by *1st February* next, and in order that each boy recommended may receive proper consideration, the following particulars are to be given:—

Candidates—

- (1) Full name.
- (2) Date of birth.
- (3) Home address.

Claim to consideration—

- (1) Father's full name.
- (2) Rank or rating (O.N. or Divisional No. to be stated).
- (3) Length of service (excluding time below the age of 18).
- (4) Medals and decorations held by father; any notation or meritorious service or other special commendation.
- (5) If father is dead, date of death and, if death occurred while serving or within six months of wound or injury received on duty, particulars of the cause of death.
- (6) If father is alive, but not now serving, particulars of the date and cause of discharge, age on discharge, and present employment.

Family Circumstances—

- (1) Number and ages of other dependent children (*i.e.* excluding candidate).
- (2) Any other particulars (*e.g.* if mother a widow or has married again).

9. An application for a Service nomination does *not* in itself constitute an application for admission to the examination. The application to take the examination must be forwarded by the candidate himself to the Civil Service Commission, New Court, Trinity College, Cambridge, in accordance with the regulations issued by that department. Applications should reach the Civil Service Commission, at the latest, by *15th January, 1945*.

5638.—H.M.S. "Victory"—Pay Divisions

(M/N 24396/44.—26 Oct. 1944.)

The pay accounts of personnel borne on the books of H.M.S. "Victory" are maintained in Pay Divisions as shown below:—

H.M.S. "Victory I" ...	Seamen.
H.M.S. "Victory II" ...	Engine-room and miscellaneous ratings.
H.M.S. "Victory III" ...	Tenders to "Victory", Prisoners of War and Missing Personnel, W.R.N.S.
H.M.S. "Victory IV" ...	Officers, Communication Ratings, Radio Mechanics.

2. The postal address of the Accountant Officers, H.M.S. "Victory I" (Floor 5), II (Floor 6), and III (Floor 3) is now:—

Commercial Chambers,
Commercial Road,
Portsmouth.

The postal address of the Accountant Officer, H.M.S. "Victory IV" remains:—
Leydene House,
Near Petersfield,
Hants.

(A.F.Os. 997/43 and 2981/44 are cancelled.)

5639.—H.M.S. "Excalibur"—Transfer of Training Functions to H.M.S. "Raleigh"

(N/N.T. 107/44.—26 Oct. 1944.)

Training, now carried out in H.M.S. "Excalibur," *i.e.*, training of C.W. Candidates and Petty Officers' Courses, Parts I and II, is being transferred to H.M.S. "Raleigh."

2. All training in H.M.S. "Excalibur" will cease on 11th November, 1944.

5640.—Information About the War in the Far East

See A.F.O. 1667/45 (N/D.P.S. 765/44/P.—26 Oct. 1944.)

It is clear that there is a growing interest in the Royal Navy in the war in the Far East, and a desire for information about its causes and the progress of the campaign. The arrangements available to provide this information have been collated and are promulgated below.

2. *Lecturers* (*see* A.F.O. 3821/44).—It may be practicable for Flag and Commanding Officers abroad to arrange similar lectures by experts on Japan and the Pacific War to be given to ships' companies. Lectures by British, Dominion or Allied Officers, of any Service, who have taken part in actual fighting against the Japanese are likely to prove of particular interest and value.

3. *Material for Lectures by Ships' Officers.*—(a) A number of back issues of "Current Affairs" and "War" contain suitable material for lectures on the Far East. The bulk stock of all back numbers of these pamphlets has, however, been destroyed by enemy action, so that copies cannot now be supplied to ships not already holding them. It is strongly advised that future issues of these valuable publications should be carefully preserved in H.M. ships and establishments, as even in normal circumstances they are in short supply.

(b) Twelve lectures about the war against Japan, edited for use by discussion groups, will shortly be distributed as a B.R. entitled "The Enemy Japan" (B.R. 1212).

4. *Supply of Maps* (*see* A.F.O. 5233/44).

5. *Instructional Films.*—A number of films about the Japanese War are being issued to instructional film libraries: information about each one will be promulgated in A.F.Os. in the ordinary way. Where additional 35-mm. copies of the films can be used they may be demanded from D.N.T., Admiralty. At present it will not be possible to supply additional 16-mm. copies. Certain of these films have been well received at cinemas on shore solely on their entertainment value, but because they deal with the war they have been excluded from the R.N. Film Corporation's recreational programmes. They are therefore issued as instructional films for showing in working hours as desired.

6. *Books.*—Arrangements are being made for books about the Far East to be distributed to all ships' libraries. Commanding Officers are requested to give publicity to the receipt on board of these books.

7. *Pamphlets.*—Pamphlets about the Far East will be distributed from time to time with the A.B.C.A. map review. They are intended to serve two purposes—

- (i) To provide factual information and ideas for officers preparing talks.
- (ii) As literature for officers and men wishing to read about the Far Eastern war for their own information.

Their distribution in ships and establishments must be arranged with *imagination and care* if they are not to be wasted.

(A.F.Os. 3821/44 and 5233/44.)

5641.—Education in Current Affairs

(N. 12695/44.—26 Oct. 1944.)

See A.F.O. 123/45.
25/45
"Part of the following instructions collate and amplify previous A.F.Os. on this subject.

2. Previous orders have emphasized that men and women in the Royal Navy should be given up-to-date information on, and encouraged to think about, the causes and progress of the war, current and post-war problems, and their own duties and responsibilities as citizens. Understanding of these matters helps to dispel the widespread apprehension which is being felt about post-war difficulties of settlement and readjustment, and will, therefore, improve discipline and morale. It is

important that Commanding Officers should make the encouragement of interest in current affairs and the conduct of discussion groups their personal concern, and it is the duty of all officers to assist.

3. Their Lordships recognize with satisfaction that, often under difficult conditions, a great deal is already being done to further these objects; in particular, adult education, including discussion groups, now forms part of the normal working routine throughout one extensive Command, and in large numbers of ships and establishments in other Commands. The success of these measures encourages Their Lordships to believe that it is now possible for them to be extended to many more serving men and women during working hours. The amount of time which can be devoted to this work will vary, but the normal minima to be aimed at in shore establishments should be:—

- (a) In training establishments, including those for officers—1 hour a week; and
- (b) In other establishments—1 hour a fortnight, where this does not interfere with essential work.

In ships, the conditions of active service and the lack of adequate space are severe handicaps, although these are to some extent balanced by the higher proportion of officers and less frequent changes of personnel. The amount of time allocated must be governed by operational commitments, but in periods of operational inactivity it may be practicable to spend on current affairs not less than the minimum for shore establishments.

4. It is desired to extend the scope of these activities as rapidly as possible to include all Naval personnel, and ships and establishments should endeavour to achieve this at an early date.

5. The activities involved comprise talks on war experiences, lectures, war and news commentaries, current affairs films, brains trusts, quizzes, classes, discussions, etc. The extent to which each is used must depend on local circumstances, but in general the most valuable are those which ensure the active participation of the audience.

Talks and Lectures

6. Talks and lectures should serve the double purpose of giving information and of stimulating thought. A considerable part of the available time should be devoted to questions, and, if the audience is not too large, to discussion. Lectures on ships' broadcasting systems have proved useful but suffer from the disadvantage that discussion is impracticable. Special material about the war against Japan will shortly be distributed as a B.R.

7. Talks given by officers on their experiences, particularly in other theatres of war, and on the progress of the war in general, are always appreciated. Talks by members of the Army, the R.A.F., and the Allied Services, who have taken part in operations, are of the greatest value in counteracting ill-informed criticism and in fostering the spirit of co-operation between the services.

8. Civilian lecturers are available to speak on a wide range of other subjects of general interest (A.F.Os. 1525/43, 3821/44 and 5640/44).

9. Abroad there is often ignorance and anxiety about conditions at home, and talks by responsible persons who have recently been in the United Kingdom should be encouraged.

10. It is important that the provisions already outlined by the Government for reconstruction and employment in the post-war period should figure prominently in discussions and talks. White Papers and pamphlets on these matters have already been distributed to ships and establishments which have information rooms, but these questions are too involved to be readily understood by the average rating without assistance.

Discussion Groups

11. Special importance is attached to the informal discussion of current affairs by officers of all branches with groups of ratings with whom they normally work in close contact. It is generally agreed, by those who have had experience of them, that well-run discussions provide an effective means of arousing interest and of

strengthening mutual understanding between officers and men. Before an officer can conduct discussions, he will normally require training. In dealing, for example, with questions which have political or ethical implications he will have to ensure that all sides are presented in a factual and tolerant manner, and that discussions do not degenerate into arguments on party or sectarian lines. Experience has shown that the average officer can become an efficient leader of a discussion group.

12. Courses arranged on Current Affairs by Commanders-in-Chief, and similar courses held by the other Services, by University Authorities, and by the Royal Institute of International Affairs, are most valuable. It is hoped that the number of such courses in Commands will be considerably increased. When Administrative Authorities are arranging such courses for officers in their commands, it is suggested that they should preferably be conducted under the direction of a senior executive officer responsible to the Commander-in-Chief or Flag Officer for administration, such as the Captain of the Fleet or Maintenance Captain. They will be supplemented by the Current Affairs Course at the Royal Naval College, Greenwich, details of which have been promulgated in A.F.O. 5010/44. Although courses should be arranged to deal with as many aspects of adult education and current affairs as possible, special attention should be paid to discussion group technique. Their Lordships consider that the majority of officers should be able to conduct discussions with their own ratings, but desire that in the first place Commanding Officers will select for training those officers whom they consider most suitable to undertake the work. Suitable ratings should be allowed to attend such courses as are open to them. Officers and ratings who attend these courses should be treated as being on duty.

13. In establishments where the proportion of officers to ratings is lower than the normal, additional schoolmasters may be asked for. Ratings may be used as speakers, or to lead discussions, provided that an officer is in charge.

14. Briefing material is already available in W.I.R., the A.B.C.A. pamphlets "Current Affairs", and "War", the "British Survey", the British Way and Purpose pamphlets, etc. The supply of films on current affairs, which provide interesting matter for discussion, is being augmented. A booklet on Adult Education is in preparation.

News and Information Rooms

15. The methods of dealing with current affairs referred to above should be supplemented by a full use of the news services, maps, exhibitions, etc.

16. *News*.—This includes broadcasting, newspapers, periodicals and news films. Listening to B.B.C. talks should be encouraged. Duplicated copies of news bulletins are more interesting if they are edited, if care is taken over lay-out and legibility, and if maps are available. Rough sketch maps showing the position of places mentioned in the news are easily drawn and are often at least as informative as printed maps. Material of this kind should be displayed on information notice boards.

17. *Information Rooms*.—In ships, establishments, and in bases for small ships and craft, a room in which the ship's company will find information presented in an attractive form will be most valuable. It should be a quiet room well stocked with suitable literature, in which men can read and write in reasonable comfort. On the walls should be war maps, diagrams, photographs and cuttings from the more reliable newspapers and illustrated periodicals, to give a vivid picture of current events. The room could also be used for the library. The appreciation by ships' companies of the many information rooms already established has been proved by the increasing use which is being made of them, and by the voting of money from canteen and similar funds to improve the facilities and amenities.

18. *Books, Maps, etc.*, may be obtained from Command Education Officers. Occasional distribution without demand is also made with the A.B.C.A. map review.

19. Experience has shown that where time has been allocated during working hours to Current Affairs the demand for voluntary activities during non-working hours has increased.

(C.A.F.O. 1025/43 and A.F.Os. 1525/43, 5299/43, 284/44, 3821/44, 4071/44, 5010/44 and 5640/44.)

(C.A.F.Os. 2206/42 and 588/44 are cancelled.)

***5642.—Statutory Adoption of Children—Payment of Marriage Allowance During Probationary Period**

(N. 4648/44.—26 Oct. 1944.)

Hitherto children's allowance has been issuable in respect of statutory adopted children only from the date of the Order effecting the adoption.

2. It has been decided, with effect from 4th May, 1944, that payment may be made from the date on which a child is placed in a rating's household by a recognized adoption society or authority, or, alternatively, where the agency of a society has not been enlisted, the date on which formal application for an adoption order is made to the Courts, provided in both instances the child is maintained entirely at the expense of the rating, and that no other payment is in issue from public funds in respect of the child.

3. Claims in respect of such children should be made to the Director of Navy Accounts or the Commandant of the Royal Marine Division as the case may be, supported by a signed statement that the child is being maintained at the expense of the rating and the following information:—

- (a) Name of child and its date of birth;
- (b) date the child was placed into rating's household by the adoption society, or application made to the Court for an adoption order; and
- (c) the name and address of the adoption society, other authority, or Court, concerned.

4. Children's allowance ceases to be payable when a child leaves the household of a rating with a view to its statutory adoption and he no longer maintains it, and the rating is required to report through his Commanding Officer to the issuing authorities any instance of this kind with details immediately the child leaves the household.

(K.R. & A.I., Art. 1767 (7) (s)).

5643.—Clothing Rationing—Return of Coupons Received and Issued

(V. 11/5604/44.—26 Oct. 1944.)

Accountant Officers of H.M. ships and establishments in the United Kingdom normally holding stocks of clothing coupons and books should render their monthly statement of issues as from 1st November, 1944, on a new standard form which will cancel Appendix D of A.F.O. 5817/43.

2. These forms will be forwarded by the Board of Trade without demand and will be available in pads providing a carbon copy for the use of Accountant Officers.

(A.F.O. 5817/43.)

***5644.—The Royal Naval Benevolent Trust—Grand Fleet and Kindred Funds**

(N. 23702/44.—26 Oct. 1944.)

The Royal Naval Benevolent Trust (R.N.B.T.) is a voluntary benevolent organization constituted by Royal Charter granted in 1922 by His late Majesty King George V. It is administered by a Central Committee and Local Committees at Chatham, Devonport and Portsmouth.

2. The Central Committee consists of five Governors, the President and the Honorary Treasurer, who are ex-officio members, three nominated ordinary members who are officers, and twelve serving and three ex-serving men elected by the Local Committees.

The Governors are the Commanders-in-Chief, Portsmouth, Plymouth, and the Nore, the General Officer Commanding Royal Marines, and one Governor appointed by the Admiralty.

The President who presides over meetings of the Central Committee, is appointed by the Admiralty, and the honorary Treasurer is elected by the Central Committee.

3. Each Local Committee consists of four nominated advisory members, who are officers, and thirty ordinary members, of whom twenty-five are serving and five ex-serving men. The Chairman and Honorary Officials are elected from the ordinary members.

4. There are special committees of management, the members of which are serving and ex-serving men, for the Naval School of Motoring, Portsmouth, and Mayfield House Children's Home, Edinburgh, both of which are the property of the R.N.B.T. There is also an "R.N.B.T. Corresponding Representatives Committee" in Malta, G.C., to which certain powers have been delegated by the Central Committee. A Corresponding Representative is nominated by the Trust to each H.M. ship and shore establishment.

5. The R.N.B.T. was created for the purpose of assisting past, present and future members of "Our Naval Forces", their families and dependents.

The term "Our Naval Forces" includes all men who are serving or who have served under an ordinary engagement and at ordinary rates of pay in the Royal Navy and Royal Marines. It includes also men of the Fleet Air Arm, the Royal Naval Reserve, the Royal Naval Volunteer Reserve, the Royal Naval Patrol Service and, if enlisted since September, 1939, Royal Marine Engineers. It does not include, amongst a few other classes, men serving under T.124 agreements and variants, for whom the KING ALFRED Fund makes provision, nor the W.R.N.S., which has its own Benevolent Trust.

6. The Primary Beneficial Objects laid down in the Royal Charter are briefly:—

- (1) To provide relief in cases of necessity or distress;
- (2) To make provision of training for civil life, and assistance to obtain suitable employment after leaving the Service;
- (3) To contribute to the care, training, maintenance and welfare of the families and dependents in cases of necessity or distress.

Amongst other objects is that of administering Minor Trust or Special Funds which are solely of a benevolent nature.

7. The funds administered by the R.N.B.T. have been built up principally by:—

- (1) sums placed at its disposal by the Admiralty, and available for benevolent purposes, e.g., Naval profits of Navy and Army Canteen Board in 1914-18 War; undistributed balance of Naval Prize Fund (1914-18 War); and certain surplus in Naval Savings Bank;
- (2) the balance transferred by its predecessor, the Grand Fleet Fund; the voluntary contributions made by all ships and establishments of one-fifth of the Canteen Rebate paid by the N.A.A.F.I.; a share in the net revenue of the Naval Branch of the N.A.A.F.I., and donations from Ship's Funds;
- (3) grants from the proceeds of Navy Week and the Royal Tournament, donations from the public, and large gifts from war funds in many parts of the world since 1939.

The men of the Royal Navy have themselves been its largest contributors, and no public appeal has ever been made for funds.

8. Expenditure in carrying out the Primary Beneficial Objects during the year ended 30th June, 1944, amounted to £95,024 and was apportioned as follows:—

- (1) Grants to individuals in cases of necessity or distress (£72,879); annuities to aged men and widows (£3,468); grants to survivors from H.M. ships (£167); parcels for prisoners of war (£2,946) £79,460 0s. 0d.
- (2) Training and employment £4,192 0s. 0d.
- (3) Maintenance of Children's Home (£5,258); and grants to Hospitals, Maternity Homes, etc., of benefit to men and dependents (£6,114) £11,372 0s. 0d.

9. Owing to the huge expansion of the Naval Forces since September, 1939, the income of the Trust has increased greatly and amounted during the year ended 30th June, 1944, to £529,666. The Trust has, therefore, added very largely during these years of war to the funds at its disposal, but there has, at the same time, been a considerable increase in the numbers eligible to benefit from these funds.

The resulting liability of the Trust is proportionately greater than the increase in the Funds which will be available to meet future expenditure.

10. By the Charter of Incorporation the Trust exists for the help and benefit of men of the Naval Forces and their dependents *not only during but also subsequent to the men's active service.*

In view of the very large numbers who will return to civil life upon the conclusion of hostilities, the Central Committee feels that it is wise policy that as large a reserve as possible should be built up during the war to enable the Trust to fulfil in the future the objects for which it was incorporated.

11. Requests for advice or applications for financial grants or for assistance in other ways can be made either in person or in writing to the addresses shown below. They can also be made, if desired, through other voluntary organizations, through the R.N.B.T., Corresponding Representatives in H.M. Ships and Establishments, or through Service channels. They are dealt with as follows:—

Chatham Port and R.M. Divisions ...	} By Chatham Local Committee.
Boom Defence Service ...	
R.N. Patrol Service ...	} By Devonport Local Committee.
Devonport Port and R.M. Divisions ...	
Malta R.N.R. and Maltese Ratings ...	} By Portsmouth Local Committee.
Portsmouth Port Division ...	
Fleet Air Arm Division ...	} By Portsmouth Local Committee.
R.M. Division ...	
EX numbered Royal Marines ...	
Royal Marine Engineers ...	

The addresses of the Local Officers are:—

Chatham ...	Batchelor Street.
Devonport ...	Stopford Place, Stoke.
Portsmouth ...	106, Victoria Road North, Southsea.

The registered telegraphic address is "Benevolent"—Chatham, Devonport or Portsmouth.

Officers and men are invited to visit the Local Offices, or the Head Office, which is at 10, New Road, Rochester, Kent.

12. The R.N.B.T. exists to give help and assistance to serving and ex-serving men of the Naval Forces in all difficulties that arise in connection with their private and family or domestic affairs, and no man need hesitate to apply to the Trust in regard to any such matters. Matters which relate directly to their service as members of the Naval Forces, i.e., allotments, marriage allowance, dependents' allowances, etc., are normally dealt with by the Family Welfare Sections with whom the R.N.B.T. works in close co-operation.

13. Attention is specially called to the following facts regarding the R.N.B.T.:—

- (i) It is the men's own Fund, and is administered by them;
- (ii) It helps men and their families during service in case of necessity or distress;
- (iii) It is available to help them, and their dependents, to an equal degree when they become ex-serving;
- (iv) It helps their widows, orphans and dependents.

(A.F.O. 4723/44.)

5645.—Landing of Cats and Dogs in Great Britain

(N.L. 13825/44.—26 Oct. 1944.)

Attention is directed to the provisions of K.R. & A.I. Article 920c, relating to the landing of cats and dogs from abroad.

(K.R. & A.I. Article 920c.)

(A.F.O. 6272/42 is cancelled.)

*5646.—Sports—R.N. & R.M. Sports Control Board—Donation

(N.—26 Oct. 1944.)

(Included in Notice Boards Issue only.)

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

5647.—Aircraft—Guns, Browning, 0.50-in.—Lock Frame and Oil Buffer Assembly—REPORTS

(A.S. 11639/44.)—26 Oct. 1944.)

Vocabulary of American equipment for the Royal Air Force, Air Publication 1086C, Book 5, shows the following assemblies for the Browning, 0.50-in. lock frame and oil buffer:—

R.A.F. Ref.	U.S. Part No.	British Nomenclature	American Nomenclature
107K 253	C.8063	Frames, lock (without components).	Bodies, oil buffer.
254	C.3941	Frames, lock, complete	Bodies, oil buffer assembly, composed of:— Body, oil buffer. Depressor, breech lock. Guide, oil buffer. Rivet, breech lock depressor.
235	—	Frames, lock complete ...	Bodies, oil buffer assembly, composed of:— Accelerator. Body, oil buffer assembly (C.3941) Lock, spring oil buffer body. Lock, oil buffer tube. Pawls, holding belt. Pin, accelerator assembly.
5	—	Frames, lock and cylinder, oil buffer, complete.	Bodies, oil buffer and tube assembly, composed of:— Frame, lock, complete, 107K/235. Buffer, oil, complete, 107K/269.
269	C.4077	Buffers, oil, complete ...	Buffers, oil assembly, composed of:— Cap, oil buffer tube. Head, oil buffer piston rod. Nut, oil buffer piston head. Packing, oil buffer head. Pin, oil buffer piston head nut. Plug, oil buffer packing gland. Rod, oil buffer, piston assembly. Washer (or ring), oil buffer packing gland. Screw, oil buffer relief valve. Screw, oil buffer tube filler. Spring, oil buffer packing gland. Spring, oil buffer relief valve. Tube, oil buffer. Valve, oil buffer piston assembly. Valve, oil buffer relief.

2. The only assemblies now received from America are 107K/254, frames, lock complete and 107K/269, buffers, oil, complete.

3. Existing allowances for R.N. Air Stations, etc., includes 107K/5, frames, lock and cylinder, oil buffer complete. Issue of this item has now ceased and a new scale of allowances for R.N. Air stations, etc., repair yards and R.D.Us. which will be circulated shortly will include separate allowances of 107K/269 buffers, oil,

complete, and a special assembly of the lock frame which will continue to be known as 107K/235, frames, lock complete. This assembly will comprise the following (under British nomenclature):—

<i>R.A.F. Ref.</i>	<i>Section 107K</i>
	Gun, Browning 0·50 in. aircraft.
1	Accelerator.
12*	Depressor, locking piece.
253*	Frame, lock (without components).
255*	Guide, oil buffer.
29	Pin, accelerator, with spring.
24	Retainer, lock frame.
53*	Rivet, locking piece depressor.
221	Spring, cylinder detent No. 3
	or
N.I.V.	Spring, cylinder detent (new type with retaining catch).

Items marked * comprise the assembly received from America as 107K/254 (U.S. Part No. C.3941).

4. R.N. armament depots should, as soon as possible, convert all stocks of the assemblies shown in paragraph 1 of this Order, into the two assemblies 107K/269 and the new 107K/235 and report quantities held to Director of Armament Supply, (A.17), Bath.

5. Scale of allowance of 107K/235 for H.M. ships will be promulgated later. Pending this, ships carrying aircraft may demand from the nearest officer in charge of armament supply the new assembly 107K/235 on the same scale as the allowance of oil buffers 107K/269.

6. The new scale of allowances for R.N. Air stations, etc., repair yards and R.D.Us. will include the majority of the separate components of the lock frame and oil buffer assemblies, in addition to the complete assemblies.

7. Ships and Stations holding any assemblies 107K/254 (C.3941) should return them to the appropriate R.N. Armament Depot in exchange for the new assembly, 107K/235.

8. This Order does not apply to spares held for "deck" guns.

5648.—Aircraft—Guns, Browning, 0·50-in.—Covers, Muzzle, Bexoid, R.A.F., Ref. 107K/483.

(A.S.11084/44.—26 Oct. 1944.)

Covers, muzzle, bexoid, R.A.F. Ref. 107K/483, for 0·50-in. Browning aircraft guns, have been introduced into naval service.

2. These covers are for use with turret guns and guns which protrude too far from the leading edge of the wing to permit the use of adhesive patches. They are unsuitable for 0·50-in. Browning guns fitted with flash eliminators.

3. Pending promulgation of allowances, H.M. ships, R.N. air stations, repair yards, R.D.Us., etc., should demand for known requirements up to a maximum of 250 covers from the appropriate R.N. armament depot.

5649.—Ammunition—General—Cordite Lot Numbers Recording

(A.S. 540/43.—26 Oct. 1944.)

As a wartime measure to reduce clerical work the following revised procedure is authorized for recording cordite lot numbers.

2. Recording of cordite lot numbers in the Magazine Log and rendering of Form O.130 is temporarily suspended.

3. Cordite lot numbers, in addition to the number of rounds supplied, will be shown on the issue voucher (S.1401). Explosives Accounting Officers are to continue to enter in the Cordite Record (S.1147) a complete list of all cordite received on board.

4. Every effort will be made by the Armament Supply Depot to forward the issue vouchers to the ship before cordite is embarked, but occasions may arise in which the issue voucher cannot be made available when cordite is supplied. In these circumstances it will be necessary for the explosives Accounting Officer in the ship to compile a list of the cordite lot numbers embarked. This can best be done by obtaining the necessary data from the packages.

5. In order that supplies for replenishments may consist as far as is practicable of the same lots as are on board, demands (except for 40-mm. and 2-pdr. ammunition) are to be accompanied by the Cordite Portfolios. If time does not permit of demands being rendered and requirements have to be signalled, the lot numbers of cartridges on board of the nature required (except in the case of 40-mm. and 2-pdr.) are to be included in the signal.

6. 40-mm. and 2-pdr. ammunition have been excluded from the arrangements in paragraph 5 since it has been decided that there is no need for ballistic reasons to restrict the number of different lots on board of these natures. Cordite lot numbers of 40-mm. and 2-pdr. ammunition are, however, to continue to be recorded as at present on the supply notes and in the cordite records.

7. When ammunition is landed or placed on deposit Cordite Portfolios (where maintained) are to be forwarded with the return vouchers to the Naval armament depot concerned. Where cordite portfolios are not maintained particular care is to be taken that full particulars of the lot numbers of cordite or other propellant concerned are shown on the return vouchers. This will enable the Armament Supply Depots to check the cordite lot numbers. If it is found that any lots have been deposited that have been ordered to be withdrawn or are about to fall due for withdrawal, the Armament Supply Depot is to inform the Commanding Officer of the ship, who is to arrange for the lot to be returned to store.

8. The instructions contained on the front cover of the Cordite Portfolio (S.1431) concerning Form O.130/S.1424 are to be considered as in abeyance.

(A.F.O. 2337/44 is cancelled.)

5650.—Ammunition—Fuzes, Primers and Tubes—Tubes, Vent Electric 1-in R.T.L. Manufacture—Withdrawal of Certain Lots—REPORTS

(A.S. 8206/44/B.89.—26 Oct. 1944.)

Blowbacks causing damage to gun mechanisms have occurred with tubes vent electric 1-in. of R.T.L. manufacture. Lots affected are R.T.L. 95, 96, 97, 98 and 109 filled BR. 4/44, 5/44 and 6/44.

2. Tubes of this make can be identified by the markings R.T.L. on the base.

3. Commanding Officers of H.M. Ships are to arrange for 1-in. tubes on board to be examined. Any of these lots found are to be landed at the first opportunity at the nearest Naval Armament Depot in exchange for other unrestricted tubes.

4. Tubes of these lots come under category (a) of C.A.F.O. 991/42.

5. Naval Armament Depots at home and abroad should bring to produce all tubes of lots R.T.L. 95, 96, 97 and 98 in store and received from ships. Tubes of R.T.L. lot 109 should be set aside under red card and report forwarded on 1st December shewing total quantities available.

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

(A.F.O. 4607/44 is cancelled.)

5651.—Ammunition—Miscellaneous A.A.D. Weapons—Tails, Propelling, Rocket U, 2 in., Mark VII—Introduction

(A.S. 10526/44.—26 Oct. 1944.)

A new mark of tail for use with heads, rocket, flare, 2 in., shells U, smoke trace, 2 in., and other types of head with which the tail propelling rocket U, 2 in., Mark VI, has hitherto been used has been introduced, viz. :—

Tail, propelling, rocket U, 2 in., Mark VII.

This tail is similar to the tail, propelling, rocket U, 2 in., Mark VI, but it has a metal housed igniter which improves the flashlessness. The cordite charge SU/K is undrilled and uncastellated.

2. Mark VI tails will be issued in preference to Mark VII until stocks of the former are exhausted.

5652.—Ammunition—20 mm. Oerlikon—Restricted Use and Disposal of Withdrawn Lots

(A.S./G. 012354/43.—26 Oct. 1944.)

20 mm. Oerlikon ammunition of the following lots withdrawn from service have been re-proved and sentenced serviceable for use in guns fitted with Mark II breech face pieces and are available for re-issue to service, viz. :—

H.E. Lots N.M.5, T.P.C.293, T.P.C.294, T.P.C.295, T.P.C.508, N.F.913, N.F.954, N.F.956, N.F.970, N.F.990, N.F.1142 and British lot 31.

H.E.T. Lots N.F.C.53, N.F.891, N.F.909, N.F.937, N.F.965, N.F.969, N.F.1017, N.F.1417 and N.F.1563.

2. Naval Armament Depots are to issue these lots only to ships that have had their Oerlikon guns fitted with Mark II breech face pieces.

3. The following withdrawn lots are to be brought to produce as sufficient quantities are not available to justify re-proof firings, viz. :—

H.E. Lots N.F.E.143, N.F.E.414, N.F.973, and T.P.C.714.

H.E.T. Lots N.F.897, N.F.901, N.F.905, N.F.963, N.F.984, N.F.1558, N.F.1562, and N.F.1599.

(C.A.F.O. 582/43, 1030/43 and 1956/43.)

(A.F.O. 183/44 is cancelled.)

5653.—Anti-Aircraft Fire Control—Close Range Weapons—Sights, Accessibility of Air Dryer in Compressor Unit of Mark XIV Gyro Sights fitted to 20-mm., Mark V (C) Mountings.

Ships Concerned

(G. 18435/44.—26 Oct. 1944.)

A report has been received that as originally laid out the dryer unit in the compressor of the above sights cannot be removed without dismantling the whole compressor unit. The fault has been remedied in recent production.

2. Ships fitted with earlier mountings should overcome the difficulty by relocating the compressor unit one bolt hole to the left looking from the gun muzzles, a small piece being cut from the channel bar carrying the unit in order to give the necessary clearance. It will be necessary to drill one additional bolt hole.

Note.—The channel bar can be cut through half its width without unduly reducing its strength, there being a considerable factor of safety in the design.

3. The work is to be carried out by ships' staffs.

5654.—Guns—Q.F., 3-in., 20-cwt., Marks I, IC-IE—Striker Cover—Modification to Prevent Removal when Striker is Cocked

(A.S. 16023/43.—26 Oct. 1944.)

The following modification is approved :—

<i>Gun</i>	Q.F., 3-in., 20-cwt., Marks I, IC-IE.
<i>Part affected</i>	Striker cover, Mark I.
<i>Purpose</i>	To prevent removal of cover when striker is cocked.
<i>Nature of modification</i>	Fitting of stop screw.
<i>Drawing</i>	A.F.O. Diagram 366/44.
<i>New parts required</i>	Stop screw, which should be made locally.
<i>By whom to be done</i>	N.A. Depots or base staffs.
<i>Degree of urgency</i>	In service—as soon as possible. In store—before issue, if possible.

(A.F.O. 1088/44 is cancelled.)

5655.—Guns—Q.F., 2-pdr., Mark XIV—Disposal—REPORT.

(A.S. 03441/44.—26 Oct. 1944.)

Q.F., 2-pdr., Mark XIV guns and gun spares *special to them* are to be disposed of as follows :—

In store—

(a) *In U.K.*—Scrap.

(b) *Abroad*—Stocks to be scrapped except that, on Stations where these guns are still mounted in M.Ls., sufficient stocks should be retained by local N.A. depots to service guns mounted on the Station until all the latter are replaced by other weapons.

On removal from M.Ls.—Guns and gun spares special to 2-pdr. Mark XIV gun to be scrapped subject to (b) above.

2. Appurtenances for these guns should be retained pending further disposal instructions, which will be given separately.

3. Commanders-in-Chief are to report the names of ships and numbers of guns of this nature still mounted on receipt of this order.

(A.F.O. 2349/44.)

5656.—Guns—20-mm. Oerlikon, Spares, Appurtenances, etc., Basic Sets

(A.S. 17992/43.—26 Oct. 1944.)

The following item should be deleted from the basic set of Oerlikon spares promulgated in A.F.O. 2604/44 and should be held on separate charge :—

Casings, breech :—

Springs, plunger stop, double loading, Part 4 2

2. Labels for basic sets (Forms O.5) should be amended accordingly.

(A.F.Os. 2604/44 and 4739/44.)

5657.—Gun Mountings—4.7-in. C.P., Mark XXII, 4.5-in. C.P., Mark V, and 4.5-in. R.P. 50, Mark V—Rammer Control Gear

(G. 018910/44.—26 Oct. 1944.)

Consideration has been given to the use of oil D.T.D. 44D instead of the glycerine and water mixture in the rammer control cylinders of the above mountings. Trials recently carried out prove this oil to be satisfactory.

2. In order to prevent scoring of the rammer control plunger and to improve the functioning of rammer gear generally, oil D.T.D. 44D should be used instead of glycerine and water in view of the better lubricating properties of this oil.

3. Where glycerine mixture has been used, this should be drained off, the rammer control cylinder opened up and thoroughly cleaned, and oil D.T.D. 44D used to refill the system, the same precautions being taken as before to ensure that air is excluded.

4. "P" Series C.A.F.O. is being issued to amend the handbook for 4.7-in. C.P., Mark XXII, and 4.5-in. C.P., Mark V mountings.

5658.—Gun Mountings—4.5-in., C.P., Mark V, 4.5-in., R.P. 50, Mark V and 4.7-in., C.P., Mark XXII—Automatic Rammer Operating Gear—Modification

(G. 018089/44.—26 Oct. 1944.)

Some difficulty has been experienced in locking the adjustable link of the automatic rammer operating gear. (Plate 26, C.B. 4285 (43).)

2. Owing to the fine adjustment necessary to attain correct timing of rammer release the present method of locking the adjustable nut by split pins is unsatisfactory in that the locking of the adjustment cannot be effected without drilling fresh holes for the pins.

3. In order to facilitate accurate adjustment and to simplify subsequent locking of the setting the differentially threaded nut should be modified as shown in A.F.O. Diagram 358/44.

4. Modification is to be carried out by ships' staffs of all ships already fitted with automatic ramming gear, assistance being given by depot ships and refitting yards if required.

5. Sets of automatic ramming gear now under manufacture will be modified accordingly before issue.

(C.B. 4285 (43).)

5659.—Gun Mountings—20-mm., Twin Marks V and V(C)—Oil Leakage Drain From I.H.C. Pump

Ships concerned

(G. 5111/44.—26 Oct. 1944.)

The I.H.C. gear wheel pump, which is fitted to the electrically-driven pump unit of the above mountings, is provided with an oil leak-off passage connecting the space inside the spindle gland housing to atmosphere. The leak-off hole is situated near the top of the pump, close to the fixing flange.

2. It is understood that owing to an assembly error on the part of the manufacturers, a number of pumps issued for use on the Mark V mounting are fitted with a Tecalemit greaser in the leak-off hole. Commanding Officers of ships fitted with these mountings are to arrange for examination of the pumps and removal of the greaser. The ball and spring should be removed from the greaser and the hole reamed out. A bent-over piece of $\frac{1}{8}$ -in. copper pipe, 3 in. long, should be sweated into the hole, and the greaser with this pipe screwed back into the hole in the pump casing. This will provide the necessary escape for any oil leakage and at the same time prevent water entering the casing under normal circumstances.

3. The oil leak-off described above is not designed to deal with the small quantity of oil which might leak past the pump-spindle chevron packing, and if the latter type of leakage should occur, oil can eventually find its way to the bottom of the electric motor casing. A screwed drain-plug is fitted in the bottom of the electric motor casing, and this plug should be removed periodically in order to drain off any oil which might have accumulated inside the casing.

4. The work is to be carried out by ships' staffs.

(A.F.O. 4114/44 is cancelled.)

5660.—Gun Mountings—20-mm., Marks VIIA and VII* S/M Mountings—Locking Plate and Expanding Tool for Lubricating Tube in Balance Weight

Ships, Dockyards and Bases concerned

(G. 5025/44.—26 Oct. 1944.)

It has been reported that the lubricating tubes for rollers in the balance weights of 20 mm., Marks VIIA and VIIA* S/M mountings are liable to unscrew and project through the balance weight, causing a foul between the grease nipple and the inner cylinder, as the gun is elevated.

2. In order to prevent this occurring, a locking plate is to be fitted as shown in A.F.O. Diagram No. 365/44 (1) (Drg. No. G.R. 6714).

3. An alternative and simpler type of locking plate, which is now available on demand from F.O.G.M.O., Liverpool, is shown, together with an expanding tool, in A.F.O. Diagram No. 365/44 (2) (Drg. No. G.R. 6750). It should be noted that the strips on this locking plate must be twisted before the expanding tool can be employed. Care should be taken to ensure that no part of the locking plate protrudes outside the balance weight.

As the expanding tool is not available on demand, its manufacture should be carried out by ships' or base staffs.

4. The work involved is to be carried out by ships' or base staffs.

(A.F.O. 3395/44 is cancelled.)

5661.—Gun Mountings—20-mm., Mark IX, Twin Mountings—Safety Depression Gear, Cam Roller—Material Change

H.M. Ships, Dockyards, Bases and F.O.G.M.O.s. concerned.

(G. 019318/44.—26 Oct. 1944.)

Instances have occurred of the safety depression gear cam roller, on 20-mm., Mark IX, Twin Mountings, binding up solid on the axis pin.

2. The steel roller at present fitted is to be replaced by a roller made of H.S. brass, in accordance with A.F.O. Diagram No. 364/44.

3. The work involved should be carried out by ships' or base staffs as convenient.

5662.—Training—Courses—Gunnery Course for First Lieutenants of Destroyers

(G.D.O. 763/44.—26 Oct. 1944.)

The destroyer Gunnery Officers' Course was instituted in H.M.S. "Excellent" before the war in order to give to First Lieutenants of destroyers the benefit of a "refresher" in gunnery, and a knowledge of their gunnery responsibilities. Since the outbreak of war, the course has been extended to include Radar in the syllabus, and it now caters for the First Lieutenants of both fleet and escort destroyers, and A.A. sloops.

2. The course is now being re-arranged, with the object of meeting more fully the individual requirements of the officers concerned, no matter what their seniority or degree of gunnery experience may be. In certain cases it may not be necessary, or it may be impossible, for officers to take the full course, and the course is framed accordingly.

3. The full course will be divided into four parts, each of one week's duration:—

Part 1.—Principles of Long and Close Range Gunnery.

Part 2.—*Executive Officers' Radar Course.

Part 3.—Organization and Miscellaneous.

Part 4.—Modern Destroyer Equipment.

4. The full syllabus will be published in the Gunnery Training Manual.

*(C.A.F.O. 2238/44 and A.F.O. 5559/43.)

5662a.—Depth Charge Throwers Mark IV and IV*—Securing Strops

(A.S. 11208/44.—26 Oct. 1944.)

It has been reported that the 73-in. wire strops of the strop slipping gear, provided for securing depth charges to the carrier of throwers Mark IV and IV** soon becomes worn and unserviceable.

2. Approval has been given for one spare 73-in. wire strop, with a soft eye spliced at each end, with a thimble, Pattern No. 5081, seized in, to be provided for each thrower Mark IV or IV* fitted on all ships concerned.

3. Ships concerned are to demand spare 73-in. wire strops, in accordance with paragraph 2 above, from the nearest N.A. Depot, quoting this A.F.O. as authority.

4. Where an item of Alterations and Additions has been inserted in the ship's or Class Lists in accordance with A.F.O. 6132/43, this should be cancelled.

(A.F.O. 6132/43 is cancelled.)

5663.—Admiralty Gyro-Compass—Azimuth Motors

(C.D. 591/44.—26 Oct. 1944.)

Several forms of azimuth motor are now used in Admiralty gyro-compasses and attention is called to the differences between them, and to the care necessary in demanding and exchanging motors.

2. *Pattern 1400.*—This motor, which has the azimuth motor relay combined with it, is now obsolete although there are still some to be found in service.

3. *Pattern 2722.*—This motor is the one generally fitted and is suitable for operation on 22 volts D.C. in contactor follow-up systems as in master compasses Patterns 1004, 1005 and 1015. Motors, Pattern 2722, are adjusted in manufacture to a constant weight and may be exchanged on the master compass without rebalancing.

Certain motors, Pattern 2722, are now made with B.A. screw threads throughout instead of the U.S. threads formerly used. Such motors are marked "Fitted B.A. Screws" on the securing face. Care should be taken that the proper securing screws are used: Pattern 1402 U.S. thread, Pattern 2746 B.A. thread.

4. *Pattern 2744.*—This motor is for the same purpose as Motor, Pattern 2722 but is larger and of greater power. Motor, Pattern 2744, is slightly heavier than Motor, Pattern 2722, and the weight is differently disposed. Whenever possible, the outer member balance of the compass should be checked and readjusted if one pattern is replaced by the other, but in an emergency the exchange may be effected without rebalancing, although the compass may be consequently less accurate on certain courses.

Motor, Pattern 2744, uses a slightly larger brush, Pattern 226, than that, Pattern 1416, used in Motor, Pattern 2722. In case of necessity brush, Pattern 1416, may be used with suitable packing.

A later modification of Motor, Pattern 2744, may use spring leaf brushes with carbon (silver Morganite) tips.

5. *Patterns 2722V and 2744V.*—Motors with suffix V to the pattern number are used on valve follow-up compass, Pattern 2005, and differ from motors without suffix in the field and armature windings and connexions. The field is separately excited from the L.P. supply through a resistance, and the armature current is supplied through the gas-filled triodes of the amplifier.

The motors are mechanically similar to the corresponding motors without suffix.

6. *Damping weights.*—Damping weights with "Reservoir" bronze brushes are now being fitted in lieu of mercury damping weights in new manufacture. The felt pad in the top of the damping weight should be saturated with oil on fitting and should be given a few drops of oil every month or as requisite.

7. *Lubrication.*—It is essential that all bearings of the azimuth motor are well lubricated on first fitting and subsequently in service as requisite.

Oil, Pattern 165, should be used, or alternatively Admiralty special mineral lubricating oil, S.M.L.O.

Trials are being made of the use of high melting point grease for the ball bearings, but oil is to be retained for clutch mechanism and damping weight.

5664.—Chart Outfits in Landing Craft and Barges—Disposal

(H.C. 7249/44.—26 Oct. 1944.)

Considerable difficulty and waste of time is in many instances being caused in tracing the whereabouts of chart folios, navigational publications and pocket watches (Pattern H.S.5), returned by landing craft and barges on being paid off or placed in reserve.

2. Flotilla Officers and Commanding Officers are to ensure in future that these outfits are invariably returned to the nearest chart and chronometer depot when no longer required. Particulars of outfits being returned are to be reported immediately to the Hydrographer, Hydrographic Supplies Establishment, Creechbarrow House, Taunton.

5665.—Diesel Fuel Hand Pump—Discharge to Bilge—Modification

"Loch" Class Frigates

(D/P 15888/44.—26 Oct. 1944.)

The modification detailed in paragraph 2 below has been approved to be carried out in all "Loch" class frigates.

2. The pipe P.5 shown on the drawing of the arrangement of pipes in the oil driven generator room is to be disconnected from the tee-piece R.12 and a blank flange fitted to the latter. Pipe P.5 is then to be shortened so that it becomes an open ended drain pipe from the funnel R.7, terminating in a small tank of one to two gallons' capacity, placed on the floor of the compartment conveniently near to funnel R.7.

3. The work is to be carried out, at the first convenient opportunity, by the ships' staff.

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

(A.S.C.B.S., 11 Aug., 1944, No. 373/8.)

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

5666.—U.S. Navy Boiler Compound—Purchase and Distribution

(N.S. 14507/44.—26 Oct. 1944.)

Orders will be placed by the Director of Navy Contracts with Messrs. I.C.I. (Alkali), Ltd., Alfoc Water Treatment Service, 4, Cromwell Place South Kensington, London, S.W.7, for the supply each quarter, pending further experience of expenditure, of 50 tons of U.S. Navy boiler compound, f.o.r. Lostock, Northwich, Cheshire, as follows:—

$\frac{4}{4}$ tons for Chatham.

$\frac{4}{4}$ tons for Portsmouth.

$\frac{4}{4}$ tons for Devonport.

$\frac{4}{4}$ tons for Rosyth.

$\frac{4}{4}$ tons for Greenock.

$\frac{2}{2}$ tons for Belfast.

$\frac{2}{2}$ tons for Londonderry.

$\frac{6}{6}$ tons for Preston.

$\frac{4}{4}$ tons for Gibraltar.

$\frac{4}{4}$ tons for Malta.

$\frac{4}{4}$ tons for Alexandria

$\frac{2}{2}$ tons for Simonstown

$\frac{2}{2}$ tons for Durban

$\frac{2}{2}$ tons for Trincomalee

$\frac{2}{2}$ tons for Bermuda

For direct shipment from contractors' works. Invoices will be sent to Naval Store Officer, Preston.

2. No allocation will be made to Colombo or Newfoundland at present, in view of the accumulated stocks, but demands from these bases should be forwarded to Admiralty for requirements when stocks fall to 2 tons, or if issues are made at a more rapid rate than during the past 12 months.

(A.F.O. 2519/42.)

(A.F.O. 4318/43 is cancelled.)

5667.—A.C. Supply Outfit DVG—Fitting-out Information

(R.E. 12575/44.—26 Oct. 1944.)

A.S.E. Installation Specification No. B.373, issue 2, has been prepared to show the method of fitting and wiring A.C. supply outfit DVG.

2. Copies of the specification have been forwarded to the Commanders-in-Chief, Eastern Fleet and Western Approaches; Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Rosyth, Ceylon and Kilindini; Flag Officers-in-Charge, East Africa, West Africa; Flag Officers-in-Charge, Milford Haven and Aden (for Radar Officers); Commodore, Algiers; Commodores-Superintendent, Gibraltar, Malta and Simonstown; Commodores-in-Charge, Sheerness and Halifax; Commodore Commanding, R.I.N. Bombay; Captain-in-Charge, Bermuda; Captains Superintendent, Alexandria and Durban; Naval Headquarters, India; Deputy Superintendent, Pembroke; Naval Secretary, Wellington; Naval Secretary, Melbourne, for the Officers concerned at Melbourne, Sydney and Fremantle; Secretary Naval Board (N.D.A.), Ottawa; to the Chief Constructors-in-Charge, H.M. Naval Repair Bases, Corpach and Dunstaffnage; to the B.A.D., Washington.

3. Copies of the specifications have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London, South Wales, Belfast, Scottish and North Eastern areas; Warship Electrical Superintendents, Scottish North Western, North Eastern, South Wales, London, South Western and Northern Ireland areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with A.C. supply outfit DVG are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.373, Issue 2.

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

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

5668.—Radar—Skiatron—Modification to Pattern 9419—Calibrator and Monitor Unit (Serial Nos. 1-30)

*Cancelled by
AF0 5208/44.*

(R.E. 03003/44.—26 Oct. 1944.)

The following modifications are to be made to pattern 9419, Calibrator and Monitor Unit (Serial Nos. 1-30) in order to improve its performance.

Centre Tray (H. 464A Diagram 24)

- (1) R7 to be 470 kilohm \pm 20 per cent. 1 watt
- (2) R13 to be 150 kilohm \pm 10 per cent. $\frac{1}{2}$ watt
- (3) R38 to be 22 kilohm \pm 20 per cent. 1 watt
- (4) C8 to be .01 mfd. \pm 10 per cent.

2. The modifications have been incorporated in units with serial numbers above 30, and in some units below that number.

3. Ships and Fitting-Out Officers are to check all units with serial numbers 1-30, and carry out the modification if necessary.

5669.—Radar Type 281B—Supply Unit Pattern W.6994 for Diode Switch—Modification

(R.E. 02971/44.—26 Oct. 1944.)

It has been found that the meter fitted in W.6994 supply unit gives readings of CV.94 diode filament voltage which are approximately 15 per cent. low. This is due to the 660 ohm resistance R.2 (C.B.4310 (A), Appendix E, Fig. 8) being of the wrong value in relation to the resistance of rectifier W.1 and the meter range.

2. Ships affected are to replace the 660 ohm resistance R.2 by A.P. 5548 resistance, 820 ohms \pm 5 per cent., $\frac{1}{2}$ watt in parallel with A.P.W. 8565 resistance 22,000 ohms \pm 20 per cent., $\frac{1}{2}$ watt. If these resistors are not available locally they should be demanded from the nearest storing base or from S.N.S.O., Haslemere, quoting this A.F.O. as authority.

3. The meter reading should then be checked as follows:—

Connect an avometer to the diode switch end of the cable from the supply unit and note the meter reading which gives a reading of 6.1 volts on the avometer. The potentiometer in the supply unit should then be set daily to give this meter reading.

4. New units will incorporate this modification.

5. It is stressed that the meter must never be removed from the supply unit with power on as this is likely to damage the rectifier W.1.

5670.—Radar Type 291/U/W—Introduction of Modified Receiver P25 Pattern W4049

(R.E. 03009/44.—26 Oct. 1944.)

A receiver P25 pattern W4049A will shortly be in service. This receiver has been modified to take either a pattern W. 5714 or a pattern W. 6599 transformer.

2. When demanding replacement transformers it should be noted that receiver P25 pattern W. 4049 can only be fitted with a transformer pattern W. 6599.

5671.—Radar Type 291/U/W—Modification to Receiver P.25

(R.E. 02922/44.—26 Oct. 1944.)

A number of cases of extended ground wave on Type 291/U/W have been reported. This is liable to be caused by feedback in the receiver and the following action is necessary to ensure satisfactory operation (refer to C.B.4232 (B), Fig. 12):—

- (i) Remove condenser C.49, Pattern W.4254, capacity 0.0005 mfd. This condenser is in parallel with C.48 of the same capacity and is mounted on a paxolin strip at the rear of chassis underneath B.8. Condenser C.48 must not be disturbed.
- (ii) Care must be taken that all the I.F. screening cans are in position. In several cases the screening can covering V.4 and its associated circuit has been missing.
- (iii) Delete condenser C.49 from circuit diagram figure 12 and figure 12A, sheet 2.

2. Commanding officers of ships and coastal craft concerned should arrange for this modification to be carried out as soon as convenient.

(Admiralty General Message 719A is cancelled.)

5672.—Echo Sounding "Ship" Sets—Conduit for Cable Runs—Extension where Necessary to Conform with N.M.E.R.

(A/S.M. 1879/44.—26 Oct. 1944.)

Clause 170 of Naval Magazine and Explosive Regulations calls for electric cables in magazines and inflammable stores to be run in conduit. In many cases where E/S hull units are sited in bilges below magazines, etc., this requirement has not been strictly complied with in that the conduit has been taken to below the wood flat but not up to the cable glands of the units. Such cases are to be dealt with in the following ways.

2. *Sonic Sets—Types 754, 756 and 760.*—The cable enters the hull units through single glands in the bodies of the units. Rigid conduit is thus acceptable and is to be extended to the glands which are threaded to receive it.

3. *Magneto-Striction Sets—Types 758 Series (except Type 758Q), 761 Series and 764 Series.*—The cable enters the hull units through single glands in the junction boxes mounted on the removable covers of the units. As extension of rigid conduit to these glands would make access to the oscillators and reflectors difficult, flexible conduit is preferable, and the following newly introduced items are to be fitted as indicated in A.F.O. Diagram 360/44 to each unit:—

Flexible conduit	...	...	...	...	Pattern A.2029
Junction box	...	...	...	...	Pattern A.2934
Screwed adaptor	...	...	...	*	Pattern A.2930
Joint washers (two)	...	...	...	...	Pattern A.1844

4. Junction boxes, Pattern A.2934, are to be sited sufficiently close to the hull units for the covers of the latter to be removed and laid aside. The existing rigid conduit is to be extended or cut short as necessary to connect with these junction boxes, and the oscillator cable "tails" be extended to reach the standing wiring at the terminal blocks therein.

Note.—Arrangements have been made for new production oscillators to be provided with cable tails of sufficient length to reach the standing wiring. New oscillators are *not*, however, to be demanded merely to avoid the need for extending the tails of the existing oscillators when flexible conduit is fitted.

Action required

5. *Existing ships.*—Existing arrangements are to be examined and (where required) the following action taken:—

- (a) *Sonic Sets.*—Extension of the rigid conduit to be treated as a defect.
- (b) *Magneto-Striction Sets.*—(i) Demand two sets of items as listed in paragraph 3 from the Superintending Naval Store Officer, R.N. Store Depot, Copenacre, Hawthorn, Wilts., quoting this Order, and hold them until work can be undertaken. Demands from abroad to be signalled to Superintending Naval Store Officer, Copenacre.
- (ii) Insert the following A. and A. item (Classification A*). Work to be undertaken by ship's, depot ship's, or base staffs where practicable:—
"Fit Flexible Conduit to E/S Type..... Hull Units."

6. *New Installations in Existing Ships.*—Emergency repair overseers, and other authorities concerned, are to ensure that arrangements in vessels being fitted with Type 758 Series (except 758Q), 761 Series and 764 Series Sets conform, and the additional items should be demanded as in para. 5 (b) (i) where siting of hull units necessitates them being fitted.

7. Special instructions will be issued by Admiralty for new construction vessels which are affected.

8. With reference to A.F.O. 3562/44 (and A.F.O. Diagram 204/44) flexible conduits will become standard fittings in new Type 765 (second suffix J and K) sets, irrespective of where the hull units are sited. Flexible conduits and associated items will therefore be supplied automatically with these sets.

(A.F.O. 3562/44.)

5673.—Valve Pattern C.V. 1070—Issue of Valve Pattern C.V. 188 in lieu*(Vessels fitted with Asdic equipment)*

(N.S. 019523/44.—26 Oct. 1944.)

Valve pattern C.V. 188 may be used as an alternative to Valve Type V.S. 70 pattern C.V. 1070 in Asdic equipment.

2. The alternative valve will be included in the pertinent A/S Establishment Lists in due course.

5674.—Aircraft Dinghies and Ancillary Equipment (Naval)

(A.E. 5941/43.—26 Oct. 1944.)

SECTION I

Single Seater Dinghy, Type "K"—Personal Dinghy

"K" Type, single seater dinghies are for use by flying personnel alighting on the sea, and are to be used by all air crews flying over, or in the vicinity of, the sea.

2. "K" Type dinghy in the Type "A" Mark II seat pack, is for use by pilots' and by observers and air gunners in aircraft where bucket seats are provided. (See Table I.)

3. "K" Type dinghy, in the Type "C" detachable pack, is for use by pilots, observers and air gunners where bucket seats are not provided. (See Table I.)

4. "K" Type dinghy, in the Type "F" detachable pack, is a smaller pack for use by observers and air gunners in aircraft where bucket seats are not provided. (See Table I.)

5. "K" Dinghy Packs—"A" Mark II, "C" and "F" Fitting.—(i) "A" Pack.—Remove the sorbo parachute seat cushion and button on the seat pack. The loop in the harness comes through the hole in the seat in the normal way. The "dog lead" on the cover comes to the front right-hand corner of the seat. Clip the lead to the securely tied belt of the life jacket or to the "D" ring provided for sewing to same.

(ii) "C" Pack.—The pack is fitted to the wearer by means of the side hooks which fasten to the anchorage rings on the harness. Tuck the lanyard under the harness strap and clip to the anchorage ring on the life-saving waistcoat.

(iii) "F" Pack.—Pull the lanyard pocket off the pack snap hook, and lay the lanyard across the lap. Hook the thumb of each hand in the respective anchorage rings on the harness, sit on the pack and snap the rings into the hooks. Attachment is facilitated if the body is leant to each side as the respective rings are snapped on. Tuck the lanyard under the harness straps and clip to the life jacket. All Observers type parachute harnesses will be modified to provide for two rings on the rear of the waistbelt to accommodate the dinghy hooks.

6. *Drill after entering the water.* (Note.—Even if the aircraft is ditched it is necessary to leave with your parachute harness on if you wish to retain the dinghy.)

(a) Release parachute harness (get a grip of the "dog lead" first if the parachute is pulling hard).

(b) Pull in on the lead till the dinghy comes to hand.

(c) If the dinghy has not left the pack, rip the cover off (handles are provided).

(d) Take hold of the inflating cylinder and pull out the valve locking pin.

(e) Inflate dinghy by unscrewing the valve slowly, using it to control speed of inflation (one turn anti-clockwise will fully open the valve).

(f) Enter dinghy by narrow end (if the other end tends to rise, give a slight push away from you to make the water pocket fill). Grasp the loop handles on top of the dinghy and pull the body forward.

(g) Throw out the drogue.

7. *In the Dinghy.*—Generally speaking, it is advisable to stay in the neighbourhood of one's point of ditching, so leave the water pocket open and the drogue out.

If you wish to move, it is best to paddle the dinghy whilst leaning backwards over the stern, but first of all pull in the drogue and haul in on the water pocket line and secure it.

8. *Stopping a Leak.*—Pull a leak stopper out of its stowage in the pack lid, push it into the hole and screw home. The stopper will not seal the leak absolutely but it will be easy to keep afloat by intermittent use of the pump.

9. *Topping-up Pump.*—The topping-up pump screws on to the valve alongside—a line from the upper strap of the pump attaches it to the pump housing. If you put your hand under this line before screwing the pump on, the line will not twist around the pump.

Emergency Equipment Knife for Air Crews

10. A special knife, known as "Knife, Emergency Equipment," is provided primarily for use with the "K" type dinghy and comprises a curved blade to facilitate the cutting away of entangling cordage or cutting the dinghy free from floating wreckage, etc., and a spear type blade for puncturing the dinghy in the event of accidental inflation in the cockpit during flight. A piece of fabric is attached to the knife to enable it to be sewn on to the right breast of the life-saving waistcoat.

11. The knife is for use by air crews only, and it is to be supplied only if asked for (with the exception of Barracuda observers and air gunners for whom it is compulsory). Local arrangements are to be made for its attachment to the life-saving waistcoats and issues are to be recorded on the individual flying clothing card, form S.1055, in accordance with A.F.O. 2103/44.

12. Demands for actual requirements at home should be sent to the appropriate victualling yard. No stocks will be provided at victualling yards abroad but demands from ships and establishments abroad should be forwarded in the usual way to the local victualling store officer, who is to report requirements to the Director of Victualling by telegram in order that arrangements may be made for despatch of the necessary supplies from England.

Sailing Equipment for use with "K" Type Dinghy

13. This equipment is issued to squadrons operating with the R.A.F. in home waters only. It comprises the following items, which are supplied for use in "A", Mark II, and "C" type packs only:—

Stores Ref.	Nomenclature
27C/2055	... Mast, complete with sail
27C/2056	... Bag, stowage, for mast and sail
27C/2057	... Thwart, wooden
27C/2058	... Patch

14 Stocks of these items are held by the Accountant Officer (S), R.N. Air Station, Lee-on-Solent, on whom demands should be lodged by squadrons concerned. They will be issued on loan and any which remain on conclusion of attachment to the R.A.F. are to be returned to Lee-on-Solent.

15. The equipment is to be stowed in the "K" type dinghy pack. "A" Mark II, or type "C". The wooden thwart replaces the paddles (Ref. 27C/1906), the metal or wooden mast (Ref. 27C/1918 or 27C/1928), and the flag (Ref. 27C/1925). It should be noted that in some existing paddle stowages it may be necessary to cut the paddle pocket to fit the thwart.

16. The wooden thwart may be used as a paddle.

17. Instructions for the erection of the sailing equipment are printed on the stowage bag for the mast and sail. Sailing instructions are printed on the sail.

18. Instructions for the modification of the "K" type dinghy to take this equipment are detailed in A.P. 1182, Leaflet C.14-W.

19. "K" dinghy packs are not to be exposed to sunlight or direct heat as this may result in the premature fracture of the copper alloy sealing disc on the Mark IX CO₂ cylinders. The safety device consists of this copper alloy disc and is interconnected to a red capsule fitted in a boss on the operating head and the fracture of this capsule is an indication that the cylinder has operated spontaneously. The operating head should be examined daily before flight.

20. A number of "K" dinghy packs have been received from the manufacturers incorrectly assembled. Units are to return all faulty packs to the stores depots and demand replacements.

21. Cases have arisen where difficulty has been experienced in opening "K" dinghy packs in emergency. The cause of this has been jamming of locking rings in the top portion of press button fasteners, caused by particles of grit. To overcome this, all press buttons are to be cleaned and free from grit, etc.

22. Sponges, Viscose (Ref. 32B/726).—These sponges are provided for drying out dinghy after baling out water and are to be threaded on to the baler cord and stowed in the bottom of the baler.

SECTION II

Aircraft Dinghies

Weather Aprons—Fitting and Stowage

1. Weather aprons have been designed for use with "L" and "M" type dinghies to give weather protection to air crews. ("L" type dinghy weather apron, Stores Ref. 27C/2037; "M" type dinghy weather apron, Stores Ref. 27C/2038). They are normally stowed in the emergency pack. (See paragraph 6 below.)

2. These aprons are separate items and are manufactured of single-ply rubber-proofed fabric, built to the shape of an open-ended cylinder. One edge is secured to the buoyancy chamber by means of "D" rings and tongue patches, the opposite edge being fitted with press studs which can be fastened in various combinations to suit the requirements of the crew. The tongue patches are permanently attached to the apron, while the "D" rings are permanently fixed to the dinghy buoyancy chamber in accordance with drawing No. C.O.D. 1137 (which can be obtained from Drawing Office, R.T.P. 4, Ministry of Aircraft Production, Harrogate).

Method of Attachment.

3. When their positions have been ascertained, the surface to which the "D" ring patches have to be cemented should be cleaned with fine emery cloth (grade 00). Solvents are not to be used for this operation. The required surfaces of both buoyancy chamber and "D" ring patch are treated with two coats of approved rubber solution (K.B. 62), the first coat being allowed to become tacky before application of the second coat. These surfaces are, in turn, allowed to become tacky before being placed in position. All patches should then be rolled evenly and finally dusted with french chalk.

4. All production aircraft dinghies since 1st January, 1942 have been provided with "D" rings and weather aprons complete.

Supply Arrangements.

5. Distribution of weather aprons has been arranged to R.N. Store Depots at home and storing yards and stations abroad; Services were instructed by A.F.O. 4426/42 to demand these aprons for retrospective fitting.

Stowage.

6. The correct method of stowing the weather apron, together with the stowage of the latest dinghy equipment, is shown in A.F.O. Diagram 361/44, covering "Fulmar", "Swordfish", "Albacore" and "Barracuda" aircraft.

Aircraft Dinghy Painter, 13 feet. (Ref. 27C/2112.)

7. This item is designed to replace the existing non-standard lanyard in the following types of aircraft:—

Albacore, Beaufighter, Swordfish, Barracuda, Proctor.

8. The painter is to be placed in the dinghy compartment and the appropriately labelled end tied to the aircraft at the same strongpoint as was used for the cord which it replaces. The other end of the painter is to be tied to the dinghy in accordance with the folding diagram contained in the relevant A.Ps. for the aircraft concerned.

9. Aircraft Dinghies in "Blow-out" Stowages.—Care is to be taken that dinghies in "blow-out" stowages are connected as follows:—

(i) Electric plug from operating head to plug socket.

(ii) Disconnecter of manual release to manual release cable from operating head.

(iii) Lanyard attachment of emergency pack to dinghy life line.

(iv) Painter (attached to dinghy life line adjacent to floating knife) to strong point in stowage compartment.

10. Fishing Kits for Use in Multi-Seater Dinghies (Ref. 27C/2113).—Fishing kits are contained in flat, plastic boxes and consist of 40 yards of fishing line, lead weight, six assorted hooks and a small waterproof instructional booklet, which also sets out general information on methods of finding food and water

11. The kit is to be stowed on top of the bellows, between the metal arms, to which it is to be secured by means of the cord attached to the box.

12. Repair Outfits (Ref. 27C/2114).—The outfit, for repairing small tears, etc., in aircraft dinghies, consists of six fabric patches of varying size, a piece of emery cloth and a tube of rubber solution, contained in a sealed waterproof bag bearing stencilled instructions for use, which is to be stowed in one of the Leak Stopper pockets.

13. The repair outfit is for the use of dinghy crews in an emergency and is not in any circumstances to be used for other purposes.

SECTION III

Rescue Transmitter T.3180

("Walter") for Dinghies. (Ref. No. 10DB/975)

Operation

1. This equipment enables an aircraft fitted with British radar to home on aircrews in dinghies.

The transmitter operates on a fixed frequency and has no controls other than an "On/Off" switch. The telescopic aerial mast has spring-loaded dipole arms which spring out horizontally when the mast is extended to its full height of 7 ft. 4 in.

2. An airman, on taking to a dinghy, should erect the "Walter" aerial as follows (these instructions are printed on the linen wrapper, but it is of the utmost importance that they should be memorized so that the operation can be effected by night):—

Single-Seater Dinghy

Multi-Seater Dinghy

(1) Fix forward apron straps (2 each side).

(1) Fit weather apron.

(2) Tear open wrapper.

(2) Tear open wrapper.

(3) Fix one guy forward.

(3) Pull out guy lines one at a time and fix to "D" ring extensions.

(4) Fix side guys to outer "D" ring at pips (avoiding crossing at the top).

(4) Erect mast, starting with top section. Ensure that each section clicks home.

(5) Stand "Walter" in slot in the apron.

(5) Tighten guy lines.

(6) Erect mast, starting with top section; ensure that each section clicks home.

(6) SWITCH ON.

(7) Tighten side guys.

(8) SWITCH ON.

(9) Fix apron.

3. The transmitter may be switched on and left on, but as long as an airman retains his faculties he can obtain 6-8 times longer operational duration by switching "Walter" on for periods of about two minutes at five-minute intervals and whenever an aircraft or surface vessel is sighted. If used intermittently as described, the battery should have a life of about 120 hours.

3. When an aircraft has sighted a dinghy, it will turn away to pick up a surface vessel. The dinghy occupant should then switch "Walter" on and off for 20-second periods, to give the rescuing operator full scope for searching for other signals and also keeping the location of "Walter".

Search Procedure

5. The approximate pick-up ranges of T.3180 on A.S.V., Mark IIN, equipment are:—

Altitude 50 ft.	...	...	...	Range 4 nautical miles
Altitude 250 ft.	...	...	...	Range 10 nautical miles
Altitude 500 ft.	...	...	...	Range 14 nautical miles
Altitude 1,000 ft.	...	...	...	Range 18 nautical miles
Altitude 1,500 ft.	...	...	...	Range 20 nautical miles
Altitude 5,000 ft.	...	...	...	Range 25 nautical miles

6. Search procedure should therefore begin at 3,000–5,000 ft., with gain control adjusted to show receiver noise. The receiver tuning control should be rocked over a narrow range, since all "Walters" and all receivers cannot be pre-set to exactly the same frequency.

7. Signals from "Walter" will appear as narrow spikes on both sides of the trace, but not necessarily locked to the time-base; they may be irregular at first, but as signals grow stronger, the smaller spikes will grow to a common level with the larger, so that the difference in amplitude of the port and starboard signals gives a bearing on "Walter". The indicator should be switched to the 90-mile range to bring a maximum number of spikes on the screen.

8. Vectorial correction can be made in the normal manner, to home on to the dinghy but, since "Walter" is a separate transmitter, range can only be assessed from the table in paragraph 5 above with reference to the altimeter. As the aircraft approaches the dinghy, the signals will increase in amplitude and gain control must be reduced.

9. When the growth of amplitude becomes very rapid, the pilot should be given a vector slightly off the dinghy bearing so that he may keep watch on his near side, a marker float should be prepared and a sharp look-out maintained. As the aircraft passes over the dinghy, the signals will increase sharply in amplitude and decay rapidly. If the dinghy is not sighted and the signals cannot be recovered at low altitude, the aircraft must regain height and recommence the search procedure.

10. Should the dinghy be riding a sea, the amplitude of signals on both sides of the trace will vary evenly so that reading of a bearing is not impaired, and the movement of the signals will enable an observer to see whether signals are also being received from another T.3180 in the vicinity.

Inspection and Test Procedure

11. T.3180 is a device for saving life and must be maintained as carefully as all equipment of such nature. Transmitters and batteries must be tested at every normal dinghy inspection and in any case at intervals not exceeding six weeks in the U.K. or four weeks in tropical areas. At the present time no special test set for T.3180 is available to the service, and until such test set is introduced and becomes available the following method of testing transmitters and batteries is to be carried out.

12. To test battery:—(a) Take battery out of container in transmitter, being careful not to tear linen wrapper.

(b) Connect a voltmeter and a 10-ohm resistance in parallel across sockets 1 and 3 on the battery. Reading must be at least 1.5 volts.

(c) Connect voltmeter without load across sockets 1 and 2 on the battery. Reading must be at least 90 volts.

13. To test transmitter: (a) Insert a tested battery, sockets foremost, in the container. Keep the white index marks aligned and lower gently until $\frac{1}{4}$ inch of battery is left protruding. Screw on the bakelite cap, taking care that it is watertight by checking that:

(i) the cap contains a spring;

(ii) the rubber gasket on the battery case is in good condition;

- (iii) the screw threads on the cap are not crossed;
 - (iv) the screw threads have been covered with a generous smear of yellow grease (Ref. No. 34A/169).
- (b) Stand transmitter upright, but not extended, and either:
- (i) Tune receiver in I.F.F. Test Set, Type 74, to T.3180 and check frequency with wavemeter, Type BG.3 or W.1310. With recurrence switch set to position D between 4 and 8, triangular pulses should appear on the screen, breaking the base line, or;
 - (ii) Using A.S.V., Mark II receiver, check that T.3180 presents triangular spikes as described in paragraph 7 above; these should reach maximum amplitude at the setting which gives maximum noise.

General.

14. It is imperative that operators of A.S.V. equipment in Naval aircraft should be able instantly to recognise the visual indication produced by T.3180. Commanding Officers are to ensure by practical demonstration and by the circulation of this Order that personnel concerned are fully conversant with the operation and maintenance of T.3180. *The handbook for T.3180 is A.P. 2554A, distribution of which is now being made.*

15. Transmitters and batteries (Ref. No. S.J./3097) will be issued, without demand, in accordance with an Admiralty priority list, until such time as stocks can be laid down at R.N. store depots at home and overseas. It is intended to supply one transmitter per dinghy pack except for pack Type F. Spares allowances have been promulgated in B.R.377 and B.R.378.

16. Attention is drawn to the following points:—

- (1) Great care must be taken to stow "Walter" in the dinghy pack in the correct manner as set out:—
 - (a) For K type dinghy packs: in A.P. 1182, Vol. I, Part III, Section IV, Chapter V, Appendix II.
 - (b) For multi-seater dinghy types: in handbook of the aircraft concerned.
- (2) Batteries are supplied in airtight cases each containing 10 batteries. Cases should not be opened until a battery is actually required. To provide replacement batteries as the old ones deteriorate a periodic supply will be made to R.N. stores depots.

17. The following tables show the correct equipment to be carried in each type of Naval aircraft dinghy.

TABLE I

Types of "K" Dinghy Packs appropriate to Naval Aircraft

Type of "K" Dinghy Pack.	Albacore.	Barracuda.	Chesapeake	Corsair (all Marks).	Defiant.	Firefly.	Fulmar.	Helldiver.	Hellcat (all Marks).	Wildcat (all Marks).	Marinet.	Reliant.	Sea Hurricane.	Sea Otter.	Seafire.	Swordfish (Marks I and II).	Swordfish (Mark III).	Avenger (all Marks).	Walrus.
"A," Mark II ...	1	1	2	1	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1
"C" ...	-	1	-	-	-	-	-	1	-	-	1	-	-	-	-	-	-	2	-
"F" ...	2	1	-	-	-	-	-	-	-	-	2	-	2	-	2	1	-	2	-

3. In the later and present production of flying helmets the whippings are brought out in the reverse direction, in accordance with the description on the label attached to the connector.

4. It is immaterial to which telephone the whippings are brought out, provided the connections are made as follows:—

(i) One telephone

Blue whipping	...	...	} Common to one adaptor, type 87.
Orange whipping	...	...
Brown whipping	...	...
			To other adaptor, type 87.

(ii) The other telephone

Red whipping	...	...	} Common to one adaptor, type 87.
Black whipping	...	...
Slate whipping	...	...
			To other adaptor, type 87.

The helmets are issued with the leads connected to the adaptors as set out above, and an error cannot be made if such connection is left undisturbed.

5. In due course the label will be amended so as to refer to the telephones as "one" and "the other", and not "left" and "right".

6. In this A.F.O. the terms "left" and "right" are used from the point of view of a wearer of the helmet.

(A.F.O. 4520/44.)

5676.—Aircraft Radio T.1154-R.1155 Installations—Fire Risk due to Breakdown of M.F. Aerial Leads

(N.A.R./A.C.R.D. 1943/44.—26 Oct. 1944.)

A serious fire has occurred in an aircraft fitted with T.1154-R.1155 due to an electrical breakdown in one of the unispark cables carrying the T.1154 aerial current. This particular fire resulted from a breakdown to earthed metal and the subsequent ignition of the rubber covering of the cable.

2. The cables most liable to breakdown are the unispark cables carrying the M.F. aerial current in the vicinity of the transmitter and type J aerial switch. Under certain conditions, e.g. where there is a fairly small external aerial, the radio frequency voltage in the aerial circuit of the T.1154 may reach a peak value of 6,000 volts, voltages of 4,000 being quite usual.

3. The attention of all concerned with the maintenance of T.1154-R.1155 installations is drawn to the fact that at radio frequencies, voltages of this order will quite easily puncture the insulation of unispark cable, provided that the cable is bearing on an earthed metal surface.

4. Units are therefore to examine all T.1154-R.1155 aircraft installations and take steps to ensure that all aerial leads (and in particular M.F. aerial leads) are spaced away from metal. The desirable spacing is about $1\frac{1}{2}$ in., measured from the centre of the cable to the earthed point. As this is often impracticable in the immediate vicinity of radio equipment, the maximum spacing possible is to be achieved. It is essential, however, that no portion of an M.F. aerial lead bears against any sharp edge or corner of earthed metal, e.g. transmitter case or aircraft former.

5. Many aircraft are already equipped with stand-off insulators and/or insulated spacers, and it may be found that a suitable rearrangement of these is all that is needed to effect an improvement.

6. In aircraft not fitted as above the leads are to be spaced from the aircraft structure by means of grommets type 75 (Stores Ref. 10A/17941), diameter $1\frac{3}{8}$ in., or by small hardwood bobbins. The bobbins should be approximately 1 in. long and have a diameter of about $1\frac{1}{2}$ in.

7. In all cases, whether grommets, wooden bobbins or insulated spacers are used these are to be anchored to the unispark cable with twine. The spacers and twine should be varnished after assembly and allowed to dry before being put into service.

5677.—Aircraft Undercarriages—Examination after Heavy Landings and Ground Loops

(A.M.R./A.A. 1865/44.—26 Oct. 1944.)

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

2. If an aircraft has made a heavy landing during A.D.D.L. training and has again taken off, the pilot should be instructed to carry out a normal landing and not to carry out another A.D.D.L. until the aircraft has been inspected and passed as satisfactory.

3. Squadron Commanders and Air Engineer Officers are to ensure that undercarriages are adequately examined at between-flight inspections whenever it is considered possible that a heavy landing has occurred.

4. Other instances of collapse of undercarriages have been due to distortion or weakening by a previous severe swing or ground loop. Such failures are also particularly prevalent during deck-landing training.

5. In future, a careful examination by the Air Engineer Officer is to be carried out on the undercarriage and associated structure before an aircraft which has been ground looped is again allowed to fly.

(A.F.O. 2904/44 is cancelled.)

5678.—Cameras—Care, Maintenance and Repair

(A.C.R.D./A.M.R. 413/44.—26 Oct. 1944.)

Examination of cameras which have been returned from ships and establishments for repair frequently reveals that attempts have been made by inexperienced personnel to carry out adjustments and minor repairs. This has resulted, in some cases, in further damage to the cameras.

2. It is pointed out that the responsibility for minor repairs rests with an E.A. or Air Fitter (L), and should any doubt exist whether repair can be effected *in situ*, cameras are to be returned to the nearest dockyard, where they will be dealt with as in paragraph 3 below.

Photographers are on no account to attempt minor repair work, and, if no trained personnel are available, ALL cameras needing even small repairs are to be returned.

3. The responsibility of personnel in regard to care and maintenance of cameras is hereby defined as follows:—

Photographers.—Care and maintenance, routine examinations and cleaning of all cameras used in naval service, with the exception of camera guns and cine camera guns. Installation of torpedo and reconnaissance cameras. The attention of photographers is drawn to the instructions for routine examination and cleaning of cameras contained in A.17 Camera Record Log Book.

E.As. and A.F. (L).—Workshops overhaul of all types of cameras, camera guns and cine camera guns used in naval service, when removed from aircraft.

Air Armament Personnel.—Custody and external cleanliness of camera guns and cine camera guns. Maintenance and repair of mountings. Installation of camera guns and cine camera guns, torpedo aiming cameras and mountings. Alignment of cine camera guns, and torpedo training cameras.

Major Repairs.—(i) All airborne cameras, Types F.24, F.52, G.45, F.46, and the American type cine gun cameras requiring major repairs are to be returned to the nearest dockyard or R.N. store depot, accompanied by Forms S.331, for onward transmission to R.N. Aircraft Workshops, Ordnance Road, Coventry. Demands for replacements when necessary should be forwarded on Forms S.134d to the normal source of supply of air stores.

(ii) All other cameras, including Pattern 2420 and 5701 hand-held aircraft cameras, Pattern 2410 air speed indicator (A.S.I.) camera, and American type K.20 camera, are to be returned to the nearest dockyard or R.N. store depot, accompanied by Form S.331, for onward transmission to Superintending Naval Store Officer, R.N. Store Depot, Stroud. Demands for replacements, when necessary, should be forwarded on Forms S.134d, to Superintending Naval Store Officer, R.N. Store Depot, Stroud.

(A.F.O. 1730/43 is cancelled.)

5679.—Maintenance of Stability of Minor Auxiliary War Vessels Abroad Flying the White Ensign being Stripped of Admiralty Fittings pending Return to Owners.

(D. 16894/44.—26 Oct. 1944.)

When A/S, M/S or other equipment or armament is landed from converted trawlers, whalers, drifters and yachts at stations abroad flying the White Ensign and engaged on A/S, M/S, A.P. and other duties, which are to be withdrawn from service for return to the owners, considerable changes of trim and metacentric height are involved, which will affect their seaworthiness and generally necessitate a redistribution of ballast. The following procedure should be observed:—

(1) All ballast should be retained until the work of removing Admiralty fittings (ex fire-fighting equipment), equipment and armament, etc., is completed.

(2) When the above has been completed a proportion of the ballast should be landed, but sufficient ballast should be retained to give a minimum metacentric height in the worst condition of not less than 12 in.

(3) The ballast retained should be redistributed in the fore and aft direction to give a suitable seaworthy trim.

(4) In order to minimize the fire risk, it is desirable that fire-fighting equipment should be retained on board until the vessel is handed over, unless alternative local arrangements which may be made are found more suitable.

(5) Bilges should be kept pumped empty periodically, and no large accumulation of water allowed which will affect stability.

5680.—Rudder Gland and Hot Water Piping—Modifications to—As. and As.

L.C.I. (L)

(D. 019054/44.—26 Oct. 1944.)

Experience in L.C.I. (L) has indicated that difficulty in making the rudder glands watertight is due to the fact that the bottom of the gland packing recess has been cut square to the rudder stock, with the result that the packing on being compressed does not bear against the stock.

2. The lower edge of the gland packing recess should be bevelled 25 degs., so that, on tightening, the packing will be forced against the stock

3. Difficulty has also been experienced in the hot water system due to insufficient arrangements being provided for frequent cleaning of the pipes. Flanges should be introduced in the hot water piping system between the galley boiler and the hot water storage tank at suitable intervals in order that sections of pipe can readily be removed for cleaning.

4. Items, classification "A", will be included in the class list of As. and As. to cover the work involved.

(P.E.R.O., Newhaven, 10 Aug., 1944.)

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

5681.—After Obstruction Wire—Securing Arrangements—As. and As.

H.M. Submarines "S", "T", and "U" Classes

(D. 13073/44.—26 Oct. 1944.)

Item numbers "T" Class 550, "S" Class 547, "U" Class 536, Classification "A".

2. It has been reported that in certain submarines in service, the after obstruction wire has parted.

3. This is attributed to the wire not being secured in the forward and after sleeves in accordance with British Standard sockets for wire ropes.

4. In order to eliminate any possibility of the obstruction wire parting, new sleeves are to be fitted in accordance with A.F.O. Diagram No. 359/44.

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

(Admiral (S), 8 Aug., 1944, No. 1535/S.M. 777.)

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

5682.—Aircraft Stores Establishment (B.R.377/378 Series)—Classification of Stores

(N.S. Air. 10534/44.—26 Oct. 1944.)

In order to simplify the layout of the Aircraft Stores Establishments and to avoid much unnecessary clerical work which is at present inevitable owing to the distinction which is drawn between permanent and consumable stores, it has been decided to extend to all sections of the Aircraft Stores Establishments the principle of re-grouping permanent and consumable stores into one list in reference number order. This will be undertaken as opportunities for revision and reprint occur.

2. All items which are to be treated as *permanent* will be indicated by the letter "P"

3. All the remaining items in the Establishments will be *consumable*. Those, however, which were transferred by A.F.O. 4780/44 from the permanent to the consumable category and designated "P" items will in future be known as "starred" items, and will be marked "C*" in the Establishments. The remainder of the consumable items will bear no special indication of classification.

4. Although all the starred items will henceforth be classed as consumable it is manifestly impracticable to permit services to hold stocks of the more important items, e.g., main planes, oleo legs, in excess of the quantities authorized.

5. Items classified "C*" are to be dealt with as follows:—

(a) They are to be supplied by R.N. Store Depots as consumable stores up to the quantities shown in the Aircraft Stores Establishments, subject, for Home Stations and Repair Yards, to A.F.O. 77/44. Stocks must not exceed the quantities authorized.

(b) Accounting by ships and stations will be on consumable ledger pages.

(c) They are to be *issued outright* from ledger charge by the Accountant Officer (S) on supply from main store under any of the following categories, viz.:—

(i) initial supply—S.156 to be used;

(ii) in replacement of unserviceable items returned—exchange voucher procedure to be used (*see* B.R.4, Article 41A) except that the Form S.1091 is to be endorsed "unserviceable item not for ledger action";

(iii) in replacement of unserviceable items *not returnable*, i.e., reduced to produce or thrown overboard (*see* B.R.4, Part II, Article 190). S.156 is to be used and the reason why an unserviceable item is not being returned in lieu is to be stated;

(iv) in replacement of losses and deficiencies—S.156 is to be used.

(d) Returns of serviceable starred items are to be supported by Form S.1091. Returns of unserviceable starred items for which replacements are not wanted do not require any supporting document.

(e) Demands S.134d on Air Store Depots to *replenish within, or to complete to, the authorized allowances* are to show in the appropriate spaces (i) the quantity allowed, (ii) the number held on board at the date of rendering the demand, and (iii) whether the items are required in lieu of unserviceable articles available for return or to replace items written off charge. These demands are to be rendered immediately issue has been made in order to maintain the stock authorized.

(f) Demands for quantities *in excess of allowances* may be forwarded direct to the appropriate R.N. Store Depot for compliance, but they are to be signed by the Commanding Officer, and are to show full reasons for the requirement together with the particulars of stock, past expenditure, etc., as provided for on Forms S.134d.

(g) Although no internal accounting action is required under these instructions in connection with the return of unserviceable starred items, the responsibility for labelling unserviceable items, showing reference and part numbers, description and whether considered to be repairable, still devolves on the returning officer as at present laid down for returns of permanent items.

6. The existing instructions concerning the supply and accounting for permanent and consumable (other than starred) items remain unaltered.

7. It is essential that *all* equipment, whether classified Permanent, Consumable*, or Consumable, shall be returned to the Accountant Officer (S) if it is considered to be repairable or to have any value as arisings or salvage.

Returns to R.N. Store Depots and H.M. Dockyards

8. Returns of repairable items of starred equipment are to be made on Form S.331 or other appropriate voucher which, in view of the fact that the store account has already been credited, are to be marked "NOT FOR STORE LEDGER". Ships' copies of these forms are to be filed separately in chronological order and held available for reference whenever required. The temporary arrangements for the disposal of ships' vouchers will, however, apply as long as they remain in force

9. Services are to ensure that full receipts are obtained in respect of starred items returned on Forms S.331, etc., and, unless they are concurred in, any important differences, *e.g.*, valuable and important equipment or where the value exceeds £5, are to be made the subject of correspondence with the pertinent Store Depot.

(A.F.O. 4780/44 is cancelled.)

5683.—Bleaching Powder—Allowance

Diesel Rescue Tugs

(N.S. 33283/44.—26 Oct. 1944.)

The quantity of bleaching powder, Pattern 150, carried by diesel rescue tugs for decontamination purposes, is to be reduced from 1 ton to half ton.

2. Vessels concerned, in commission, should adjust their stock on board accordingly. The necessary adjustment in the first outfit of naval stores to vessels under construction should be made by warrant and supplying yards in the usual manner.

3. B.R. 376—Establishment of Naval Stores for Diesel Rescue Tugs—will be amended.

5684.—Butt Welded Lathe and Turning Tools and Blanks

(N.S. 33810/44.—26 Oct. 1944.)

In order to comply with the Control of Machine Tools (Cutting Tools) No. 2 Order, an extract of which is given below, butt welded high-speed tools and blanks should be used to the fullest possible extent, and high-speed steel in bar form ordered in future only to meet special requirements.

Extract :—

"No cutting tool capable of being used with a machine tool, made from square or rectangular material, with a cross section of above $\frac{1}{2}$ in., or circular section exceeding $\frac{3}{8}$ in. diameter, is to be made otherwise than by welding or brazing the operative portion of the tool, known as high-speed steel, to a shank portion, which will be of steel containing no tungsten, vanadium or cobalt—except under the authority of, and in accordance with the licence granted, or a special or general direction issued by the Ministry of Supply."

"The operative portion of the tool or blank will be approximately one-eighth the overall length of the tool supplied."

2. Arrangements should be made by Home dockyards for standard butt welded high-speed tools and blanks which it is not desired to manufacture locally, to be obtained as Naval Stores under Subhead B11 from the undermentioned firms, who are now supplying high-speed steel bar and substitutes under standing contracts :—

<i>Portsmouth</i>	...	...	...	Messrs. Samuel Osborn & Co.
<i>Chatham</i>	...	...	...	Messrs. J. J. Saville.
<i>Devonport</i>	...	...	...	Messrs. Firth & John Brown Ltd.
<i>Rosyth</i>	...	...	...	Messrs. Arthur Balfour.
<i>Sheerness</i>	...	...	...	Messrs. B. K. Morton.

3. Until standing contracts for butt welded tools and blanks are placed, requirements at the above dockyards should be obtained by local purchase. If difficulty is experienced in obtaining these tools from the firms who normally supply high-speed steel under standing contract, any of the firms shown above may be approached, or Admiralty instructions requested as to other sources of supply.

4. In the case of R.N. Store Depots, Carfin and Leeds, requirements should be met by demanding on Rosyth. Mersey and Severn areas should demand on Devonport. Other Admiralty establishments at Home should demand on the nearest dockyard.

5. Ships should demand on their storing yards as required.

6. Demands for these tools and blanks for yards abroad should be forwarded with the periodical demands for high-speed steel to the Admiralty.

7. Information as to the shapes and sizes of standard butt welded tools and blanks available for supply by the firms referred to above is given in A.F.O. Diagram 362/44.

8. *Devonport only.*—Proposals for the addition of these items to Contract Schedule 54 and the authorized list of Naval stores should be forwarded in due course.

(A.F.O. 4781/44 is cancelled.)

5685.—Electric Hot Cupboards Patterns 5957-8 and 5957A-8A—Modification to Prevent Slipping of Dishes

(T. 1599/44.—26 Oct. 1944.)

Complaints have been received that when the doors of hot cupboards, Patterns 5957-8 and 5957A-8A are opened in rough weather the dishes are liable to shoot out on to the deck.

2. Where this trouble is experienced, the modification shown on A.F.O. Diagram 367/44 should be carried out by ships' staffs.

5686.—Fire Extinguishers—Allowances

Ramped Cargo Lighters

(N.S. 34795/44.—26 Oct. 1944.)

The allowances for fire extinguishers, refills, etc., to ramped cargo lighters are as follows :—

Pattern No.	Description.	Quantity.	Remarks.
	<i>B.S.</i>		
	<i>Permanent Stores.</i>		
4723	Extinguishers, fire, Pyrene, 1 quart, fully charged.	2	One in each engine room.
4725	Brackets for	2	
4726	Extinguishers, fire, foam type, 2 galls., not charged.	3	One in each engine room and one on deck near engine room hatches.
	<i>Consumable Stores.</i>		
4728	Refills, 1 quart for extinguishers, Pattern 4723.	4	As spare.
4729	Charges, 1 gall., for foam type extinguishers, Pattern 4726.	9	Includes 6 spare.

2. Administrative authorities should arrange for stocks on board to be adjusted accordingly.

5687.—Leather, Economy in Use of
(N.S./C.P. 19614/44.—26 Oct. 1944.)

Owing to the extremely difficult supply position of heavy leathers, demands for leather belting involving the heavier hides should be reduced to an absolute minimum.

2. Pattern C.43 Hides, crop, should be used in lieu of Butts pattern C.35 for joints of covers to oil fuel tanks and manholes.

5688.—Negative Castings, Pattern 12235, for 20.-in. and 24.-in. Searchlight Lamps, Patterns 173 and 3667
(N.S. 30523/43.—26 Oct. 1944.)

Experience has shown that the need for replacement of negative castings, Pattern 12235, for 20.-in. and 24.-in. searchlight lamps seldom arises; in view of their size and the amount of dismantling necessary to effect a replacement, they are no longer to be carried as spares.

2. Any of these castings held as spares should be returned to the nearest dockyard or Naval store depot.

3. Dockyards and store depots should note that the castings manufactured by the Sperry Gyroscope Co., and marked "S.G.Co. A.P. 12235" are brush boxes, and not main negative castings. They were supplied and marked in error and are to be returned to the manufacturer.

4. All other castings whether in stock or returned from ships are to be forwarded by Dockyards and Naval Store Depots to Naval Store Officer,

R.N. Store Depot,
Factory A.37,
Fourth Avenue,
Team Valley Estate,
Gateshead-on-Tyne,

and the Naval Store Officer, Newcastle, advised of despatch. Subsequent supplies of these castings to the manufacturers of lamps, Pattern 173, will be dealt with as a "free Admiralty issue".

5. The establishments of Naval stores concerned will be amended.

5689.—Radio Interference Suppression Equipment (Subhead F2B)—Demanding Procedure

(N.S. 31323/44.—26 Oct. 1944.)

Due to the present difficulties in obtaining sufficient production of radio suppression equipment to meet the increasing demands, it is necessary to regulate the supplies, and, with certain exceptions mentioned below, these will be arranged by the Superintending Naval Store Officer, Severn Area. Further, it is necessary to ensure that all possible steps are taken to avoid duplication of supply, or supply to unauthorized services, and the following procedure is to be adopted:—

2. *Future requirements.*—First supplies of suppressors called for by Asdic establishments will continue to be made by Superintending Naval Store Officer, Copenacre, with whom any action regarding deficiencies should be taken.

3. Suppressors required by manufacturers for incorporation in Radar equipment will continue to be supplied by Superintending Naval Store Officer, Haslemere.

4. All requirements of suppression equipment under Subhead F2B for vessels in home waters and for new construction, other than those specified in paragraphs 2 and 3, are to be demanded from Superintending Naval Store Officer, Stanley Mills, Stroud. This includes *replenishment* demands for suppressors shown in the Asdic establishments. For vessels abroad, demands should be forwarded to the nearest storing yard.

5. *Outstanding demands.*—Outstanding demands already lodged by Coastal Force Bases or Emergency Repair Overseers for Coastal Force craft are to be regarded as cancelled. Requirements should be reviewed and re-demanded from the Superintending Naval Store Officer, Stroud. All other outstanding demands for services covered by paragraph 4, which cannot be satisfied from stock, should be transferred by the Officers with whom they have been lodged to the Superintending Naval Store Officer, Stroud.

6. *General.*—It is very important that demands are lodged only for services for which the use of this equipment has been specifically authorized.

7. It is necessary also in view of the supply position that demands should be forwarded well in advance of requirements and that they state the latest date by which the equipment is required. Equipment for new construction should be issued strictly in the order of completion dates for the craft.

8. All stocks of suppression equipment held by yards and depots other than Haslemere and Copenacre should, after meeting outstanding demands in accordance with paragraph 5, be transferred to the Superintending Naval Store Officer, Severn Area.

(Admiralty Letter dated 28 Aug. 1944, NS. 31323/44/B30154 to certain addressees only.)

(A.F.O. 955/43.)

(A.F.O. 2756/44 is cancelled.)

5690.—"Stenor" Hose-Patching Machines—Suitability for A.C. and D.C. Power Supply

(N.S. 30780/44.—26 Oct. 1944.)

The Rate Book description of the "Stenor" hose-patching machines are being amended to read as follows:—

Pattern	Description
24901	"Stenor" hose-patching machine, 110/140 volts., A.C./D.C.
24902	"Stenor" hose-patching machine, 210/240 volts., A.C./D.C.

2. Pattern 24903 has been cancelled.

3. The establishment of Naval stores for executive purposes (B.R. 358) will be amended.

(A.F.O. 5778/43.)

Section 4

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

5691.—Shipment of Stores in H.M. Ships for Conveyance to U.K. or between Overseas Ports

(N.S. 02707/44.—26 Oct. 1944.)

Attention is drawn to the necessity for complying strictly with the spirit of the existing instructions for the shipment of stores in H.M. ships, in order to obviate the danger of leakage of information regarding forthcoming movements of H.M. ships.

2. Packages shipped in H.M. ships must *not* bear the name of the ship or base for which intended, or of the port to which consigned. The Commanding Officer of the ship conveying the package(s) should be informed separately and *secretly* of the manner in which disposal of the packages should be effected.

3. It is essential that:—

- Information regarding the name of the vessel in which shipment is being made is restricted to the minimum number of persons.
- All documents (e.g., bills of lading, disposal instructions) are treated as *secret* documents.
- The names of the carrying ship and also of the ultimate Service or destination do *not* appear on the packages.

- (d) The packages and any shipping documents containing the names of the carrying vessel or its destination are *not* despatched together (e.g., the driver of a lorry conveying the packages must not also carry the bills of lading).
- (e) Commanding Officers detail an officer or officers to receive the cargo and give the necessary receipts before sailing. Such officers will be responsible for seeing that the cargo is correctly checked on board and retained in safe storage during the voyage.
- (f) Where shipping documents cannot be obtained, a list of the cargo is nevertheless taken at the time of loading and receipts issued, and that during the voyage fair lists in triplicate are prepared for delivery to the receiving authorities at destination.
- (g) Immediately upon arrival in the U.K., a *secret* signal is made to the Flag or Naval Officer-in-Charge of the port repeated to Admiralty, where discharge will take place giving full information as to the nature and quantity of any cargo to be discharged.

Note.—Concerning (d), should any difficulty arise in getting the shipping documents in time to the conveying H.M. ship, the sending officer should represent the matter to the Admiralty immediately. In the majority of these shipments, however, the bills of lading will be provided by the (S) N.S.O. or N.A.S.O. at the port of shipment.

4. From the time cargo is received on board until taken over by a shore authority the Commanding Officer of the H.M. ship concerned is responsible for its safe custody, and a procedure similar to that for the handling of the ship's own stores is to be followed. Special arrangements are to be made to safeguard any *secret* stores embarked.

5. It has been the practice to allow officers' names to be left on baggage, etc. shipped in H.M. ships, but in future all Flag Officers whose appointments are known in Service circles and their staffs must have their names obliterated from their baggage if to be shipped by this means, only such code words and markings as may be directed being allowed to remain. As an additional precaution, baggage should be embarked at the latest possible moment, and preferably after other communication with the shore has ceased.

(A.F.Os. 3528/40, 174/41, and 353/44.)

(A.F.O. 5220/44 is cancelled.)

5692.—Supplies of Fresh Provisions to Small Ships

(V. 3/2565/43.—26 Oct. 1944.)

Supplies of fresh provisions required by H.M. destroyers, corvettes and smaller vessels other than landing craft when at Naval bases should not be demanded direct from Admiralty contractors, as this gives rise to difficulty in accounting. Instructions for the procuring of supplies of fresh provisions by landing craft are contained in A.F.O. 5170/43 as amplified by A.F.O. 614/44.

2. Unless otherwise provided in local orders the procedure for obtaining supplies of fresh provisions at naval bases and ports other than Liverpool is as follows:—

- (a) *Naval Bases where there is no victualling yard or depot.*—Destroyers, corvettes and smaller vessels should demand supplies from the Base Accountant Officer, who should make the necessary arrangements for obtaining supplies from contractors, supervising distribution, etc. The Base Accountant Officer should obtain receipts from the vessels concerned, take the supplies on charge in his account, and furnish receipts on Form S.92 to the contractors. He should communicate particulars to the accounting base of the ships concerned, following the usual procedure for supplies of victualling stores.
- (b) *Naval bases where there is a victualling yard or depot.*—Destroyers and corvettes should demand supplies from the victualling yard or depot. Smaller vessels, e.g., trawlers, should demand supplies from the Base Accountant Officer, except at certain places where special authority has been given for supplies to be demanded from the

victualling yard or depot. When supplies are made by the Base Accountant Officer the procedure indicated at (a) above should be followed.

- (c) *Ports where there are Admiralty Contractors, but no victualling yard or depot or Base Accountant Officer.*—Supplies should be obtained direct from the Admiralty contractors, who should be requested to send a copy of the invoice for each supply to the accounting base. Receipts on Forms S.92 or D.55 as appropriate, should be forwarded to the contractor monthly by the accounting base.

3. At *Liverpool* where conditions are exceptional the procedure laid down in paragraph 2 (c) should be followed.

4. Fresh provisions drawn under Admiralty contracts should not be paid for in cash unless such a procedure has been specially ordered.

(A.F.Os. 5170/43 and 614/44.)

(A.F.O. 4959/44 is cancelled.)

*5693.—Victualling Arrangements, Christmas, 1944

(V.2/5505/44.—26 Oct. 1944.)

The following victualling arrangements for Christmas, 1944, have been approved:—

- (a) One issue of pork, not exceeding 8 oz. per head, may be made to messes on victualling allowance and special landing craft victualling allowance in H.M. ships and establishments at the issuing price of bone-in beef (8d. per lb.). This concession does not, however, authorise any increase in the weekly ration allowance of meat (A.F.O. 4984/44, Appendix B). At home adequate supplies of pork sides or pork cuts will be available through the normal channels. Sides should be used wherever practicable.
- (b) Fresh eggs are expected to be available through N.A.A.F.I. on the basis of one per man in all ships and establishments at home.
- (c) A limited allocation of the ingredients of Christmas puddings has been made to N.A.A.F.I. by the Ministry of Food in order that N.A.A.F.I. may be in a better position to meet the requirements of ships and establishments not victualled on the general mess system. Accountant officers of general mess ships and establishments should arrange as far as possible for requirements of Christmas puddings to be made on board with service provisions and not obtained from N.A.A.F.I.
- (d) The Ministry of Food has made a special allocation of turkeys to N.A.A.F.I. for supply to H.M. Forces at Christmas on a basis which is expected to provide about 5 oz. a head, and H.M. ships and establishments in home waters which are victualled from service sources should make early application to N.A.A.F.I. for their requirements.

2. In view of the arrangement made in (d) above, the purchase by Accountant Officers or messes (including officers' messes) of poultry from sources other than N.A.A.F.I. is to be avoided in order that the civilian population may receive an equitable share of the available supplies.

3. Christmas fare as customary in the service is to be provided in ships on modified general messing and Accountant Officers of bases to which such ships are attached are to draw up and issue to them a suitable Christmas Day menu. It is expected that the extra cost will be met out of savings on the authorized maximum daily rate over the year under the arrangement indicated in Section (1), paragraph 6, of the memorandum on modified General Messing. If the menu includes pork this may be valued at the issuing price of bone-in beef.

(A.F.O. 4984/44.)

(A.F.O. 4809/44 is cancelled.)

5694.—Loan of Army Clothing to Naval Personnel in E.M.S. Hospitals

(V/1/4885/44.—26 Oct. 1944.)

Naval casualties discharged from E.M.S. hospitals who are not in possession of suitable naval clothing for wear in transit to base hospitals or other Naval establishments, will be supplied by the military authorities with sufficient army clothing to enable them to be reasonably clad for the journey.

2. The Naval Officer in Charge at the base hospital or naval unit to which the man is transferred from the E.M.S. hospital is to ensure that the army clothing is recovered and returned to the nearest army ordnance depot.

3. Instructions have been issued by the War Office that the army clothing issued to naval personnel in the above circumstances should be vouchered to the naval unit or base hospital concerned, by the Military Registrar of the E.M.S. hospital on the appropriate War Office form, i.e. A.F.G. 1033. The receiving naval authorities are to receipt the form A.F.G. 1033, quote thereon the ordnance depot to which the clothing will be forwarded, and return the voucher to the Military Registrar to support his accounts.

4. The foregoing arrangements will not ordinarily apply to casualties dealt with at Park Prewitt E.M.S. Hospital, where arrangements have been made for men to be issued, if necessary, with naval clothing on loan, for use on the journey to the naval establishment. A note of these issues will be made at Park Prewitt in the ratings' pay books if available, and also on a slip inserted in the field card. In these cases the clothing should be returned to Park Prewitt.

5695.—Aircraft—Flying Clothing and Ancillary Equipment

(A.E./V. 4356/44.—26 Oct. 1944.)

Initial supply of all flying clothing and its ancillary equipment is made as follows:—

(a) *Pilots* are provided with flying goggles and wired helmets with speaking tubes and ear pieces before leaving H.M.S. "St. Vincent" for elementary flying training schools or flying training in the U.S.A. The wiring of these helmets is to be removed when not required. Complete helmets with telephone fittings, viz., ear pieces, plugs, leads, microphone masks and oxygen masks, together with the balance of flying clothing as detailed in paragraph 15 below, will be supplied in H.M.S. "Macaw" to pilots on their return from the service flying training schools and before they proceed for further flying training. These items will be supplied in U.S.A. or Canada to trained pilots who do not return to the United Kingdom.

(b) *Observers* are to be supplied with a limited kit of flying clothing suitable for local tropical conditions before being drafted to R.N. Air Station, Piarco. These pupils will receive the balance of their full flying kit at R.N. Barracks, Lee-on-Solent, on their return, after qualifying as Observers.

(c) *Telegraphist Air Gunners* will receive flying goggles and wired helmets with speaking-tubes and ear-pieces, before proceeding to Canada from H.M.S. "St. Vincent". Ratings returning to the United Kingdom on completion of their training will be supplied with the balance of flying clothing as detailed in paragraph 15 at R.N. Barracks, Lee-on-Solent. Ratings drafted to squadrons forming in U.S.A. will retain the flying clothing supplied to them in Canada.

Note.—Extra warm clothing necessary in Canada is being provided from Royal Canadian Air Force sources at the Royal Canadian Air Force Station, Yarmouth, Nova Scotia.

2. Officers and ratings are personally responsible for bringing to notice any deficiencies in their flying kits, and steps are to be taken to ensure that the kits of all flying personnel proceeding abroad are complete.

3. Officers and ratings will be held responsible for the proper care and custody of articles of flying clothing supplied to them on personal loan and are to be charged with the value of any item which they are unable to produce or satisfactorily account for or which are damaged by their neglect.

4. Flying clothing in need of repair which cannot be effected locally should be withdrawn and returned to a victualling yard or depot for repair before the damage is irreparable. The fullest possible use is to be made of local resources for carrying out repairs.

5. When new patterns of flying clothing are introduced they are to be issued to personnel of First Line Squadrons, the obsolescent items being withdrawn. Items of older pattern are to continue to be used in Second Line Squadrons until worn out, unless instructions to the contrary are given by the Admiralty.

6. *Demands.*—(a) *At Home.*—Demands from H.M. ships and establishments for flying clothing supplied by Victualling Department are to be sent to:—

The Victualling Store Officer,
H.M. Naval Victualling Depot,
Leicester;

or

The Officer-in-Charge,
H.M. Naval Victualling Sub-Depot,
(Southern Area),
Guildford, Surrey;

or

Victualling Store Officer,
H.M. Naval Victualling Depot,
Jamestown,
Dunbartonshire.

Demands for items dealt with as Naval stores are to be sent to the appropriate R.N. Store Depot.

(b) *Abroad.*—Small stocks of Vote 2 flying clothing and equipment are maintained at victualling yards abroad and requirements by ships and shore establishments abroad are to be demanded from the local victualling yard. The estimated requirements for initial issues of *new* items will be automatically shipped to yards abroad, to whom demands should be forwarded.

Demands for items dealt with as Naval stores are to be sent to the appropriate storing yard.

(c) When forwarding demands the full description, reference numbers and sizes (where applicable) of the articles required should be quoted.

Demands for stop watches and wrist watches (see paragraph 13) are to be sent to the Hydrographer, Creechbarrow House, Taunton.

7. *Allowances of Flying Clothing and Ancillary Equipment.*—(a) *Aircraft Carriers and Catapult Ships* (see B.R. 378).

(b) *Naval Air Stations* (see B.R. 377).—Stations are to render timely demands on their victualling and Naval Store Depots, in order to maintain stocks at a level sufficient to meet one month's anticipated expenditure. Demands are to be based on recurring expenditure. The numbers of flying personnel to which the expenditure is related, the stocks remaining in store and dues in and out, are to be taken into consideration in estimating requirements. Allowance must also be made for any known increase, or decrease, in the numbers of flying personnel likely to be accommodated during the period covered by the demands. In cases where a demand is based on an anticipated rate of expenditure in excess of the past average expenditure, the fact is to be clearly stated on the demand.

8. *Accounting.*—(i) Flying clothing is to be accounted for as loan clothing, and articles issued on personal loan (see paragraph 1), either as an initial issue or in replacement, are to be removed from the Accountant Officer's store charge.

(ii) Initial issues of Vote 2 and Vote 6 items only are to be shown on Form S.1054—Flying Clothing—Initial Personal Loan Issues—which is to be signed by the recipients, certified by the Accountant Officer, and forwarded into office in support of the loan clothing account.

(iii) *Flying Clothing Cards* (S.1055).—(a) All issues and returns of flying clothing of Vote 2, Vote 6 and Vote 8 stores on personal loan (other than exchanges necessitated by fair wear and tear) are to be recorded on Form S.1055, "Flying Clothing Card". This card is to be retained by the individual to whom it is issued and is to be produced on the occasion of all issues and returns of flying clothing, all issues are to be signed for by the recipient and all returns by the Accountant Officer receiving the equipment. Exchanges of flying clothing are *not* to be recorded on the card.

In the event of an officer or rating being unable to produce this card it will be assumed that his flying clothing has been completed to scale, and he will be given a new card endorsed to this effect. Subsequent issues will be on repayment.

Articles lost on active service through the exigencies of the war or whilst actually flying, or destroyed in a flying accident, will be replaced free provided a certificate, signed by the Officer Commanding the unit in which loss or damage occurred, is produced.

When flying kit is lost, it is important that prompt action should be taken by personnel concerned to obtain the required certificate and apply for replacement of the lost articles. Delay in taking such action inevitably causes extra trouble to all concerned in making the necessary enquiries.

When an officer or rating ceases to be employed on flying duties the flying clothing card, duly completed as regards articles withdrawn, is to be forwarded into office with the Loan Clothing Account. The reference on Form S.1055 should be amended to the number of this order.

(b) When an officer or rating is transferred to another ship or establishment his card is to be scrutinized by the new Accountant Officer or Safety Equipment Officer to ensure that quarterly checks have been carried out, and that no unauthorized flying clothing is held.

(c) The ledger accounts of flying personnel are to bear the notation "Flying Clothing." This notation is also to be made on transfer lists to indicate to the Accountant Officer of the new ship or establishment that the officer or rating is in possession of flying clothing and that his flying clothing card should be examined.

(d) Demands for Forms S.1055 should be forwarded to R.N. Store Depot, Park Royal, N.W.10.

(iv) Flying clothing and equipment held on personal loan charge are always to be withdrawn from an officer or rating on termination of flying duties and taken on charge in the appropriate account. This will serve to augment the small maintenance stock held.

(v) *Temporary Loan Issues.*—Loan issues of items of flying clothing may be made to persons other than naval flying personnel who, in the course of duty are called upon to fly. Such loan issues are to be made for the occasion only, unless the borrower is called upon to fly at frequent intervals. Flying clothing so loaned is to be withdrawn when the occasion for its use no longer exists, or when the borrower is transferred from the ship or establishment.

(vi) Quarterly checks of all flying clothing and ancillary equipment are to be carried out by the Safety Equipment Officer under Commander (Flying) and recorded on the last page of the Flying Clothing Card (S.1055). In addition, the Safety Equipment Officer is to satisfy Commander (Flying), that all flying personnel are familiar with the use of each item of flying clothing and ancillary equipment.

9. *Storage, etc.*—The instructions contained in Air Publication 830, Vol. II, are to be followed as far as practicable.

10. *Assembly and Operation of the Waistcoat, Life-Saving, Yellow.*—The assembly of the life-saving waistcoat (Ref. No. 445-446) is carried out in the same manner as with the old type, except for the CO₂ bottle and operating lever, which is done in the following manner:—

Screw the cylinder into the body of the operating lever firmly but without forcing. *If it is forced in the slightest way it will fracture the half-bored-out copper screw that seals the bottle, thus discharging the bottle.*

Insert the cylinder and body into the wing of the stole (i.e. rubber buoyancy tube) so that the rubber neck of the stole encircles the body of the operating lever and the screw clip can encircle the rubber neck. The screw of the clip should be cut down to $\frac{7}{16}$ in. before fitting, and filed smooth to avoid abrasions on jacket or stole. With operating lever turned foremost tighten clip, bedding rubber in groove provided.

Insert the handle of lever through the opening in the jacket and tie body with the cord provided on the inside of the jacket. Secure the flaps to the jacket by the press buttons.

To operate jerk open the protecting flap. Down lever as far as it will go whilst retaining the cylinder with the left hand. This severs the copper stem and discharges CO₂ gas in the bottle into stole.

Care should be taken to avoid breaking seal by harsh treatment (i.e. sitting on or packing carelessly) and periodically to test for looseness of bottle screw in the lever body.

11. To ensure that the gas cylinders are fully charged with gas before being issued and fitted to the stoles, each cylinder is to be carefully weighed and checked with the tare weight marked on the shoulder of the cylinder. When fully charged, the weight should be 8 grammes above the tare weight. Cylinders which are found to be below the required weight are defective and are not to be used for fitting to stoles, but are to be returned to the victualling depot from which they were issued.

12. The following should be noted when using chemically-heated clothing:—

(i) The gauntlets, gloves and mittens should be worn together, and the ankle containers should be worn round the ankle inside the flying boots. The gauntlets and ankle containers are fitted with pockets into which the heater pads can be inserted. When a teaspoonful of water is poured into the pads enough heat is generated for a flight of six hours. Each heater pad should last for about six flights provided water is added each time.

(ii) Socks, chemical, are to be inserted above, or substituted for sheepskin socks. Socks, horsehair, rubberized, are to be placed above the socks, chemical.

(iii) Socks are prepared as follows:—

(a) Pour one teaspoonful of water slowly into each of the "V" shaped openings in the chemical refill so that it drips gradually on to the contents.

(b) Shake the chemical refill thoroughly for three or four minutes to ensure that the water and the contents are well mixed.

(c) Place the chemical refill in the rubberized fabric, cover and close the flap. The maximum temperature will be reached in 20 to 30 minutes.

(iv) The chemical refill should generate heat for approximately six hours. If the heat is not sufficiently intense, the action can be accelerated by cutting further holes in the rubberized cover. The duration of heat will be reduced in proportion.

(v) When not in use, the chemical refill is to be stored in a dry place in the moisture proof wrapper in which it is issued.

(vi) For subsequent use, the same procedure is to be followed. The chemical refill should be satisfactory for six occasions. In order that a record may be made of the number of times the chemical refill has been used, a figure 1 is to be marked on the chemical refill each time it is removed from the boot after use.

13. *Stop Watches, Pattern H.S.7, and Wrist Watches, Pattern H.S. 8.*—

(a) Arrangements have been made for stop watches and wrist watches to be supplied by the Hydrographer to Pilots and Observers of the Fleet Air Arm, as a personal issue and to be accounted for on the pertinent flying clothing cards.

(b) The wrist watch to be supplied is a timepiece of an accuracy suitable for use in air navigation and having a centre second hand; the stop watch is a pocket stop watch of conventional design.

(c) Consideration is being given to the supply eventually of a wrist watch incorporating a stopping second hand.

(i) Supply will be made on the scale of one wrist watch for each pilot and observer and one stop watch for each Observer. Supplies of stop watches will now permit of issue being made to all Observers, but until further supplies of wrist watches are available, priority is being given to first line squadrons and then to N.O.T.U.s. Other demands will be met gradually.

(ii) *Demands.*—(a) For first supply—demands are to be made on Form H.405 (supplies of which are available on demand from the Hydrographer at the address shown below and from chart and chronometer depots abroad), and are to be signed by the appropriate Naval Accountant Officer, who will be responsible

for the detailed distribution of the watches supplied to him. Such demands are to be prepared in triplicate and the first two copies forwarded to the Hydrographer, Creechbarrow House, Taunton, Somerset.

(b) For replacement of defective watches or watches lost, Form H.405 is also to be used.

(iii) It should be noted that demands are *not* to be sent direct to the Chronometer Depot at Bradford-on-Avon.

(iv) (a) *Accounting*.—All watches will be accounted for as items on personal loan in accordance with paragraph 8 and entered on the flying clothing card. Watches issued on personal loan either as an initial issue or in replacement are to be removed from the Accountant Officer's store charge.

(b) *Recovery of value*.—In the case of watches which are lost or damaged on account of negligence, information as to their value should be obtained from the Hydrographer and the amount to be charged against the persons responsible should then be determined by the Commanding Officer in accordance with instructions issued.

(v) *Repairs*.—A further Fleet Order will be promulgated in due course containing instructions regarding future procedure for the repair of these watches, but in the meantime any minor repair work that can be carried out quickly and effectively should be dealt with in accordance with existing orders. All work that is beyond immediate local resources should be dealt with as follows:—

At Home ... Return to the Officer-in-Charge, H.M. Chronometer Depot, Bradford-on-Avon.

Abroad ... Return to the nearest chart and chronometer depot for subsequent despatch to Bradford-on-Avon.

(vi) Replacements for defective watches which cannot be repaired in accordance with preceding paragraph should be demanded from the Hydrographer as in paragraph (ii) (b) above (but see also paragraph (vii) below).

(vii) *Reserve stocks*.—Arrangements have been made for a small reserve stock of stop watches and wrist watches to be held at the Cape Observatory and the Chart and Chronometer Depot, Colombo, and as soon as stocks permit these arrangements will be extended to include the remaining depots abroad.

Such stocks will be available for replacement of lost or defective watches of both types.

(viii) The appropriate A.S.Es. are being amended.

(ix) Beacon watches H.S.4 will generally become obsolete and instructions regarding their eventual disposal will be given to ships and stations concerned in due course.

14. Electrically heated flying clothing for use in lieu of thermally-heated clothing may be demanded when considered necessary, for use by crews of Swordfish IV, which have been modified for electrically-heated clothing.

At present, this clothing is only required by No. 2 T.A.G. School, Yarmouth, and stocks have been supplied.

The clothing comprises:—

	Stores	Ref.
Gloves, electrically heated, L.H.	22C/767	768
		769
Gloves, electrically heated, R.H.	22C/770	771
		772
Linings, L.H.	22C/714	715
		716
Linings, R.H.	22C/717	718
		719
Linings, 12-24 v., electrically heated, Type D:—		
Jacket	22C/333-340	
Trousers	22C/341-843	

15. A full flying kit consists of the following:—

Ref. No.	Item	Qty.	Remarks
	Holdall	1	
	or		
22B/77	Bag, flying kit	1	To be issued pending introduction of holdall.
22C/748-755	Boots, flying knee	1 pr.	Sizes 5-12.
22C/234-241	Boots, socks for	2 prs.	Sizes 5-12.
22C/264-268	Gauntlets, L.H.	1	} Sizes 8-10. In half sizes.
22C/269-273	Gauntlets, R.H.	1	
22C/293-295	Lining, gauntlet	1 pr.	} Sizes 8-10. In half sizes.
22C/259-263	Gloves, silk	1 pr.	
22C/431-433 992-993	Gloves, chamois	1 pr.	} Sizes 8-10. In half sizes.
22C/930	Goggles, Mark VIII, complete.	1	
	Consisting of:—		
	Frames		
	Holder, complete with front and side windows:—		
	Non tinted:—		
22C/838	Left	1	
22C/839	Right	1	
	Holder, complete with front and side windows:—		
	Tinted, B.2:—		
22C/873	Left	1	
22C/874	Right	1	
22C/835	Wallets	1	For each pair of tinted windows
23A/153	Outfits, anti-dimming	1	
22C/961	Spectacle, Mark 8, Anti glare with Crooks lens.	1 pr.	
22C/353-359	Suits, flying, collar	1	
22C/303-309	Suits, flying, inner	1	
22C/360-366	Suits, flying, outer	1	
22C/445-446	Waistcoat, life saving, yellow, complete with 22C/72 Stole and 23E/3326 clip ring type (1 in No.).	1	See paragraphs 10 and 11.
	One set of 22C/93—pads, kapok and lifeline, 22C/NIV.		
22C/94	Cylinders, gas	2	
22C/74 or 892	Lever, gas cylinder	1	
33C/634	†Fluorescine block or	1	
33C/629	†Fluorescine powder, 12 to 14 oz.		
23/230	Whistle, air crew, metal	1	
—	†First aid kit	1	
N.200	Knife, emergency equipment.	1	Issued to Barracuda observers and air gunners. For other aircrew issue is optional.
5A/2728	†Torch, electric, type H, floating type.	1	} Issued to all air crews.
5J/2378	†Battery, No. 11	2	

Ref. No.	Item	Qty.	Remarks
22C/877-880 10A/14381	Helmet, Type C, wired ... †Microphone assembly, Type 48, comprising:—	1 1	Helmet, Type C, wired, incorporating connector, Type 2186, microphone assembly, Type 48, and AN/BH-1 telephones are for use in aircraft with low impedance radio system until all naval aircraft have been changed to that system. In the meantime, flying personnel will be issued initially with helmet, Type C, wired, without connector, Type 2186, microphone assembly, Type 35 (Stores Ref. 10A/13120) and Type 16 telephones (Stores Ref. 10A/12401), the equipment for use in aircraft with a high impedance radio system. Other high impedance equipment exists in the Service, but replacements for unserviceable items should be demanded, so far as possible, from the high impedance equipment mentioned above.
10A/12570 10H/5463	†Microphone, Type 25 ... †Connector (tinsel) Type 2237, which includes: Cord, instrument, Type 45, Ref. 10H/3135. †Socket, Type 453, Ref. 10H/14207. †Gauze, anti-freeze, Type 4, Ref. 10A/12925. Insulating tubing, Grade E (2 in number).	1 1	
110A/699	†Receiver, telephone, AN/BH-1.	2	
10H/5229	†Series parallel connector, Type 2186.	1	
6D/644	†Oxygen mask, Type G, with †Ref. 6D/652 inlet connector. †Ref. 6D/528 tubing ... †Ref. 6D/657 socket and ... †Ref. 6D/526 union plug ...	1 1 1 1	
N.101/104	Helmet, flying, tropical or	1	AN/BH-1 receivers may be issued in the form of a headset; if so, they must be detached and inserted in the helmet.
N.101/104	Helmet, flying, tropical, Type D, wired, Naval pattern.	1	Available in four sizes.
22C/66	Covers, ear ...	1 pr.	All aircrews, replacing, masks, oxygen, Types E. and E*.
22C/67	Pads, rubber ...	1 pr.	
6F/154	†Ear pieces, tube, speaking	1 pr.	
6F/162	†"Y" piece, with ferrules	1	
C.468, Naval Pattern.	Overall suit combination, 1 piece.	1	Issue pending introduction of tropical flying overall.
H.S.8	*Wrist watch ...	1	Issued to pilots and observers.
H.S.7	*Stop watch ...	1	Issued only to observers holding wrist watches (H.S.8) not fitted with a stop second hand.

16. Limited flying kit for observer pupils proceeding to Trinidad consists of the following:—

Ref. No.	Item	Qty.	Remarks
22B/77	Bags, flying kit ...	1	} Sizes 8-10 in half sizes.
22C/264-268	Gauntlet, L.H. ...	1	
22C/269-273	Gauntlet, R.H. ...	1	
22C/259-263	Gloves, silk... ...	1 pr.	
22C/930	Goggles, Mark VIII	1 pr.	
	Consisting of:—		
	Frames.		
	Holder, complete with front and side windows:—		
	Non-tinted.		
22C/838	Left ...	1	
22C/839	Right ...	1	
	Holder, complete with front and side windows:—		
	Tinted B.2:		
22C/873	Left ...	1	
22C/874	Right ...	1	
22C/835	Wallets ...	1	1 for each pair of tinted windows.
23A/153	Outfits, anti-dimming ...	1	
22C/961	Spectacles, Mark VIII, anti-glare, with Crookes B.2 lens.	1 pr.	
N.101-104	Helmet, flying, tropical or	1	Available in four sizes.
N.101-104	Helmet, flying, tropical, Type D, wired, Naval pattern.	1	Available in four sizes. When wired with connector, Type 2186, only for use with low impedance radio system.
22C/66	Covers, ear ...	1 pr.	} Supplied with helmet, flying, tropical (both types). See paragraphs 10 and 11.
22C/67	Pads, rubber ...	1 pr.	
22C/445-446	Waistcoat, life-saving yellow, complete with stole, pads, kapok and life-line.	1	
22C/94	Cylinder gas ...	2	
22C/74 or 892	Lever, gas cylinder ...	1	
23/230	Whistle, air-crew, metal ...	1	
33C/634	†Fluorescine, block ...	1	
C.468, Naval pattern.	Bluette combination suit...	1	
5A/2728	†Torch, electric, floating type.	1	
5J/2378	†Battery, No. 11.	1	
N.200	Knife, emergency equipment	1	Issued to Barracuda Observers, for other air crews issue is optional.
	†First-aid kit ...	1	
6F/154	†Ear pieces, tube, speaking	1 pr.	
6F/162	†"Y" piece, with ferrules	1	
6D/644	†Oxygen mask, Type G, with †Ref. 6D/652 inlet connector. †Ref. 6D/528 tubing ... †Ref. 6D/657 socket end ... †Ref. 6D/526 union plug ...	1 1 1 1	
110A/12401	†Receivers, telephone, Type 16.	2	
10A/12573	†Microphone, Type 28 (carbon).	1	
H.S.7	*Stop watch ...	1	Issued only to observers holding wrist watches (H.S.8) not fitted with a stop second hand

Ref. No.	Item	Qty.	Remarks
H.S.8	*Wrist watch	1	Issued to pilots and observers.
10A/14381	†Microphone assembly, Type 48, comprising :—	1	
10A/12570	†Microphone, Type 25 ...	1	
10H/5463	†Connector (tinsel), Type 2237, which includes:— Cord, instrument, Type 45, Ref. 10H/3135. Socket, †Type 453, Ref. 10H/14207. †Gauze, anti-freeze, Type 4, Ref. 10A/12925. Insulating tubing, Grade E (2 in No.).	1	For use with low impedance radio system. When aircraft at Piarco have been changed to that system, observer pupils will be issued with these items and helmet, flying, tropical, Type D, wired, Naval pattern (incorporating series parallel connector, Type 2186) in lieu of microphone, Type 28, receivers, telephone, Type 16, and helmet, flying, tropical.
110A/699	†Receiver, telephone. AN/BH1.	2	
10H/5229	†Series parallel connector, Type 2186.	1	

17. The following items of ancillary equipment are allowed as Squadron Mobile Equipment for testing radio installations and also, in the case of the item marked (a), for the use of T.A.Gs. in certain Barracuda aircraft :—

Ref. No.	Item	Qty.	Remarks
10A/14381	†Microphone assembly, Type 48.	2	For use with low impedance radio system until all Naval aircraft have been changed to that system. Existing high impedance equipment should be used where the changeover has not taken place.
110A/699	†Receiver, telephone, Type AN/BH1.	4	
10H/5229	†Series parallel connector, Type 2186.	2	
10A/15825	†Microphone, hand held, carbon, Type 51.	14 (a)	(a) Only for Barracuda Squadrons whose aircraft are fitted TR.1115/16.
10A/12160	†Headbands, Type C, fitted with †Ref. 10A/12160 pads, ring, Qty. 2.	2	

18. In addition to the items mentioned in the previous paragraph, certain equipment is available for use in very cold weather flying conditions. This is :—

Ref. No.	Item	Qty.	Remarks
	Suits, flying, thermally insulated :—		
22C/320	Jackets	1	Available in sizes 4, 5 and 7.
22C/321			
22C/323			
22C/328	Trousers	1 pr.	
22C/329			
22C/331			Available in sizes small, medium and large.
22C/425-427	Gauntlet, flying, 1940 pattern (chemically heated), L.H.	1	
22C/428-430	Gauntlet, flying, 1940 pattern (chemically heated), R.H.	1	
22C/431-433 992-993	Gloves, chamois	1 pr.	Sizes 8-10 in half sizes.
22C/434	Mittens	1 pr.	
22C/454	Containers, ankle (chemically heated).	1 pr.	
22C/453	Pads, heater, chemical ... 12 pads with each pr.		These are for use with gauntlets or containers, ankle.

Ref. No.	Item	Qty.	Remarks
22C/557-564	Socks, chemical	1 pr.	Sizes 5-12.
22C/565-572	Refills	12	
		per pr. socks	
22C/549-556	Socks, horsehair, rubberized	1 pr.	Sizes 5-12.

(a) The above equipment may be used by personnel operating from carriers and catapult ships in northern waters, or engaged on operational or fleet requirement work from shore stations if, in the opinion of the Commanding Officer, its use is justified. It is not intended that thermally insulated units should replace the ordinary pattern flying suits in general use.

(b) Thermally insulated suits may also be issued on loan to instructors at air stations who have to spend long hours in exposed positions while conducting training programmes under winter conditions. They are to be withdrawn when the occasion for their use no longer exists.

(c) Small stocks will be supplied to aircraft carriers against emergency. (See A.S.E. allowance in B.R. 378.)

19. (a) Aircraft carriers are responsible for maintaining their flying personnel with up-to-date safety equipment and Naval air squadrons disembarked from these ships should be fully equipped before leaving.

(b) Naval air squadrons are responsible for supplying only their own personnel and for replenishing squadron deficiencies which may recur after the squadrons have arrived.

Note.—Items marked with a dagger (†) are Vote 8 stores, items marked with an asterisk (*) are Vote 6 stores; all other items are Vote 2 stores.

(F.O.C.T. No. 3386/F.O.C.T./406, 19 Aug. 1944.)

(F.O.N.A.S. No. F.O.N.A.S. 3891/599/4, 30 May 1944.)

(F.O.N.A.S. 5449/599/4, 29 Jul. 1944.)

(K.R. & A.I. Articles 1194, 1883, 1936 and 1938.)

(Hydrographic Publications H.51 and H.112.)

(A.F.Os. 1563/42, 2065/42, 137/43, 2371/44, 4520/44, 5453/44 and 5508/44.)

(A.F.Os. 3925/42, 1837/44, 2103/44, 2646/44 and 3180/44 are cancelled.)

5696.—R.N. Medical Store Depot, Bishopton, Renfrewshire

(M.D.G. 51587/44.—26 Oct. 1944.)

A new sub-depot of the Service Afloat Medical Depot, Dunfermline, has been opened at Bishopton, Renfrewshire. (Telephone: Bishopton 16.)

2. Replenishment demands can be received from H.M. ships and Naval establishments in the area. Medical stores can also be returned to this sub-depot for survey.

3. No transport facilities are available and ships and establishments should therefore arrange their own transport.

5697.—Insecticides Containing D.D.T.—Introduction—REPORTS

(N.S./M.D.G. 49903/44.—26 Oct. 1944.)

A new type of insecticide liquid has been introduced which will eventually supersede the existing liquid insecticide. This new material, which contains a small percentage of D.D.T. (0.3 per cent. to 0.5 per cent.) in addition to other insecticidal ingredients, has been assigned pattern No. 4293 and added to the Rate Book for Naval Stores under Subhead E.7(b) under the description "Insecticide Liquid containing D.D.T., in 5 gallon drums". It is effective against mosquitos, flies and pediculi, but has less effect on infestations of bugs and cockroaches.

2. Until existing stocks of old type insecticide liquid are exhausted, the use of pattern 4293 insecticide should be restricted to cases and uses where there is a danger of disease being spread by insects, and demands from services should be regulated accordingly.

3. The tenth war demand requirements of Rosyth, Devonport and Preston are being met by issues of the new type of insecticide from Army stocks. Requirements at Malta, Alexandria, India and Ceylon should be demanded direct from the local Army authorities. Initial supplies to other yards abroad are to be arranged from Preston as follows:—

Durban	}	500 gallons each
Gibraltar			
Simonstown	}	250 gallons each
Bermuda			
Freetown			

4. A.L. 63, Mark III, the new insecticide powder contains 5 per cent. of D.D.T. and no other insecticidal ingredient. It is very effective against cockroaches as well as the other insects already mentioned. Its use against bugs is limited by the difficulty of getting contact. Where contact can be made, however, rapid eradication is effected, and clothing and bedding powdered with A.L. 63, Mark III, will remain free from infestation for a considerable period. Even where the "hideout" cannot be reached, thorough sprinkling of bedding and of crevices, etc., will ensure control of the infestation and may eventually give complete eradication. Medical officers of ships and establishments where bugs or cockroaches are present are to take immediate steps to control the infestation. Reports which may be of value in assessing the efficacy of A.L. 63, Mark III, should be rendered to M.D.G. in due course. (Pattern 4293 liquid insecticide, because of its pyrethrin content, gives an immediate "knock-out." A.L. 63, Mark III, whose only active principle is D.D.T. will give a kill only after several hours.)

5. A.L. 63, Mark III, is available as a medical supply and should be demanded from the most convenient R.N. medical depot.

6. Consideration is now being given to the supply of a 5 per cent. D.D.T. liquid insecticide which, when available, will be issued for destruction of cockroaches and bugs. A further A.F.O. will be promulgated in this connection.

5698.—Penicillin—Replenishment of Stocks

(M.D.G. 56358/44.—26 Oct. 1944.)

Medical officers in charge of establishments holding stocks of penicillin should forward demands for replenishments to the Medical Officer-in-Charge, Royal Naval Medical School, Clevedon.

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

5699.—A.M.S.Is.

(E.F.O.—26 Oct. 1944.)

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

(A.F.O. 5583/44.)

5700.—Amendments to Books

(E.F.O.—26 Oct. 1944.)

The undermentioned amendments (A.F.Os. P. 718-762/44) 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.718/44.—B.R. 377 (A)—Swordfish—A.S.E.—Amendment No. 5.
 *P.719/44.—B.R. 377 (C)—Firefly—A.S.E.—Amendment No. 3.
 *P.720/44.—B.R. 378 (A)—Swordfish—A.S.E.—Amendment No. 22.
 *P.721/44.—B.R. 378 (A)—Swordfish—A.S.E.—Amendment No. 23.
 *P.722/44.—B.R. 378 (A)—Swordfish—A.S.E.—Amendment No. 24.
 *P.723/44.—B.R. 378 (C)—Firefly—A.S.E.—Amendment No. 11.
 *P.724/44.—B.R. 378 (B)—Barracuda—A.S.E.—Amendment No. 28.
 *P.725/44.—B.R. 378 (E)—Albacore—A.S.E.—Amendment No. 28.
 *P.726/44.—B.R. 378 (F)—Fulmar—A.S.E.—Amendment No. 8.
 *P.727/44.—B.R. 378 (H)—Sea Hurricane—A.S.E.—Amendment No. 10.
 *P.728/44.—B.R. 378 (J)—Seafire—A.S.E.—Amendment No. 15.
 *P.729/44.—B.R. 378 (Z)—Walrus—A.S.E.—Amendment No. 23.
 *P.730/44.—B.R. 383—A.S.E.—Amendment No. 1.
 P.731/44.—B.R. 291—Tables showing particulars in regard to Naval Ordnance 1942—Amendment No. 22.
 P.732/44.—B.R. 293—Handbook for the Apparatus A.D. Type J, Mark II, 1944—Amendment No. 3.
 P.733/44.—B.R. 697/37—Training Service Regulations—Amendment No. 8.
 P.734/44.—B.R. 778—Handbook and Drill for the 2-pdr., Mark VIII, Gun on Single, Mark XVI, Mounting (powered)—Amendment No. 8.
 P.735/44.—O.P. 629A (U.S. Publication)—Description, Adjustment, Care and Operation of U.S. Navy Torpedoes, Mark 13—R.N. Amendment No. 10.
 P.736/44.—O.U. 6341 (2)—Regulations for Maintenance of 21-in. L.C., Marks I, II, II*, and Vesper L.C. Torpedo Tubes (Cordite Impulse) in M.T.Bs. and S.G.Bs.—Amendment No. 23.
 P.737/44.—O.U. 6341 (3)—Regulations for Maintenance of 18-in. L.C., Mark II, Torpedo Tubes (Powder Impulse) in M.T.Bs. and 18-in. Troughs—Amendment No. 14.
 *P.738/44.—B.R. 380/M—Wildcat V, S.C.L.—Amendment No. 2.
 *P.739/44.—B.R. 380/KB or KC—Avenger Aircraft—S.C.L.—Amendment No. 2.
 *P.740/44.—B.R. 377 (General)—A.S.E.—Amendment No. 16.
 *P.741/44.—B.R. 377 (General)—A.S.E.—Amendment No. 17.
 *P.742/44.—B.R. 378 (E)—Albacore—A.S.E.—Amendment No. 29.
 *P.743/44.—B.R. 378 (General)—A.S.E.—Amendment No. 54.
 *P.744/44.—B.R. 378 (General)—A.S.E.—Amendment No. 55.
 P.745/44.—B.R. 194—Drill for 4.7-in., Q.F., Mark VIII, Gun on H.A., Mark XII, Mounting—1935—Amendment No. 17.
 P.746/44.—B.R. 272—Drill for 4.7-in., Q.F., Mark XII and XII*, Guns on C.P. Twin XIX Mounting—1942—Amendment No. 6.
 P.747/44.—B.R. 279—Drill for 4.7-in., Q.F., Mark IX**, Gun on C.P. XVIII Mounting—1942—Amendment No. 6.
 P.748/44.—B.R. 283/41—Turret Gun Drill for 5.25-in., Q.F. Guns, Mark I, on Twin HA/LA, Mark I Mounting—1941—Amendment No. 9.
 P.749/44.—B.R. 287—Turret Gun Drill for 5.25-in., Q.F. Guns, Mark I, on Twin HA/LA, Mark II Mounting—1942—Amendment No. 10.
 P.750/44.—B.R. 297—Turret Gun Drill for 4.7-in., Q.F., Mark XI Guns on Twin, Mark XX Mounting—1942—Amendment No. 6.
 P.751/44.—B.R. 317—Guard Cover for Mining Drill Book—Amendment.
 P.752/44.—B.R. 626—Drill for 4-in., Mark XVI*, Q.F. Semi-Automatic Guns on H.A. Twin, Mark XIX Mounting—1942—Amendment No. 7.
 P.753/44.—B.R. 641—Handbook and Drill for 0.50-in. Browning (Colt) Gun on Single Colt, Mark VIII, and Twin Colt, Mark IX Mountings—1942—Amendment No. 4.

- A.F.O. P.754/44.**—B.R. 768—Drill for 4-in., Mark XIX Gun on C.P., Mark XXIII Mounting—1943—Amendment No. 2.
P.755/44.—B.R. 788—Drill for 4-in., Q.F., Mark V Gun on H.A., Mark III, III*, III** and IV Mountings—1943—Amendment No. 3.
P.756/44.—B.R. 862—Naval Magazine and Explosives Regulations—1941—Amendment No. 18.
P.757/44.—B.R. 948—Drill for 4.5-in., Mark I, Q.F., Semi-Automatic Guns on Twin HA/LA B.D., Mark II Mounting—1938—Amendment No. 14.
P.758/44.—B.R. 949—Drill for 4.5-in., Mark I, Q.F., Semi-Automatic Guns on Twin HA/LA U.D., Mark III Mounting—1939—Amendment No. 12.
P.759/44.—B.R. 1044—Drill for the 5-in. U.S. 38 Calibre, Mark 12, Mod. 1 Gun on the 5-in. U.S., Mark 30, Mod. 50 Mounting—1944—Amendment No. 1.
P.760/44.—B.R. 1046—Landing Craft Technical Memoranda—Amendment No. 15.
P.761/44.—B.R. 1046—Landing Craft Technical Memoranda—Amendment No. 16.
P.762/44.—B.R. 1061—Drill for 4.7-in., Q.F., Mark IX** Guns on C.P., Mark XXII Mounting and 4.5-in., Q.F., Mark IV Gun on C.P., Mark V Mounting—1944—Amendment No. 2.

* Exceptionally A.F.Os. P.718-730 and 738-744 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. 5584/44.)

5701.—Aircraft Recognition Multileth Photographs—S.1700 Series

(G.D. 0474/44.—26 Oct. 1944.)

Three thousand copies of a sheet of three view aircraft recognition photographs will be produced for each of the aircraft listed below. Distribution will be made through Naval Store Officer, Elveden Road, Park Royal, London, on the attached list. So far only photographs of those aircraft marked with a † have been issued.

Number	Aircraft	Number	Aircraft
S.1700 (20) ...	†Zeke	S.1700 (57) ...	†Dakota
S.1700 (21) ...	†Hamp	S.1700 (58) ...	Dauntless
S.1700 (22) ...	†Rufe	S.1700 (59) ...	†Firefly
S.1700 (23) ...	†Kate	S.1700 (60) ...	†Fortress
S.1700 (24) ...	†Val	S.1700 (61) ...	†Hellcat
S.1700 (25) ...	†Oscar	S.1700 (62) ...	Helldiver
S.1700 (26) ...	†Pete	S.1700 (63) ...	†Hurricane
S.1700 (27) ...	†Betty	S.1700 (64) ...	Invader
S.1700 (28) ...	Lily	S.1700 (65) ...	†Kingcobra
S.1700 (29) ...	Helen	S.1700 (66) ...	†Liberator
S.1700 (30) ...	Sally	S.1700 (67) ...	†Lightning
S.1700 (31) ...	†Nell	S.1700 (68) ...	†Maurauder
S.1700 (32) ...	Nick	S.1700 (69) ...	Mariner
S.1700 (33) ...	Dinah	S.1700 (70) ...	†Mitchell
S.1700 (34) ...	Tojo	S.1700 (71) ...	†Mosquito
S.1700 (35) ...	†Tony	S.1700 (72) ...	†Mustang III
S.1700 (36) ...	Mavis	S.1700 (73) ...	†Spitfire IX
S.1700 (37) ...	Emily	S.1700 (74) ...	†Spitfire XII
S.1700 (38) ...	Jill	S.1700 (75) ...	Spitfire XXI
S.1700 (39) ...	Liz	S.1700 (76) ...	Sunderland
S.1700 (40) ...	Jake	S.1700 (77) ...	Superfortress
S.1700 (41) ...	Judy	S.1700 (78) ...	Tempest II
S.1700 (51) ...	†Avenger	S.1700 (79) ...	†Thunderbolt
S.1700 (52) ...	†Barracuda	S.1700 (80) ...	†Ventura
S.1700 (53) ...	†Beaufighter	S.1700 (81) ...	†Warkhawk
S.1700 (54) ...	†Boston	S.1700 (82) ...	†Wellington
S.1700 (55) ...	Catalina	S.1700 (83) ...	†Wildcat
S.1700 (56) ...	†Corsair		

	Copies each	Total
H.M.I.S. "Himalaya," Karachi ...	1,000	
H.M.S. "Excellent," Portsmouth ...	100	
H.M.S. "Highflier," Trincomalee ...	100	
H.M.S. "Canopus," R.N. A.A. Range, Fort Atta ...	100	
H.M.A.S. "Cerebus," Flinders, Australia ...	100	
R.N.A.S., Yeovilton ...	100	
A.A. Range, Malta ...	*100	
F.G.O., Eastern Fleet ...	100	
		1,700
F.G.O., Home Fleet ...	50	
F.G.O., Mediterranean Fleet ...	50	
H.M.S. "Saunders," Kabret, Suez Canal Area ...	*50	
		150
R.N. Gunnery School, Chatham ...	20	
H.M. Gunnery School, Devonport ...	20	
H.M.S. "Warren," Largs ...	20	
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Captain (D), Freetown ...	20	
		260
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H.M.S. "St. George," Douglas, Isle of Man ...	5	
H.M.S. "Claverhouse," Granton ...	5	
H.M.S. "Badger," Harwich ...	5	
H.M.S. "Westcliffe," Southend ...	5	
R.M. Gun Battery, Chatham ...	5	
R.M. Gun Battery, Plymouth ...	5	
R.M. Gun Battery, Eastney ...	5	
H.M.S. "Squid," Southampton ...	5	
H.M.S. "Turtle," Poole ...	5	
Northern A.A. Range ...	5	
H.M.S. "Wellesley," Liverpool ...	5	
H.M.S. "Glendower," Pwllheli ...	5	
H.M.S. "Tormentor," Warsash ...	5	
H.M.S. "Lizard," Hove ...	5	
H.M.S. "Wildfire," Sheerness ...	5	
H.M.S. "Helder," Brightlingsea ...	5	
H.M.S. "Bee," Holyhead ...	5	
R.N. Patrol Service Central Depot, Lowestoft ...	5	
		95
R.M. A.T.G., Burma Camp, Towyn ...	5	
H.M.S. "Western Isles," Tobermory ...	5	
Commodore (D), Londonderry ...	5	
Captain (D), Belfast ...	5	
Captain (D), Greenock ...	5	
Captain (D), Rosyth ...	5	
Captain (D), Portsmouth ...	5	
Captain (D), Plymouth ...	5	
Captain (D), Liverpool ...	5	
H.M.S. "Hornet," Portsmouth ...	5	
H.M.S. "Marshall Soult," Portsmouth ...	5	
H.M.S. "King Alfred," Hove ...	5	
H.M.S. "Collingwood," Fareham ...	5	
H.M.S. "Excalibur," Alsgar ...	5	
H.M.S. "Ganges," Shotley, near Ipswich... ..	5	
		75
		2,280

	Copies each	Total
D.E.M.S., Staff Officer, Bombay	5	
D.E.M.S., Staff Officer, Algiers	5	
D.E.M.S., Staff Officer, Gibraltar	5	
D.E.M.S., Staff Officer, Halifax	5	
D.E.M.S., Staff Officer, Port Said	5	
D.E.M.S., Staff Officer, Sydney	5	
D.E.M.S., Staff Officer, Wellington, N.Z. ...	5	
D.E.M.S., Staff Officer, Basra	5	
D.E.M.S., Staff Officer, Calcutta	5	
D.E.M.S., Staff Officer, Freetown	5	
D.E.M.S., Staff Officer, Port Tewfik	5	
D.E.M.S., Staff Officer, Simonstown	5	
D.E.M.S., Staff Officer, Trinidad	5	
D.E.M.S., Staff Officer, Vancouver	5	
70		
H.M.S. "Mastodon," Beaulieu	2	
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H.M.S. "Grasshopper," Weymouth	2	
H.M.S. "Cricket," Bursledon	2	
H.M.S. "Northney," Hayling Island	2	
H.M.S. "Dragonfly," Hayling Island	2	
H.M.S. "Monster," Inverness	2	
H.M.S. "Newt," Newhaven	2	
H.M.S. "Medina," Ryde, Isle of Wight	2	
H.M.S. "Manatee," Yarmouth, Isle of Wight ...	2	
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H.M.S. "Fortitude," Ardrossan	2	
H.M.S. "St. Matthew," Burnham-on-Crouch ...	2	
H.M.S. "Nimrod," Campbeltown	2	
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H.M.S. "Wasp," Dover	2	
H.M.S. "Forte IV," Falmouth	2	
H.M.S. "Beehive," Felixstowe	2	
H.M.S. "Armadillo," Glen Finart	2	
H.M.S. "Lochinvar," Granton	2	
H.M.S. "Beaver," Grimsby	2	
H.M.S. "Lochailort," Inverailort	2	
H.M.S. "Flora II," Invergordon	2	
H.M.S. "Irwell," Liverpool	2	
H.M.S. "Mantis," Lowestoft	2	
H.M.S. "Minos," Lowestoft	2	
A.A. Range, Covehithe	2	
H.M.S. "Proserpine," Lyness	2	
H.M.S. "Skirmisher," Milford Haven	2	
H.M.S. "Skirmisher II," Pembroke Dock	2	
H.M.S. "Calliope," North Shields	2	
68		
		2,418
H.M.S. "Hopetown," Port Edgar	2	
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H.M.S. "Foliot," Plymouth	2	
H.M.S. "Foliot II," Plymouth	2	
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H.M.S. "Midge," Yarmouth	2	
H.M.S. "Mirander," Yarmouth	2	
H.M.S. "Fervent," Ramsgate	2	
R.N. College, Eaton Hall, Chester	2	
F.S. "Paris," Devonport	2	
H.M.S. "Safeguard," Calmore	2	

	Copies each	Total
H.M.S. "Flying Fox," Bristol	2	
H.M.S. "Chrysanthemum II," London	2	
D.E.M.S., Staff Officer, Belfast	2	
D.E.M.S., Staff Officer, Cardiff	2	
D.E.M.S. Staff Officer, Govan	2	
D.E.M.S., Staff Officer, Earl's Shipyard, Hull ...	2	
D.E.M.S., Staff Officer, Leith	2	
D.E.M.S., Staff Officer, South Shields	2	
D.E.M.S., Staff Officer, Southampton	2	
Stoneham House Swaythling near Southampton ...	2	
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H.M.S. "Prince Charles"	2	
R.N. Unit, Calshot	2	
H.M.S. "Kongoni," Durban	2	
H.M.S. "St. Christopher," Fort William	2	
H.M.S. "Mentor," Stornoway	2	
		72
Balance to be left at Park Royal for future requirements ...		510
		72
Total		3,000

*A.A. Range, Malta, and H.M.S. "Saunders," are given additional supplies to provide for ships proceeding to the Far East who may not have received their supplies from the Eastern Fleet Gunnery Officer.

(A.F.Os. 1149/44, 2690/44 and 3466/44 are cancelled.)

5702.—B.R. 107—Abolition

(Sta./T.D. 1313/41.—26 Oct. 1944.)

B.R. 107—Defence of Fishing Vessels—Owners' and Skippers' Handbook (short title D.F.V.), being obsolescent, has been deleted from B.R. 1 (catalogue of books of reference), and no further issues will be made.

5703.—B.R. 214/44—Drill for 4·7-in., Q.F., Marks IX and IX* Guns, on C.P. XIV and XVII Mountings—Issue

(G. 2522/44.—26 Oct. 1944.)

The above-mentioned book is now in the press and copies will be issued, without demand (except as detailed at paragraph 2 below) by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, N.W.10, in accordance with the following establishment, viz:—

	Copies
Flag Officers	1
Destroyer Depot Ships	6
Flotilla Leaders	6*
Destroyers	4*
Sloops	4*
Captain, M.L.C.	1
Squadron Commander of each Major L.C. Squadron ...	1†
Flotilla Officer of each Major L.C. Flotilla	1†
C.O. of each L.C.F., L.C.G.(M) or (L), L.C.S.(L) (2); L.C.T.(R) and L.C.S.(R)	3†
The Captain, H.M.S. "Excellent"	150
The Captain (G), R.N. Gunnery School, Chatham	100
The Captain (G), H.M. Gunnery School, Devonport ...	50
G.O.C., R.M.	19
Loan-Libraries	1

Copies

The Secretary, Navy Office, Melbourne (including 2 for Flinders Gunnery School)	12
The Secretary, Navy Office, Wellington, New Zealand	2
I.N.O., Woolwich	1
R.N. College, Greenwich	1
Commandant, Military College of Science	1
Naval Staff Library, Admiralty	1
Secretary, Naval Board (N.D.A.), Ottawa, Canada	10
B.A.T.M.	1
B.A.M.S.R.	1
B.A.D.	1
D.N.O., Washington	1
F.O.C., R.I.N.	6
Ministry of Supply, S.S.2B (for D. of A., A.I. and S. of E., Shoe-buryness)	2

* Ships fitted with the 4.7-in., Q.F., Marks IX and IX* guns, on C.P. XIV and XVII mountings.

2. †Distributing authorities of classes fitted should demand supplies through Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, N.W.10., in accordance with Table B1 of A.F.O. 3758/44.

3. B.R. 214/44 will supersede B.R. 214, all copies of which should be destroyed in accordance with B.R. 1—B.R. and I.D. Catalogue—when copies of the new edition are received.

(A.F.O. 3758/44.)

5704.—B.R.222—Notes on W/T Sets—Contents and Distribution

(R.E. 02991/44.—26 Oct. 1944.)

The contents and distribution of B.R.222 have recently been revised. Details of these, as set out on page AA2, dated 1st August, 1944, and page AA3, dated 1st October, 1944, are given below.

2. Ships and authorities authorized but not in receipt of the book or of any particular pages at the date of this order, should demand the book or the deficient pages from their appropriate Distributing Authority.

3. Ships commissioning subsequent to the date of this order will be supplied without demand if so authorized by paragraph 6 of this order.

4. B.R. 333 which had a limited distribution has been discontinued as a separate publication, and is now incorporated in B.R. 222. The sections of the original B.R. 333 have been revised and re-issued as sections of B.R. 222. All original printed matter should be destroyed and the covers returned to Admiralty Signal Establishment, Hambrook Extension, Nutbourne, Chichester, Sussex.

5. The following is the detailed state of contents of B.R. 222 as at 1st October, 1944 :—

NOTES ON W/T SETS

Contents

Section A. Miscellaneous	AA1-6 ...	Contents, distribution, introduction, corrections.
	AB1-9 ...	System of drawing circuits, colour system, symbols.

SECTION ON C.W.S. (LATE B.R. 333)

Section B. General	AA1 ...	Separator sheet.
	BA1-3 ...	Objects of C.W.S.
	BA4 ...	Features of C.W.S.
	CD1-9 ...	Motor alternator sets and automatic voltage control equipment.

NOTES ON W/T SETS

Section C. Receivers	C1 ...	
	C21-30 ...	Tuner A50, amplifier M50.
	C31-42 ...	Tuner amplifier B50.
	C43-61 ...	Receiver B28.
	C62-68 ...	Tuner amplifier B19.
	C69-79 ...	Receiver B29.

SECTION ON C.W.S. (LATE B.R. 333)

Section D. { General Description of system	DA1-22 ...	General description of system.
	DB1-4 ...	Wave-changing and wave setting Organization.
	DC1-9 ...	Dialling instructions.
	DD1-6 ...	W/T control unit.
	DE1-6 ...	W/T portable control unit and W/T control unit (F/C).
	DF1-9 ...	Master control unit.
	DH1-6 ...	R/T control units and moving coil microphones.
	DK1-6 ...	Microphone exchange.
	DL1-7 ...	Local control switch unit.
	DM1-6 ...	Selector unit, wave change order indicator and control circuit rectifier.
	DN1-16 ...	Selector unit, associated equipment and circuits. Outline description.

NOTES ON W/T SETS

Section G. { Oscillators Wavemeters	GA1-14 ...	Wavemeter outfit GN.	
	GC1 ...	—	
	GC5-8 ...	Oscillator G33.	
	GC9-12 ...	Oscillator G35.	
	GD1 ...	—	
	GD6-8 ...	Wavemeter G56.	
Section L. D/F	GD9-10 ...	Wavemeter G57.	
	GD11-20 ...	Wavemeters G61-G62.	
	LA1 ...	D/F Outfit FM7.	
	LA13-26 LA27-37	D/F outfit FM11-12.	
Section M. { Auto. starters Machines Hand starters	MA1-9 ...	Automatic starters.	
	MB1-6 ...	Machines and hand starters.	
	NA1-2 ...	Batteries.	
Section N. { Batteries Battery outfits Reverse currents Switches A.C. supplies	NB1-13 ...	Battery outfits.	
	NC1-2 ...	Reverse current switches.	
	NE1-18 ...	A.C. supply outfits, general DE and rectifiers.	
	NG1-2 ...	A.C. supply outfit DG.	
	NH1-3 ...	A.C. supply outfit DH.	
	NJ1-3 ...	A.C. supply outfit DJ.	
	NK1-2 ...	A.C. supply outfit DK.	
	NL1-3 ...	A.C. supply outfit DL.	
	NO1-3 ...	A.C. supply outfit DO.	
	Section R. Transmitters	RA1-3 ...	Power supplies.
		RB1-8 ...	Miscellaneous notes.
		RM1-39 ...	Types 48 and 48C.
		RN1-25 ...	Type 49 and 49C.
RQ1-15 ...		Type 52 FH/FHV/CFH.	
RQ16-34 ...		Type 89/M.	
RR1-8 ...		Type 53.	
RS1-19 ...		Types 60E/EM/ER/EMR.	
RS20-27 ...		Transmitter 4T frequency multiplier unit.	
RV1-11 ...		Type 66.	
RW1-19 ...		Type TBS.	
RW20-41		Type TBL.	
RW42-53		Type TAJ.	
RX1-16 ...	Transmitter T1083, receiver R1082.		
RY1-17 ...	Type TW12A and TW12B.		
Section S. V/HF transmitters	S1-30 ...	Type 87.	
Section W. Buzzer outfits	W1-5 ...	Buzzer outfits.	
Section Z. Care and maintenance	Z1-11 ...	General information.	

6. The revised scale of distribution of B.R. 222 as laid down on page AA3, dated 1st October, 1944, is as follows:—

	<i>Each</i>
(1) Commanders-in-Chief of Home, Mediterranean and Eastern Fleets	2
(2) Other Flag Officers including F.O.C.R.I.N., etc., except as 3 ...	1
(3) Flag and Naval Officers in Charge on shore (abroad only)... ..	1
(4) Battleships, battle cruisers, cruisers, fleet carriers, light fleet carriers.	2
(5) Seaplane carriers, A.A. ships, auxiliary A.A. ships, escort carriers, flotilla leaders, repair ships, depot and repair ships, netlayers, fleet destroyers, "Hunt" class, minelayers, base mining depot ships, sloops, headquarters ships, minesweepers, monitors, river gunboats, frigates, corvettes, British escort vessels, surveying ships, magnetic survey ships.	1
(6) Aircraft transports, fighter catapult ship, F.A.A. training yachts, N. air supply and repair ship, A.M. cruisers, submarines, coastal minelayers, trawlers, minelaying lighters, controlled minelayers, L.S.T., L.S.I., gunboats, loan libraries, port libraries, auxiliary A/S and M/S vessels, contraband control bases, guardships, boom defence vessels, port war signal stations, war signal stations.	Nil
(7) Destroyer depot ships, auxiliary destroyer depot ships, Captains D ashore, coastal force bases and depot ships.	6
(8) Submarine depot ships and submarine shore depots	10
(9) Naval W/T stations } on demand, up to	3
Base W/T ships }	
(10) The following Signal Training Establishments —	
Captain, Signal School—Leydene House	300
H.M. Signal Schools, Chatham, Devonport, Malta, St. Hyacinthe.	40
R.I.N.S.S. Bombay, Australia S.S. Flinders Naval Depot ...	100
H.M. Ships "Scotia", "Valkyrie II"	2
H.M. Ships "Cabbala", "Philante"	1
(11) Admiralty Departments D.N.T., D.R.E., D.R.E. (Bath), D.S.D....	1
(12) Admiralty Signal Establishment	10
(13) Officers in charge of drafts on loan on demand up to	10

7. B.R. 1 will be amended accordingly.

(A.F.O. 270/44.)

5705.—B.R.368—Establishment of Naval Stores for Sloops, Corvettes ("Kittiwake," etc., Types), Etc.—List of Errata No. 13

(N.S. 26798/44.—26 Oct. 1944.)

List of Errata No. 13 to the Establishment of Naval Stores for Sloops, Corvettes ("Kittiwake," etc., type) (B.R.368), has been prepared and copies will be distributed from R.N. Store Depot, Park Royal, London, N.W.10, on the usual basis. This list of errata consists of new or reprinted pages only.

2. *Park Royal only.*—Each assembled copy of the 1941 reprint of the Establishment (B.R.368) when issued should be accompanied by one copy of the errata portions of Lists of Errata Nos. 8 to 12.

5706.—B.R. 980 (D)—O.B. Diagram No. 120A for B.L., 15-in. Gun, Mark I—B.R. 980 (U)—O.B. Diagram No. 121A for B.L., 16-in. Gun, Mark I—B.R. 980 (Y)—O.B. Diagram No. 122A for B.L. 14-in. Gun, Mark VII, dated July, 1944—Issue

(G. 3818/44.—26 Oct. 1944.)

The above-mentioned trajectory charts are now in the press.

2. Copies will be issued to all concerned without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

5707.—B.R. 1059 (Restricted)—Power Drive—Mark 5—Trouble Shooting (O.D. 4690)—Issue

(G. 3075/44.—26 Oct. 1944.)

The above-mentioned U.S. publication, which deals with Mark 5 power drives fitted to U.S. twin and quadruple Bofors equipments, has been taken into the Naval Service and added to the B.R.I.—B.R. and I.D. Catalogue.

2. Copies are now available and issues will be made by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, N.W.10, without demand (except to H.M. ships) to holders of B.R.1018, as follows:—

	<i>Copies</i>
Capital ships, cruisers	2*
Fleet carriers, C.V.Es, depot ships	2*
Frigates, D.Es.	1*
H.M.S. "Excellent"	2
Captain, R.N. Gunnery School, Chatham	2
Captain, H.M. Gunnery School, Devonport	2
H.M.S. "Vernon"	1
C.O. A.A. Gunnery School, Ainsdale	2
C.O., Northern A.A. Range, Stromness	2
G.E.O., R.N. Base, Lyness	1
Captain in Charge, R.M.E. College, Devonport	1
Dockyards, home and abroad	2

* Ships fitted with the equipment.

3. Ships fitted with the equipments named in paragraph 2 of this Order, not already carrying this handbook, should demand copies from the S.N.S.O., Park Royal, N.W.10, on the scale quoted in paragraph 2 above.

4. Ships already holding the book should insert the token number "B.R.1059" on the covers of their copies, and after the word "Restricted" add "For Official Use Only".

5708.—B.R. 1087 (Restricted)—Drill for 40-mm. U.S., Mark I Guns on U.S. Quadruple Mark II Mounting—Issue

(G. 2072/44.—26 Oct. 1944.)

The above-mentioned book is now in the press and copies will be issued, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, in accordance with the following establishment, viz. :—

	<i>Copies</i>
Flag Officers... ..	1
Battleships	6*
6-in. Cruisers	6*
5-25-in. Cruisers	4*
Fleet carriers	6*
Captain, H.M.S. "Excellent," Portsmouth	25
Captain, H.M. Gunnery School, Devonport	5
Captain, R.N. Gunnery School, Chatham	40
G.O.C.R.M.	40
Ministry of Supply, SS.2B (for D. of A, A1 and S. of E, Shoeburyness).	2
R.N. College, Greenwich	2
Commandant, Military College of Science, Penkhull, Stoke-on-Trent.	2
I.N.O., Woolwich	1
Naval Staff Library, Admiralty	1
Loan Libraries	1
N.S.H.Q., Ottawa	10
B.A.D.	1
B.A.M.S.R.	1
B.A.T.M.	1
D.N.O., Washington	1

* Ships fitted and to be fitted with 40-mm. U.S. Mark I guns on U.S. Quadruple, Mark II, mountings.

5709.—Chart Outfits in Landing Craft and Barges—Disposal

(H.C. 7249/44.—26 Oct. 1944.)

Attention is drawn to A.F.O. 5664/44 in Section 3 of this issue.

5710.—Form S.308—Revision

(T./Sta. 17028/44.—26 Oct. 1944.)

Form S. 308—"Report of Torpedoes fired in action by H.M. Ships"—has been reprinted and revised.

2. The establishment of the Form is as follows, and first issue will be made, without demand, from the R.N. Store Depot, Park Royal, when available:—

All ships carrying torpedoes (except submarines and Coastal Force torpedo craft) 10 copies

Submarine depot ships and bases ... 100 copies

Coastal Force bases, home and abroad ... 100 copies

3. On receipt of the new Form (marked T.O. 8610/44 in the bottom left-hand corner), the old Forms become obsolete.

(C.A.F.O. 2200/44.)

(A.F.Os. 3765/43 and 236/44 are cancelled.)

5711.—Kings Regulations and Admiralty Instructions—Amendments No. 2.

(E.F.O.—26 Oct. 1944.)

K.R. & A.I. Amendments, K.R. 2/44, were distributed with Admiralty Fleet Order publications dated 19th October, 1944.

Section 6.—SHORE ESTABLISHMENTS**5712.—Acceptance of Outside Appointments by Permanent Civil Servants.**

(C.E. 56790/44.—26 Oct. 1944.)

The procedure laid down in the memorandum on the subject of the acceptance of business appointments by officers of the Crown Services on or after retirement (Command Paper 5517) has been further considered in relation to wartime conditions. The memorandum was directed primarily to the question of the propriety of accepting business appointments, and the types of case in mind were those which might lend themselves to misunderstanding, i.e., appointments with a business or other body in close contact with Government Departments, more especially if the contact were of a contractual or financial character. Save in this limited type of case, it was not considered necessary, before the war, to attempt to control the resignation of permanent civil servants for the purpose of accepting outside appointments.

2. Under war conditions, however, it is necessary to consider not only questions of propriety, but also the overriding need to maintain the strength and efficiency of the Civil Service. The supply of experienced personnel at present falls far short of the demand, and during the war it is the duty of every permanent civil servant to place his knowledge and training at the service of the State in a Government Department, except where it may be established to be in the public interest that he should be permitted to take up some other appointment.

3. Until further notice, therefore, any permanent civil servant in Admiralty employment, whatever his work, wishing to apply for, or accept the offer of, an outside appointment, should first seek Admiralty concurrence. When considering such requests, the needs not only of the Admiralty but also of the Civil Service as a whole will be taken into account.

4. These instructions will be subject to review at the end of the emergency period, i.e., when the present system of labour controls comes to an end, or undergoes substantial modification. They do not alter the existing regulations governing the acceptance of appointments by civil servants which may be held concurrently with their official posts.

(B.R. 893(39), Articles (61) and (95))

(Home Dockyard Regulations, Article 39.)

(A.F.O. 1818/37.)

5713.—Anticipation of Annual Leave by Temporary Civilian Non-Industrial Temporary Staff

(C.E. 56867/44.—26 Oct. 1944.)

The prescribed scales of annual leave for temporary staffs should be regarded as accruing at the rate of (a) 8 days per quarter (i.e. 2½ days per month) in the case of officers eligible for 24 days' leave; (b) 2 days per month in the case of those eligible for 18 days' leave; and (c) 4 days per quarter (i.e. 1½ days per month) in the case of those eligible for 12 days' leave, reckoned in each case from the beginning of the current leave year.

2. This rule is not applicable where employment begins after the commencement of the leave year, viz., 1st February. In such cases only a strictly proportionate part of the full period of leave may be regarded as accruing in respect of each completed month of service in that leave year.

3. Heads of Establishments may, at their discretion, allow leave to be anticipated before it has actually accrued as indicated in the preceding paragraphs, provided that in the event of an officer's discharge or resignation before nine months' service in the leave year, refundment of salary or wages shall be made in respect of any leave so anticipated. In calculating any refundment due, the proportionate part of the full period of leave that has accrued may be rounded up to the next complete day. For example, in the case of an officer eligible for 18 days' annual leave, whose employment was terminated on completion of seven months' service in the leave year, the period of leave regarded as having accrued would be 14 days if the officer was employed from the beginning of the leave year or 10½ days (rounded up to 11 days) if his employment began after the commencement of the leave year; and refundment of pay would be made for any leave taken in excess of 14 days or 11 days as the case might be.

4. Officers under preliminary warning or notice of discharge will be dealt with under the above rules as regards any leave previously anticipated, but no leave should be granted to such officers subsequent to preliminary warning or notice of discharge which, together with any leave previously taken, will exceed the strictly proportionate part of the full period of leave in respect of each complete month of service in the leave year. Where a strictly proportionate part of the full period of leave for each completed month of service has not actually been taken at the time of resignation or discharge no pay should be allowed in respect of the balance of leave not taken.

5. In present conditions, temporary staff who are allowed to anticipate annual leave and are subsequently discharged before the end of the leave year should not be asked to refund any payment in respect of the excess days, provided that:—

(a) not less than six months' service in the current leave year has been completed;

(b) discharge was not due to misconduct or to voluntary resignation;

(c) the anticipated leave was not taken after notice of discharge or preliminary warning had been given.

(A.F.O. 3789/40 is cancelled.)

5714.—Balance of Civil Pay—Value of Uniform

(C.E. 14929/44.—26 Oct. 1944.)

It has been decided that the value of uniform supplied to Admiralty Civil Police is to be regarded as a pensionable emolument, and, for the purpose of balance of civil pay, is to be reckoned as 2s. 0d. a week. Cashiers and Paying Officers should make the necessary adjustments, with retrospective effect, in the payment to those officers receiving balance of civil pay.

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

5715.—Invasion Committees—Abolition of

(M. 010270/44.—26 Oct. 1944.)

Information has been received from the War Office and Ministry of Home Security that approval has been given to the discontinuance of Invasion Committees.

*(A.F.O. 3833/42 is cancelled.)***5716.—Use of Admiralty Motor Transport by Naval Personnel for Recreational Purposes in Overseas Commands**

(W.G.F./N.S. 2194/43.—26 Oct. 1944.)

Their Lordships have approved the following special instructions to govern the use of Admiralty motor transport by Naval personnel for recreational purposes in commands overseas.

2. Admiralty motor transport vehicles may be used for this purpose on the following conditions:—

- (a) Any such use must have the prior sanction of the Commanding Officer and must not interfere with the provision of transport for service requirements.
- (b) Admiralty vehicles will not be used where a suitable and adequate public transport service is available, unless this is unduly expensive.
- (c) The type of vehicle used must be the most economical available for the numbers to be carried.
- (d) The number of journeys per person is not to exceed one a week.
- (e) Admiralty vehicles will not be used to places which are less than 2 miles, or more than 20 miles, distant from the establishment concerned.
- (f) A charge of $\frac{1}{4}d.$ a mile for each individual will be made for the actual distance travelled on the outward and homeward journey, irrespective of the type of vehicle used. The charge is, however, not to exceed $6d.$ per head for each return journey.

3. Their Lordships recognize that there will be cases in which special circumstances would justify some relaxation of these conditions in the interests of efficiency and well-being. To meet such cases, Commanders-in-Chief are authorized to waive conditions (d), (e) and (f) above. In exercising this discretion, the following considerations should be borne in mind:—

- (a) Waiver of all or any of the above restrictions can be properly made for personnel recently engaged, or about to engage in operations involving special hazard or hardship and prolonged deprivation of all opportunities for recreation.
- (b) The principle should be observed that free transport is only warranted by wholly exceptional circumstances. The normal intention in providing service transport is to enable individuals to take advantage of opportunities for private recreation. In such cases it is reasonable that they should contribute towards the cost of these journeys. There may, however, be occasions when recreational travel is specially desirable in the interests of the Service, for the maintenance of efficiency and well-being, and is not primarily an amenity for the individuals themselves. In such circumstances it will be permissible to waive the charge in order to ensure that there may be no obstacle to prevent full advantage being taken of the available opportunities.
- (c) The lower limit of 2 miles' distance may be waived where the climate is so trying that to walk even this distance would seriously detract from the value of the recreation.
- (d) The maximum limit of 20 miles may be waived if there are no adequate recreational facilities available within that distance of the establishment concerned. In such cases the limit of one journey a week may also be exceeded.
- (e) Exceptionally, the charge may also be waived for non-European ratings whose pay is such that even the small charge laid down above would cause hardship.

4. Authority to waive conditions (d), (e) and (f) of paragraph 2 above may, when necessary, be delegated to Flag Officers or Senior Naval Officers not below the rank of Captain. Any such authority to waive should be reviewed quarterly and, at the same time, should be reported to the Commander-in-Chief.

5. Their Lordships remind officers administering these instructions that the conservation of petrol and rubber and the need for economy in public expenditure are of real importance to the successful prosecution of the war.

6. Similar instructions are being issued by the War Office and the Air Ministry, and, whilst it is realized that exact uniformity will not always be attainable, officers possessing discretionary powers under these instructions should consult those of the other services in order to ensure that the practice in any particular area is generally similar for all three services.

7. This A.F.O. in no way affects the rules prescribed in A.F.O. 1406/43 as far as concerns the use of transport for recreational purposes in the United Kingdom

*(A.F.O. 1406/43.)***5717.—Vote 8/Sec. II—Classification of Payments to the Petroleum Board for Supplies of Petrol, etc.**

(D.N.A. 10043/44.—26 Oct. 1944.)

In order to reduce the clerical labour involved in the classification of payments under the various votes and subheads, it has been decided as a war-time measure, to classify all payments out of Naval funds for supplies by the Petroleum Board to Vote 8/2/K.1, and all credits for returned empties to the debit subhead instead of Appropriations in Aid. The revised arrangements will not affect the holding of stocks under Vote 8/II/E at dockyards and depots for services other than those chargeable to Vote 8/2/K, as, under the inter-vote waiver arrangements, financial transfer is unnecessary. Transfers of stock from subheads "K" to "E" should therefore be for "Ledger only".

5718.—Agreement Workpeople at Naval Establishments Abroad—Paid Sick Leave

(L. 11693/43.—26 Oct. 1944.)

Twelve days' sick leave on full pay may in future be allowed to workpeople serving under agreement from the United Kingdom, provided the sickness arises from causes outside the control of the men concerned.

2. The title to this concession will lapse immediately on return to the United Kingdom.

3. The grant is subject to the production of a medical certificate for absence extending beyond two days; when absence is for two days or less, the grant is at the discretion of local officers.

4. Clause 11 of Articles of Agreement (Form D.136) should be amended to read:—

Line 6. "... he shall receive full pay for twelve days, and half pay during the remainder, whilst on the sick list for a period or periods not exceeding two months in the whole in any one financial year ..."

*(A.F.O. 4559/44 is cancelled.)***5719.—Firefighting—Foam Apparatus and Water Supplies—Standard Markings**

(M./L.D. (P.D.) 477/44.—26 Oct. 1944.)

In order to facilitate firefighting operations at P.O.L. (petrol, oil and lubricants) storages and installations, a scheme of standard marking for foam apparatus and water supplies has been agreed upon. Details are given in the appendix to this Order and A.F.O. Diagram No. 363/44.

2. Arrangements are to be made at all Admiralty establishments concerned, for existing markings to be amended to conform with this standard and the additional markings added where necessary.

3. R.N. Fire Force ratings are to complete this marking under the supervision of the Works Officer.

APPENDIX I

Standard Markings for Foam Apparatus and Water Supplies at P.O.L. Storages and Installations

1. The standard system of markings for foam apparatus and water supplies at P.O.L. installations and storages, which has been agreed by the departments concerned, is described below.

2. Tanks equipped with fixed piping for the delivery of foam at the top of the tank. The information set out below will be displayed:—

- (i) outside the bund wall at the nearest access point to the foam inlet (in cases where the foam inlet is at the base of the tank), or
- (ii) at the point where the foam inlet pipe enters the bund wall (in cases where the foam inlet is outside the bund wall, or where the foam piping is connected directly to foam solution or to foam powder storages).

Information to be Displayed

- (a) Tank number.
- (b) Type of foam system, viz., MECH FOAM TOP, ONE POWDER TOP, TWO POWDER TOP or TWO SOL^N TOP.
- (c) The number of other foam inlets to the same tank.
See A.F.O. Diagram 363/44, Figs. 1, 2 and 3.
- (d) Particulars of the nearest hydrant water supply (if any) to be shown by the word HYD and an arrow showing the way to the hydrant, together with an indication of the distance thereto and the size of the main.
- (e) Particulars of the nearest emergency water supply, to be shown by the letters "E.W.S." and an arrow showing the way to the supply, together with an indication of the distance thereto and the gallonage available.

The above information will be painted in yellow paint on any convenient stonework, brickwork or other suitable surface, or on a black background on a board or metal plate not less than 18 in. square. The particulars given under heads (a), (b) and (c) above will be separated by a thick yellow line from those given under heads (d) and (e).

3. Where the foam inlet is situated at the base of the tank, a square (3 ft. by 3 ft.) of yellow paint will be applied to the brick work immediately surrounding the inlet.

4. All foam inlets and all foam valves on fixed piping will be painted yellow. All fixed foam piping will be indicated, as far as practicable, by yellow paint.

5. Storages for foam will be marked in yellow paint with the words "FOAM STORAGE," together with an indication of the type of foam making material stored there, e.g., "ONE POWDER, TWO SOL^N," etc., and, if desired, the amount of such material stored.

See A.F.O. Diagram 363/44, Fig. 5.

6. In those cases where the manufacturer's name is already indicated on an existing system, usually at the valves, e.g., "FOAMITE," this marking will remain, but the appropriate standard markings, described above, will be added.

7. Tanks fitted with base injection inlets.—Base injection inlets, when located above ground level, will be painted yellow. The following information will be painted in yellow paint on a black background on a board, placed as close to the inlet as practicable, or outside the bund wall at the nearest access point, as convenient:—

- (a) The words "BASE INJECTION".
- (b) The number (or numbers) of the tank(s) into which foam can be injected (except in the case of underground tanks (*see* paragraph 11)).
- (c) Particulars, where these can be given briefly, of the location and method of operation of the valves which must be operated to feed any particular tank (except in the case of underground tanks (*see* paragraph 11)).
- (d) Particulars of the nearest hydrant water supply, as in paragraph 2 (d) above.

(e) Particulars of the nearest emergency water supply, as in paragraph 2 (e) above.

See A.F.O. Diagram 363/44, Fig. 4.

The particulars given under heads (a), (b) and (c), above will be separated by a thick yellow line from those given under heads (d) and (e).

8. Marking of hydrants.—Each hydrant will be painted yellow, and beside it, on a wall or board, will be painted a yellow letter "H" at least 6 in. high and a figure indicating the size of the main.

See A.F.O. Diagram 363/44, Fig. 6.

9. Marking of emergency water supplies.—Each emergency water supply installation will be marked (at convenient points) with a large yellow St. Andrew's Cross, the letters "E.W.S.", and the gallonage available. P.O.L. storage tanks used for emergency water supplies should not be so marked. In the case of open water usable as an emergency supply, the markings will be displayed on a board, or otherwise, at a suitable access point.

See A.F.O. Diagram 363/44, Fig. 7.

10. Painting of tank numbers on the tank brickwork.—The number of a tank will be clearly indicated, generally at eye level, on the brickwork surrounding the tank, in such a manner that it can be easily seen from the ground.

11. Underground tanks.—The number and position of these tanks will not be indicated above ground, and boards giving information about base injection inlets feeding such tanks will give only the particulars referred to in paragraph 7 (a), (d) and (e) above. Particulars of such tanks and inlets may be obtained by authorized persons from the manager or staff of the installation.

12. Supplies of paint.—If yellow paint required for markings is not available, white paint will be used instead.

5720.—Temporary Surgery Assistants—Rate of Pay.

(L. 11970/43.—26 Oct. 1944.)

Male Temporary Surgery Assistants at Admiralty war-time industrial establishments where rates other than those prescribed in C.D.I. are in operation, who are at present paid a "lead" of 4/- a week over the ordinary labourer's rate of the establishment on entry, with a further "lead" of 3/- a week when proficient, should now be paid as from the date of this Order as follows:—

On entry	Ordinary Labourer's rate + 4/-
When proficient	Ordinary Labourer's rate + 8/-

2. Hitherto, male Temporary Surgery Assistants at all Admiralty industrial establishments have normally been excluded from increments beyond the minimum qualified rate. In future, however, if it is considered that any employee of this grade, in view of experience, length of service, etc., is at any time deserving of an increment in addition to the minimum qualified rate, the matter may be represented to the Secretary of the Admiralty (L. Branch), full details being supplied as to the man's previous service, rate of pay, and the reasons in support of the application.

5721.—National Milk Cocoa—NAMCO—Extension of Scheme.

(C.E. 57784/44.—26 Oct. 1944.)

The Ministry of Food have announced that the scheme for the issue of National Milk Cocoa to young people has been extended to include all workers under 21 years of age, industrial and non-industrial.

2. Heads of establishments should make the necessary arrangements for distribution. They should apply to the local food office stating the number of their staff under the age of 21, so that their permit may be revised to take account of those aged 18 and under 21.

3. The charge to all young people in Government Establishments remains $\frac{1}{4}$ d. a cup.

4. Heads of establishments are asked to do all in their power to ensure that all eligible young employees take advantage of this scheme.

(A.F.O. 5120/44.)

