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9 JAN 1945

A.F.Os. 5723—5842/44

(See Diagram Issue No. 45/44)

HEAD OF "P" BRANCH

RESTRICTED

(FOR OFFICIAL USE ONLY)

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

# ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,  
2nd November, 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.

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## ADMIRALTY FLEET ORDERS

No.	Subject.
5722.	Travelling and Subsistence, Billeting, etc.—Workpeople. <i>(Issued separately on 2nd November, 1944—only to all Commanders-in-Chief (not C.-in-C., H.F.), Flag Officers, Senior Naval Officers, Superintendents, or officers in charge of H.M. Naval Establishments and Admiralty Overseers concerned.)</i>

2nd November, 1944.

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

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

5723. Death of Her Royal Highness Princess Beatrice.  
5724. Defence Regulations—Orders Issued Under.  
5725. Mediterranean Navigational Publications—Supply to Major War Vessels.  
5726. German Hospital Ships.

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

5727. Honours and Awards—"London Gazette" Supplement of 24th October, 1944.  
5728. Honours and Awards—United States Navy.  
5729. Honours and Awards—Polish Merchant Navy.  
5730. Oak Leaf Emblems—Wearing in Uniform in Lieu of Commendation Badge.  
5731. Sick Leave for Retired, Reserve and Emergency List Officers—Revised conditions—REPORT.  
5732. Accelerated Promotion.  
5733. Clothing Rationing—Clothing Coupons—Officers.  
5734. Volunteers for Service in Japanese Campaign.—REPORTS.  
5735. Provisional Advancements, Awards of Pay and Badges, Progressive Pay, Character and Efficiency Assessments in Absence of Service Certificates—Use of Copy of Service Certificates (S. 1243).  
5736. Lower Deck Representative for Home Fleet.  
5737. T. 124 Agreement (and Variants) and Cable Ship (C.S.P./1) Personnel—Medical Examination and Standard of Fitness.  
5738. R.N. Air Units—W.R.N.S. Writers (G), Shorthand-Typists and Typists Attached to Second Line Squadrons.  
5739. Resettlement in Civil Life on Release from the Forces—Resettlement Information Officer to be Detailed in Each Ship or Establishment.  
5740. Combined Operations Personnel—Reports of Casualties.  
5741. Naval Parties—Inclusion in Red List.  
5742. No. 2 Protected Area—Orkneys and Shetlands—Procedure for Entry.  
5743. No. 2 Protected Area—Orkneys and Shetlands—Journeys to by Personnel Discharged or Released from Service.  
5744. No. 2 Protected Area—Orkneys and Shetlands—Entry of Relatives of Naval and R.M. Personnel Dangerously Ill in Hospital.  
5745. Travel Between United Kingdom and the Continent—Currency Restrictions—Revised Regulations.  
5746. Victualling Arrangements in Certain Small Ships Without Accounting Officers—Introduction of a Modified Form of General Messing.—REPORTS.  
5747. Cancelled.  
5748. Q.A.R.N.N.S. and V.A.Ds—Purchase of Clothing from Service Sources.  
5749. H.M. Ships "Fratton," "Manatee" and "Monster"—Canteen Funds—Disposal Notice Boards only.

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

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

5750. Guns—40-mm. Bofors—Fracture of Extractors and Crank Shafts.  
5751. Guns—20-mm. Oerlikon—Skeletonized—Issue for Instructional Purposes.  
5752. Guns—Machine, 0.30 and 0.303-in.—Browning 0.303-in. Breech Blocks.  
5753. 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—Modification to Position of Fuze-setting Load Lamps and Method of Securing Cables.  
5754. Gun Mountings—4-in. H.A. III, III\*, III\*\* and IV—Modification to Free Trainers Sight.  
5755. Gun Mountings—40-mm. Bofors Twin Marks IV and IV\*—Training Base—Lubrication.

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

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

5756. Gun Mountings—20-mm. Mark IX Twin—Details of Cocking Gear.  
5757. Gun Mountings—General Defects.  
5758. Aircraft—Guns—20-mm. Hispano-Round Positioning Gauge—Introduction.  
5759. Ammunition—Miscellaneous A.A.D. Weapons—Heads, Rocket, Flare, 2-in. Rejected After Issue.  
5760. Armament Stores—Pistols, Schermuly 1-lb. and 2-lb.—Trade Pattern.  
5761. Maintenance—General—Packing and Preservation of Gun Mounting, Director, Fire Control Gear, Including Spares and Stores for Shipment Overseas.  
5762. Cancelled.  
5763. Cancelled.

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

5764. Torpedoes—22.4-in. U.S.A. Exercise Heads, Mark 26—Air Releasing Mechanism Mark 3.  
5765. A.W. Torpedo Tubes—Modification to Top Strips.  
5766. "A" Mines—Tool Withdrawing Primer St. No. 8858.  
5767. Luminous Bulkhead Fittings and Red Lighting—As. and As.  
5768. Main Controlling Switchboard, Type II.  
5769. Acorn Grip, Pattern 8928—Subhead B, Item 5—Standing Turk's Head as Substitute for—Use with Foxer Equipment and Light Oropesa Minesweeps.

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

5770. Chart Outfits—Disposal by Ships Paying Off, etc.  
5771. Parallel Rulers—Effect on Magnetic Compasses.  
5772. A.I.O. Roller Blackboards for recording Radar Bearings and Ranges.  
5773. Air Look-out Sights—Fitting of Non-magnetic Type.

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

5774. Diesels, General Motors (Model 268A, 278 and 278A)—Cooling Water Pumps (Fresh and Salt)—Failure of Ball Bearings due to Flooding.  
5775. Diesels—General Motors Model 8-268A—Air Vent from Exhaust Manifold Water Jacket.  
5776. Auxiliaries—Turbo-driven—Exhaust casing relief valves—REPORTS.  
5777. Paxman T.P.M. Engines—Use of OE-30-HD Lubricating Oil.  
5778. Condensers and Heat Exchangers—Crane's Flexible Metallic Packing.  
5779. Condensers—Tube Packing—Crane's Flexible Metallic.  
5780. Condenser Tubes Packed with Crane's Flexible Metallic Packing.  
5781. Grinding Wheels—Modification of Dimensions.

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

5782. Radar Sets, Types 271/P/Q 272/P/273/P/Q/276/277/S/T/F/293—Modification to Wavemeter G.82A, Pattern W.3219A.  
5783. Radar Types 276/7, 293—Failure of Heaters of Air Conditioning Units, Pattern W.8828/A.  
5784. Radar—P.P.I. Dial, Pattern No. 56754.

*(Aircraft.—(Technical.)*

5785. Aircraft Radio—A.R.I.5291—Introduction.

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

5786. W/T and Radio Battery Cupboards—Electric Heating—As. and As.  
5787. Hydraulic Hydroplane Angle Indicator Gears—As. and As.  
5788. H.P. Air Compressors—Alternative Circulating Water Arrangements—As. and As.  
5789. Grapnels, Pattern 6425, for Oiling at Sea.  
5790. Plug Boxes, Pattern 12562, and Plugs, Pattern 12563—Introduction.  
5791. Electric Cable, Patterns 13473 and 13491—Introduction.  
5792. Low Frequency Suppressor—A.P. 19447—(F2B)—Introduction.  
5793. Low Voltage Bench Light Fittings—Introduction—As. and As.  
5794. Tools, Valve Repair, Schrader.  
5795. Automatic Emergency Lanterns, A.P.16012/A, A.P.16025—Deletion of Socket, A.P.17907.  
5796. Key Chains for Keys of C.B. Chests and Money Chests.  
5797. Pushes, Commercial Type, Pattern S.1917 (Subhead F.2B)—Introduction  
5798. Demands for Airframe Spares for Avenger I Aircraft.

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

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

5799. Arrester Gear—Outfits of Wires and Fittings.  
 5800. Securing Gear for Aircraft—Custody, Supply and Failure.  
 5801. Aircraft Equipment—Accounting and Checking Procedure—Temporary Forms—Checking of Helleat II, Cosair IV and Avenger III.  
 5801a. Aircraft Equipment—Accounting and Checking Procedure—Temporary Form A4756 for Firefly F Mark I.  
 5802. Services and Supplies to the Royal Norwegian Armed Forces—Accounting—REPORTS.  
 5802a. American Naval Stores—Particulars of Electric Lamps with Equivalent British Substitutes.  
 5803. Royal Norwegian Naval Forces—British Supplies and Services Under Agreement of 4th October, 1944.

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

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

5804. Victualling Stores in United Kingdom—Supply of.  
 5805. Victualling Arrangements in Certain Small Ships Without Accounting Officers—Introduction of a Modified Form of General Messing.  
 5806. Troughs, Pattern 5958 for Oiling at Sea.  
 5807. Frozen Lamb Tongues—Supply.  
 5807a. Laundries—Procedure when Using a Rotary Washer.

## SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

5808. Amendments to Books.  
 5809. A.M.S.Is.  
 5810. Torpedoes—U.S.A., 22·4-in., Mark 13 and Mods.—Handbooks.  
 5811. Mediterranean Navigational Publications—Supply to Major War Vessels.  
 5812. N.I.D. Geographical Handbooks—Use of.  
 5813. Air Publications—Distribution of Amendment Lists and Leaflets During September, 1944.  
 5814. Air Publications Distributed During the Week Ending 7th October, 1944.  
 5815. Air Publications Distributed During the Week Ending 7th October, 1944.  
 5816. Air Publications Distributed During the Week Ending 14th October, 1944.  
 5817. Air Publications Distributed During the Week Ending 14th October, 1944.  
 5818. Air Publications Distributed During the Week Ending 21st October, 1944.  
 5819. B.B.C. Short Waveband Chart—Overseas World Services.  
 5820. Loss of Air Mail Correspondence.  
 5821. H.M.S. "Benbecula"—Incorrect Addressing of Correspondence.  
 5822. Disposal or Redirection of Undeliverable Mail.  
 5823. Assistant Warship Production Superintendent (Supplies) Southern District, at Wimbledon—Telegraphic Address.  
 5824. W.R.N.S.—History Sheets for Certain Categories—Introduction.  
 5825. F.S. "L'Aventure"—Mail Confusion with H.M.S. "Adventure."  
 5826. Forms R. 239 and R. 239A—Abolition.  
 5827. Form S. 559—Action Message Form for Damage Control.  
 5828. B.R. 785(1)—Addendum No. 1 to B.R. 785—Handbook for the 2-pdr. Mark VIII Guns on the Mark VIA\* and VA Mountings—For Mountings Fitted with R.P. 10—Issue.  
 5829. B.R. 980(K)—Revised and Additional Pages, dated August, 1944, to RT's 369, 373A and 373B for Q.F. 4-in. Guns, Mark XVI\*—Issue.  
 5830. B.R. 1210—Booklet on Welfare Services in the Royal Navy.  
 5831. S. 451—Return of Surplus Stocks.

## SECTION 6.—SHORE ESTABLISHMENTS

5832. "Pay-As-You-Earn" System of Income Tax Collection—Established Personnel Returning from Service Abroad.  
 5833. Reinstatement of Former Established Women Civil Servants—Starting Pay.  
 5834. Pensions (Increase) Act, 1944.  
 5835. Parliamentary Electors (War-time Registration) Act, 1943—Arrangements for Voting by Admiralty Industrial and Non-Industrial Staff Serving Abroad.  
 5836. The Electricity (Factories Act) Special Regulations, 1944.  
 5837. Assistants (Carpenter Gradings) and Temporary Experimental Assistants—Payment for Extra Attendance.  
 5838. Non-Enemy Fires at Naval and Civil Establishments—Report of.  
 5839. Passenger Traffic on Railways (Winter 1944-45) Restriction—Industrials and Non-Industrials.  
 5840. Submarine Batteries—Replacement Containers, Cat. X. 105.  
 5841. Merchant Ships' Supplies and Services—Accounting—REPORTS.  
 5842. M/T Vehicles and Machinery Employed on Airfields—Uses and Markings.

(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.

## 5723.—Death of Her Royal Highness Princess Beatrix

(M. 2535/44.—2 Nov. 1944.)

The following message was sent to H.M. the King:—

"The Board of Admiralty, with humble duty, beg to offer Your Majesty on behalf of the Royal Navy and Royal Marines respectful sympathy in the loss which Your Majesty has sustained by the death of Her Royal Highness the Princess Beatrix."

The following reply was received:—

"I sincerely thank you for the message of sympathy which you have sent on behalf of the Board of Admiralty, Royal Navy and Royal Marines, which I deeply appreciate—George R.I."

## 5724.—Defence Regulations—Orders Issued Under

(N.L. 15089/42.—2 Nov. 1944.)

The following Orders have been issued under the Defence (General) Regulations, 1939.

## NAVIGATION ORDER No. 20, 1942 (REVOCATION) ORDER, 1944

By Command of the Lords Commissioners of the Admiralty.

In pursuance of the powers conferred on them by Regulations 43 and 98 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby revoke Navigation Order No. 20, 1942.

2. This Order shall come into force forthwith and may be cited as the Navigation Order No. 20, 1942 (Revocation) Order, 1944.

By Command of their Lordships,  
(Sgd.) H. V. MARKHAM.

Admiralty, S.W.1.

27th October, 1944.

## WIRELESS RECEIVERS (SHIPS) ORDER 1941 (REVOCATION) ORDER 1944

By Command of the Lords Commissioners of the Admiralty.

In pursuance of the powers conferred on them by Regulations 45 and 98 of the Defence (General) Regulations, 1939, The Lords Commissioners of the Admiralty hereby revoke the Wireless Receivers (Ships) Order, 1941.

2. This Order shall come into force forthwith and shall be cited as Wireless Receivers (Ships) Order, 1941 (Revocation) Order, 1944.

By Command of their Lordships,  
(Sgd.) H. V. MARKHAM.

Admiralty, S.W.1.

27th October, 1944.

(A.F.O. 2582/43.)

## 5725.—Mediterranean Navigational Publications—Supply to Major War Vessels

(M./M/S. 0467/44.—2 Nov. 1944.)

Attention is drawn to A.F.O. 5811/44 in Section 5 of this issue.

## 5726.—German Hospital Ships

(M. 011081/44.—2 Nov. 1944.)

The following are the particulars of vessels which the German Government state have been taken up as hospital ships and which have been accepted as such by H.M. Government up to the date of this Order. No other German ships should be recognized as hospital ships unless promulgated in a further Fleet Order.

Name	Tons (Gross)	Built	Port of Registry	Length ft.	Breadth ft.	Depth ft.	Remarks
"Berlin" ... ..	15,286	1925	Bremen	549·3	69·2	34·8	Accommodation for 1,100 passengers
"Erlangen" ... (ex s.s. "Gouverneur- General-Cambon")	3,508	—	—	346·4	44·7	21·8	Two masts, one funnel. Speed 11–12 knots
"Giesson" ... .. (ex s.s. "Gouverneur- General Chancy")	4,397	—	—	362·6	53·4	26·9	Two masts, two funnels. Speed 10½ knots (approx.)
"Gluckauf" ... ..	981	1913	Bremen	213·7	40·1	12·3	—
"Gottingen" ... (ex s.s. "Gouverneur- General Grevy")	4,565	—	—	361·1	49·3	26·8	Two masts, two funnels. Speed 10½ knots (approx.)
"Greifswald" ... (ex s.s. "Gouverneur- General Jonnart")	4,500	—	—	362·6	53·2	28·6	Two funnels. Speed 12½ knots
"Meteor" ... ..	3,717	1904	Bergen	346·2	44·2	26·4	Twin screw.
"Monte Rosa"	13,882	—	—	500·3	65·7	37·8	Two funnels. Speed 14·25 knots
"Oberhausen" ...	1,261	1939	Duisborg Ruhrtort	253·1	37·8	14·0	Twin screw oil engines
"Posen" ... .. (ex s.s. "Danzig")	1,052	1925	Hamburg	220·7	34·6	12·5	Two masts, one funnel.
"Stuttgart" ... ..	13,387	1923	Bremen	527·0	65·0	34·7	Twin screw
"Tuebingen" ... (ex s.s. "Gouverneur General Tirman")	3,508	—	Marseilles	346·4	44·6	21·8	Two masts, one funnel. Speed 12 knots
"Gradisca" ... .. (ex Italian hospital ship)	13,870	—	—	560·2	65·8	35·3	Two masts, two funnels

(A.F.O. 5130/44 and A.G.M. 530AZ (BZ) are cancelled.)

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

\*5727.—Honours and Awards—"London Gazette" Supplement of 24th October, 1944

(H. &amp; A.—2 Nov. 1944.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

24th October, 1944.

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

To be an Additional Member of the Military Division of the said Most Excellent Order: Lieutenant Herbert Anthony John Hollings, D.S.C., R.N.,

for gallantry and devotion to duty in rescue work.

ADMIRALTY,

Whitehall,

24th October, 1944.

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

For courage, resolution and skill in H.M. Ships "Bulldog", "Pelican", and "Swale", and H.M.C.S. "Swansea" in anti-U-boat operations:

Second Bar to the Distinguished Service Cross

Lieutenant-Commander Arthur Hedley Williams, D.S.C., R.N.

Bar to the Distinguished Service Cross

Acting Commander Clarence Aubrey King, D.S.O., D.S.C., R.C.N.R.

Lieutenant-Commander John Jackson, D.S.C., R.D., R.N.R.

Lieutenant Jack Neville Bathurst, D.S.C., R.N.

The Distinguished Service Cross

Temporary Lieutenant John Hudspeth, R.N.V.R.

Temporary Lieutenant Laurence Arthur Spicer, R.N.V.R.

Temporary Sub-Lieutenant Compton Michael Hellyer, R.N.V.R.

Bar to the Distinguished Service Medal

Able Seaman Roy William Clapton, D.S.M., C/J.106185.

The Distinguished Service Medal

Acting Petty Officer Wireless Mechanic Allan Sadler, P/MX.116313.

Leading Seaman Roderick James MacIntyre, R.C.N., 3137.

Able Seaman Ronald Arthur Frederick Reeve, P/JX.161189.

Able Seaman Sydney Thompson, D/SSX.24327.

Mention in Despatches

Temporary Lieutenant John Edwards Milburn, R.C.N.V.R.

Engine Room Artificer Third Class Robert Watson Mackenzie, C/MX.73093.

Engine Room Artificer Third Class Leslie Charles Bruce McLean, R.C.N., 21807.

Engine Room Artificer Fourth Class Harry Charnley, P/MX.88568.

Petty Officer Frederick William Read Murton, C/JX.135557.

Petty Officer Frank Saviour, D/J.100844.

Leading Seaman John Taylor, P/SSX.16339.

Leading Stoker Maurice Henry Ward, D/KX.99642.

Temporary Leading Seaman Lewis Rose Ferrier, R.C.N.V.R., V.10844.

Temporary Acting Leading Seaman Albert Joseph Hurtubise, R.C.N.V.R., V.6971.

Temporary Acting Leading Seaman Thomas Charles Wright, C/SSX.22473.

Able Seaman James Francis Connolly, R.C.N., 4264.

Able Seaman Alexander Morrow, P/UDX.1576.

Stoker First Class Jack Thomas Sida, C/KX.764383.

Ordinary Seaman Samuel McNeill, D/JX.422774.

For distinguished services in H.M.S. "Thornborough" in operations in connection with the invasion of Normandy:

The Distinguished Service Cross

Temporary Sub-Lieutenant Herbert Neville Brown, R.N.V.R. (Bolton).

*The Distinguished Service Medal*

Petty Officer Telegraphist Henry Patrick Myers Gardner, P/J.70756 (Oxford).  
Leading Seaman Peter Botwright, P/JX.314593.

*Mention in Despatches*

Temporary Lieutenant (E) Robert Millar, R.N.R. (Renfrew).  
Chief Engine Room Artificer Basil Neal Peaple, P/MX.50392 (Swindon).  
Ordnance Artificer Third Class Harry Bray, P/MX.68691 (Leeds).  
Supply Petty Officer Henry Nichol Close, D/MX.57982 (Farnborough).  
Able Seaman James William Learman, P/JX.334683 (Redcar).  
Able Seaman Bernard James Bandrick, P/JX.160082 (Eccleshall).  
Telegraphist Jack Edward Walsh, P/WRX.1011 (Sheffield).

For bravery and skill in an attack on an enemy destroyer off the coast of Norway :

*The Distinguished Service Cross*

Temporary Sub-Lieutenant (A) Douglas McLachlan, R.N.V.R. (Glasgow).

*Mention in Despatches*

Lieutenant Guy Noel Micklem, D.S.C., R.N.

For good services in rescue work :

*Mention in Despatches*

Temporary Lieutenant Frederick Roger Lightoller, D.S.C., R.N.V.R.  
Acting Leading Seaman Albert David Edwin Ellis, C/JX.236170.  
Stoker First Class Cecil Henry Stewart, C/KX.110896.  
Ordinary Seaman Stanley Charles Flitton, C/JX.546917.  
Ordinary Seaman Norman Ryder, C/JX.650499.

For bravery and devotion to duty :

*Mention in Despatches*

Temporary Lieutenant Henry Leslie Harvey Stevens, R.N.V.R.

The KING has been graciously pleased to give unrestricted permission for the wearing of the following decorations bestowed by the President of the United States of America :—

For distinguished service to the Allied cause in North Africa :

*Legion of Merit, Degree of Officer*

Captain Henry Taprell Dorling, D.S.O., R.N. (Ret.).

For distinguished service during the Allied landings in Sicily :

*Legion of Merit, Degree of Officer*

Acting Lieutenant-Commander Richard Barklie Lakin, D.S.O., D.S.C., R.N.  
Lieutenant Michael Frederick Roberts Ainslie, D.S.O., D.S.C., R.N.  
Lieutenant Norman Limbury Auchinleck Jewell, M.B.E., D.S.C., R.N.

**5728.—Honours and Awards—United States Navy**

(H. & A. 830/44.—2 Nov. 1944.)

The King has been graciously pleased to approve the following awards for courage and skill shown in the invasion operations off the coast of Normandy :—

*Mention in Despatches*

Lieutenant Wallace Turpin Davis, D-V(S), U.S.N.R.  
Boatswain's Mate Donald Frederick Kelleher, Second Class, U.S.N.R.

2. These awards will not be gazetted.

**5729.—Honours and Awards—Polish Merchant Navy**

(H. & A. 1240/43.—2 Nov. 1944.)

The King has been graciously pleased to approve the following award for good services shown when in command of the Polish S.S. "Batory" in the Sicilian Operations :—

*Mention in Despatches*

Captain Zygmunt Anzelm Deyczakowski, O.B.E., D.S.C., Master of the Polish S.S. "Batory".

2. This award will not be gazetted.

**\*5730.—Oak Leaf Emblems—Wearing in Uniform in Lieu of Commendation Badge**

(H. & A. 251/43.—2 Nov. 1944.)

It has been approved that officers and men who have been awarded a Commendation should wear the Bronze Oak Leaf Emblem when in uniform in lieu of the Commendation Badge.

**5731.—Sick Leave for Retired, Reserve and Emergency List Officers—Revised Conditions—REPORT**

(C.W. 58881/44.—2 Nov. 1944.)

The following revised regulations apply to re-employed Retired Officers and Temporary Officers of the Royal Navy and Royal Marines ; Officers of the Reserve Lists (including those serving under Agreements T.124X and T.124T and Cable Ship Agreement ; Skippers R.N.R. and officers promoted therefrom) ; Officers of the Emergency List and Officers of the W.R.N.S. The provisions do not apply to officers serving under Agreement T.124.

2. Officers as defined above who, whilst borne for full pay on the books of H.M. ships or Royal Marine Divisions, become medically unfit for duty may continue to receive full pay during the period of their disablement subject to the conditions and within the limits prescribed hereunder.

3. Provided that a reasonable probability of fitness for further service is certified by the Naval medical authorities to continue to exist, an officer who sustains an injury on duty not due to his own default, or is shown to the satisfaction of the Admiralty to be suffering from sickness attributable to the conditions of his service, may receive, at Admiralty discretion, full pay during disablement up to a maximum period of 18 months, reckoned from the date he was first checked or absent sick whether at home or abroad.

4. Subject to the proviso referred to in paragraph 3 above, an officer suffering from an injury or sickness which is not considered to be attributable to the conditions of his service, may receive, at Admiralty discretion, full pay up to six months reckoned from the date he was first checked or absent sick whether at home or abroad. Sick leave with full pay in excess of six months (and exceptionally up to a possible maximum of 12 months) may be granted in suitable cases where the medical prognosis is satisfactory and the officer is likely to be fit for duty within a reasonable period, and in any event within the maximum limit of 12 months, and his record, experience and qualifications are considered to be such as to warrant further retention on full pay with a view to immediate employment when found fit. In cases where the foregoing conditions are not satisfied, and the officer is not considered to be a proper subject for invaliding, his temporary commission will be terminated, or he will be reverted to the retired list, as appropriate, but an extension of 42 days full pay sick leave will be granted from the date the decision is notified to the officer. Officers who contract disabilities whilst on unpaid leave are not eligible for full pay sick leave. (See paragraph 6 below as regards officers checked sick whilst serving abroad.)

5. If at any time during an officer's illness the Naval medical authorities consider that a reasonable probability of fitness for any form of Naval service no longer exists, or if he is considered fit only for restricted service and no suitable employment is available, he will be invalided irrespective of whether the disability is considered to be attributable or not attributable to his service. With effect from 15th October, 1944, an extension of 56 days full pay sick leave, reckoned from the date of Admiralty notification of invaliding, will be granted regardless of the period of sick leave the officer has already had, and invaliding will take effect on cessation of full pay. Any paid acting rank still held on the date of invaliding survey will be retained throughout the extension of full sick leave, provided that the invaliding disability is not due to causes within the officer's own control.

6. Unless the Admiralty shall direct otherwise in any particular case, an officer checked sick whilst serving abroad shall not be surveyed with a view to determining whether a reasonable probability of fitness for further service has ceased to exist until after his arrival in the United Kingdom, and full pay shall

not cease before the date of such survey, notwithstanding that the limits of full pay sick leave prescribed in these regulations may be exceeded, provided always that he returns to the United Kingdom as soon as practicable after he is found fit to travel. If on survey the officer is found unfit for further Naval service, an extension of 56 days full pay sick leave, reckoned from the date of Admiralty notification of invaliding, will be granted regardless of the period of sick leave the officer has already had, and invaliding will take effect on cessation of full pay. If an officer returning sick from service overseas who has exceeded his maximum full pay sick leave entitlement is not considered to be a case for invaliding owing to the existence of a probability of fitness for further Naval service, and his disability is regarded as attributable to his service, he will be continued on full pay sick leave for a period of 42 days, reckoned from the date of first survey after arrival in United Kingdom and then placed on half pay under the provisions of paragraphs 8 and 10 below. If his disability is not regarded as attributable to his service, and he is not a case for invaliding, his disposal will be specially considered with reference to his record, experience and qualifications, as well as to the medical prognosis. In the event of it being decided to terminate his temporary commission, or revert him to the retired list, as the case may be, an extension of 42 days full pay sick leave, reckoned from the date of Admiralty notification of the decision, will be granted prior to discharge. Similar rules will apply as regards officers who joined the Naval service while domiciled abroad and who desire to return to their home country instead of to the United Kingdom. In connection with the foregoing provisions attention is especially drawn to Article 1336, K.R. & A.I., concerning the necessity for sick officers to report for medical survey as soon as possible after arrival in United Kingdom. Owing to non-compliance with this regulation, cases have arisen of officers continuing sick at their homes after arrival, without the knowledge of the Naval medical authorities. Attention is also drawn to the importance of the early despatch of the reports of invaliding survey (Form M.88, etc.), to the Admiralty in view of the decision to reckon the 56 days' extension of full pay from the date of Admiralty notification of invaliding. Whenever possible these reports should be forwarded to the Admiralty (through the Commander-in-Chief) within 48 hours of the Survey Board.

7. Officers when checked sick should be borne for pay in accordance with the provisions of clause 1 of Article 1554, K.R. & A.I., and the attention of Accountant Officers is drawn to the necessity of strict compliance with this regulation and also, where applicable, with the provisions of Article 1739. An officer appointed additional to a ship or establishment at home, who remains sick in his appointment for over 42 days, should be borne for full pay on the books of his ship for 42 days only, as in the case of a supernumerary officer. Formal grants of full pay sick leave (a), from date of arrival in United Kingdom or (b) after 42 days' sickness, or date of supersession if later (clause 2 of Article 1554, K.R. & A.I.), will be authorized by the Admiralty, and in order that grants may be authorized expeditiously it is important that the date the officer was first checked sick and, where applicable, the date of supersession, should be inserted under "Reason for Discharge" on Form S.48. If a sick officer continues to be borne in his appointment for more than 42 days, because he has not been superseded, or in other exceptional circumstances, a special report should be forwarded to the Admiralty (C.W. Branch) as soon as the period of sickness extends to three months, in order that a check may be maintained on the duration of his sick leave. The report should include the date he was first checked sick and the name of the hospital or other address to which he has been discharged. Grants in respect of extended full pay sick leave under paragraphs 4, 5 and 6 above, will also be authorized by the Admiralty.

8. Officers of the following categories who have reached the limit of full pay sick leave allowed, will be eligible to receive pay as provided hereunder.

9. Officers suffering from injury or sickness not attributable to the conditions of service who were in receipt of retired pay which has been suspended during re-employment, will revert to retired pay.

10. Officers suffering from sickness or disability, attributable to the conditions of service, will receive pay as follows, provided that a reasonable probability of fitness for further service continues to exist:—

- (a) Officers who have retired with retired pay (other than disability retired pay, or disability addition to service retired pay) may receive either half pay increased by 25 per cent., or may revert to their retired pay, without such increase, whichever be more to their advantage.
- (b) Officers receiving disability retired pay under paragraph 2, section III, clause (e), of the Re-employment Regulations, officers who retired without retired pay, officers on the Emergency List, officers of the Royal Naval Reserves, and other officers not holding permanent regular commissions on the active list of the Royal Navy or Royal Marines, may receive half pay.
- (c) Officers in receipt of disability retired pay, or pension authorized by the Ministry of Pensions on account of disablement arising out of Naval service during the period 4th August, 1914, to 30th September, 1921, may receive half pay, increased by the amount, if any, by which 25 per cent. of such half pay exceeds that portion of the disability retired pay which the Admiralty have decided to have been awarded in respect of service.
- (d) Officers in receipt of disability additions to service retired pay, or portions of their disability retired pay, under paragraph 2, section III, clauses (c) and (d) of the Re-employment Regulations, may receive either half pay increased by 25 per cent., or may revert to retired pay at the full rate, without such increase, whichever be more to their advantage.
- (e) Except as regards half pay issued under (b) and (c) of this paragraph, a deduction to be made from the half pay, as increased under these regulations, equal to that portion of the retired pay or service element of retired pay which has been commuted.

11. Officers in receipt of service retired pay, or the service element of disability retired pay, or pension increased by 25 per cent., because it is more to their advantage than full pay increased by 25 per cent., will revert to their service retired pay, or the service element of disability retired pay or pension, but without such increase, as from the expiration of the period of full pay sick leave allowable under the foregoing regulations.

12. For the purpose of these regulations, the rate of half pay shall be that appropriate to the rank in respect of which the officer received full pay sick leave, time on full or half pay (or retired pay in lieu) counting for increase of half pay on the scale in force for corresponding officers on the active or permanent lists. The period of half pay will be limited to six months, making two years' sick leave in all.

(K.R. & A.I., Articles 1336, 1554 and 1739.)

(A.F.Os. 2104/40, 3452/40, 1894/41 and 4694/44.)

(A.F.O. 3375/44 is cancelled.)

**\*5732.—Accelerated Promotion**

(C.W. 60537/44.—2 Nov. 1944.)

The following Sub-Lieutenants have been promoted from the dates shown:—

*Executive*

P. C. Boisser	...	...	"Jervis"	...	...	...	1st November, 1944
Sydney Jones	...	...	"Guillemot"	...	...	...	1st November, 1944
A. J. Wyatt	...	...	B.Y.M.S. "2253"	...	...	...	1st November, 1944
P. A. B. Cory	...	...	"Berry"	...	...	...	1st November, 1944
T. E. Greer	...	...	"Bidford"	...	...	...	1st November, 1944
N. C. C. Hamill	...	...	"Colonsay" for "2173"	B.Y.M.S.	...	...	1st November, 1944
D. J. Dunne	...	...	"Copra"	...	...	...	1st November, 1944
F. A. Rawley	...	...	"Tenby"	...	...	...	1st November, 1944
Joseph Hirst Whitehead	...	...	"Bidford"	...	...	...	1st November, 1944
D. V. Evans	...	...	"Kilbride"	...	...	...	1st November, 1944
E. M. P. Ball	...	...	"Columbine"	...	...	...	1st November, 1944
E. A. Tiplady	...	...	"Copra"	...	...	...	1st November, 1944

*Executive—contd.*

H. K. Clark ... ..	"Copra" ... ..	1st November, 1944
E. H. Hobgen ... ..	"Colonsay" for "Typhoon" ... ..	1st November, 1944
T. J. Dean ... ..	"Copra" ... ..	1st November, 1944
R. H. Harrison ... ..	"Copra" L.C.T. ... ..	1st November, 1944
R. N. Duffield ... ..	"Tana" M.L. "849" ... ..	1st November, 1944
F. P. Pearson ... ..	"Betony" ... ..	1st November, 1944
G. M. Calder ... ..	"Midge" for M.T.B. "323" ... ..	1st November, 1944
P. L. Cooke ... ..	"Vanity" ... ..	1st November, 1944
H. G. Franklin, D.S.C. ... ..	"Beehive" for M.T.Bs. ... ..	1st November, 1944
F. N. Beaney ... ..	"Isle of Sark" ... ..	1st November, 1944
Stanley William Hill ... ..	"Odzani" ... ..	1st November, 1944
E. H. R. Womersley, D.S.C. ... ..	"Mantis" for M.T.Bs. ... ..	1st November, 1944
C. A. C. Chesterman ... ..	"Clover" ... ..	1st November, 1944
W. Illingworth ... ..	"Calliope" for "Suma" ... ..	1st November, 1944
D. J. H. Mond ... ..	"Deveron" ... ..	1st November, 1944
Graham Alexander Wilson ... ..	M.T.B. "751" ... ..	1st November, 1944
R. H. Laidlaw ... ..	"Caroline" for M.M.S. "35" ... ..	1st November, 1944
H. E. O. Regout ... ..	"Seriola" ... ..	1st November, 1944
E. W. B. Thomas ... ..	"Nelson" ... ..	1st November, 1944
L. A. Rust ... ..	"Odyssey" ... ..	1st November, 1944

*Flying*

T. Hill ... ..	"Vulture" ... ..	1st September, 1944
D. A. Spratt ... ..	"Shrike" ... ..	1st November, 1944
S. D. Clayton ... ..	"Condor" ... ..	1st November, 1944
E. E. Britton ... ..	"Goshawk" ... ..	1st November, 1944
B. K. Frame ... ..	"Condor" ... ..	1st November, 1944
G. C. Summers ... ..	"Condor" ... ..	1st November, 1944
D. H. Collett ... ..	"Furious" ... ..	1st November, 1944
R. J. Nicholls ... ..	"Daedalus" ... ..	1st November, 1944
G. A. M. Flood ... ..	"Heron" ... ..	1st November, 1944
R. C. Wilkinson ... ..	"Pursuer" ... ..	1st November, 1944

*Air (Non-Flying)*

H. H. Harvey ... ..	"Bellona" ... ..	1st November, 1944
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*Electrical*

R. Alderson ... ..	"Marshal Soult" ... ..	1st November, 1944
H. Jackson ... ..	"Shrapnel" ... ..	1st November, 1944
R. H. Kelsall ... ..	"Formidable" ... ..	1st November, 1944
S. T. Crouch ... ..	"Postillion" ... ..	1st November, 1944

*Engineer*

P. F. W. Fanghanel ... ..	"Sheffield" ... ..	1st November, 1944
H. Kay ... ..	"Diadem" ... ..	1st November, 1944
G. Pate ... ..	"Implacable" ... ..	1st November, 1944
W. G. Edwards ... ..	"Indomitable" ... ..	1st November, 1944
J. W. Fraser ... ..	"Kent" ... ..	1st November, 1944
E. G. Pascoe ... ..	"Cricket II" ... ..	1st November, 1944
P. A. Cunningham ... ..	"Pretoria Castle" ... ..	1st November, 1944
E. G. Matthews ... ..	"Skirmisher II" ... ..	1st November, 1944
R. W. Thomas ... ..	"President I" ... ..	1st November, 1944
J. Jones ... ..	"Mylodon" ... ..	1st November, 1944

*Air Engineer*

A. Jackson ... ..	"Shah" ... ..	1st November, 1944
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*Accountant*

W. E. Moses ... ..	"Polar Bear" ... ..	1st November, 1944
K. J. E. Yelland ... ..	"Ariel" ... ..	1st November, 1944
F. J. Read ... ..	"Eland" ... ..	1st November, 1944
E. M. Canevali ... ..	"Bherunda" ... ..	1st November, 1944
W. E. Hudson ... ..	"Raleigh" ... ..	1st November, 1944
F. Burns ... ..	"Landrail" ... ..	1st November, 1944
R. P. Chinchin ... ..	"Rinaldo" ... ..	1st November, 1944
M. Owen ... ..	"Defender" ... ..	1st November, 1944
R. J. Hartill ... ..	"Byrsa" ... ..	1st November, 1944
A. G. Smith ... ..	"Porcupine" ... ..	1st November, 1944
N. E. Cockburn ... ..	"Cormorant II" ... ..	1st November, 1944

*Special*

W. P. Jolly ... ..	"Collingwood" ... ..	1st November, 1944
F. A. Parker ... ..	"Lynx" ... ..	1st November, 1944
J. G. S. MacVean ... ..	"Cormorant" ... ..	1st November, 1944
J. M. Dick ... ..	"Defender" ... ..	1st November, 1944
G. St. M. Mills ... ..	"Formidable" ... ..	1st November, 1944
William Percival Evans ... ..	"Ringtail" ... ..	1st November, 1944
C. G. Holloway ... ..	"Gosling" ... ..	1st November, 1944
D. F. Stanton ... ..	"Pembroke" ... ..	1st November, 1944
N. H. Beeston ... ..	"Baldur" ... ..	1st November, 1944
E. F. Bradshaw ... ..	"Nile" ... ..	1st November, 1944
J. Knott ... ..	"Bulolo" ... ..	1st November, 1944
J. E. Creasey ... ..	"Defender" ... ..	1st November, 1944
H. C. Rogerson ... ..	"Pembroke" ... ..	1st November, 1944

*Executive (S.A.N.F.(V))*

R. S. Williams ... ..	"Amaranthus" ... ..	1st November, 1944
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*Executive (R.N.Z.N.V.R.)*

F. H. Deverell ... ..	L.C.T. "535" ... ..	1st November, 1944
P. L. Bardwell ... ..	"Minuet" ... ..	1st November, 1944
T. K. Fallwell ... ..	M.T.B. "612" ... ..	1st November, 1944

*Flying (R.N.Z.N.V.R.)*

J. H. Jellie ... ..	"Emperor" ... ..	1st August, 1944
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*Engineer (S.A.N.F.(V))*

A. D. Boyle ... ..	"Formidable" ... ..	1st November, 1944
G. H. A. Lusted ... ..	"Fabius" ... ..	1st November, 1944

2. The following Sub-Lieutenants have also been promoted from the dates shown:—

*Executive*

E. C. Barnard ... ..	"Devon City" ... ..	1st November, 1944
C. A. Fairman ... ..	"Lucifer" ... ..	1st November, 1944
C. Forsyth ... ..	"Implacable" ... ..	1st November, 1944

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

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

**5733.—Clothing Rationing—Clothing Coupons—Officers**

*See AFO 6846/40*

(V. 11/7930/44.—2 Nov. 1944.)

Books of Services clothing coupons for the year commencing 1st January, 1945, will shortly be ready for distribution.

2. Accountant Officers of H.M. ships, shore establishments and bases in the United Kingdom should demand supplies of books of annual maintenance coupons for 1945 on the November, 1944, return of coupons statement, from the Chief Accountant, Board of Trade, Coupon Control Section, Northgate, Prince Albert Road, London, N.W.8.

3. Books of coupons for initial outfits and maintenance for the first year after entry or promotion will continue to be issued by the Admiralty.

4. Clothing coupons issued for the year ending 31st December, 1944, will be valid for the whole of 1945.

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

**\*5734.—Volunteers for Service in Japanese Campaign—Reports**

(D.P.S. 935/44.—2 Nov. 1944.)

It is impossible at this stage of the war to forecast the number of Age and Service groups which can be released within any given period after the defeat of Germany. The Admiralty has promised in A.F.O. 5124/44 that they will try to release men in their turn wherever they may be serving, and instructions have been given to drafting authorities that so far as possible ratings in Age and Service

groups 1 to 12 should not be sent to the Indian Ocean and Pacific Ocean theatres, and those in groups 1 to 4 should not be sent to other foreign stations, unless they are volunteers for such service.

2. In accordance with A.F.O. 5124/44, when ratings become due for release in Class A they may volunteer for further service until the end of hostilities, and if accepted will be given early release when general demobilization starts. If the Fleet is to be manned efficiently, and if the arrangements for drafting and for operating the Reallocation Plan are to work smoothly, drafting authorities require some advance information about the numbers likely to volunteer.

3. It is realized that to ask men to volunteer now for service until the end of the war may be too indefinite, and therefore it has been decided to ask for volunteers from certain Age and Service groups under more precise conditions.

4. Commanding Officers are, therefore, to interview now all "War Only" ratings and R.M. other ranks in Age and Service groups Nos. 1 to 12 ("War Only" and "Age and Service" groups as defined in B.R. 1081) except W.R.N.S., and ascertain whether they are prepared to serve beyond the date on which they are due for release in Class A, either for the period of hostilities against Japan or for two years from the 1st January, 1945 (or date of volunteering if later), whichever period is the shorter. It will be understood that releases in Class A will not commence until the end of active hostilities against Germany, so that if Japan goes out of the war before Germany the agreement cannot become effective. At the end of the period for which they volunteer, these volunteers will resume their position in their original Age and Service groups, and will thus be eligible for immediate release if men of their particular rating and in their Age and Service group have already been released. The fact of volunteering under this A.F.O. will not prejudice their eligibility for transfer to industry in Class B.

5. Men accepted must be fit for sea service and must be generally satisfactory as regards character and efficiency. R.M. personnel should be not less than medical category R.M.III.A.

6. Men who volunteer under this A.F.O. will not be debarred from taking advantage of any other scheme for re-engagement which may be promulgated later.

7. Reports giving particulars of ratings who volunteer under this A.F.O. are to be forwarded to the Commodores or Commandants of the appropriate manning depots one month after the receipt of this Order. Subsequent reports to be forwarded as they arise. For ratings belonging to the Combined Operations and Coastal Force Organizations, copies of the reports are to be forwarded to ~~D.C.O.P.~~ and "Hornet" respectively. In addition reports should be rendered on Form S.161 in the form "Volunteer from (date) under A.F.O. 5734/44".

8. Men who volunteer are to be required to sign a statement as in the appendix to this Order. One copy of this statement is to be forwarded to the Commodore or Commandant of the men's depot and a second copy retained with the man's Service Certificate. If abroad a copy is also to be sent to the station drafting authority. Page 1 of the Service Certificate is to have a notation made on it "Volunteer for retention from (date) under A.F.O. 5734/44".

9. For the present this enquiry concerns only "War Only" ratings and R.M. other ranks in Age and Service groups Nos. 1 to 12 who are fit for sea service. The scheme for volunteering may be extended at a later date. The scheme is not applicable to men serving under T.124 (or variant) agreements, nor to Boom Defence, Controlled Mining or Harbour Defence ratings. It is applicable to the R.N.P.S.

#### APPENDIX

##### *Undertaking for Further Service under A.F.O. 5734/44*

Name .....

Official Number .....

Substantive Rating.....

Non-substantive Rating.....

I am willing to serve beyond the date on which I am due for release in Class A, for two years from the 1st January, 1945,\* or until the end of hostilities against Japan, whichever is the shorter period: on the understanding that at the end of

this period I shall resume my position in my original Age and Service group, and be eligible for immediate release, if my group has already been released.

(Signature).....  
(Date)

Witness.....

This rating has been medically examined and is fit for sea service.

.....  
MEDICAL OFFICER  
(Date)

The retention of this rating is recommended.

.....  
COMMANDING OFFICER  
(Date)

\* Amend to date of volunteering if such date is later than 1st January, 1945.

(B.R. 1081.)  
(A.F.O. 5124/44.)

#### **\*5735.—Provisional Advancements, Awards of Pay and Badges, Progressive Pay, Character and Efficiency Assessments in Absence of Service Certificates—Use of Copy of Service Certificate (S.1243)**

(N. 18644/44.—2 Nov. 1944.)

The following special arrangements have been approved with respect to advancements, progressive pay and award of good conduct badges in the absence of service certificates or related documents.

2. Authority is given to commanding officers to advance ratings provisionally, to authorize the provisional credit of progressive pay, or to make provisional awards of good conduct badges, on the basis of a signed and witnessed statement from the rating concerned as to his qualifications. Men must be cautioned that if erroneous statements are subsequently found to have been made, they may be called upon to refund any pay drawn in excess of that properly due to them, and that deliberately false statements will involve a liability to disciplinary charges and appropriate punishment.

3. When this action is taken a copy of service certificate (Form S.1243) is to be created from particulars furnished by the rating and verified as far as possible from his pay book (S.43a), and any information obtainable from other service documents. Form S.1243 is to be certified and signed by the man in the following form: "The particulars recorded in this form are correct to the best of my knowledge and belief and I understand that provisional advancement, award of good conduct badge or progressive pay made in accordance with them are liable to adjustment if subsequent information shows that the particulars upon which the advancement or award was based were incorrect." This certificate is to be countersigned by an officer.

4. *Advancements.*—Advancement depends in general on immediate fitness for the higher rate, on age or time served and/or qualification by examination, and on conduct. Commanding officers may authorize provisional advancements accordingly, but where depot rosters are still the governing factor, provisional advancement should not be made in the absence of the usual authority issued by depot.

In the case of Ordinary Seamen and equivalent rates, the Able Seaman grade may be granted after two months' actual experience of the man provided the Commanding Officer then considers advancement to be merited and the man is otherwise eligible as far as is known. Such advancements may be ante-dated on the lines applicable to the grant of the acting rate of A.B.

When reporting provisional advancements on S.161, the word "provisional" and a reference to this Order is to be added.

The depot should, on receipt of notification that an advancement has been made, check eligibility in so far as available information and other circumstances may allow.

5. *Progressive pay.*—The credit of progressive pay may be authorized on a provisional basis.



A notation of its authorization is to be specially made, in red ink, on S.1243 on page 4, at the foot of the space provided for character and efficiency assessments.

6. *Good conduct badges.*—Commanding Officers are authorized to make *provisional* awards, or restorations, of good conduct badges. The normal rule that awards, etc., are final will not apply, and any error due to misapprehension or misrepresentation will be subject to subsequent adjustment as indicated in paragraph 4 above.

7. Provisional advancements, grants of progressive pay and award of badges, authorized under this Order are to be recorded on S.1243 *in red ink*.

Red ink notations are similarly to be employed for the first entry in pay ledgers and on transfer lists, to indicate that a subsequent check of the provisional decision is appropriate.

8. *Character and efficiency assessments, etc.*—S.1243 should also be created as in paragraph 3 above whenever it is necessary to record such notations as annual character and efficiency assessments, award of medals and gratuities, etc., unless the original certificate is expected shortly. In any event Form S.1243 should in such cases be created before a man is discharged to another ship.

9. *Use and disposal of S.1243.*—Until the original certificate arrives, any notations which would normally be made on the original (including annual assessments of character and efficiency) are to be made on S.1243, and if the man is discharged S.1243 is to be forwarded to his next ship.

When the original service certificate is received, the Commanding Officer is to cause all the advancements, grants of badges and progressive pay shown in red ink on the Form S.1243 to be checked, and is to make any adjustments which may be necessary. When this has been done the original service certificate is to be brought up to date by the transfer of all appropriate notations on S.1243, the Commanding Officer of the ship signing the copied notations on the original service certificate as evidence of their authenticity wherever a signature is normally required.

10. Deliberate misrepresentation by ratings is not anticipated. Nevertheless, should a case occur, resulting in the improper grant of a higher rate or award of a badge, deprivation should not form part of the punishment, but the award should be cancelled and recovery charges made automatically before the disciplinary aspect is considered.

Should, however, a rating commit a warrant offence after a provisional advancement or badge award and before confirmation, it will be necessary summarily to disrate him or deprive him of the badge.

11. The foregoing provisional arrangements should normally only be applied if—

- (a) Service certificates have not been available for two months, and their early arrival is not anticipated, or
- (b) It is evident that there is no reasonable chance of the service certificates being received within two months.

12. Commanding Officers may, however, exercise their discretion and take action to create a Form S.1243 before two months has elapsed in exceptional cases where advancements or badges, etc., are clearly long overdue because of the absence of service certificates or when the man is about to be discharged to another ship.

13. That portion of this A.F.O. which deals with advancements has been embodied in the Advancement Regulations, B.R. 1066, now being printed.

(A.F.O. 1752/42 is cancelled.)

**\*5736.—Lower Deck Representative for Home Fleet**

(V. 2/7448/44.—2 Nov. 1944.)

Chief Petty Officer Writer L. H. V. Johnson, Official Number P/MX 46339, has been elected Lower Deck representative for the Home Fleet at the Headquarters of the Navy, Army and Air Force Institutes for twelve months commencing 1st October, 1944, in succession to Petty Officer E. Watkins, Official Number C/J 104989.

(A.F.O. 4174/43 is cancelled.)

**5737.—T.124 Agreement (and Variants) and Cable Ship (C.S.P./I) Personnel—  
Medical Examination and Standard of Fitness**

(M.D.G. 57532/44.—2 Nov. 1944.)

Medical officers examining applicants for entry on T.124 (and Variants) and Cable Ship (C.S.P./I) Agreements are reminded that although applicants may have been carrying out their duties for a number of years they must be capable of performing long stretches of arduous duties at sea if engaged under Agreement. There are no shore nor harbour duties. Experience has shown that many men have been passed only to be rejected at the Final Medical Examination or have been the subject of early breakdown.

2. These Agreement personnel are not engaged for permanent service and are not entitled to pensions except for injuries sustained while on duty or for other disabilities attributable to the special conditions of War Service in H.M. Ships.

3. While it is essential that their medical condition is such that they will be capable of performing efficiently the duties for which they are engaged and that they are free from any specific disability which is likely to develop or to be aggravated by the special condition of War Service in H.M. Ships, a formal insistence of a higher standard of physical fitness is not required.

4. The following is a guide :—

- (1) He is free from any evidence of disease of brain, nose, throat, heart, lungs and abdominal organs.
- (2) His hearing is good and he has no discharge from the ears.
- (3) His teeth and gums are in such a condition that no detriment to his health results from their condition and they are sufficient for mastication.
- (4) He has no hernia and is free from haemorrhoids.
- (5) He has no disease of skin and is free from any active syphilis or other venereal disease.
- (6) He has not suffered from fits or incontinence of urine,
- (7) *Vision* :—

*Ratings* :—

Deck Hands—not less than 6/18 in each eye tested separately.

Stewards—Corrected by spectacles; 6/12: 6/36.

Engine Room Ratings—Corrected by spectacles; 6/12: 6/12 or 6/36: 6/6.

*Officers* :—

The minimum standards will be the same as that for equivalent branches in the Royal Navy :—

Executive 6/12: 6/18.

Engineer 6/12: 6/12 or 6/36: 6/6 with glasses.

Accountant 6/12: 6/36 with the aid of glasses.

Officers who have passed the Board of Trade colour vision test will not be re-tested.

(A.F.Os. 2469/40, 1546/43 and 4702/44 are cancelled.)

**5738.—R.N. Air Units—W.R.N.S. Writers (G), Shorthand-Typists and Typists  
Attached to Second Line Squadrons**

(N. 17427/44.—2 Nov. 1944.)

It has been decided that the W.R.N.S. Writers (G), Shorthand-Typists and Typists allowed to Second Line Squadrons under Section (E) of A.F.O. 3931/44 (reprinted below) shall in future be provided by the Superintendent W.R.N.S. at the manning depot which provides the male general service personnel for each Squadron. This allocation will hold good wherever in the United Kingdom the Squadron is serving or may move (provided that the station is suitable for the accommodation of women).

2. The records and roster cards of ratings of these categories now attached to Second Line Squadrons are to be transferred, where necessary, to the Superintendent of the Command which will in future be responsible for manning the Squadron.

## (E) Training Squadrons Attached

Number of aircraft in squadron	R.N.		W.R.N.S.					
	Sy.	P.O.	Supply		Writer (General)			
			L.S.A.	Leading Wren	Wren	P.O. Wren	Leading Wren	Wren
1-12 ...	—	—	—	1	—	—	—	1
13-24 ...	—	—	1	1	—	—	—	1
25-48 ...	—	—	1	2	—	—	1	1
49-72 ...	1	—	1	2	—	—	1	2
73-96 ...	1	—	1	3	1	—	1	2
97-120 ...	1	1	1	3	1	—	1	3
121-144 ...	1	1	1	4	1	—	2	3

Note.—W.R.N.S. Typists or Shorthand-Typists may be borne in lieu of Writers (General) as desired.

(A.F.O. 3931/44.)

**\*5739.—Resettlement in Civil Life on Release From the Forces—Resettlement Information Officer to be Detailed in Each Ship or Establishment**

(C.W. 54652/43.—2 Nov. 1944.)

Various measures are now being taken by the several Government Departments and other authorities concerned to facilitate the resettlement in civil life of men and women on their release from the Forces, and to recruit into civilian professions likely candidates from among those now serving. These measures may call for a wide promulgation in the Fleet of much information on a variety of subjects, and Their Lordships desire that everything possible should be done to ensure that this information is made readily available to all officers and ratings well in advance of the beginning of releases to civil life.

2. Much of the information will be promulgated in the numbered series of A.F.Os. (notice board issue), separate issues on a larger scale of distribution being made as requisite. There will also be distributed separate publications, issued by departments and authorities concerned, containing regulations, forms of application, etc., for entry into certain professions.

3. Their Lordships consider that the proper channel for bringing such information to the notice of ratings is the Divisional Officer, whose responsibility it will be to advise and assist them in taking the opportunities so presented. In the case of W.R.N.S. officers this will be the responsibility of the Unit Officer. In view, however, of the variety and extent of the publications which may be expected, Their Lordships consider that the Divisional Officer or Unit Officer will need some assistance in this matter, and they desire, therefore, that in each ship or establishment an officer of suitable rank and qualifications should be detailed for this purpose as "Resettlement Information Officer". Where it is considered desirable a W.R.N.S. Resettlement Information Officer should also be detailed. These officers should be supplied with a copy of all the Orders and publications referred to, and it will be their duty to make themselves acquainted with all aspects and problems of resettlement and to assist and advise officers and any ratings who may be referred to them by their Divisional or Unit Officer.

The following A.F.Os. have already been issued on this matter and kindred subjects:—

- A.F.O. 1657/43 ... Graduate and Associate Membership of Institution of Electrical Engineers—Warrant Electricians, R.N., and above.
- A.F.O. 816/44 ... Rehabilitation, Training and Resettlement Arrangements.
- A.F.O. 1201/44 ... Civil Employment Farming.
- A.F.O. 2450/44 ... Civil Service Commission of Canada—Vacancies announced by. For the attention of all Canadian Officers and ratings serving in the R.N.
- A.F.O. 2958/44 ... Correspondence and Postal Study Courses.

- A.F.O. 2959/44 ... Examinations of Civilian Examining and Professional Bodies.
- A.F.O. 2960/44 ... Grant of leave to sit for Examination in Law, Accountancy or other Profession in Civil Life.
- A.F.O. 2961/44 ... Matriculation Examination of the University of London—Concessions to Service Personnel.
- A.F.O. 2962/44 ... City of Guilds of London Institute Examinations in Radio.
- A.F.O. 3811/44 ... Hotel and Restaurant Cookery—Examination and Certification.
- A.F.O. 4237/44 ... Correspondence Course in Flour Milling Science and Technology.
- A.F.O. 4700/44 ... Hotel and Restaurant Cookery Examinations—Expenditure of Service Provisions.
- A.F.O. 5124/44 ... Re-allocation of Man-Power—Summary of Government Plan.
- A.F.O. 5146/44 ... Examinations of Civilian Examining and Professional Bodies.
- A.F.O. 5159/44 ... Instructions for Classification in Age and Service Groups.
- A.F.O. 5398/44 ... W.R.N.S. Married Officers and Ratings—Release of.
- A.F.O. 5514/44 ... Officers Volunteering for Further Service Beyond Turn for Release—Returns.

5. Without demand, additional copies of these Orders will be despatched from Admiralty (E.F.O.) addressed to Resettlement Information Officers.

**5740.—Combined Operations Personnel—Reports of Casualties**

(E.F.O./C.W. 49123/44.—2 Nov. 1944.)

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

(A.F.O. 5533/44 is cancelled.)

**5741.—Naval Parties—Inclusion in Red List**

(M. 05539/44.—2 Nov. 1944.)

In view of the widely increased use of Naval Party numbers as an address for correspondence, stores, etc., it has been decided to include a list of these parties, together with information as to their identity and location, in each part of the Red List.

2. The first list appeared in Red List Part II dated 16th October and Red List Part I dated 17th October. Authorities responsible for the operation of Naval Parties are to ensure that corrections or additions to the list are reported promptly.

(A.G.M. 734A is cancelled.)

**5742.—No. 2 Protected Area—Orkneys and Shetlands—Procedure for Entry**

(N.L. 16414/44.—2 Nov. 1944.)

With reference to paragraph 8(b) of A.F.O. 847/42, it is notified that the Military Permit Office, Glasgow, has now been closed.

(A.F.Os. 847/42 and 4684/44.)

**5743.—No. 2 Protected Area—Orkneys and Shetlands—Journeys to, by personnel Discharged or Released from Service**

(N.L. 9517/42.—2 Nov. 1944.)

With reference to A.F.O. 847/42, it is notified that where personnel whose homes are in the Orkneys and Shetlands are discharged or released from service and are furnished with a railway warrant to enable them to travel home, they should be permitted to retain their Naval Officers' Identity Cards or Sailors' Pay and Identity books to enable them to prove their identity when seeking to enter the protected area.

2. Personnel must produce such identity documents to the military personnel at the control posts and Form S.1559 (certificate of discharge (interim) from the Naval service) or service certificate, if discharged from the service, or Form S.1560 if temporarily released from service, in accordance with A.F.O. 3679/43. When the individual has been passed into the protected area, the identity document referred to in paragraph 1 will be removed from him by the control post personnel, who will forward it to the Base Security Officer, Lyness, for return, in the case of Naval Officers' Identity Cards, to the Admiralty or in the case of Sailors' Pay and Identity Books, to the man's depot or ship.

3. All such identity cards must be endorsed by the discharging authority in red ink (in the case of Form S.1511 on page 2 thereof, and in the case of Form S.43a, on the inside front cover thereof) to the effect that the holder has been temporarily released or discharged from Naval service, is proceeding to his home in the No. 2 protected area and has been instructed to surrender the card to the military control authorities on entering the area within ..... days after his discharge. The date of the holder's discharge or release should be shown.

(A.F.Os. 847/42 and 3679/43.)

(A.F.O. 6107/42 is cancelled.)

**5744.—No. 2 Protected Area—Orkneys and Shetlands—Entry of Relatives of Naval and R.M. Personnel Dangerously Ill in Hospital**

(N.L. 9517/42.—2 Nov. 1944.)

It is notified that the "urgent cases of a compassionate nature" referred to in paragraph 13 of A.F.O. 847/42 are intended to include the case of an officer or rating being reported dangerously ill in hospital in the Orkneys and Shetlands. Facilities exist whereby the next-of-kin of such an officer or rating is enabled to visit him in hospital without the necessity of obtaining the usual military permit. The procedure is as follows.

2. When a member of H.M. Forces is placed on the dangerously ill list a telegram is sent by the hospital or other medical unit advising the next-of-kin of the dangerous illness. The telegram includes a statement to the effect that if the next-of-kin desires to visit the patient he must take the telegram with him and retain it on the journey for production as required at the protected area control posts. When sending a telegram of this nature, the officer-in-charge of the hospital or other medical unit should send a further telegram to the Military Permit Officer, Edinburgh (Telegraphic Address: Milperm, Edinburgh), repeating the telegram which has been sent to the next-of-kin in the following form:—

"The following message permitting a visit to this hospital\* (a) has been sent to† (b).

\* (a) or other unit. † (b) here state name and address of next-of-kin and repeat message text."

3. A statement should be included in the telegram to the effect that the next-of-kin may find it impossible to secure accommodation for the night.

(A.F.Os. 847/42, 1901/44 and 2025/44.)

(A.F.O. 848/42 is cancelled.)

**5745.—Travel Between United Kingdom and the Continent—Currency Restrictions—Revised Regulations**

(W.G.F. 374/44.—2 Nov. 1944.)

Personnel travelling to the Continent are not permitted to take with them any Bank of England notes.

2. The Paymaster of Contingencies (London) holds a quantity of Belgian, Dutch and French currency, and prospective travellers may exchange sterling up to the value of £20 for any one of these currencies, the rate of exchange being 25 Belgian francs = 2s. 10d., 2 gulden = 3s. 9d., and 200 francs = £1. (Official rates of exchange for Belgian francs and Dutch gulden are slightly different, being 176½ Belgian francs to £1 and 10.691 gulden to the £1, but for all Service transactions the former rates are to be used.) Application should be made direct to the Paymaster of Contingencies (London) and not through W.G.F. Branch as heretofore, stating the quantity of francs (Belgian or French) or gulden required. Special cases involving large sums should, however, continue to be referred to W.G.F. Branch, Admiralty. It is important that all demands for these currencies should be kept at an absolute minimum required to cover essential expenditure. In cases of operational urgency *only* small sums of Belgian, Dutch or French currency may be obtained from the Duty Officer, M. Branch, Admiralty, during silent hours.

3. Any sterling notes not changed into foreign currency should be lodged with a nominee or bank before departure, as under no circumstances may they be carried to the Continent. This restriction does not apply to coin, but excessive amounts of coin should not be carried.

4. Service personnel returning from France may exchange the balance of any Belgian francs, French francs and/or Dutch gulden issued to them on application to the Paymaster of Contingencies (London). These facilities are intended to apply only to those who have obtained currency through the Paymaster of Contingencies in the first instance. Base Accountant Officers and Cashiers are also authorized to exchange foreign currencies into sterling at the following rates for British personnel provided they are satisfied that the currencies have been properly acquired:—

25 Belgian francs	...	...	2s. 10d.
2 Dutch gulden	...	...	3s. 9d.
200 French francs	...	...	£1

5. Service personnel wishing to exchange Belgian, Dutch and/or French currency who are unable to contact Naval Paymasters or Admiralty Cashiers may in cases of emergency, obtain from a bank up to £25 in the aggregate for any such currency they may hold at the following rates:—

Belgian francs	...	179½	...	£1
Dutch florins	...	10.78	...	£1
French francs	...	203	...	£1

Banks will not sell these currencies to Service personnel.

6. It is the duty of the Department sponsoring the visit of individuals or small parties to draw the attention of all concerned to these restrictions. This is particularly important in the case of contractors' employees.

(A.F.O. 3388/44.)  
(A.F.Os. 3521/44 and 5018/44 are cancelled.)

**5746.—Victualling Arrangements in Certain Small Ships without Accountant Officers—Introduction of a Modified Form of General Messing—REPORTS.**

(V. 2/7962/44.—2 Nov. 1944.) AFO 4112/46

The following is a consolidation of existing A.F.Os. relating to the operation of a modified form of general messing in certain classes of H.M. ships. These instructions will be revised as necessary when the reports received from administrative authorities on the working of this system of messing have been reviewed.

2. A modified form of general messing has been introduced for the following classes of ships:—

Corvettes, Captain's Class (B.D.Es. and D.Es.)  
British escort vessels (P.Cs.)  
Minesweepers (B.A.Ms. and A.Ms.)  
Landing ships, tank, class II (L.S.T. (II))  
Motor minesweepers (B.Y.Ms. and Y.Ms.)  
Maritime commission frigates (P.Fs.)  
Transport ferries.

3. The form of general messing decided upon is framed to meet the requirements of small ships which have no Accountant Officer, and only the complement of supply staff normally allowed for the victualling allowance system of messing, and which are not suitably constructed for the operation of the latter system.

4. Copies of memoranda containing detailed instructions for the guidance of the commanding officers of the ships concerned and for the Accountant Officers of their parent ships, together with 12 months' requirements of account forms, are supplied to each ship on commissioning, and copies have also been distributed to authorities concerned at home and abroad. Any accounting bases and parent ships not included in the distribution who require copies of the instructional memoranda should demand them from the Director of Victualling. Stocks of the special general mess account form (S.99) to be used by these craft should be demanded from

The Superintending Naval Store Officer,  
R.N. Store Depot,  
Elveden Road,  
Park Royal, N.W.10.

5. The following loan clothing and mess gear accounts are to be kept by each ship:—

## Ships with supply ratings—

Mess gear ... .. As in A.F.Os. 2091/42 and 763/43.  
Loan clothing ... .. The account is to be kept on Form S.462, part II, and the instructions in A.F.O. 2179/42 apply.

## Ships without supply ratings—

Mess gear and loan clothing ... Are to be accounted for on the inventory system as described in A.F.O. 3452/44. Any supplies which may be drawn from bases other than the parent base should be reported by the issuing authority to the parent base, taken on charge in the latter's account, and dealt with as in A.F.O. 3452/44, paragraph 10.

6. In the case of vessels of the classes referred to in paragraph 2 which commissioned in U.S.A. before this form of messing could be introduced, Accountant Officers of the bases to which such ships are attached are to arrange for the modified form of general messing to be introduced in them as early as practicable, and to report to the Director of Victualling when this is done.

7. The term "parent ship" used in the instructions issued with the modified form of general messing is to be read throughout as meaning the accounting base of the area in which the vessel is operating for the time being.

8. If the pay accounts are kept at another base, victualling accounts should be completed at the local base, except for insertion of the numbers victualled per ledger, and should be forwarded, together with the mess books, into office through the Accountant Officer of the base on whose ledger the officers and men are borne for pay and victualling, for comparison with the ledger.

9. Certificate "C" of the provision account—Form S.99—should be completed at the local base, which should take on charge cash received for sale of soap, tobacco and provisions issued on repayment.

10. The cash account vouchers should be rendered in schedule form under the two headings—

(i) Sale of soap and tobacco, and

(ii) Provisions issued on repayment,

and should indicate the name of each ship from which the cash is received and each period to which the cash relates.

11. The cash should not be remitted to the base where pay accounts are kept.

12. Care should be taken that all bills paid by Base Accountant Officers for supplies obtained from N.A.A.F.I. or other sources are entered in certificate "C" of the tender's account, and a notation should be made on the certificate indicating the stores to which the payment relates. For this purpose a reference to the page and line on which the stores are shown in the account will generally suffice. Before payment is made it should be verified that all the stores have been taken on charge and that the prices are correctly shown in the account.

13. Bills for supplies obtained from N.A.A.F.I. will be forwarded at the end of each month to the Base Accountant Officer where the ship is operating at the time. In the event of the ship having left the area before the N.A.A.F.I. account is received, the Base Accountant Officer is to forward the bills to the Accountant Officer of the base on whose ledger the officers and men are borne for pay and victualling, at the same time informing the Naval Accounts Branch, N.A.A.F.I., 44, London Road, Morden, Surrey, of the disposal of the bills. Payment will be arranged when the tender's account is received at that base, after particulars have been verified from the account.

14. With reference to paragraph 9 of the instructions to the commanding officer of a ship messed on the modified general messing system and to instruction IX on the special general mess account form (S.99), officers who elect to be messed from the general mess may be allowed as a mess to take up provisions on repayment to such extent as required, provided the total quantities of rationed items consumed do not exceed the current seagoing ration.

15. Parent ships of vessels on the modified general messing system which have not already rendered reports to the Admiralty on the working of the system should do so through their administrative authority as soon as sufficient experience has been gained.

(A.F.Os. 1674/43, 1741/43, 2727/43, 2782/43, 4553/43, 4629/43, 5137/43, 5459/43, 5527/43, 5805/43, 6105/43, 1588/44 and 5023/44 are cancelled.)

5747.—Cancelled.

### 5748.—Q.A.R.N.N.S. and V.A.Ds.—Purchase of Clothing from Service Sources

(C.E. 670/44.—2 Nov. 1944.)

Members of Q.A.R.N.N.S. and Reserve and V.A.Ds. may purchase for their personal use the under-mentioned articles of Naval and W.R.N.S. clothing from Service sources, provided they can conveniently be spared from local stocks. No other items of Naval or W.R.N.S. clothing are to be supplied.

Naval Clothing	Price to be paid		Number of coupons to be surrendered at home
	at home	abroad	
	s. d.	s. d.	
Ties, black ... ..	1 5 each	1 1 each	1
Scarves, white ... ..	3 1 each	2 3 each	2
Handkerchiefs ... ..	5 each	4 each	1
Brushes, clothes ... ..	3 5 each	2 7 each	—
Brushes, tooth ... ..	7 each	5 each	—
W.R.N.S. Clothing			
Belts, Corset, Pattern 1 ... ..	3 11 each	3 0 each	1
Belts, Corset, Pattern 2 ... ..	4 7 each	3 6 each	1
Brassieres ... ..	2 6 each	1 11 each	1
Collars, white ... ..	7 each	6 each	1
Hairbrushes ... ..	4 4 each	3 3 each	—
Knickers, navy, woollen ... ..	5 9 pair	4 11 pair	3
Knickers, rayon, blue ... ..	3 7 pair	3 2 pair	3
Knickers, rayon, white ... ..	3 8 pair	3 2 pair	3
Pantees, white ... ..	2 10 pair	2 6 pair	3
Pyjama suits, interlock ... ..	5 6 pair	4 9 pair	8
Raincoats ... ..	51 0 each	44 0 each	18
Shirt blouses, white ... ..	4 6 each	3 10 each	4
Shoes, black leather ... ..	17 3 pair	14 11 pair	7
Stockings, black lisle ... ..	2 6 pair	2 2 pair	3
Stockings, white lisle ... ..	2 7 pair	2 3 pair	3
Vests, medium weight ... ..	2 7 each	2 3 each	3

### \*5749.—H.M. Ships "Fratton," "Manatee" and "Monster"—Canteen Funds—Disposal

(N/E.F.O. 245/44.—2 Nov. 1944.)

(Included in Notice Boards Issue only.)

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

### 5750.—Guns—40-mm. Bofors—Fracture of Extractors and Crank Shafts

(G. 3801/44.—2 Nov. 1944.)

Recently a number of fractured extractors, resulting in fractured crank shafts has occurred in 40-mm. guns.

2. The primary cause of these failures is hard extraction, possibly due to foreign matter being left in the chamber of the gun after sponging out the bore and, therefore, care should be taken to ensure that the chamber itself is thoroughly cleaned from the breech end after cleaning the bore.

**5751.—Guns—20-mm. Oerlikon—Skeletonized—Issue for Instructional Purposes**  
(AS/G. 09465/43.—2 Nov. 1944.)

A number of 20-mm. Oerlikon guns and magazines are being skeletonized for issue to instructional establishments. They will be supplied as they become available and without demand to the following establishments in the order of priority shown :—

H.M.S. "Excellent" ... ..	3
H.M.S. "Queen Charlotte" ... ..	6
Northern A.A. Range ... ..	2
R.N. Gunnery School, Chatham... ..	2
H.M. Gunnery School, Devonport ... ..	2
H.M.S. "Bee" ... ..	1
A/A Range, Barton Point, Sheerness ... ..	2
A/A Range, Trincomalee ... ..	2
A/A Range, Colombo ... ..	2
A/A Range, Alexandria ... ..	2
A/A Range, Algiers ... ..	1
A/A Range, Malta... ..	2
A/A Range, Gibraltar ... ..	1
A/A Range, Covehythe, Lowestoft ... ..	2
H.M.I.S. "Himalaya" ... ..	2
H.M.A.S. "Cerberus" ... ..	2
H.M.C.S. "Cornwallis" ... ..	2
Commanding Officer, H.M.S. "Wellesley" ... ..	1
Commanding Officer, H.M.S. "Safeguard" ... ..	1
D.E.M.S., S.O., Thames Area (H.M.S. "Chrysanthemum")... ..	1
D.E.M.S., S.O., Belfast ... ..	1
Officer-in-Charge, H.M.S. "Flying Fox," Bristol ... ..	1
D.E.M.S., S.O., Leith (H.M.S. "Claverhouse") ... ..	1
Officer-in-Charge, H.M.S. "Satellite," S. Shields ... ..	1
D.E.M.S., S.O., Bombay ... ..	4
(For further distribution to D.E.M.S. in India)	
D.E.M.S., S.O., Colombo ... ..	1
D.E.M.S., S.O., Port Said ... ..	1
D.E.M.S., S.O., Alexandria ... ..	1
D.E.M.S., S.O., Liverpool (H.M.S. "Eaglet") ... ..	1
Officer-in-Charge, D.E.M.S. Gunnery School, Govan (Whitfield Road, Govan) ... ..	1
D.E.M.S., S.O., Cardiff ... ..	1
D.E.M.S., S.O., Hull ... ..	1
D.E.M.S., Greenock (H.M.S. "Carrick") ... ..	1

The guns will be supplied complete with demonstration stands. One skeletonized magazine will be supplied with each gun.

2. Both the gun and magazine can be functioned separately and the operation of all moving parts can be seen without difficulty. The magazine will not feed dummy rounds through the gun.

**5752.—Guns—Machine, 0·30-in. and 0·303-in.—Browning, 0·303-in., Breech Blocks**  
(A.S./G. 015784/43.—2 Nov. 1944.)

The following action is to be taken :—

Gun ... ..	0·303-in. Browning (aircraft and deck).
Part affected ... ..	Blocks breech, Mark II (R.A.F. Ref. 7H/1174).
Action ... ..	(i) Examine all guns to ascertain whether the latest Mark II pattern breech block has been fitted. (See paragraph 2 below). If not :—
	(a) remove the old pattern Mark II breech blocks
	(b) strip the removable components
	(c) fit the removable components to a latest pattern breech block and assemble.
	(ii) Examine all spare breech blocks, Ref. 7H/1174 (complete) and Ref. 7H/1173 (with fixed components only). All old pattern breech blocks should be exchanged for new pattern after stripping removable components.

*Purpose* ... .. To avoid breakage of cartridge guides and to enable Mark IV barrels to be used.

*Note.*—Mark IV barrels must not be used with old pattern breech blocks.

*By whom to be done* ... .. H.M. Ships, R.N. Air Stations, etc., R.N. Aircraft Repair Yards, Receipt and Despatch Units. Base Staffs (for Auxiliary Craft), R.N. Armament Depots.

*Degree of urgency* ... .. *Aircraft Guns* :—  
In service—immediately.  
At R.N. Armament Depots—before issue.

*Deck Guns (Type A)* :—  
In service—only when Mark IV barrels are supplied as replacements.

At R.N. Armament Depots—when fitting Mark IV barrels on exchange.

2. The latest pattern Mark II breech block can be distinguished—

(a) by measurement—0·015-in. has been added to the front face of the cartridge guides making the dimension cartridge face to front face of cartridge guide, 0·148-in. low—0·152-in. high (A.P. leaflet 1641C—D.5—W refers).

(b) visually—the upper portion of the forward face of the cartridge guide is cut away to clear the transporter when it is on its stop.

3. H.M. Ships, R.N. Air Stations, etc., R.N. Aircraft Repair Yards and Receipt and Despatch Units should forward demand for breech blocks with fixed components only (R.A.F. Ref. 7H/1173) to the appropriate R.N. Armament Depot.

4. R.N. Armament Depots should report quantities of old pattern breech blocks held on 1st January, 1945, and on 1st July, 1945.

("R" Message 289R is cancelled.)

**5753.—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—Modification to Position of Fuze-setting Load Lamps and Methods of Securing Cables**

*Ships Concerned*

(G. 015691/44.—2 Nov. 1944.)

A.F.O. Diagram 374/44 (27041 GB) shows the new position of fuze-setting load lamps and revised method of securing cables.

2. Load lamps and cables on all the above mountings should be in accordance with this diagram and where alterations are necessary to bring existing arrangements in line, work should be carried out by ship's staff using the most suitable material available.

**5754.—Gun Mountings—4-in. H.A. III, III\*, III\*\* and IV—Modification to Free Trainer's Sight**

*Ships concerned*

(G. 016413/44.—2 Nov. 1944.)

The free trainer's sight is operated by a spring-loaded lever which withdraws the locking bolt. It has been found that when operating the free sight, the trainer's grip on the lever tends to slacken, with the result that when the bolt passes over its socket it drops in and locks the sight.

2. To obviate this, a horseshoe key should be fitted, which slips over the bolt after it has been withdrawn, thus retaining it in the free position.

3. The key should be attached to the sight by a short chain.

4. This work should be undertaken by ships' staff.

**5755.—Gun Mountings—40-mm. Bofors Twin Marks IV & IV\*—Training Base—Lubrication**

*Ships concerned*

(G. 019877/44.—2 Nov. 1944.)

In a number of cases recently, the training-balls and ball-paths of 40-mm. Bofors Twin Mountings Marks IV and IV\* have been found defective due to lack of maintenance. To facilitate regular lubrication, mountings should be modified by the addition of a lubricating point in the access cover, connected by piping to a Tecalemit greaser in a convenient position on the side of the fixed carriage. Details

are shown in A.F.O. diagram No. 370/44 (G.R. 6885). This modification will be incorporated in mountings under manufacture.

2. Grease D.T.D. 143C should be used.

3. The work should be done by ship's staff assisted as necessary by Base or Depot ships' staffs.

#### 5756.—Gun Mountings—20-mm., Mark IX Twin—Details of Cocking Gear

*Ships, Dockyards, Bases and F.O.G.M.Os. Concerned*

(G. 015160/44.—2 Nov. 1944.)

A.F.O. Diagram No. 373/44 (G.R. 6734) shows an arrangement and details of a cocking gear which has proved satisfactory for 20-mm., Mark IX Twin Mountings.

2. The necessary parts should be made up and fitted to 20-mm., Mark IX Twin Mountings. The work is to be carried out by ships or base staffs as convenient.

3. With this type of cocking gear it will be necessary to move the cocking stud, in the right hand gun crosshead, from the left to the right hand side.

4. It may be found that some guns are not provided with holes in the right hand side of the crosshead for the cocking stud. In such cases, the guns are to be stripped sufficiently to allow the barrel spring casing to be turned through 180° to bring the cocking stud to the right hand side.

#### 5757.—Gun Mountings—General—Defects

(D./G. 018645/44.—2 Nov. 1944.)

With the more modern and complex gun mountings, it will be of advantage to the refitting authorities to see the mountings operated under power before commencing work, in order that defects which have been included in the defect list may be fully investigated.

2. When practicable, arrangements are to be made for power to be available for this purpose after arrival at the refit port.

(*C.-in-C., H.F., 7 Sep. 1944, No. 1463/H.F.312/70.*)

#### 5758.—Aircraft—Guns—20-mm. Hispano—Round Positioning Gauge—Introduction

(G. 1763/44.—2 Nov. 1944.)

To ensure the correct positioning of loose rounds used for jointing 20-mm. Hispano ammunition belts, during re-arming, or when making up belts and no positioning machines are available, a round-positioning gauge must be used.

2. Gauges are to be manufactured locally by aircraft carriers, R.N. air stations, and squadron staffs as required, in accordance with A.F.O. Diagram 378/44.

3. To gauge the correct position of a round in the belt, pass the gauge over the round to contact the rear of the link, with the gauge in this position, the base of the cartridge is to be flush with the rear of the gauge.

#### 5759.—Ammunition—Miscellaneous A.A.D. Weapons—Heads, Rocket, Flare, 2-in. Rejected after Issue

(A.S. 10419/44.—2 Nov. 1944.)

Heads, Rocket, Flare, 2-inch., Mark II of Lots 9, 10, 12, 13, 14, 15, 16, 19, 53, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64 and 65 and Heads, Rocket, Flare, 2-inch. Mark III, Lot 6 have been rejected at proof. In view of urgency and general shortage of supplies, heads of these lots may have been issued bearing "under test" labels prior to receipt of proof results.

2. A high percentage of failures may be expected with heads of these lots and exchange for heads of serviceable lots should be arranged if possible.

#### 5760.—Armament Stores—Pistols, Schermuly 1-lb. and 2-lb.—Trade Pattern

(A.S. 02802/44.—2 Nov. 1944.)

In signal pistols of service pattern the shape of the hammer is such that the peak overlaps the barrel catch and makes it impossible to fire the pistol should the breech not be properly locked. This is a safeguard against mishandling.

2. In certain Schermuly pistols of trade pattern this feature is absent, and the only safeguard is the safety catch. If this safety catch is working correctly it prevents the pistol being cocked unless the barrel catch is in the locked position.

3. All Schermuly pistols are to be examined before being taken into use, and

where the hammer peak is deficient particular care is to be taken to see that the safety catch is fully effective, *vide* paragraph 2 above. As a further precaution users are to take steps to see that barrels are fully secured by the barrel catch before firing.

4. An Instructional Print will be issued in due course to guide modification of the hammers of these pistols as and when opportunity offers.

#### 5761.—Maintenance—General—Packing and Preservation of Gun Mounting, Director, Fire Control Gear, Including Spares and Stores for Shipment Overseas

*G.M.Os., F.O.G.M.Os., Emergency Repair Overseers, Dockyards and Bases concerned*

(G. 013178/44.—2 Nov. 1944.)

An increasing amount of gun mounting, director and fire control gear, is being despatched to overseas bases where storage space is often of a temporary and inadequate nature; open storage being necessary in some cases. The higher temperatures and humid conditions prevailing at such bases and long periods in transit and storage necessitate very careful attention being given to adequate packing and pre-treatment of gear before despatch. As in many cases the ultimate destination before unpacking or use in service is not known to the consignor, it is essential that a standard method of packing and treatment before despatch be adopted, *irrespective of the destination quoted to the consignor.*

2. All items, particularly ferrous materials, should be thoroughly cleaned before being treated in accordance with paragraph 3 below. Detailed instructions regarding cleaning and corrosion prevention are contained in Section 3 of "British Standard Packing Code" B.S.1133, copies of which may be obtained from the British Standards Institution. This publication also gives much useful information on the subject of packing of all types of articles.

In general, all residue, swarf, dirt and grease should be removed, if necessary using a solvent, e.g. petrol, kerosene, etc. The items should be thoroughly dried and those with a high surface finish should not be handled except with gloved hands to avoid the possibility of corrosion from perspiration.

3. When clean and dry, items should in general be coated with one of the following materials, the appropriate one being selected according to the nature of the gear concerned:—

(a) *Pattern 1178—Composition Rust Preventative (thin, film, hard)* to Specification C.S.1033/A.—An American equivalent to this is compound rust preventive, thin film, to Specification 52-C-18, Grade I\*.

This is a solvent deposited hard film, applied by dipping, brushing or spraying, which forms a fairly hard skin, easy to remove with common solvents (petrol, kerosene, etc.). It affords protection over a long period and is suitable for the treatment of shafting, pistons and similar items which are usually packed and stored apart from main assemblies. It should not be applied to more intricate gears where its removal will present difficulty. This form of protective coating also affords some degree of protection from grit and abrasion.

(b) *Pattern 1177—Solution Metal Preservative* to Specification C.S.1746/B.—An American equivalent is compound rust preventive, thin film, to Specification 52-C-18, Grade II.

This is a solvent deposited soft film, applied by dipping, brushing or spraying. Being of a softer nature than (a) when dry, it is more liable to accidental removal and does not give protection over so long a period.

It is suitable for coating the more intricate parts of machinery where difficulty would be encountered in removing completely the hard film coating referred to in (a). Both of the rust preventatives (a) and (b) require removal by a solvent.

The protectives, hard or soft film, referred to at (a) and (b) above, have a lanoline base. In the event of neither of these being available, one of the following standard greases from normal Naval stores should be used.

(c) *Pattern 861—Grease, General Service (G.S.) to Specification C.S.881E.*

Apart from its lubricating qualities, has good adhesive and rust preventive properties and has been found suitable for treatment of articles stored for long periods and at high temperatures. It can be readily removed, generally without a solvent, but in common with all greasy materials has the disadvantage that dust and grit will adhere to it readily.

Alternatively, *mineral or petroleum jelly* can be used. This can be applied by either brush or hot dipping. It has not quite the same rust preventive properties as grease, G.S.

(d) *Pattern 1181—Corrosion Inhibiting Instrument Oil to Specification D.T.D.561.—American equivalent is to Specification AN-0-4.*

This is a light mineral oil containing a corrosion inhibitor, and is suitable for treatment of gear boxes and intricate mechanisms in enclosed gear boxes or casings. Whilst not giving the same degree of protection as the film protectives (a) and (b), it has the advantage that it is not essential to remove it from the gear boxes or casings before application of the normal service lubricant.

4. Application of the preservative by dipping gives the most complete film, is most economical of material and is quickest when large numbers of items have to be treated. Spraying is the next best. Brushing and hand smearing should only be adopted when dipping or spraying is not feasible, e.g. where the application has to be restricted to particular portions.

Gears and shafting of instruments that are not enclosed in gear boxes should be coated with grease, G.S., and if practicable wrapped in accordance with paragraph 7 below.

5. Stocks are being provided as shown in paragraph 11. Pending availability of these materials, suitable improvisations should be arranged.

6. Electrical machinery and control gear are suitably treated before they leave the maker's works, and no further treatment is necessary except to parts such as exposed bare steel shafts which should be treated as indicated above.

7. It is equally important that, in the packing of items of spare gear, etc., consideration should be given to the long periods likely to elapse before they are unpacked and to the varying climatic conditions to which they are liable to be subjected.

Wherever practicable all items, in addition to being treated in accordance with paragraph 2, should be wrapped in waxed or greaseproof non-corrosive wrappings. Where shafts, etc., are fitted on blocks or wooden housings in cases, there should be no direct contact between the metallic portion of the item and the wood of the case.

A wrapping of waxed or greaseproof paper will give mechanical insulation from the corrosion which it has been found is sometimes brought about by direct contact between metallic items and wooden boxes. This paper wrapping should be in addition to any felt or similar anti-vibration linings provided.

Packing cases should be of a soft wood, having a low moisture content as recommended in Section 8 of B.S.1133. Cases should be completely lined with a waterproofing material. Roofing felt is quite suitable for this purpose.

Delicate mechanisms, electrical apparatus and optical gear should be packed in metal lined (zinc or tin plate) sealed boxes.

Small parts, instruments or assemblies which cannot be coated with a preservative should be packaged in moisture-vapour proof bags or waxed cardboard cartons, the container being finally sealed.

The inclusion of a desiccant, e.g., silica gel, Admiralty Pattern 182, in cases containing such apparatus will assist to prevent ill effects from dampness.

In the preparation for shipment of large items, such as director towers, after the interior mechanisms have been treated in accordance with paragraph 3, all openings should be sealed and made watertight by suitable sealing compounds.

8. Wherever possible, metallic labels should be used, as it has been found that paper or pasteboard labels are liable to rapid deterioration under certain climatic conditions.

9. All ships landing gun mounting and fire control equipment abroad (other than that for immediate refit by local authorities) should arrange for preservation of the equipment generally on the lines quoted above. A further order will be issued giving allowances of the materials to ships concerned.

10. Overseers should inform contractors concerned with the packing of gear of the above requirements, drawing their attention to the recommendations in the "British Standard Packing Code," B.S.1133, with particular reference to Sections 3, 4 and 7. They should be afforded the usual facilities for the supply of the temporary protectives from Naval stores if they cannot be provided by the contractors through commercial sources.

11. Arrangements have been made for the purchase and supply of the following items as indicated:—

	C.S.1033A, Patt. 1178, Galls.	C.S.1746A, Patt. 1177, Galls.	G.S.881E, Patt. 861 Lbs.	Oil, D.T.D.561, Patt. 1181 (R.A.F. 34A131). Galls.	Grease- proof Paper Sheets (3 ft. by 4 ft.).
Chatham ...	40	40	280	2	250
Sheerness ...	40	40	280	2	250
Portsmouth ...	40	40	280	2	250
Devonport ...	40	40	280	2	250
Rosyth ...	40	40	280	2	250
Preston ...	680	680	4,480	34	3,000
Stroud ...	40	40	280	2	250
West Riding ...	40	40	280	2	250
Carfin ...	40	40	280	2	250
Gibraltar...					
Alexandria ...					
Malta ...					
Bermuda...					
Freetown ...					
Kilindini ...					
Bombay ...	40	40	280	2	200
Durban ...	to	to	to	to	to
Simonstown ...	each	each	each	each	each
Colomb ...		To be	supplied from	Preston	
Trincomalee ...					
Sydney ...					
Veyangoda (c/oS.N.S.O.Ceylon)					

12. Requirements of these materials should be demanded from the appropriate (Superintending) Naval Store Officer.

13. A pamphlet covering the provisions of this A.F.O. is being prepared for issue to all contractors concerned with packing and despatch of gunnery material.

(A.F.Os 691/44, 3701/44, 4758/44.)

5762.—Cancelled.

5763.—Cancelled.

5764.—Torpedoes—22.4 U.S.A. Exercise Heads, Mark 26—Air Releasing Mechanism Mark 3

(T. 09202/44.—2 Nov. 1944.)

In order to increase the rate of air-flow into the exercise head upon operation of the air releasing mechanisms, it has been decided to set the mechanism to function at a pressure of at least 600 lbs. per sq. in., and to provide a larger diameter air passage.

2. These modifications will ensure that a large volume of air is available for the blowing of the exercise head should the latter have been damaged and become no longer airtight, and also provide that the head will be blown whilst the air from the airflask is still discharging through the combustion pot.

3. The procedure to be adopted in carrying out the necessary modifications is as follows:—

- (a) Disassemble the air releasing mechanism, Mark 3.
- (b) Enlarge the air passage hole shown on A.F.O. Diagram 380/44 to 0.128 dia. using a No. 30 drill.
- (c) Remove burrs from the hole and clean the mechanism to remove all trace of dirt or drillings, etc.
- (d) Re-assemble the mechanism and set it to open at 600 lbs. per sq. in. pressure.

*Note.*—When enlarging the air passage hole, extreme care must be taken to ensure that the lapped bore of the valve guide is not distorted or damaged in any way as such distortion would result in leakage around the valve and destroy the self-cocking feature.

4. The work is to be carried out on all 22.4 U.S.A., Mark 26 exercise heads fitted with Mark 13 air releasing mechanism already issued to H.M. ships, etc., by ship's staff as opportunity offers. New heads will have the modification already carried out before issue.

(A.F.O. 5431/44 is Cancelled.)

#### 5765.—A.W. Torpedo Tubes—Modification to Top Strips

*Cruisers and Destroyers*

(T. 1829/44.—2 Nov. 1944.)

The top strips of all A.W. torpedo tubes in cruisers and destroyers are to be chamfered at the rear ends of the "W" and depth gear access pockets as indicated in red in A.F.O. Diagram No. 375/44 to prevent damage to the upper tail shoe of the torpedo or the top strip of the tube when hauling back a torpedo after maintenance routines on the pistol. The top strip at the forward end of the access pockets is chamfered during manufacture.

2. The work is to be treated as a defect and is to be carried out by ship's or Depot ship's staff.

#### 5766.—"A" Mines—Tool Withdrawing Primer St. No. 8858

(A.S. 11709/44.—2 Nov. 1944.)

In order that Tool Withdrawing Primer St. No. 8858 may be suitable for all Marks of "A" mines it has been approved to increase its overall length from 56.5 to 76.5.

2. Consequently all stocks of the tool are to be modified in the following way:—

Remove the twine whipping from the end of the wire rope handle. Whip this end and also both ends of an additional 20-in. length of F.S.W. rope tinned iron wire and sweat solid for a distance of not more than 1½-in. and not less than 1¼-in. from the ends. The additional 20-in. length should then be mated to the existing handle by sweating into a mild steel ferrule 3-in. long by ¾-in. ex. dia. by 9/16-in. internal dia., both ends being inserted into the ferrule for approx. 1½-in. Care should be taken that the finish of the extreme end of the additional length of F.S.W. rope is smooth and free from sharp ends.

#### 5767.—Luminous Bulkhead Fittings and Red Lighting—As. and As.

*H.M. Submarines—Excluding O. P. R. and early "S" Classes*

(N.S./S.R.E. 651/44.—2 Nov. 1944.)

Item numbers: "T" class, 535; "S" Class, 533; "U" Class, 528; minelayer and "River" classes, 517; Classification "A".

*Luminous bulkhead fittings.*—In view of the advantages to be gained from lighting fittings with luminous reflectors, it has been decided to provide these fittings in certain submarines.

All existing bulkhead fittings Patterns 5788, 9112 and 17015 are to be replaced by Pattern 17072 fittings with luminous reflectors in submarines of the above classes.

2. *Red lighting.*—(i) In order to facilitate the maintenance of dark adaptation of submarine personnel, it has been decided that arrangements are to be made in submarines of the above classes for the provision of red lighting at night in all compartments above the main flat forward of the engine room and aft of the torpedo tube compartment, with the exception of the W/T and Radar office. There are certain compartments in this area, such as the E.R.A.'s mess and the galley, in which the occupants themselves do not require to be dark adapted, but from which it is important to prevent the escape of white light; in these compartments it has been decided to provide orange lighting.

(ii) To implement these decisions the following steps are to be taken:—

- (a) Additional bulkhead fittings, Pattern 17072, up to 50 per cent. of the number already existing are to be installed in the compartments and passageways concerned.
- (b) In those compartments with one bulkhead fitting only, an additional fitting is to be installed subject to the remarks at (g) hereafter.
- (c) The additional fittings should be looped-in from existing circuits and each fitting controlled separately by an additional S.P. switch, Pattern 5624.
- (d) In each compartment fitted with the additional bulkhead fittings, one-third of the total number of fittings are to be provided with the coloured shades. The remaining fittings are to be provided with white shades, Pattern 17754.

In compartments referred to at (b) above, one white and one coloured shade should be fitted.

The positions in which the coloured shades are fitted should be selected to give the best possible illumination having regard to the low intensity of lighting which will be available.

- (e) In each passageway and working compartment, at least one fitting with a coloured shade should be supplied from the police light circuits, to ensure that light will be available should the ordinary lighting fail whilst the compartments are dark adapted.
- (f) In the wardroom, in which normally no bulkhead fittings are installed, one or two additional fittings, Pattern 17072, with red shades, are to be fitted, each controlled separately by an additional S.P. switch, Pattern 5624.
- (g) In small compartments such as wash-places, heads, etc., likely to be used by personnel who must be dark adapted, a red shade is to be fitted in the existing bulkhead fittings with a 40-watt or 25-watt lamp. Lamps of a wattage lower than the usual 60 watts are to be preferred in view of the nearness of the fittings to the eye in these small compartments.
- (h) A suitable number of dummy lampholder ferrules, Pattern 4994, with interiors, Pattern 7996A, are to be fitted in compartments to be dark adapted to provide stowage for red silicate sprayed lamps, Pattern 16127, 230-volt, 60-watt, which may be substituted for the white lamps in pendant fittings when red lighting is required.
- (i) Fittings in the engine room and torpedo tube space, from which light shines directly into compartments occupied by dark-adapted personnel, must be either screened or re-sited.
- (j) Diffusing red plastic material, Pattern 17118, has been introduced for bunk light fittings and is being added to the authorized list of Naval Stores under Subhead F2B. The sheet should be cut to suitable size and fitted between the glass and the metal rim of the fitting.



(iii) The coloured shades to be fitted have been added to the authorized list of Naval Stores under Subhead F2B as follows:—

Pattern 17120. Red diffusing and fireproofed cellulose acetate shade-dyed chromex red 2017/D.35.—For use with bulkhead fitting, Pattern 17072.

Pattern 17121. Orange diffusing and fireproofed cellulose acetate shade-dyed chromex orange 2040/D.35.—For use with bulkhead fitting, Pattern 17072.

3. The work called for in paragraphs 1 and 2 should be treated as an Alteration and Addition. The stores required should be demanded by depot ships in the normal manner.

4. The work of fitting the additional fittings, Pattern 17072, and of replacing existing bulkhead fittings with Pattern 17072 fittings should be progressed prior to the next refit so far as practicable by the ship's or depot ship's staffs.

5. In those vessels already fitted with bulkhead fittings, Patterns 17072 or 17015, coloured shades may be fitted prior to the work of replacing Pattern 17015 fittings and installing the additional Pattern 17072 fittings, if the resulting standard of white and coloured lighting available is acceptable.

6. Purchase of shades, Patterns 17120 and 17121, is being arranged for delivery as follows:—

Pattern	Stroud	Mossley	Chatham	Portsmouth	Devonport	Rosyth	Total
17120	700	700	300	300	300	200	2,500
17121	150	150	50	50	50	50	500

7. Separate action is being taken for ships building.

(A.F.O. 6438/42 and C.A.F.O. 1673/44.)

#### 5768.—Main Controlling Switchboard, Type II

*Ships Concerned*

(D. 029605/43.—2 Nov. 1944.)

The supply to the voltmeters on the Type II main controlling switchboard also feeds the voltmeter and ammeter illuminating lamps. Instances have arisen where shock has broken the lamps, causing the fuses to blow and resulting in the loss of indication on the voltmeter at a critical time.

2. To avoid a repetition of this, the supply to the instrument illuminating lamps must be entirely separate from the voltmeter or any other circuit. A convenient way of doing this, is to leave the 7 amp. fuses to feed the lamps and bring a separate pair of wires from the instrument terminals and connect them to the adjacent fuses supplying the control unit of the supply breaker.

3. This work should be carried out by the ship's staff.

(C.C., 12th C.S., 1 Oct., 1943, No. 126/240/10.)

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

#### 5769.—Acorn Grip, Pattern 8928—Subhead B, Item 5—Standing Turks Head as Substitute for—Use with Foxer Equipment and Light Oropesa Minesweeps

(N.S. 30754/44.—2 Nov. 1944.)

Acorn grip, Pattern 8928, is used with Oropesa sweeps, Mark III\* and Mark V\* (when the latter is fitted with 1½-in. sweep wire) to permit the sweep wire being armed with detachable cutters. It is also used as a stop on the 1½-in. F.S.W.R. tripping pendant of Foxer gear (item 9 of Outfit Schedule in C.A.F.O. 1204/44).

2. This grip is in short supply, and in cases where it is not available for any of the foregoing purposes a standing Turks head and washer stop may be used as a substitute.

3. The Turks head is illustrated in A.F.O. Diagram 377/44, and is made in the following manner:—

Take the requisite length of 7/16-in. seizing wire, or ½-in. E.S.F.S.W.R. or similar, and pass one end through the lay of the sweep wire. Form a clove hitch round the sweep wire, cross the two parts in the same direction as the original cross, and pass the free end through. Follow this end round so as to build up a normal Turks head knot of two or three (the latter is recommended) parts, finishing off by tucking the free end through the lay of the sweep wire.

The Turks head is then closely backed up by the washer and the tapered seizings as shown in the diagram.

4.\* The use of the washer is essential when the Turks head is made on a sweep wire.

5. In the case of Foxer, the Turks head is fitted to the 1½-in. F.S.W.R. tripping pendant close up to the splice of the eye which is shackled to the P.N.M. unit pendant. No washer is required in this instance to back up the Turks head.

(A.L. 31 May, 1944, T.O.11 36/44 to M/S Flotillas, etc.)

(C.A.F.O. 1204/44.)

#### 5770.—Chart Outfits—Disposal By Ships Paying Off, etc.

(H.C. 4645/44.—2 Nov. 1944.)

Instances are continually occurring where chart outfits returned from ships paying off, etc., are being forwarded to the Hydrographic Supplies Establishment, Taunton, instead of to the nearest Chart Depot.

2. Before arrangements are made to return chart outfits, instructions for their disposal should be requested from the Hydrographer, Hydrographic Supplies Establishment, Creechbarrow House, Taunton, in accordance with § 35, of Hydrographic Supplies Handbook—H.51.

3. In cases where circumstances may not permit of this procedure being followed the transfer of chart outfits to the Chart Depot is to be reported, on forms H.11, H.109 and H.394, immediately to the Hydrographer, Hydrographic Supplies Establishment, Creechbarrow House, Taunton, in accordance with § 34(b) of H. 51.

(Hydrographic Supplies Handbook—H.51.)

#### 5771.—Parallel Rulers—Effect on Magnetic Compasses

(C.D. 565/44.—2 Nov. 1944.)

Instances have recently been reported of large changes of deviation in magnetic compasses, particularly plotting compasses in coastal craft, due to the proximity of parallel rulers.

2. Many parallel rulers of the roller type are fitted with steel shafts, and care should therefore be taken when using them in the neighbourhood of magnetic compasses.

#### 5772.—A.I.O. Roller Blackboards for Recording Radar Bearings and Ranges

*Refitting authorities, dockyards and H.M. ships concerned*

(D. of N. 02316/44.—2 Nov. 1944.)

The supply of a roller blackboard for the recording of radar bearings and ranges in the Operations room of ships fitted with A.I.O. has been approved.

2. Supply of these blackboards will be standardized as items of naval stores but pending the commencement of this supply, construction of blackboards should be undertaken by building or refitting firms.

3. Details of construction are given in A.F.O. Diagram No. 371/44 (1-2).

4. A further A.F.O. will be issued when these articles are available as naval store items.

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

**5773.—Air Look-out Sights—Fitting of Non-magnetic Type**

(C.D. 381/41.—2 Nov. 1944.)

All ships in which Air Look-out Sights containing magnetic material are fitted within 10-ft. of the standard compass are to insert an item, classification B, in their list of proposed alterations and additions, as follows:—

“To replace Air Look-out Sights (within 10-ft. of standard compass) by Air Look-out Sights, pattern 12952.”

**5774.—Diesels, General Motors (Models 268A, 278 and 278A)—Cooling Water Pumps (Fresh and Salt)—Failure of Ball Bearings due to Flooding**

(D. 16723/44.—2 Nov. 1944.)

Experience has shown that the gland leak-off drains in attached fresh and salt water pumps fitted to the larger G.M. Diesels (Models 268A, 278 and 278A) are inadequate unless pumps are maintained in first class condition.

2. Choking of the drain when the engine is standing idle results in flooding of the pump spindle and ball race with consequent corrosion of the latter.

3. All leak-off drain pipes and connections are to be removed forthwith.

4. Four additional drain holes ( $\frac{1}{2}$  in. drilled) are to be provided (two on each side of the housing well) at a level below the pump spindle which will ensure overflow of the surplus water in the event of choking of the existing drain hole in the bottom of the housing well, and obviate flooding of the ball race with water. Both fresh and salt water pumps should be removed for this purpose at the first opportunity and examined for (a) corrosion or consequent wear in the ball race; (b) condition of renewable wear rings on which impeller is internally waterborne: these are to be renewed when the radial clearance has reached double that shown on the maker's drawing; (c) condition of gland packing: renewal will be dependent on (a) and (b).

**5775.—Diesels—General Motors, Model 8-268A—Air Vent from Exhaust Manifold Water Jacket***B.Y.M.S., B.D.Es. and other Lease Lend Vessels*

(D. 5976/44.—2 Nov. 1944.)

Experience has shown that with General Motors, Model 8-268A, diesel engines a loss of cooling fresh water through the overflow on the make up or expansion tank has been caused by an air or steam lock forming in the water cooled manifold.

2. To prevent this loss a small vent cock is to be fitted at the higher end of the manifold and connected by a  $\frac{3}{8}$  in. copper pipe to a “T” piece fitted at the bottom end of the topping up pipe to the expansion tank.

3. The modification is to be carried out by ship's staff at the earliest opportunity and treated as a defect, the material being provided by the Base.

4. The vent cock is to be kept open.

**5776.—Auxiliaries—Turbo-driven—Exhaust Casing Relief Valves—REPORTS***“Smiler” and “Tracker” Class Escort Carriers*

(D. 17679/44.—2 Nov. 1944.)

Information has been received from the U.S.N. that in certain ships of the above-mentioned classes, the exhaust casings of some turbo-driven auxiliaries are not provided with relief valves.

2. These casings are designed and tested to a pressure of 50-lb./in<sup>2</sup>. and where relief valves of adequate area are not provided, danger of rupturing exists should the throttle valve be inadvertently opened while the exhaust valve is shut or should the exhaust valve be closed before the throttle valve on shutting down.

3. Commanding Officers of the ships concerned should bring this danger to the notice of operating staffs and should arrange for the casings to be examined and for reports to be forwarded through their Administrative Authorities stating

in which auxiliaries this deficiency exists, in order that the necessary safeguards can be arranged for. In forwarding reports it must be borne in mind that casing sentinel valves cannot be considered adequate as relief valves.

4. As an interim measure, warning plates are to be fitted, as follows, to all turbo auxiliaries where full bore casing relief valves are not fitted:—

(a) On turbine throttle valve handwheel—“Do not open while exhaust valve is closed.”

(b) On turbine exhaust valve handwheel—“Do not close while throttle valve is open.”

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

**5777.—Paxman T.P.M.12 Engines—Use of OE-30-HD Lubricating Oil***Landing Craft, “Implacable” and “Indefatigable”*

(E.-in-C./D.C.O.M. 4846/44.—2 Nov. 1944.)

Trials have shown that the performance of the above engines is improved by the use of OE-30-HD lubricating oil instead of S.M.L.O. which is at present specified.

2. OE-30-HD oil should be used in these engines in lieu of S.M.L.O. as soon as supplies available permit.

3. When changing from S.M.L.O. to OE-30-HD, the precautions laid down in A.F.O. 5320/44 are to be carefully observed.

4. The establishments of naval stores will be amended.

(A.F.O. 5320/44.)

**5778.—Condensers and Heat Exchangers—Crane's Flexible Metallic Packing***H.M. Ships, Dockyards and Repair Bases*

(D. 13522/44.—2 Nov. 1944.)

In all ships in service, with either  $\frac{3}{8}$ -in. or  $\frac{1}{2}$ -in. tubes, where linen gromets are now fitted, repacking or retubing is to include the fitting of flexible metallic packing, except that in the case of harbour service vessels, auxiliary vessels and depot ships, linen gromets may be fitted until stocks are used up.

2. When new tubes are fitted to existing units, ferrules,  $\frac{3}{8}$ -in. long are to be fitted at the inlet ends ( $\frac{1}{16}$ -in. shoulder to face), and ferrules,  $\frac{7}{8}$ -in. long, at the outlet ends ( $\frac{1}{16}$ -in. shoulder to face). The tube length is to be decided by the requirement that the total axial clearance between tube end and ferrule shoulders is between  $\frac{3}{16}$ -in. and  $\frac{1}{4}$ -in., which allows for  $\frac{1}{16}$ -in. tolerance in cutting tubes.

3. Where repacking only is undertaken and it is not expedient to cut existing tubes, existing ferrules may be used provided the axial clearance of the tubes is not less than  $\frac{3}{16}$ -in., but ferrules  $\frac{5}{8}$ -in. long at the inlet end are preferred.

4. The new standard (1944 arrangement) is shown on A.F.O. Diagram 368/44(1).

5. Crane's flexible metallic packing should be fitted in accordance with instructions issued in A.F.O. Diagram 368/44(2).

6. When Crane's flexible metallic packing is fitted, the ship is to be provided with two sets of packing tools, as supplied by the makers, Messrs. John Crane, Slough, Bucks.

(A.F.O. 5779/44.)

**5779.—Condensers—Tube Packing—Crane's Flexible Metallic***Corvettes, Frigates and Transport Ferries*

(D. 13522/44.—2 Nov. 1944.)

The condensers of these vessels are fitted with  $\frac{3}{4}$ -in. diameter tubes and the standard machinery drawing includes the following dimensions:—

Depth of stuffing box	... ..	$\frac{7}{8}$ ins.
Length of inlet and outlet ferrules	... ..	$\frac{7}{8}$ in. ( $\frac{3}{8}$ in. shoulder to face)
Length of tubes	... ..	$L + \frac{1}{4}$ in. where L = length between outer faces of tube plates.

2. Generally these vessels have been fitted with linen gromets and when repacking or retubing condensers with  $\frac{7}{8}$ -in. stuffing boxes, Crane's flexible metallic packing is to be fitted to the Standard (1944) arrangement (A.F.O. diagram 368/44(1) except that tubes must be cut to a length of  $L + \frac{1}{16}$  in. with a tolerance of plus 0 minus  $\frac{1}{16}$  in. to obtain the requisite axial tube clearance.

Where the depth of stuffing box is other than  $\frac{7}{8}$  in. deep, the length of the tube must be adjusted accordingly.

3. In some condensers in which Crane's flexible metallic packing has already been fitted, it may be found that insufficient or no axial clearance has been provided. In such cases, where trouble has been experienced, the necessary clearance is to be provided by cutting the tubes to give the requisite clearance of  $\frac{3}{16}$  in. to  $\frac{1}{4}$  in

(A.F.O. 5778/44.)

#### 5780.—Condensers—Tubes Packed with Crane's Flexible Metallic Packing

"Bangor" and "Algerine" Class Minesweepers with Reciprocating Machinery, British and Canadian built

(D.11317/44.—2 Nov. 1944.)

Cases have occurred in some of the above-mentioned vessels of a condenser tube end pulling out of the ferrule and thus damaging the packing, and causing leakage.

Investigation shows that this may be due either to:—

- Four packing rings having been inserted at each end instead of three.
- Tubes may have been cut shorter than the design length.

2. If leakage occurs due to either (a) or (b) the condenser should be repacked with the correct number of packing rings in accordance with instructions in A.F.O. 5778/44 and the inlet end ferrule should be reduced to  $\frac{5}{8}$  in. in length.

(C.-in-C. Med., 18 Jun. 1944, No. T.5774/461.)

(A.F.O. 5778/44.)

#### 5781.—Grinding Wheels—Modification of Dimensions

(N.S. 35074/44.—2 Nov. 1944.)

Owing to the difficulty in obtaining grinding wheels, Patterns 702, 754, 757 and 758 to existing standard Admiralty patterns, it has been decided that future deliveries should be to the undermentioned modified dimensions and should be distinguished by the addition of the suffix "A" to the existing pattern numbers:—

Pattern No.	Diameter	Thickness	Hole
702A	10 in.	$1\frac{1}{4}$ in.	$1\frac{3}{8}$ in.
754A	20 in.	$1\frac{1}{2}$ in.	$1\frac{3}{8}$ in.
757A	14 in.	2 in.	$1\frac{3}{8}$ in.
758A	14 in.	$1\frac{1}{2}$ in.	$1\frac{3}{8}$ in.

2. The Rate Book for Naval Stores will be amended.

#### 5782.—Radar sets Types 271/P/Q/272/P/273/P/Q/276/277/S/T/F/293—Modification to Wavemeter G. 82A Pattern W.3219A

(R.E. 02925/44.—2 Nov. 1944.)

All ships and stations fitted with one of the above sets are to carry out the following modification to their G. 82A wavemeter, the object being to increase its signal output when used for receiver tuning.

2. *Modifications*—(Refer to Wavemeter G. 82A Handbook C.B. 4356 Diagram 5, and to A.F.O. Diagram 372/44 (A.S.E. Drawing No. 42209) which shows the modified circuit.)

- Remove condensers C5, C5A and inductance L3. Disconnect R3 from jack socket J1 and reconnect the disconnected end of R3 direct to earth. Connect 470K ohms  $\pm$  10 per cent. tolerance,  $\frac{1}{4}$  watt A.P. W.5904 resistance, (R18 on A.F.O. Diagram 372/44) between anode side of R2 and tip contact of J1 making connection to R2 as short as is practicable. Earth the ring contact of J1 by connecting it to the frame of the jack, the earthing points to which should be left undisturbed. Connect together the self-shortening contacts on J1.

Cut the lead originally connecting C5 and C5A to  $4\frac{1}{2}$ -in. overall length and bare the inner inductor for  $\frac{1}{2}$ -in. each end. Connect one end of this conductor to the oscillator cathode line at the point where it is supported on a pillar, and connect the other end to the Pye plug marked "TO CALIBRATOR".

Connect the cable braiding to earth at the earth point for R17. The cable clamp for this lead should be so positioned that the cable does not run parallel to the oscillator cathode line.

- The G. 82A dipole leads A.P.s W.4001, W.4002A and W.4003 for Types 271/P/Q, 272/P and 273/P/Q respectively, the coupling lead A.P. W.9894 for Types 276 or 293, the coupling lead A.P. W.9893 for Type 277, A.P. 55031 for Type 277S and A.P. 56708 for Type 277T require modification:—

Remove the capacity plate and sleeve on the G. 82A termination of these leads, and fit a Pye plug A.M. ref. 10H/702 in its place.

3. The plug marked "TO CALIBRATOR" will now be used for signal both when G. 82A is used as a wavemeter and when used as a signal generator.

4. To test whether valve CV1197 is oscillating, J1 is connected to the 500 microamp crystal current meter by means of the plug provided:—

When CV1197 is oscillating. Reading is 350–400 microamps.

When CV1197 is not oscillating. Reading is approx. 300 microamps.

When CV1197 is not drawing anode current. Reading is approx. 480 microamps.

5. The crystal mixer is now no longer connected in the circuit. It will be retained in the G.82A in order to hold the front screening plate in position.

6. The following stores are to be demanded from S.N.S.O. (Haslemere), quoting this A.F.O. as authority.

Pattern No.	Description	No. required
W.5904	Resistance, moulded carbon 470,000 ohms $\pm$ 10% $\frac{1}{4}$ watt.	1
A.M. ref. 10H/702	Socket, type 214 single pole, screened coaxial	1

7. The work is to be carried out by ship's staff assisted by base staff where necessary.

8. This modification will be promulgated in C.A.M.S.Is. for necessary action by Merchant ships concerned.

#### 5783.—Radar Types 276/7, 293—Failure of Heaters of Air Conditioning Units, Pattern W.8828/A

(R.E. 03041/44.—2 Nov. 1944.)

Failure of heaters of air conditioning units, Pattern W.8828/A, in Radar Types 276/7, 293, is frequently caused by switching off the A.C. supply to the blower by stopping the 50-cycle motor alternator without also switching off the D.C. heater current. Ships concerned are to take steps to ensure that this heater supply is always switched off before the 50-cycle alternator is stopped.

(Admiralty "A" message No. 663A dated 26th September, 1944, is cancelled.)

#### 5784.—Radar—P.P.I. Dial, Pattern No. 56754

(R.E. 03006/44.—2 Nov. 1944.)

An alternative perspex dial has been produced for use with P.P.I. display unit, Design A, Pattern W.7066.

2. The dial is used with Range C (100 miles) and is marked with 10-mile circles and  $10^\circ$  bearing lines.

3. The new dial provides greater facilities than the existing one for both telling and plotting on the face of the P.P.I., but the advantage of switching from one range scale to another is lost.

4. When the new dial is fitted it is necessary to lock the dial so that it is incapable of rotation. This is done by fitting a 6BA cheese head screw,  $\frac{1}{2}$ -in. long, under the head, which should be obtained from ship's store.

5. The following are the instructions for fitting the new dial :—

Unscrew retaining nut of knob of relative bearing scale (see A.F.O. Diagram 381/44, Fig. I) A.S.E. Drawing No. 39896 and unscrew knob from its spindle. Mark the top of housing of the dial ring to ensure re-assembly in its existing position. Remove dial housing complete with existing range dial by unscrewing the 6 in no. red-headed screws and pulling off from front. Turn dial back to front, remove existing range dial by unscrewing 10 in no. csk. head screws and fit new Pattern 56754 dial in position by reverse process. Re-assemble dial to unit, turn dial so that all engraving reads right way up, and align the vertical engraved line with 0°-180° position of the true (fixed) bearing scale. Prevent the rotation of dial by means of small wooden wedges (made locally) applied between dial ring and edge of ball race of housing.

Point the end of the 6BA screw to the same angle as that of a drill (120° included angle). Mark off position of hole for locking screw (see A.F.O. Diagram 381/44, Figs. I and II) (A.S.E. Drawing No. 39896), drill 0.086-in. dia. No. 44 Morse drill,  $\frac{1}{8}$ -in. deep to point of drill, finally tapping 6BA as deeply as possible. Serve the threads of locking screw lightly with a little tacky shellac varnish and screw hard home. *The whole operation must be done carefully to ensure no damage occurring to the existing ball race of unit.* Remove wedges, tighten all securing screws and re-assemble knob and retaining nut of relative bearing scale.

6. Ships allocated P.P.Is. Design A prior to 1st October are to demand the above dial, Pattern No. 56754, from S.N.S.O. (Haslemere) or from S.N.S.O. (Colombo), quoting this order as authority. Ships allocated P.P.Is. Design A from 1st October onwards will be supplied with the dial as part of the equipment.

7. S.N.S.O. Colombo only.—Initial supply of 50 No. has been arranged.

#### 5785.—Aircraft Radio—ARI.5291—Introduction

(N.A.R./A.C.R.D. 1725/44.—2 Nov. 1944.)

ARI.5291 comprises an intercommunication switching scheme and is primarily designed for use in Avenger aircraft. An A.1134A amplifier is incorporated in the equipment.

2. Facilities provided are :—

(a) Pilot

(i) Transmit, receive and control SCR.522, with press to transmit button on throttle.

(ii) Receive and control ZB/ARA or ZBX.

(iii) Selection of intercommunication.

(b) Observer (in 2nd Pilot's position)

(i) Transmit or receive SCR.522, with press to transmit button.

(ii) Transmit on ATC.

(iii) Receive on ARB, with fine tuning control.

(iv) Receive on ZB/ARA or ZBX.

(v) Selection of intercommunication.

(c) Air Gunner (in turret)

(i) Transmit or receive SCR.522, with press to transmit button on "Dead Man's Handle".

(ii) Transmit on ATC.

(iii) Receive on ARB.

(iv) Selection of intercommunication.

(d) Observer or Air Gunner (aft position)

(i) Full control of ATC and ARB.

(ii) Receive on ZB/ARA or ZBX.

(iii) Transmit or receive on SCR.522.

(iv) Selection of intercommunication.

3. Separate volume controls are provided at all stations to enable the operator to reduce the level of an incoming signal and prevent it overriding intercommunication, which is mixed with all received signals.

4. All relays are double-wound for 4 v. and 24 v. Under conditions of emergency the 4 v. winding is supplied from the 2 v. A.1134A accumulator in series with one additional 2 v. accumulator.

5. As the A.1134A is battery operated, intercommunication is independent of aircraft supplies.

6. The complete equipment weighs 55 lb. and consumes 0.5 amp. at 24 v. When ARI.5291 is installed in the Avenger the RL5 and its ancillary equipment will be removed from the aircraft. The nett change due to the introduction of this equipment is therefore :—

Weight ... .. An increase of 25 lb.  
Power ... .. A decrease of 36 watts.

7. The items comprising an ARI.5291 installation in Avenger aircraft are as follows :—

Description of Item	Stores Ref. No.	Quantity
Control unit, Type 292 ... ..	10L/140 ... ..	3
Relay unit, Type 100 ... ..	10F/2175 ... ..	1
Junction box, Type 113 ... ..	10A/17526 ... ..	1
Connector set, Type ARI.5291/ED ... ..	ARI.5291/ED ... ..	1
<i>Consisting of :—</i>		
Connector, Type 2356/1 ... ..	10H/14374 ... ..	1
Connector, Type 2357/1 ... ..	10H/14375 ... ..	1
Connector, Type 2358/1 ... ..	10H/14376 ... ..	1
Connector, Type 2359/1 ... ..	10H/14377 ... ..	1
Connector, Type 2360/1 ... ..	10H/14378 ... ..	1
Connector, Type 2361/1 ... ..	10H/14379 ... ..	1
Connector, Type 2362/1 ... ..	10H/14380 ... ..	1
Connector, Type 2363/1 ... ..	10H/14381 ... ..	1
Connector, Type 2364/1 ... ..	10H/14382 ... ..	1
Connector, Type 2365/1 ... ..	10H/14383 ... ..	1
Connector, Type 2366/1 ... ..	10H/14384 ... ..	1
Connector, Type 2367/1 ... ..	10H/14385 ... ..	1
Connector, Type 2368/1 ... ..	10H/14386 ... ..	1
Impedance matching unit, Type 111 ... ..	10A/13157 ... ..	1
Blocks, terminal, 2-way, Type B ... ..	5C/430 ... ..	11
Blocks, terminal, 3-way, Type B ... ..	5C/432 ... ..	4
Volume control, Type L ... ..	10L/103 ... ..	1
Key, Morse, Type F ... ..	10F/7741 ... ..	1
Holder, fuse (Slydlock) ... ..	10A/11308 ... ..	1
Panel, Type 192 ... ..	10D/13336 ... ..	1
Socket, 2-pole, Type 19 ... ..	10H/7437 ... ..	1
Disc, indicating, Type S/19/C ... ..	10H/7743 ... ..	1
Plug, Type S.1 ... ..	10H/7431 ... ..	1
Disc, indicating, Type P/51/C ... ..	10H/7742 ... ..	1
Socket, Type 359 ... ..	10H/2206 ... ..	4
Socket, 2-pole, Type M ... ..	5X/755 ... ..	1
Socket, Type 39, 4-pole ... ..	10H/8529 ... ..	1
Disc, indicating, Type S/39/A ... ..	10H/8530 ... ..	1
Plug, 2-pole, Type M ... ..	5X/750 ... ..	2
Plug, Type 64 (H.T.) ... ..	10H/8261 ... ..	1
Plug, Type 65 (H.T.) ... ..	10H/8262 ... ..	1
Switch, Type 170 ... ..	10F/11714 ... ..	3
Switch, Type 896 ... ..	10F/13238 ... ..	1
Amplifier, Type A.1134A ... ..	10U/90 ... ..	1
Accumulator, 2-volt, 20 A.H., Type B ... ..	5A/1387 ... ..	2
Link, accumulator, short ... ..	5A/2347 ... ..	1
Battery, dry, 120-volt, Type A ... ..	5A/1392 ... ..	1
<i>or</i>		
Battery, dry, 120-volt, Type B ... ..	5A/1615 ... ..	1
Fuse (Slydlock) ... ..	10A/11307 ... ..	1
Cable, electric, L.T., Unicel 4 ... ..	5E/1358 ... ..	to suit
Cable, electric, L.T., Ducel 4 ... ..	5E/1362 ... ..	to suit
Cable, electric, L.T., Dusheath Small 4 ... ..	5E/1611 ... ..	to suit
Cable end, hook type, Crimping 0 B.A. ... ..	5A/1809 ... ..	3
Cable end, hook type, Crimping 2 B.A. ... ..	5A/1810 ... ..	3
Sleeve identification ... ..	5A/1073 ... ..	6

8. Technical information on this equipment will be contained in A.P.2538E which will be issued without demand.

9. The supply of A.R.I.5291 will be to an Admiralty Priority.

## 5786.—W/T and Radio Battery Cupboards—Electric Heating—As. and As.

(D/N.S. 18380/44.—2 Nov. 1944.)

Instances have been reported of the freezing of electrolyte in cells accommodated in W/T battery cupboards under conditions of extreme cold. In addition there is a loss of capacity under low temperature conditions.

2. To guard against freezing and to assist in maintaining the cells at their maximum efficiency, radio battery cupboards in all ships in commission are to be provided with heating arrangements where there is any possibility of the air temperature falling below 32 deg. F.

3. Strip heaters, complete with packing bushes and fixing bolts are available for the purpose, for issue on demand to ships concerned on the following scale :—

Type of Battery Cupboard or Outfit or W/T Installation	No. of heaters to be fitted
Cupboards N1 ... ..	3
Cupboards N2 and N3 Outfit BBm Type TV5 battery cupboard	2
Type TW12B— Cupboard including anode batteries ... ..	5
Cupboard without anode batteries ... ..	3
Separate anode battery cupboard ... ..	2
Type TW12E/EM/EH battery cupboard ... ..	4
Outfits BBd, BBh, BBe, BBj, BBk, BB1, BBN, Type 86 battery cupboard ... ..	1

The number of heaters for other battery cupboards should be estimated on the basis of one heater per 6 cubic feet of battery cupboard space. Demands should also include for the supply of the necessary switches and glands required for installation.

4. Pattern numbers have been assigned as follows to the heaters :—

Pattern No. 19480. Heater, strip, Bray Chromalox, Cat. No. SE. 17.  
110 volts, 150 watts.

Pattern No. 19481. Heater, strip, Bray Chromalox, Cat. No. SE. 17.  
220 volts, 150 watts.

5. The articles will be dealt with as "permanent" naval stores under subhead F.2B, schedule C. 809.

6. One heater (of appropriate voltage) per cupboard is to be carried as spare.

7. The Commanding Officers of ships concerned in commission should forward demands to their storing Yards or Naval Store Depots as necessary. Supply of the spare heaters to new construction is to be arranged by the warrant and supplying Yards or Depot in the normal manner.

8. These heaters are included in the Central Allocation Scheme and supply to Yards and Depots will be made in accordance with Admiralty letter N.S. 30262/Br. 9B/B. 40560, dated 26th September, 1943.

9. The Authorized List of Naval Stores and the Sea Store Establishments concerned will be amended. Allowances of spare heaters only will be included in the Sea Store Establishments

10. The heaters are to be fitted in as low a position as possible in the cupboard and so disposed that an even heat distribution is obtained. They are to be connected in parallel where more than one heater per cupboard is required and are to be controlled by means of a D.P. switch, A.P. 4089A, fitted in a convenient position adjacent to the cupboard, the switch being clearly tallied "Battery Cupboard Heating." The heater terminals are to be suitably shrouded wherever possible, to guard against accidental contact and care is to be taken to ensure that the heater circuits are adequately protected by suitable fuses. A typical arrangement showing the heaters in position, the method of fitting and a wiring diagram is shown on A.F.O. Diagram 369/44.

11. The cupboard is to be lagged with asbestos  $\frac{1}{2}$ -in. thick, protected by a canvas covering and so arranged that the interior of the cupboard is readily accessible. When forced ventilation is provided for a battery cupboard, arrangements are to be made for the flow of air to be reduced when the heaters are in use.

12. Trials which have been carried out indicate that, with this arrangement, a temperature rise of 40 deg. F. (approx.) can be maintained. The heating circuit is only to be operated when the air temperature is 32 deg. F. or less. If used under warmer conditions than this, rapid loss of electrolyte and deterioration of the battery may result.

13. Commanding Officers of ships concerned are to insert an item, classification "A," in their next lists of As. and As. for the work involved to be carried out.

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

(A.F.Os. 163/43 and 1460/43 are cancelled.)

## 5787.—Hydraulic Hydroplane Angle Indicator Gears—As. and As.

"U" and 1940 "S" Class Submarines

(D./C.P. 87427/44.—2 Nov. 1944.)

Item Numbers :—"S" Class, 529; "U" Class, 526. Classified "A".

2. The piston rings at present fitted in hydraulic indicator systems for direct telemeter operated hydroplanes have not proved entirely satisfactory in service.

3. Cup rings of a new type as shown in A.F.O., Diagram No. 376/44, consisting of a synthetic rubber lip bonded to a central brass ring which allows the ring to be secured to the piston without distortion of the lips, have recently been tested and are suitable for use in the above-mentioned systems. These rings are manufactured by Birmingham Asbestos Co., Ltd., Hawne Works, Halesowen, Birmingham.

4. Quantities of these rings are being purchased and stocks are being supplied to Captain (S) 6, H.M.S. "Elfin", Naval Base, Blyth.

5. The numbers required per vessel to replace existing piston rings are 8 (including 4 spares) for the indicator pistons, and 8 (including 4 spares) for the transmitter pistons. These should be demanded from the Captain (S) 6 by depot ship's staff. The list of special stores is to be amended accordingly.

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

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

## 5788.—H.P. Air Compressors—Alternative Circulating Water Arrangements—As. and As.

"S", "T", "U" and Minelayer Class Submarines

(D/P. 14516/44.—2 Nov. 1944.)

Item numbers: Minelayer class, 524; "T" class, 554; "S" class, 550; "U" class, 537. Classification A\*.

2. Arrangements are to be provided to enable the H.P. air compressors to be run in emergency when the above-mentioned submarines are submerged at depths in excess of about 120 ft.

3. In vessels of these classes in which an alternative circulating water system for the H.P. air compressors is not already fitted, the following work should be carried out at the first opportunity :—

"Rorqual"

(a) A 1-in. bore water suction pipe to be led from the lowest portion of "W" compensating tank 129-135 to a S.D.V. and tee-piece in the compressor circulating water suction.

(b) A 1-in. bore return pipe from a tee-piece and S.D.V. in the compressors circulating water discharge pipe to be led well down into "W" compensating tank so that the end of the pipe is always submerged.

(c) To assist the compressor circulating water pump in obtaining the necessary suction, an air boost of 5 lb. per sq. in. is to be provided for "W" compensating tank, taken off the blow to slop drain tank with a shut-off cock tested to 50 lb. per sq. in.

"Porpoise"

(a) A 1½-in. bore water suction pipe to be led from the lowest portion of No. 5 mine compensating tank 126-130 with a S.D.V. to a tee-piece with 1-in. bore pipes led to the circulating water suction of the respective compressors.

(b) A 1-in. bore pipe from the circulating water discharge of each compressor to be led through a common tee-piece and a S.D.V. to a 1½-in. bore return pipe led well down into No. 5 mine compensating tank so that the end of the pipe is always submerged.

(c) A 5 lb. per sq. in. pressure boost off the blow to slop drain tank, as for "Rorqual", to be fitted to No. 5 mine compensating tank.

"S" and "T" Class Submarines

(a) A 1½-in. bore water suction pipe to be led from the lowest portion of "X" compensating tank to a S.D.V. and tee-piece in the cross connection pipe on the compressor circulating water suction.

(b) A 1-in. bore tee-piece and S.D.V. to be led from each compressor circulating water overboard discharge pipe. The S.D.Vs. to be cross-connected and a 1½-in. bore return branch to be led well down into "X" compensating tank so that the end of the pipe is always submerged.

(c) An air boost is to be provided for "X" compensating tank in "T" class, from the 10 lbs. blow to No. 6 fresh water tank, with a shut-off cock tested to 50 lb. per square inch.

"U" Class Submarines

A 1-in. bore suction and a 1-in. bore return pipe with suitable branch pieces and S.D.Vs. to be taken from the circulating water inlet and discharge connections on the forward and after compressors and led similarly to "M" and "X" compensating tanks respectively.

4. Separate instructions have been issued dealing with these alternative arrangements in submarines under construction.

(A.F.Os. 2260/44 and 4790/44 are cancelled.)

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

**5789.—Grapnels, Pattern 6425, for Oiling at Sea**

*Sloops, Minesweepers, Surveying Vessels, Corvettes and Larger Ships*

(N.S. 012879/44.—2 Nov. 1944.)

A new type of grapnel, Pattern 6425 (subhead B.10), has been introduced for use when oiling at sea, in lieu of creepers, boats, Pattern 1420, at present supplied for this service, and vessels of the above classes will be allowed two each.

2. The following quantities have been purchased from Messrs. T. R. Welling & Co., under contract dated 24th August, 1944, C.P. 85769/44, for delivery to yards and depots:—

Superintending Naval Store Officer, Chatham	...	400
Superintending Naval Store Officer, Portsmouth	...	300
Superintending Naval Store Officer, Devonport	...	300
Superintending Naval Store Officer, Rosyth	...	400
Superintending Naval Store Officer, Severn Area	...	300
Superintending Naval Store Officer, Leeds	...	400
Naval Store Officer, Preston	...	400
Naval Store Officer, Sheerness	...	100
Naval Store Officer, Carfin	...	400

3. Ships concerned in commission should forward demands to their storing yards or depots. Supply to ships of new construction should be adjusted accordingly by warrant and supplying yards and depots.

4. Arrangements should be made for the following quantities to be shipped abroad:—

Alexandria	...	50 No.	} To be supplied from Naval Store Officer, Preston.
Gibraltar	...	50 No.	
Malta	...	50 No.	
Ceylon	...	200 No.	To be supplied by Superintending Naval Store Officer, Severn Area.

5. Yards abroad should forward telegraphic demands to Admiralty for any additional quantities required.

6. On receipt of the new type grapnels, two Pattern 1420 creepers, boats, should be returned to the nearest naval store depot or dockyard, except where creepers, Pattern 1420, are allowed to ships as part of the crash equipment for boats attending on flying operations. Creepers, Pattern 1420, allowed for the latter service should be retained.

7. *Portsmouth only.*—Proposals should be forwarded for the addition of grapnels, Pattern 6425, to the Rate Book of Naval Stores under subhead B.10, part C, and contract schedule C.5.

8. The sea store establishments concerned will be amended.

(A.F.O. 5321/42 is cancelled.)

**5790.—Plug Boxes, Pattern 12562, and Plugs, Pattern 12563—Introduction**

(N.S. 13487/44.—2 Nov. 1944.)

The following items have been added to the Rate Book of Naval Stores under subhead F, item 1C, part III:—

Pattern	Description
12562	Boxes, plug, Mark III.
12563	Plugs, concentric.

2. These items are modifications of plug boxes, Pattern 9874, and plugs, Pattern 9875, which they will eventually supersede, but production of the old patterns will continue on existing contracts until the changeover to the new patterns can be arranged.

3. The superseded patterns will then be made obsolete but existing Patterns 9874 and 9875 already fitted in ships should not be replaced except in the case of defective plugs and plug boxes.

4. The old and new types are not interchangeable *i.e.*, plug, Pattern 9875, cannot be used with plug box, Pattern 12562, or *vice versa*.

5. The sea store establishments concerned will be amended.

**5791.—Electric Cables, Patterns 13473 and 13491—Introduction**

(N.S. 26563/44.—2 Nov. 1944.)

Electric cables, Patterns 13473 and 13491, multicore, concentric, vulcanized rubber insulated, steel wire armoured, for towing P.D. sweeps, types "A" and "C" respectively, have been added to the Rate Book of Naval Stores under Subhead F.1.C., Part 1, page 1374.

2. Arrangements have been made for the purchase of 40,000 yds. (in 400 yd. lengths) of each of Patterns 13473 and 13491 for distribution as follows:—

	Pattern 13473	Pattern 13491
Portsmouth	12,000 yds.	12,000 yds.
Devonport	6,400 yds.	6,400 yds.
Chatham	4,000 yds.	4,000 yds.
Severn	4,000 yds.	4,000 yds.
Mersey	4,000 yds.	4,000 yds.
Lathalmond	4,000 yds.	4,000 yds.
Carfin	4,000 yds.	4,000 yds.
Sheerness	1,600 yds.	1,600 yds.

3. Demands for these cables should be forwarded to the nearest of the above depots.

**5792.—Low Frequency Suppressor—A.P. 19447—(F2B)—Introduction**

(N.S. 21974.—2 Nov. 1944.)

It is necessary for the power supplies to Asdic sets, types 134 C/D/E to be suppressed in order to prevent the transmission of low frequency disturbances into the asdic amplifiers. This suppressor is in addition to any required for radio interference.

2. The suppressor has been added to the Authorized list of Naval Stores under Subhead F2B Schedule C. 750, as follows :—

Pattern No.	Description
19447 ...	Low frequency suppressor, 220 volts, 15 amps.

3. The use of these items is to be limited to purposes for which specific authority is given. Demands should be forwarded to Superintending Naval Store Officer, Severn Area, for compliance, and should be endorsed with the appropriate authority, e.g. C.A.F.O. 2228/42, A.F.O. 955/43, etc.

4. Arrangements have been made for an initial purchase of 50 suppressors, pattern 19447, for delivery to Superintending Naval Store Officer, Severn Area, Stanley Mills, Stroud.

(C.A.F.O. 2228/42 and A.F.O. 955/43.)

**5793.—Low Voltage Bench Light Fittings—Introduction—As. and As.***Aircraft Carriers*

(N.S. 27692/42.—2 Nov. 1944.)

Thirty-six watt adjustable bench light fittings, to be fed from the low voltage A.C. supply, are to be fitted in the engine stripping and cleaning shop in all Fleet carriers and in the engine repair workshop in light Fleet and British-built escort carriers. These fittings will not be provided for escort carriers not fitted with 12 volt A.C. hangar handlamp circuits.

2. The following items have been added to the Authorized List of Naval Stores under Subhead F(2B) as follows :—

Pattern 17076, low voltage bench lighting fittings for engine stripping and cleaning shops in aircraft carriers.

Pattern 19123 glass disc, for bench lighting fitting, Pattern 17076.

The glass disc, Pattern 19123, is supplied as a component of the fitting, Pattern 17076, but a lamp, Pattern 8064, is required to complete.

3. Purchase of 208 fittings has been arranged from Messrs. Mek Elek Engineering Co., Ltd., under contract C.P. 98944/42, for delivery to Stroud and Mossley, and it is anticipated that supplies will be available shortly.

4. Ships in commission should forward demands to storing yards in the usual manner, and commanding officers of all Fleet and British-built escort carriers should include an item "To fit low wattage bench light fittings, Pattern 17076, in engine stripping and cleaning shop or engine repair shop" in their next list of As. and As.

5. New construction requirements should be demanded in the usual manner by Warship Electrical Superintendents as "Admiralty Supply" items. Except in escort carriers, one fitting will be required for each vice position. Supplies should be taken from the hangar handlamp A.C. supply, and shipbuilders should arrange for the supply and fitting of the necessary transformers and junction boxes.

6. For escort carriers, three fittings will be required in the engine repair workshop. Transformers will be supplied on demand from Admiralty stocks.

7. The position of the transformers and junction boxes should be outside the compartments in all ships. D.P. switches, Pattern 4097/8, should be fitted adjacent to the main lighting switches outside the compartments, but, where this is not practicable and they have to be fitted inside the compartment, switches, Pattern 4100, fitted 8 ft. above deck level, should be used.

8. The wiring should be arranged as follows :—

- From transformer to junction box—cable, Pattern 6194/5D.
- From junction box to D.P. switch—cable, Pattern 2533D.
- From D.P. switch to lamp fitting—cable, Pattern 6055D.

With regard to (c), where a long run of cable is involved, cable, Pattern 2533D, should be run from the switch to a cable changing box sited outside the compartment at the point of entry of the cable to the compartment. Cable, Pattern 6055D, should be run from the cable changing box to the lamp fitting, and protected as required. The run of this cable should be as short and direct as possible. These requirements are necessary in order that the voltage drop may be as small as possible. A 30 ft. run of cable, Pattern 6055D, would entail a voltage drop of approximately one volt.

(A.F.O. 5773/43 is cancelled.)

**5794.—Tools, Valve Repair, Schrader**

(N.S. Air 6927/44.—2 Nov. 1944.)

The undermentioned item has been introduced for the repair of Schrader valves, and will be allowed to ships and services in accordance with the following scales :—

Ref. IC/6124. Tools, valve repair, Part No. Schrader 3263.

Ships (except repair ships) ...	... as shewn in BR. 378
Component repair ships ...	... .. 2 No
H.M.S. " Unicorn " ...	... .. 3 No

Shore Establishments :—

R.N. Air stations ...	... as shewn in BR. 377
R.N. aircraft repair and Maintenance yards (A.R.S.) ...	... 4 No

2. The following services will be supplied from Stafford without demand :—

	Quantity
R.N. Air Station, Piarco ...	... 3
R.N. Air Section, Dartmouth, N.S. ...	... 3
R.N.A.M.Y. Clappenburg Bay ...	... 4
R.N.A.M.Y. Tambaram ...	... 4

3. Supplies are available and other services concerned should forward demands to their normal source of supply of air stores quoting this order as the authority for supply. Issues to new services will be made with their initial outfit of stores.

4. Arrangements will be made for the necessary quantities to be despatched to yards abroad to cover requirements of ships and services attached to Foreign Stations. Details of the quantities to be supplied will be forwarded direct to (S) Naval Store Officers concerned.

**5795.—Automatic Emergency Lanterns, AP.16012/A, AP.16025—Deletion of Socket, AP.17907**

(N.S. 31857/44.—2 Nov. 1944.)

Demands are being received for sockets, Pattern 17907, for automatic emergency lanterns, Patterns 16012, 16012A and 16025.

2. As these sockets are built into the relay portion of the lanterns and are not supplied as a separate article, action has been taken to cancel Pattern 17907.

3. All demands for sockets, Pattern 17907, including quantities due to dockyards abroad, are to be considered cancelled.

4. Demanding authorities should review their requirements and where replacements are necessary, forward fresh demands for complete relays, Patterns 16090, 16091 or 16092, as appropriate.

**5796.—Key Chains for keys of C.B. Chests and Money Chests***See AFO 6222/46* (N.S. 018527/44.—2 Nov. 1944.)

In accordance with K.R. & A.I., Article 1780, (d) and B.R. Form U.2.D.(1944), Article 4 (c), the keys of C.B. Chests and Money Chests are required to be carried on the person *secured safely* by a key chain, or other suitable means, to prevent their loss.

2. From reports received it appears that losses of keys are attributable, in many instances, to the keys not having been carried securely, and it is understood that this is sometimes due to difficulty in obtaining key chains.

3. Key chains are normally procurable in canteens in H.M. Ships, but if not immediately available for sale, the Canteen Manager can obtain supplies from the nearest Naval Canteen Service Depot, or from the Manager, Naval Canteen Service, Ruxley Towers, Claygate, Esher, Surrey.

**5797.—Pushes, Commercial Type, Pattern S.1917 (Subhead F.2B)—Introduction**  
(N.S. 29681/44.—2 Nov. 1944.)

As the production of pushes, Pattern 1917, is inadequate to meet requirements, a bakelite wall push of commercial design, which will be designated Pattern S.1917, is being introduced, as a temporary measure.

2. Purchase of 6,000 pushes, Pattern S.1917, has been arranged for Messrs. C. H. Byron & Co., Beakes Road, Bearwood, Smethwick under C.P.4M/88912/44/S.1/F.2B/DEE, dated 20th September, for delivery as follows:—

Stroud.	Chatham.	Mossley.	Portsmouth.	Devonport.	Carfin.
1,000	1,000	1,000	1,000	1,000	1,000

3. The commercial push may be issued in lieu of the A.P. article in all cases.

4. It is anticipated that production of Pattern 1917 will not return to normal for from six to eight months.

**5798.—Demands for Airframe Spares for Avenger I Aircraft**

(N.S. 050629/44.—2 Nov. 1944.)

To ensure that the correct items are invariably supplied, demands from H.M. ships and shore services concerned for airframe spares for Avenger I (T.B.F.) aircraft, should state whether these are required for "fuselage armament" or "wing armament" aircraft.

2. There is no objection to mainplanes embodying provision for forward firing armament being fitted to an aircraft which already has forward firing armament in the fuselage. In no circumstances, however, should mainplanes not fitted with forward firing armament be installed in an aircraft which has no forward firing armament in the fuselage.

(A.F.O. 4940/44 is cancelled.)

**5799.—Arrester Gear—Outfits of Wires and Fittings**

*Aircraft Carriers*

(N.S. 36345/44.—2 Nov. 1944.)

The following amendment should be made to A.F.O. 4287/44, paragraph 7 (a):—  
*Amend line 3 after the word "only" to read "will in future also be held, etc."*

2. A.F.O. Diagram 247/44 should be corrected as follows:—  
(a) Pattern No. 8950 socket. The dimension to  $\frac{1}{4}$ -in. Taper Pins shown as  $\frac{11}{16}$ -in. should read " $\frac{13}{16}$ -in."  
(b) Pattern No. 8952 socket. The diameter of the Taper Pin shown as  $1\frac{1}{4}$ -in. should read " $\frac{1}{2}$ -in."

(A.F.O. 4287/44. A.F.O. Diagram 247/44.)

**5800.—Securing Gear for Aircraft—Custody, Supply and Failure**

*Aircraft Carriers and Aircraft Transports*

(N.S. Air/A.C.R.D. 1256/44.—2 Nov. 1944.)

In order to simplify supply of aircraft securing gear it has been decided to reduce the number of different types of aircraft securing gear cables, and in future only cables of the three undermentioned sizes will be manufactured:—

Ref. No. 27H/1435	...	Securing cable (long)	...	8-ft.—13-ft.
Ref. No. 27H/1445	...	Securing cable (short)	...	3-ft.—8-ft.
Ref. No. 27H/1446	...	Securing cable (spring)	...	5-ft.—9-ft. 6-in.

B.R. 830 and B.R. 378 (type series) will be amended in due course.

2. The number of removable aircraft fittings required for each outfit of securing gear will also be reduced and standardized in new types of naval aircraft.

3. To ensure safe custody of aircraft securing gear Commanding Officers of all ships carrying aircraft are to detail a ship's officer whose responsibility will be to see that it is correctly used, stowed and maintained. The Hangar Control Officer is normally to carry out these duties.

4. It is particularly important that all items of securing gear are tallied and returned to ships naval stores while squadrons are disembarked for long periods.

5. Arrangements will be made for allowances of spare cable and nipper bolts to be made to aircraft carriers and aircraft transports, and in the case of the latter ships pools of made-up securing gear for all operational types of aircraft will be laid down at approved centres from which the ships will draw when necessary. A further A.F.O. on this subject will be issued in due course.

6. Aircraft carriers embarking special quantities of aircraft securing gear above establishment for use during ferry trips should return such stores upon completion of the ferrying trips preferably to R.N. Store Depot, Perth, or if in foreign waters to the nearest Storing Yard.

7. When changes in types of aircraft take place, all surplus aircraft fittings and control locking boards are to be returned to the appropriate R.N. Store Depot, or nearest storing yard.

8. When heavier aircraft come into service a stronger 100-cwt. cable and Admiralty shackle will be introduced. A stronger removable type deck link plate to fit into a re-designed screw socket is already in course of production for new construction British-built carriers, and it has been accepted that a larger number of the link plates in the hangar and clear of the landing area on the flight deck are of the fixed welded type.

Pattern numbers of the strengthened items will be as follows:—

Removable type screw-in deck link plate	...	Pattern No. 5641
Deck socket	...	Pattern No. 5643
Screwed plug	...	Pattern No. 5644
Fixed welded type deck link plate	...	Pattern No. 5642
Admiralty shackle	...	Pattern No. 5442

9. In new fleet carriers the flight deck armour will be such that a new flush type deck link plate can be fitted.

10. Control locking boards are provided for aircraft in deck parks to prevent damage owing to movement of ailerons and elevators in high winds, and allowances are contained in B.R.378 (type series).

11. Full details regarding the correct fitting of outfits of securing gear for various types of aircraft are contained in B.R.830 "Handbook on Securing Gear for Naval Aircraft" (in aircraft carriers, catapult ships and freighters).

12. In order that complete information is available for those concerned in the design of aircraft securing gear, it is most important that all reports of failure in the securing arrangements of aircraft in ships should contain exact details of each part that has failed, reference being made as necessary to the instructions and item numbers in B.R.830.

13. In bad weather it is advisable to back up the standard outfit of securing gear on each aircraft with several parts of  $2\frac{1}{2}$ -in. hemp at each recognized securing point.

14. It should be ascertained that all securing cables held on charge have been modified to include a thimble A.G.S. 136/F (Stores reference 28Y/3009) at the point where they are bent to take the Admiralty shackle. The lowest of the three nipper bolts should be fitted as close to the thimble as possible.

(C.A.F.Os. 1036/41, 1926/41, 1122/42 and A.F.Os. 495/42, 5644/43 and 3055/44 are cancelled.)





A.44/KC—Avenger II.—Column 1 refers to Appendix "A", Serial No. 1529.

## Part B

Col. 1	2	3	4	5	6
28A	1	1-G-5636	Wing guns, Browning, 0-50-in. ...	No.	2
	or	or	or		or
1A	133	1-G-5606	Fuselage front gun, Browning, 0-30-in.	No.	1
42A	8	Grumman 35885-B	Ammunition boxes (for wing guns) ...	No.	2
	or	or	or		or
18A	148	Grumman 21887	Ammunition box (for fuselage gun) ...	No.	1
9D	104	83-R-1565	Dinghy, Type S, Mark IV ...		
		or	or		
		27C/2115	Dinghy, Type D ...	No.	1
4D	122	Grumman 32580	Cover, engine ...	No.	1
5D	123	Grumman 32581	Cover, propeller ...	No.	1
3D	124	Grumman 32582	Cover, cockpit and turret ...	No.	1
66C	232	88-B-635	Chart board, c/w plotter (88-B-770) ...	No.	1
	234, 459	88-C-565	Clocks, elapsed time ...		
		or	or		
		88-C-570	Clocks, 8-day ...	No.	2
		or	or		
42C		88-C-590	Clocks, 8-day ...		
		or	or		
		6A/579	Clocks, Mark II, lum. ...		
21C	233	88-C-150	Compass calibration card ...	No.	1
58C	240C	88-C-200	Compass correction card ...	No.	1
	668	CD.523 CL.82-	Engine data label ...	No.	1
207E,	264, 386	16-M-2350	Microphones, hand type ...	No.	3
246E	534				
	281	37-B-2780	Safety belt (pilot) ...	No.	1
	395	37-B-2775	Safety belt ...		
		or	or		
43D		NAF-1045-1	Safety belt (commercial type) } (turret)	No.	1
45D	574	37-B-2750	Safety belt (commercial type) (rear seat)	No.	1
44D	575	NAF-1194-1	Safety belt (rear compartment)	No.	1
50D	282	Grumman 22460	Control locking device ...	No.	1
78A	349	1-G-5636	Gun, Browning, 0-50-in. (turret)	No.	1
63A	355	Grumman 21862-1	Ammunition box ...	No.	1
44A	397	1-G-5611	Gun, Browning, 0-30-in. (tunnel gun)	No.	1
51A	409	1-M-176	Ammunition boxes, Mark I ...	No.	5
		or	or		or
53A		03-067-070	Ammunition box, continuous feed ...	No.	1
	420	3-H-1035	Slings, bomb hoisting, Mark VII, Mod. 1	No.	2
48F	578	JH-1045	Gear box, engine starting ...	No.	1
50F	579	JH-642	Starting handle ...	No.	1
	589	Grumman 21785	Sway braces, rear, adjustable (1L, 1R) ...	No.	2
			Slings:—		
	590	Grumman 21897-6	For 1,600-lb. bomb ...	No.	2
	591	Grumman 21897-2	For torpedo ...	No.	2
	592	Grumman 21897-1	For 1,600-lb. bomb ...		
		or	or		
		Grumman 35807	Sway braces for 1,000-lb. bomb } (1L, 1R).	No.	2
205A	655, 702	7B/982	Signal pistols, No. 4, Mark I* ...	No.	2
204E,	663, 692,	16-M-2380	Microphones, throat type ...	No.	3
224E	710				
46C	703	6A/380	Compass, Type O.2 ...		
		or	or		
47C		6A/892	Compass, Type O.2A ...	No.	2
64B	705	17-L-11778-35	Signalling lamp ...		
		or	or		
		5A/760	Signalling lamp, Type A ...	No.	1
36D	713A	27/N12	Fire extinguishers, hand type ...	No.	2
21D/	715/724		Pack, dinghy, emergency, complete		
33D	or		or		
	S.1/S.6		Dinghy, emergency kit (American type)	No.	1
			Communication, radio	No.	1
			*	No.	*
			*	No.	*
			*	No.	*
			*	No.	*
			*	No.	*
			*	No.	*
			Radar	No.	1
			*	No.	*
			*	No.	*

Col. 1	2	3	4	5	6
			I.F.F.	*	No.
			Beacon receiver	*	No.
			Intercommunication	*	No.
			Radio altimeter	*	No.
			Any other radio	*	No.
				*	No.
				*	No.
			Crystals	*	No.
				*	No.
				*	No.
				*	No.
				*	No.
				*	No.

## Part C

Col. 1	2	3	4	5	6
5F	61	GE-2CM-70B2	Generator, engine driven ...	No.	1
or		or			
6F		E-914-3A			
or		or			
7F		NEA-5	Generator (for ASB), earlier aircraft only	No.	1
282E	317	800-1-B			
		2-S-3122	Gunsight, telescopic, Mark V, Mod. 1		
		or	or		
22A	141	8B/2484	Gunsight, relative speed reflector, Mark III L	No.	1
		or	or		
23A		8B/1588	Gunsight, relative speed reflector, Mark IIIA*		
80A	356	2-S-3115	Gunsight, illuminated, Mark IX	No.	1
57A		2-S-3122	Gunsight, telescopic, Mark V ...		
		or	or		
	406	8B/2484	Gunsight, relative speed, reflector, Mark III L	No.	1
		or	or		
		8B/1588	Gunsight, relative speed, reflector, Mark IIIA*		
176A	417	Mallory SD-1	Distributor, Mark I ...	No.	1
187A/	586	Type P-4-F	Bomb shackles (4 RH, 4 LH) ...	No.	8
188A					
9B	597	Navy Type S-34	Batteries, 12 v., 34 amp. hr. ...		
		or	or		
10B		5J/2294	Accumulators, Type D, 12 v., 25 amp. hr.	No.	2

A.44/M.—Wildcat V.—Column 1 refers to Appendix "A", Serial No. 1415.

## Part B

Col. 1	2	3	4	5	6
1A	1	107K/482	Guns, Browning, 0-50-in. ...	No.	4
15A/	4/5	Grumman 16611/12	Ammunition boxes ...	No.	4
16A					
34C	128	88-C-150	Airspeed calibration card ...	No.	1
28C	135	88-C-580	Clock, 8-day ...	No.	1
33C	189	88-C-200	Compass deviation card ...	No.	1
37C	192a	88-B-610	Chart board, Mark IIA, non-magnetic	No.	1
39C	192b	88-B-770	Plotter ...	No.	1
11D	194	6F/198	Safety harness, Type Q ...	No.	1
16D	196	Grumman 10465	Control locking device ...	No.	1
21D	198	27H/2017	Rear view mirror, Type B ...		
		or	or		
		Liberty-749	Rear view mirror (American type)	No.	1
1D	209	Grumman 10019	Cover, cockpit ...	No.	1



Col. 1	2	3	4	5	6
1F		82-U-	Engine data plate ... ..	No.	1
			or		
			Engine data card ... ..	No.	1
10D	178	6F/198	Safety harness, Type Q ... ..	No.	1
14D	179	VS-15412	Control locking device ... ..	No.	1
	180	Liberty 749			
		or			
18D	180	VS-23890	Rear view mirror ... ..	No.	1
19D	181	VS-23891	Rear view mirrors, side ... ..	No.	2
	218	7B/810	Signal pistol, No. 4, Mark I ... ..	No.	1
		or			
29A	218	7B/982	Signal pistol, No. 4, Mark I* ... ..	No.	1
	279	VS-10501	Jury struts ... ..	No.	2
33E	301	ES-678324-1	Homing decode cards ... ..	No.	3
8D		27N/12	Fire extinguishers, hand type ... ..	No.	1
40C	222	106A/34	Compass, Pioneer, Type B-16 ... ..	No.	1
		or			
		1880-1A	Compass, Mark VIII ... ..	No.	1
			Communication, radio * .....	No.	*
			Radar * .....	No.	*
			I.F.F. * .....	No.	*
			Beacon receiver ... ..	No.	1
			Any other radio * .....	No.	*
			Crystals * .....	No.	*
			* .....	No.	*
			* .....	No.	*
			* .....	No.	*
			* .....	No.	*
			* .....	No.	*

## Part C

3F	69	NM-1B	Generator, engine driven ... ..	No.	1
		or			
4F	69	Eclipse 1273-1A	Gunsight, Reflector type, Mark VIII	No.	1
	98	108B/20			
		or			
23A		8B/	Gunsight, reflector type, Mark II* special	No.	1
		or			
24A		8B/	Gunsight, reflector type, Mark III, special	No.	1
	176	NAF.1062-11	Batteries, 12 v., 11 amp. hr. ... ..	No.	1
		or			
5B		105J/49	Battery, 24 v. ... ..	No.	2
			Bomb carriers ... ..	No.	1

A.44/PC—Corsair III.—Column 1 refers to Appendix "A", Serial No. 1544.

## Part B

Col. 1	2	3	4	5	6
1A	1	107K/482	Guns, Browning, 0.50-in. ... ..	No.	6
	5	VS-10561	Blast tubes (2) ... ..	No.	6
2A	6	VS-10563	Blast tubes (2) ... ..		
	7	VS-11578	Blast tubes (2) ... ..		
17A	13	VS-11500	Ammunition boxes (200 rounds) ... ..		
18A	14	VS-11501	Ammunition boxes (175 rounds) ... ..	No.	2
2D	56	VS-33504	Cockpit cover ... ..	No.	1
4D	57	VS-12598	Propeller cover ... ..	No.	1

Col. 1	2	3	4	5	5
3D	58	VS-12569	Engine cover ... ..	No.	1
	167	88-C-570			
		or			
42C	167	88-C-590	Clock ... ..	No.	1
56C	170	88-B-610	Chart board, Mark IIA, non-magnetic... ..	No.	1
58C	171	88-B-770	Plotter ... ..	No.	1
51C/52C	172	88-C-200	Compass deviation cards ... ..	No.	2
50C	174	88-C-150	Airspeed calibration card ... ..	No.	1
53C		AAF-57	Compass correction card ... ..	No.	1
1F		82-U-	Engine data plate ... ..	No.	1
		or			
			Engine data card ... ..	No.	1
11D	178	6F/198	Safety harness, Type Q ... ..	No.	1
21D	179	VS-15412	Control locking device ... ..	No.	1
	180	Liberty 749			
		or			
25D	180	VS-23890	Rear view mirror ... ..	No.	1
26D	181	VS-23891	Rear view mirrors, side ... ..	No.	2
	218	7B/810	Signal pistol, No. 4, Mark I ... ..	No.	1
		or			
29A	218	7B/982	Signal pistol, No. 4, Mark I* ... ..	No.	1
	279	VS-10501	Jury struts ... ..	No.	2
104E	301	ES-678324-1	Homing decode cards ... ..	No.	3
8D		27N/12	Fire extinguisher, hand type ... ..	No.	1
44C	222	106A/34	Compass, Pioneer, Type B-16 ... ..	No.	1
		or			
	222	1880-1A	Compass, Mark VIII ... ..	No.	1
			Communication, radio * .....	No.	*
			Radar * .....	No.	*
			I.F.F. * .....	No.	1
			Beacon receiver ... ..	No.	1
			Any other radio * .....	No.	*
			Crystals * .....	No.	*
			* .....	No.	*
			* .....	No.	*
			* .....	No.	*
			* .....	No.	*
			* .....	No.	*

## Part C

3F	69	NM-1B	Generator, engine driven ... ..	No.	1
		or			
4F	69	Eclipse 1273-1A	Gunsight, reflector type, Mark VIII	No.	1
	98	108B/20			
		or			
22A		8B/	Gunsight, reflector type, Mark II*, special	No.	1
		or			
23A		8B/	Gunsight, reflector type, Mark III, special	No.	1
	176	NAF.1062-11	Batteries, 12 v., 11 amp. ... ..	No.	2
		or			
5B		105J/49	Battery, 24 v. ... ..	No.	1
			Bomb carriers ... ..	No.	1

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

**5801a.—Aircraft Equipment—Accounting and Checking Procedure—Temporary Form A.44(C) for Firefly F., Mark I**

(A.E. 7015/44.—2 Nov. 1944.)

In A.F.O. 5572/44, the words "Part C" in the temporary form A.44/C for Firefly F., Mark I, appear incorrectly before S.A.E.L. item 445 instead of before item 232. All items from 445/541 (Signal Pistols) to Crystals, should appear in Part B. A.F.O. 5572/44 should be amended accordingly.

(A.F.O. 5572/44.)

**5802.—Services and Supplies to the Royal Norwegian Armed Forces—Accounting—Reports**

(W.G.F. 635/44.—2 Nov. 1944.)

A mutual aid agreement with the Royal Norwegian Government was signed on 4th October, 1944, and came into force retrospectively as from 1st June, 1944. This provides, broadly, that each party will furnish the other free of cost with all military assistance which it is best able to supply in the territories under its control. The Royal Norwegian Government remain liable, however, for the cost of pay, allowances, non-effective benefits and any other emoluments of the members of the Royal Norwegian Armed Forces and any other cash expenditure directly incurred by the Royal Norwegian Armed Forces.

Accordingly, no charge will be made for facilities afforded to Norwegian Service personnel at H.M. naval establishments or bases, wherever situated, for supplies, irrespective of their origin, issued, or for repairs or other services rendered to their warships.

2. *Exception to Agreement.*—(i) The Agreement does not apply to supplies specially furnished to the Royal Norwegian Armed Forces which are not intended for their own use but for civil purposes. Supplies should not be made to the Norwegians, or services arranged, as a charge to Navy Votes if they involve local payments to third parties outside the United Kingdom and the Colonial Empire (e.g. in the Dominions and foreign countries).

(ii) Cash advances to Norwegian vessels or personnel are recoverable from the Royal Norwegian Government, and receipted vouchers, which bear reference to the entry in the ship's ledger of the Norwegian warship in respect of all such advances, should be forwarded to the Director of Navy Accounts (Branch 5), as soon as possible after the advance has been made.

3. *Procedure applicable to the Agreement.*—(i) Receipts should, wherever possible, be obtained for any issue of stores or equipment, but no price should be inserted in any invoice or transfer document handed to Norwegian personnel. Receipts for repairs carried out should be obtained in the following form:—

"This will acknowledge for and on behalf of the Royal Norwegian Government completion to our entire satisfaction of work Requisition Number.....for refitting..... (the name of the vessel)".

(ii) A central record will be kept of all expenditure (including local payments to third parties in the United Kingdom and the Colonial Empire) involved in connection with supplies and services rendered to the Royal Norwegian Armed Forces, and for this purpose (except as directed in sub-paragraphs (iv), (v), (vi) and (vii)) reports are to be forwarded quarterly to the Head of the Admiralty Department concerned, stating the value assessed on the basis applicable to Dominion navies of all such supplies and services. An approximate value should be assigned in cases where difficulty or delay is experienced in assessing the actual cost.

(iii) Reports will not be required in connection with medical treatment, harbour facilities, cramage, transportation, etc., unless identifiable expenditure paid locally to civil hospitals, contractors or transport undertakings, etc., is involved. The sole occupation of requisitioned or rented premises for accommodation of personnel or stores should be reported to the Chief Surveyor of Lands. Supplies of water and electric current should be reported as stores.

(iv) *Vote 2—Supplies and Services.*—Copies of supply or receipt notes for all victualling stores issued from victualling yards, depots, supply ships, Naval establishments and H.M. ships to or returned from Royal Norwegian Armed Forces

and/or warships should be forwarded to the Director of Victualling (Branch 3). The value of the stores assessed on the basis in paragraph 3 (ii) above should be inserted. The vouchers may be forwarded at the time of supply, or monthly, if the latter is more convenient. First reports from victualling yards and depots should include supplies on and after 1st November, 1944.

(v) *Vote 3—Supplies and Services.*—Copies of supply or receipt vouchers for all medical and dental stores issued to or received from Royal Norwegian warships and armed forces by R.N. hospitals, medical depots, hospital ships, naval establishments and H.M. ships are to be forwarded to the Medical Director-General of the Navy. Values are to be inserted by R.N. hospitals and medical depots, assessed on the basis applicable to Dominion navies, and vouchers forwarded monthly. Naval establishments, etc., which have no information regarding prices, are to forward unpriced vouchers at the time of supply. First reports from hospitals and medical depots should include supplies on and after 1st November, 1944.

(vi) *Vote 8—Supplies and Services.*—Under the agreement expenditure on these incurred by dockyards and area naval store bases with expense accounts staff is to be charged in the cost accounts to a separate item under Section A of Account 88, and reports of the amounts so charged, assessed on the basis applicable to Dominion navies, are to be forwarded quarterly to the Director of Expense Accounts, Bath. The reports should not be cumulative, and nil reports should be forwarded in appropriate cases. Details and vouchers are not required, and approximate values, to include carriage if applicable, may be used if precise repayment values are not readily obtainable.

Vouchers dated from 1st November, 1944, onwards for supplies are to be valued and the values from that date only are to be included in the first report.

The necessary record of issues from supply ships, bases and depots will be made by the Director of Expense Accounts, Bath, from the bundles of vouchers sent to him monthly under A.F.Os. 3964/39 (as amended by A.F.O. 5774/43) and 1069/40. The record of supplies from H.M. ships and establishments will be made in office from Forms S.549 forwarded to the Admiralty in accordance with Article 59 of the Naval Storekeeping Manual (B.R.4).

(vii) *Vote 9—Supplies and Services on and after 1st November, 1944.*—Copies of unpriced vouchers for issues to and receipt from Royal Norwegian warships and armed forces are to be forwarded by N.A. Establishments to D.A.S. (Branch E) in monthly Schedule H. An estimate of the incidental expenses incurred (carriage, freight, etc.) and cost of any repair, etc., services rendered is to accompany the schedule.

Copies of vouchers for naval armament stores issued from or received by H.M. ships, A.S.I.Ss., bases, etc., other than the advanced loading points referred to in C.A.F.O. 1067/44, should be forwarded to D.A.S. (Branch E) as the transactions occur. The issue vouchers should bear evidence of receipt and a reference to the authority for supply.

4. Nothing in this Order should be regarded as affecting existing procedure for supplies and services to Norwegian merchant ships.

(A.F.Os. 3964/39, 1069/40, 5774/43, 1301/44 and C.A.F.O. 1067/44.)

(A.F.Os. 5160/43 and 646/44 are cancelled.)

**5802a.—American Naval Stores—Particulars of Electric Lamps with Equivalent British Substitutes**

(N.S. 34138/43.—2 Nov. 1944.)

As indicated in C.A.F.O. 1952/44, stocks of American patterns of electric lamps for supply to lease-lend ships have been provided at R.N. Store Depot, Leeds.

2. Detailed particulars of these lamps are shown in the Appendix, and column 4 of the Appendix shows the Admiralty pattern lamps which can be substituted for the American patterns.

3. Where equivalent Admiralty patterns can be employed, no further replenishment stocks will be obtained from America when current stocks and dues of the American patterns are exhausted.

4. Production of the British equivalents is being arranged, but stocks of the following patterns are not expected to be available until January, 1945:—

Patterns 16235, 16239, 16240 and 16249.

AMERICAN LAMPS

5802a

U.S. Pattern	Description										Classes of ships in which used	Alternative Admiralty Pattern
Class 17	<b>CARBON FILAMENT SPECIAL</b>											
L.625	C.P. 2	Volts 115	Bulb T.7	Base ...	Navy Type No. ...	Service ...	Cand. screw ...	C.S. 5/17	Steering light, instrument light, etc.	All ...	16080M	
	<b>TUNGSTEN FILAMENT, LARGE</b>											
	Watts	Volts	Bulb	Base	Navy Type No.	Service	<i>General Lighting</i>					
L.2955	15	115	A.17...	Med. screw	...	General lighting	L.C.I. (L), P.F.	16070				
L.2957	15	115	S.14 C1	Med. screw	T.S.40	Landing deck lights	B.A.R.S.	—				
L.2990	25	115	A.19...	Med. screw	T.R.S.11	General lighting	All	16070				
L.3305	150	120	P.S.25 C1	Med. screw	...	General lighting	L.C.I. (L), P.F.	16074				
L.3365	200	115	P.S.30 C1 R.S.	Med. molded seal, cemented.	T.R.9	Battle and general lighting	B.D.E.	—				
L.3375	200	115	P.S.30 W.B. R.S.	Med. molded seal, cemented.	T.R.10	Battle and general lighting	C.V.E., L.C.I. (L), P.F., B.D.E.	16075				
L.3480	300	115	P.S.35 C1	Mogul mechanical	T.G.8	Hangar fittings	C.V.E.	16239				
L.3600	500	115	P.S.40 C1	Mogul mechanical	T.G.12	Floodlights	All	16240				
	<i>Special Service</i>											
L.3914-100	6 C.P.	115	S.6 C1	Cand. screw	T.S.37	Sound motion pictures	All	—				
L.4015	15	115	S.11 C1	Cand. screw	T.S.31	Sperry and Arma repeaters	L.S.T.	16197				
L.4025	15	115	T.7 C1	Cand. screw	T.S.11	Control and repeater panels	All	16081M				
L.4177	25	120	A.19 I.F.	Med. screw	T.R.S.17	Special service	L.S.T. B.A.T.	16070				
L.4380	50	115	A.19 R.S.I.F.	Med. screw	T.R.5	Battle and general lighting	All	16071				
L.4388	50	115	G.18½ R.S.H.1	Med. screw	T.R.18		B.D.E., B.Y.M.S.					
L.4390	50	115	P.19 C1	Med. screw	T.G.27	Running and signal lights, gauges	C.V.E., B.A.R.S.	—				
L.4392	50	115	P.25 C1	Mogul screw, 3 contact.	T.G.24	Masthead lights	All	—				
L.4394	50	120	A.19 R.S.I.F.	Med. screw	T.R.12	Battle and general lighting	L.S.T., B.A.T.	16071				
L.4398	50	120	G.18½ R.S.H.1	Med. screw	T.R.17		L.S.T.					
L.4505-300	100	115	A.21 R.S.H.1	Med. mesh	T.R.20	Battle and general lighting	B.D.E., B.Y.M.S.	16073				
L.4510	100	115	A.23 Day R.S.1F.	Med. screw	T.G.20	Operating tables, smoke indicators	C.V.E.	—				
L.4512	100	115	A.23 R.S.1F.	Med. screw	T.R.7	Operating tables, smoke indicators	All	16073				
L.4520	100	115	P.25 C1	Med. screw	T.G.19	Side lights, wake lights	L.S.T.	16235				
L.4522	100	115	P.25 C1	Mogul screw, 3 contact.	T.G.25	Side lights	All	—				
L.4528/50	100	120	A.21 R.S.H.1	Med. mesh	T.R.19	Battle and general lighting	L.S.T., B.A.T.	16073				
L.4529	100	120	A.23 R.S.	Med. screw	T.R.13	Battle and general lighting	B.A.T.					
L.4638	200	120	P.S.30 R.S.C.1	Med. molded seal cemented.	T.R.15	Battle and general lighting	B.A.R.S.	16075				
L.4928	1000	115	T.20 gas-filled	Mogul bi-post	T.G.S.16	12-in. S/L	All	16195				
	<b>TUNGSTEN FILAMENT, MINIATURE</b>											
	<i>Battery Service, Dry</i>											
L.6300	Amp. 0.25	2.20	F.E. 3½	Min....	T.B.4 (Mazda 23)	Blinker gun	C.V.E., L.S.T., B.A.R.S., B.A.T.	8611				
L.6320	0.30	2.50	G.5½	Min. screw	—	Flash lights	All	16201				
L.6338	0.30	3.80	B.3½	S.C. min. flange	—	—	B.A.R.S.	—				
L.6340	0.30	3.80	G.3½	Min....	T.B.3 (Mazda 120B)	Flash lights	P.F.	56A				
L.6365	0.50	3.6	G.3½	Min. screw	—	Portable electric hand and head lantern.	L.S.D.					
L.6390	0.80	2.40	G.8	B.C.D.C.	T.B.5	Hand lanterns	All	16138				
L.6395	1.00	6.0	G.12	Bay S.C.	T.S.66	Signal lamps	L.C.I.(L)	—				
	<i>Auto : Service Class</i>											
L.5195	C.P. 1	6-8	G.3½ C1	Cand. screw	T.S.53 (Mazda 51)	Instrument dial lighting	P.F., B.D.E.	16079				
L.5207	2	6-8	G.4½ C1	Min. bay S.C.	—	Automobile	C.V.E.	16249				
L.5280	6	6-8	G.6 C1	B.C.D.C.	T.S.42 (Mazda 82)	Running and signal lights. Arma panels.	P.F., B.D.E.	16192				
	<i>Special Service</i>											
L.6530	Amp. 0.11	18	T.4 C1	Cand. screw	T.S.51	Radio equipment	B.A.R.S.	—				
L.6685	6 C.P.	6-8	G.6 C1 (gas-filled)	Cand. screw	T.S.2	M.B. lighting and running lights	C.V.E.	16079				
	<i>Special Service Without Tungsten Filament</i>											
L.6805	Watt 1.00	105/125	G.10 C.1 (Neon)	Med. screw	V.G.4	Safety lights	C.V.E.	—				
L.6807	0.25	105/125	T.4½ C.1 (Neon)	Cand. screw	V.G.7	Instrument lights	C.V.E., B.D.E.	—				
L.6810	0.25	105/125	T.4½ C.1 (Argon and mixed gas filled).	Slide	V.G.2B	Protective lamps. Sound amplifier	L.C.I. (L), P.F.	—				

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5802a

**5803.—Royal Norwegian Naval Forces—British Supplies and Services under Agreement of 4th October, 1944**

(W.G.F. 635/44.—2 Nov. 1944.)

The following procedure has been agreed with the Royal Norwegian Authorities in London for dealing with demands by the Royal Norwegian Navy for supplies and services to their forces and establishments which are made without payment under Lend-Lease terms, as set out in A.F.O. 5802/44. The broad intention is that, subject to the qualifications mentioned below, arrangements should be made to meet these demands as far as possible on the spot without reference to London. It should be verified in all cases that the liability would otherwise fall on the Royal Norwegian Government and not on some private individual or organization.

2. Royal Norwegian ships and establishments will make their demands for stores and equipment on local Admiralty supply officers, who are to arrange for them to be met in the same way as demands by H.M. ships and establishments. The Royal Norwegian Naval Authorities are normally satisfied with Admiralty patterns.

3. The same arrangements apply to victualling stores. As regards supplies normally obtained from N.A.A.F.I., however, the Royal Norwegian Naval Authorities should be requested to send their demands direct to the nearest N.A.A.F.I. depot. The N.A.A.F.I. accounts for such supplies will be dealt with at the Admiralty and should not be settled locally.

4. It may occasionally be necessary, in order to satisfy a Norwegian demand, to make special purchases (e.g. of stores) or other arrangements (e.g. hire of tugs, accommodation, etc.). In such cases local arrangements should be made to the same extent as if the demand had proceeded from one of H.M. ships or establishments and settlement effected accordingly within the usual local financial limits. In the Dominions and foreign countries local purchases should not be made on behalf of the Norwegians, nor should the provision of services be arranged from outside sources as a charge to Navy Votes (see A.F.O. 5802/44, paragraph 2(i)).

5. Where demands are clearly outside the approved range or scale for comparable British services, or are considered unusual or unreasonable, the Norwegian demand authority should be requested to refer them to the Royal Norwegian Naval Headquarters in London, who will forward requisitions for such of the demands as they consider to be justified to the Admiralty (M.F.(L)—Allied Supplies Section), where arrangements have been made to deal with them.

6. Where supplies and services are obtained directly by the Royal Norwegian Naval Authorities from outside sources, the accounts should be settled by them.

7. In any case of doubt as to the procedure to be followed, reference should be made to the Admiralty (W.G.F. Branch) before any liabilities are incurred. The reporting and accounting procedure remains as laid down in A.F.O. 5802/44.

(A.F.O. 5802/44.)

**Section 4**

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

**5804.—Victualling Stores in United Kingdom—Supply of**

(V. 7/5719/44.—2 Nov. 1944.)

The following amendment should be made to A.F.O. 5508/44, page 7, column 7, line 8:—

*For* "Except for flying Clothing and . . ."

*Substitute* "Except for Officers' Clothing, Flying Clothing and . . .".

(A.F.O. 5508/44.)

**5805.—Victualling Arrangements in Certain Small Ships Without Accountant Officers—Introduction of a Modified Form of General Messing**

(V.2/7962/44.—2 Nov. 1944.)

Attention is drawn to A.F.O. 5746/44 in section 2 of this issue.

**5806.—Troughs, Pattern 5958, for Oiling at Sea**

*R.F.A. Tankers, Capital Ships, Cruisers and Aircraft Carriers*

(N.S. Fuel 14290/43.—2 Nov. 1944.)

A new type of Trough, pattern 5958 (subhead K), designed to support two 5-in. rubber hose, has been introduced for use when cruisers and larger vessels are fuelled at sea by the abeam (trough) method with double hose. All tankers fitted for this method of oiling and H.M. ships (cruisers, capital ships and aircraft carriers) which require the enlarged troughs should forward demands as follows:—

*Allowances—*

H.M. ships	...	...	...	...	...	...	2 No.
R.F.A. tankers	...	...	...	...	...	...	4 No.

Demands from H.M. ships and tankers in home waters should be sent to the Naval Store Officer, Greenock. Vessels abroad should demand from their nearest storing yard or depot. Supply to H.M. ships concerned under construction should be arranged by the warrant yards by whom demands should be forwarded to Naval Store Officer, Greenock.

2. In connection with the use of double hose for the abeam method, the existing instructions for oiling at sea (C.B. 4080/42R) are under revision and revised instructions incorporating the latest methods of fuelling—astern and abeam (trough with single and double hose) will be promulgated in the near future.

3. B.R. 358—Establishment of Naval Stores for Executive Purposes—and List of Particulars, Form D. 254d, will be amended.

**5807.—Frozen Lamb Tongues—Supply**

(V. 14/7907/44.—2 Nov. 1944.)

Supplies of frozen lamb tongues are now available for issue to H.M. Ships and Establishments at home, and requirements should be demanded in the usual way.

2. The issuing price is 10½d. per lb.

**5807a.—Laundries—Procedure When Using a Rotary Washer**

*H.M. Ships*

(V. 1/4839/44.—2 Nov. 1944.)

Details are given below of the laundering procedure recommended for use in H.M. ships' laundries using a rotary washer. These details are restricted to standard washing procedures for cotton and woollen articles using laundry soap, soda, and bleach liquor, and indicate the precautions to be observed to avoid damage to clothing.

## 2. Washing Formulae using Fresh Water :—

Operation	Quantities of Materials			Depth of Water	Temperature	Time
	Soda Ash	Soap	Bleach Liquor			
(a) <i>Table Linen</i> :—	Oz.	Oz.	Quarts	In.	Deg. F.	Min.
(1) Breakdown (i.e., preliminary soak).	—	—	—	5	Slowly to 90	5
(2) Wash ... ..	6	10	3	5	Slowly to 140	15
(3) Wash ... ..	10	5	—	5	Slowly to 180	15
(4) Rinse ... ..	—	—	—	10	140-160	4
(5) Rinse ... ..	—	—	—	10	120-140	4
(6) Rinse and blue ... ..	—	—	—	10	100-120	4
(b) <i>White Cotton Goods (General)</i> :—						
(1) Wash ... ..	6	10	—	5	Slowly to 120	10
(2) Wash ... ..	3	3	3	5	Slowly to 140	10
			(only if necessary see paragraph 4).			
(3) Wash ... ..	8	3	—	5	160-180	10
(4) Rinse ... ..	—	—	—	10	140-160	4
(5) Rinse ... ..	—	—	—	10	120-140	4
(6) Rinse ... ..	—	—	—	10	100-120	4
(7) Rinse ... ..	—	—	—	10	Cold	4
	(Use last rinse water for next load.)					
(c) <i>Coloured Cotton Goods (See Notes (i) and (ii))</i> :—		Lb.				
(1) Breakdown ... ..	1	—	—	5	90-100	10
(2) Wash ... ..	3-4	1-1½	—	5	90-120	10
(3) Wash ... ..	3-4	1-1½	—	5	120-140	10
(4) Rinse ... ..	—	—	—	10	120-130	4
(5) Rinse ... ..	—	—	—	10	120	4
(6) Rinse ... ..	—	—	—	10	100	4
	(Use last rinse water for next load of coloured goods.)					
(d) <i>Woollen Goods</i> :— (See Note (i) below and paragraph 5.)						
(1) Wash ... ..	4-5	1¼-1½ Oz.	—	10	90-100	10
(2) Wash ... ..	1-2	—	—	10	90-100	6
(3) Rinse ... ..	—	—	—	10	100	3
(4) Rinse ... ..	—	—	—	10	100	3
(5) Rinse ... ..	—	—	—	10	100	3

Notes—(i) Crex may be used in place of soda ash for coloured cotton goods (2 oz. for breakdown and 4-8 oz. for first and second washes) and also for woollen goods (5-8 oz. for first wash and 2-3 oz. for second wash).  
(ii) Common salt (½-1 lb.) should be added for the breakdown of coloured cotton goods.

3. *Preparation of Solutions.*—In the above tables the required quantities of soda ash and soap in solid form are stated. It may be found more convenient to add these materials in the form of solutions, and recommended strengths of solutions are as follows :—

(a) *Soda solution.*—10 lb. of soda ash should be dissolved in 20 gallons of hot water : 1 pint of this solution will contain equivalent of 1 oz. of soda ash.

(b) *Soap solution.*—13½ lb. of bar soap or 11 lb. of flake soap should be dissolved in 20 gallons of hot water : 1 pint of this solution will contain 1 oz. of actual soap.

4. *Bleach Liquor.*—Bleach liquor should be used only for bleached cotton or linen goods and only when these have been stained, e.g., tablecloth stained with tea or coffee. Indiscriminate use of bleach liquor rapidly damages and rots the

fabric, and it must not be used when washing dyed articles or articles containing wool. To make it, 2 lb. of bleach powder should be mixed to a thin cream with water and added to a solution of 2 lb. of soda ash in water. The mixture should be made up to 18 gallons with cold water and allowed to stand with occasional stirring for 12 hours. It is essential that the strength of the liquor should not exceed that stated and that the liquor is not used at a temperature higher than 140 deg.

*Loading of Machine.*—The washing machine will work most efficiently with a load of 3½ to 4 lb. per cubic foot of cage space. This is equivalent to a weight of 100-115 lb. in a 34 in. by 54 in. machine. This figure must not be exceeded except with very lightly soiled garments.

5. *Special Precautions with Woollen Articles.*—Shrinkage of articles containing wool—particularly knitted garments—is largely due to excessive mechanical action in the machine. Throughout the washing period the machine should be run for 2 minutes and stopped for 2 minutes alternately. *The machine must not be run continuously.*

## LAUNDERING PROCESSES USING SEA WATER ENTIRELY

6. Lissapol L.S. or similar detergent must be substituted for laundry soap in order to produce a lather, and the procedure is set out below :—

(a) *Cotton and Linen Goods.*—Employ the normal process in paragraph 2 above, using Lissapol L.S. paste in the proportion of 10 oz. of Lissapol L.S. paste for 16 oz. of laundry soap.

(b) *Woollen Goods.*—The following processes should be employed :—

Operation (See paragraph 5)	Quantities of Materials Required		Depth of Water	Temperature	Time
	Lissapol Paste	Modified Alkali (Crex)			
(a) <i>White Woollens</i> :—	Oz.	Oz.	In.	Deg. F.	Min.
(1) Wash ... ..	12-15	8-10	10	100-110	7-10
(2) Wash ... ..	6-9	—	10	100-110	7-10
(3) Rinse ... ..	—	—	10	100-110	3
(4) Rinse ... ..	—	—	10	100-110	3
(b) <i>Coloured or Coloured Bordered Woollens</i> :—					
(1) Wash ... ..	12-15	—	10	85-100	7-10
(2) Wash ... ..	6-9	—	10	85-100	7-10
(3) Rinse ... ..	—	—	10	85-100	3
(4) Rinse ... ..	—	—	10	85-100	3

Notes.—(i) If a detergent other than Lissapol is used, working instructions must be obtained from the suppliers.

(ii) When washing blankets rather less of both Lissapol and Crex should be used.

## GENERAL

7. (i) The machine should always be stopped and allowed to drain after each washing and the first rinsing operation. This reduces the amount of subsequent rinsing required to remove the dirt.

(ii) With heavily soiled articles a rather longer time may be needed for each wash. For clean goods a shorter time or only the first wash may be given.

## SUPPLY OF MATERIALS

8. Materials other than those obtainable from Service stocks should be obtained from N.A.A.F.I., or by direct purchase from manufacturers (see A.F.O. 4234/44).

(A.F.O. 4234/44.)



## Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

## 5808.—Amendments to Books

(E.F.O.—2 Nov. 1944.)

The undermentioned amendments (A.F.Os. P. 763-778/44) 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. 5700/44** is to be amended as follows:—

For **A.F.O. \*P.718/44**.—B.R. 377 (A)—Swordfish—A.S.E.—Amendment No. 5. read **A.F.O. \*P.718/44**.—B.R. 377 (A)—Swordfish—A.S.E.—Amendment No. 6.

**A.F.O. \*P.763/44**.—B.R. 378—(General)—A.S.E.—Amendment No. 56.

**\*P.764/44**.—B.R. 378—(General)—A.S.E.—Amendment No. 57.

**P.765/44**.—  
     B.R. 97—Manual for Officers' Stewards.  
     B.R. 97A—Handbook for Junior Officers' Stewards—Amendments.

**P.766/44**.—B.R. 893 (39)—Office Instructions for Admiralty Outport Establishments—Amendment No. 2.

**P.767/44**.—O.U. 5225—Home Dockyard Regulations—Amendment.

**P.768/44**.—O.U. 5225 (3)—Home Dockyard Regulations—Addendum No. 3—Amendment No. 24.

**\*P.769/44**.—B.R. 380/L—Hellcat S.C.L.—Amendment No. 3.

**P.770/44**.—B.R. 112—R.N. Patrol Service Engineering Handbook—Amendment No. 1.

**P.771/44**.—B.R. 632C—Gunnery Training Manual, Volume III—Amendment No. 22.

**P.772/44**.—B.R. 816—Handbook for the 2-in. Rocket, Mark II (P), Pillar Box Mounting—1943—Amendment No. 5.

**P.773/44**.—B.R. 817—Handbook for the 2-in. Rocket, Mark I (R), Radiator Mounting—1942—Amendment No. 9.

**P.774/44**.—B.R. 818—Handbook for the 2-in. Rocket, Mark III (S), Trough Mounting—1942—Amendment No. 11.

**P.775/44**.—B.R. 836—Training of Coincidence Rangefinders at Sea—Amendment No. 3.

**P.776/44**.—B.R. 843—Handbook for the 2-in. Rocket, Mark V, F.A.M. Mounting—1941—Amendment No. 10.

**P.777/44**.—B.R. 875—R.F.A. Handbook—Amendment No. 4.

**\*P.778/44**.—B.R. 378 (B)—Barracuda—A.S.E.—Amendment No. 29.

*\* Exceptionally A.F.Os. P.763-764, 769, and 778, 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. 5700/44.)

## 5809.—A.M.S.Is.

(E.F.O.—2 Nov. 1944.)

Admiralty Merchant Shipping Instructions Nos. 54-59/44 are being distributed concurrently with this issue of A.F.Os.

(A.F.O. 5699/44.)

## 5810.—Torpedoes—U.S.A., 22·4-in., Mark 13, and Mods.—Handbooks

(T. 09256/44.—2 Nov. 1944.)

Ships and air stations equipped with U.S.A., 22·4-in., Mark 13, and Mod. torpedoes, will be supplied with American handbooks, as shown in the table below. These handbooks give complete instructions for the use and maintenance of these torpedoes.

Numbers.	Title.	Classifi- cation.	Air Stations with		Ships with		M.A.T.M.U. with		
			List 178, Equip- ment.	List 176, Equip- ment.	List 235, Equip- ment.	List 215, Equip- ment.	List 176, Equip- ment.	List 178, Equip- ment.	
O.P. 629A	Description, Adjustment, Care and Operation of Mark 13, Mod. Torpedoes.	Restricted	2	2	2	2	1	1	
O.P. 663	Description, Adjustment, Care and Operation, and Shop Tests of Warhead Attachments.		2	2	2	1	1	1	
O.P. 663A	Supplement to O.P. 663		2	2	2	1	1	1	
O.P. 627A	Torpedo Gyroscopes, Non-Tumble Type.		2	2	2	2	1	1	
O.D. 750	Description and Instructions for Use of Torpedo Workshop Equipment and Tools.		1	—	1	—	—	1	
O.P. 1207 super- sedes	Aircraft Torpedoes— General Information.		2	2	3	2	1	1	
O.D. 3816	Torpedo Instruction Pamphlet.		10	10	10	4	1	1	
T.S. 5			7	7	8	5	4	4	
B.R. 841	Maintenance Routines for U.S.A. 22·4-in. Torpedoes, Mark 13, Mods. 1 and 2. (Extract from O.P. 629A).		B.R.	7	7	8	5	4	4

2. Ships fitted out with American equipment in U.S.A. will be supplied with these books by the appropriate American authorities. Commanding Officers should, if not supplied with books in accordance with the above scale, demand to complete from S.N.S.O., Park Royal, N.W.10.

3. Ships supplied with 22·4-in. outfit in the United Kingdom, and all air stations, will be supplied with books in accordance with paragraph 1 without demand.

4. Ships and air stations, from which U.S.A. torpedoes and equipment are withdrawn, are to return the American handbooks, which they hold, to S.N.S.O., Park Royal, N.W.10, through their distributing authority.

5. It is intended to correct these books, with the exception of T.S.5, by amendments issued in the "P" Series, A.F.Os., in the same way as British books are corrected.

6. In order that ships, which are supplied with their handbooks from the U.S.A. authorities, may receive copies of the "P" amendments issued by the Admiralty, it is essential that such ships on leaving American waters should provide S.N.S.O., Park Royal, N.W.10, with a complete list of all publications received.

7. N.T.S. List 121, or N.T.S. List 290, which is superseding the former, will in future be distributed by the Director of Armament Supply, Bath.

(C.A.F.O. 2198/44 is cancelled.)

## 5811.—Mediterranean Navigational Publications—Supply to Major War Vessels

(M/M/S. 0467/44.—2 Nov. 1944.)

Major war vessels sailing from the United Kingdom to the Mediterranean should be supplied before sailing with one copy of each of the following publications:—

Mediterranean Navigational Memoranda.  
Mediterranean Mined Areas and Searched Channel Charts.  
Q.B. Messages in Force.  
Mediterranean 3-letter Q Messages.

2. Arrangements are being made for copies of these publications to be supplied bi-monthly by C.-in-C., Mediterranean, to the following:—

C.-in-C., Western Approaches	...	...	...	60 copies.
C.-in-C., Portsmouth	...	...	...	20 copies.
C.-in-C., Plymouth	...	...	...	30 copies.
C.-in-C., Nore	...	...	...	20 copies.
A.C.O.S.	...	...	...	20 copies.

3. Other authorities sailing major war vessels from the United Kingdom to the Mediterranean should obtain copies when required from the nearest command holding them, giving the earliest possible notice of their requirements.

(C.B. 01618L.)

## 5812.—N.I.D. Geographical Handbooks—Use of

(N.I.D. 8182/44.—2 Nov. 1944.)

Attention is called to the above handbooks of the B.R. series, full particulars of which will be found in A.F.O. 1888/44.

2. The handbooks contain both information of practical naval value (e.g. descriptions of coasts and ports) and ancillary information of general interest (e.g. history, administration, art), presented in readable form.

## 5813.—Air Publications—Distribution of Amendment Lists and Leaflets During September, 1944

(N.S. Air 10849/44.—2 Nov. 1944.)

Any Service receiving more copies of any amendment list or leaflet than it needs, should return such surplus copies to the Superintending Naval Store Officer, 191A, Askew Road, Shepherds Bush, W.12, with a statement of the actual number of copies required.

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

*Amendment Lists to Airframe and Aero-Engine Publications, Volume I,  
Pilot's Notes and Ground Handling Notes*

<i>Air Publication No.</i>	<i>Description</i>
1491D.	Vol. I—Mercury XV and XX Engines—Amendment List No. 4.
1592A and D.	Vol. I—Defiant I and IV Aircraft—Amendment List Nos. 48–54 inclusive.
1669A.	Vol. I—Master I Aircraft—Amendment List No. 51.
1804A.	Pilot's Notes—Typhoon IA and IB Aircraft—Amendment List No. 1.
2018A, B and C.	Vol. I—Barracuda I, II and III Aircraft—Amendment List No. 44, slips for Amendment List No. 43.
2039A.	Vol. I—Centaurus VII Engine—Amendment List No. 2.
2044C.	Vol. I—Pratt and Whitney R.2800–8 and 10 Engine—Amendment List No. 1.
2102A and B.	Vol. I—Firefly I and II Aircraft—Amendment List Nos. 31 and 32.
2102A.	Pilot's Notes—Firefly I Aircraft—Amendment List No. 2.
2382A.	Vol. I (Provisional)—Hellcat Aircraft—Amendment List No. 3, slips for Amendment List No. 2.

*Leaflets to Airframe and Aero-Engine Publications, Vol. II, Part 1*(i) *Airframes*

<i>Air Publication No.</i>	<i>Description</i>
1515A.	Walrus I Aircraft—Leaflet No. Z.62.
1515B.	Walrus II Aircraft—Leaflet No. B.7.
1517.	Swordfish Aircraft—Leaflet No. M.48.
1517C.	Swordfish III Aircraft—Leaflet No. M.1.
1522E.	Whitley V Aircraft—Leaflet No. M.32.
1522G.	Whitley VII Aircraft—Leaflet Nos. K.3, Z.36.
1530B.	Blenheim IV Aircraft—Leaflet Nos. A.5 (A.L. 1), Z.47.
1565A.	Spitfire IA and IB Aircraft—Leaflet No. Z.68.
1565B.	Spitfire IIA and IIB Aircraft—Leaflet No. Z.62.
1578L to P.	Wellington Aircraft—Leaflet No. F.5.
1580A.	Beaufort I Aircraft—Leaflet Nos. Z.74, Z.88, Z.89, Z.90.
1580B.	Beaufort II Aircraft—Leaflet Nos. H.4, Q.6, Z.29 (A.L. 1), Z.38 (A.L. 2), Z.55 (A.L. 2), Z.57 (A.L. 3), Z.64 (A.L. 3), Z.78, Z.79, Z.80.
1596A.	Oxford I and II Aircraft—Leaflet Nos. P.14, Z.91.
1665A.	Albacore I Aircraft—Leaflet No. Z.43 (A.L. 1).
1669A.	Master I Aircraft—Leaflet No. Z.69 (A.L. 1).
1669B.	Master II Aircraft—Leaflet Nos. B.14, Z.65 (A.L. 1), Z.66.
1708C.	Proctor III Aircraft—Leaflet Nos. Q.3 (A.L. 1), Z.25.
1721B.	Beaufighter II Aircraft—Leaflet Nos. D.4, Z.52 (A.L. 2), Z.71, Z.72.
1760A.	Fulmar I and II Aircraft—Leaflet Nos. Q.20, Q.21, Q.22, Z.35.
1763A.	Dominie Aircraft—Leaflet No. Z.19.
2018A.	Barracuda I Aircraft—Leaflet Nos. A.1 (A.L. 1), C.6 (A.L. 2), C.16 (A.L. 1), Z.6 (A.L. 2), Z.23 (A.L. 1), Z.28 (A.L. 1).
2018B.	Barracuda II Aircraft—Leaflet Nos. A.11 (A.L. 1), B.22, C.6 (A.L. 2), C.18 (A.L. 1), C.16 (A.L. 1), D.3, F.6, F.7, J.13, Z.18.
2018C.	Barracuda III Aircraft—Leaflet Nos. F.1, F.2, Q.1, Z.1.
2023C.	Boston IIIA Aircraft—Leaflet Nos. C.7, F.6, J.5, K.2 (A.L. 1), M.19, Z.18.
2031D.	Wildcat IV Aircraft—Leaflet No. M.8.
2031E.	Wildcat V Aircraft—Leaflet Nos. M.7, Q.3 (A.L. 1), Z.13.
2102A.	Firefly I Aircraft—Leaflet Nos. C.2, C.3, F.7, J.4, J.6, M.9, Z.16 (A.L. 1), Z.20, Z.21.
2102B.	Firefly II Aircraft—Leaflet Nos. C.1, M.3.
2281A.	Martinet I Aircraft—Leaflet Nos. B.6, D.3, P.10 (A.L. 1), P.11 (A.L. 1), Q.1, Q.2, Q.3, Q.4, Z.39.
2342A.	Seamew Aircraft—Leaflet Nos. H.1, M.4.
2351A.	Corsair I Aircraft—Leaflet No. M.2.
2351B.	Corsair II Aircraft—Leaflet Nos. O.1, Q.3.
2380B.	Avenger II Aircraft—Leaflet Nos. A.2, Z.1, Z.2, Z.3.

(ii) *Aero-Engines*

<i>Air Publication No.</i>	<i>Description</i>
1451F.	Pegasus XX Engine—Leaflet Nos. C.22, D.22.
1451H.	Pegasus XVIII Engine—Leaflet Nos. F.8, Z.41, Z.42.
1526A.	Cheetah IX Engine—Leaflet No. G.5.
1526B.	Cheetah X Engine—Leaflet No. G.6.
1590D and M.	Merlin VIII and XXX Engines—Leaflet No. Z.26.
1590E.	Merlin IV Engine—Leaflet Nos. C.18, Z.25.
1590F.	Merlin XII Engine—Leaflet Nos. C.15, Z.23.
1590G and N.	Merlin XX and XXI Engines—Leaflet No. C.18.
1590J, L and T.	Merlin 45 Engine—Leaflet No. C.17.
1593A.	Gipsy Queen I Engine—Leaflet Nos. E.1, H.1.
1593B.	Gipsy Queen II Engine—Leaflet Nos. M.3, M.4.
1728B.	Hercules III, X and XI Engines—Leaflet Nos. D.42 (A.L. 3), D.64.
1847B.	Twin Wasp C.4 Engine—Leaflet No. M.3.

*Amendment Lists to Airframe and Aero-Engine Publications, Volume II*

<i>Air Publication No.</i>	<i>Description</i>
1451D.—Part 2—Pegasus III, VI, and XXX Engines—Amendment List No. 3.	
1592A, B, C and D.—Part 3—Defiant I and II, and T.T. I and II Aircraft—Amendment List No. 6.	
1728A, B, D and E.—Part 3—Hercules II, IV, V and III, X, XI and VI, and XVI, XVII, 27 Engines—Amendment List No. 7.	

*Amendment Lists to Airframe and Aero-Engine Publications, Volume III, Part 1*

<i>Air Publication No.</i>	<i>Description</i>
1582A, B and C.—Lysander T.T. Aircraft—Amendment List No. 2.	
1582C.—Lysander III, IIIA, III(TT), IIIA(TT) Aircraft—Amendment List No. 13.	
1669B.—Master II Aircraft—Amendment List No. 8.	
2018A, B and C.—Barracuda I, II and III Aircraft—Amendment List No. 19.	
2023B and C.—Boston III and IIIA Aircraft—Amendment List No. 1.	
2380A.—Final Spare Parts List for TBF-1 and 1C (Avenger I) Aircraft—Revised pages dated 3rd March, 1944.	
2382A.—Parts List to Helicat Aircraft—Revision Sheets (comprising one set) dated 6th June, 1944, 7th June, 1944, 8th June, 1944, 14th June, 1944, 9th June, 1944.	

*Amendment Lists to Airframe and Aero-Engine Publications, Volume III, Part 2 (Appendices "A")*

1195.—Beaufighter IC—Amendment List Nos. 164 and 165.
1233.—Spitfire (F), Mark IC—Amendment List No. 73.
1243.—Beaufighter I—Amendment List Nos. 143, 158, 160–165 inclusive, slips for Amendment List No. 159.
1268.—Beaufort II—Amendment List Nos. 131, 132, 133, 134.
1277.—Beaufighter IIF—Amendment List Nos. 80 and 81.
1327.—Wellington II—Amendment List Nos. 172, 173 and 174.
1367.—Walrus I—Amendment List No. 18.
1388.—Sea Hurricane IIB and C—Amendment List No. 14.
1394.—Firefly II—Amendment List Nos. 61, 63 and 64. Slips for Amendment List Nos. 55 and 62.
1396.—Dominie I—Amendment List No. 11.
1406.—Beaufort—Amendment List Nos. 22 and 23.
1416.—Harvard IIB—Amendment List Nos. 1–8 inclusive.
1442.—Avenger (British Conversion)—Amendment List No. 6.
1452.—Fulmar I and II—Amendment List Nos. 2 (A.Ls. 1, and 3 to 20, and 22 are not yet available).
1465.—Queen Bee—Amendment List No. 5.
1495.—Tiger Moth II—Amendment List No. 4.

*Amendment Lists to Airframe and Aero-Engine Publications, O.U. and B.R. Series*

<i>Air Publication No.</i>	<i>Description</i>
B.R. 377.—General—Amendment List Nos. 7 (P.566/44), 8 (P.567/44), 9 (P.568/44), 10 (P.569/44).	
B.R. 377A.—Swordfish Aircraft—Amendment List No. 4 (P.570/44).	
B.R. 377C.—Firefly Aircraft—Amendment List No. 2 (P.603/44).	
B.R. 378A.—Swordfish Aircraft—Amendment List No. 21 (P.539/44).	
B.R. 378B.—Barracuda Aircraft—Amendment List No. 26 (P.541/44)	
B.R. 378C.—Firefly Aircraft—Amendment List No. 10 (P.304/44).	
B.R. 378E.—Albacore Aircraft—Amendment List Nos. 26 (P.536/44), 27 (P.602/44).	
B.R. 380A.—Swordfish Aircraft—Amendment List No. 2 (P.540/44).	
B.R. 380B.—Barracuda Aircraft—Amendment List No. 9 (P.537/44).	
B.R. 380Z.—Walrus Aircraft—Amendment List No. 1 (P.538/44).	
O.U. 6339.—Seaplane Cranes and Aircraft Recovery Gear—Amendment List No. 2 (P.565/44).	

*Amendment Lists to Airframe and Aero-Engine Publications, Technical Orders*

TO-02-10AB-4A.—Parts Catalogue Pratt and Whitney R.985-AN-1, R.985-AN3 Engines—Revision sheets dated 1st May, 1944.
Nav-Aer. 01-25RA-14.—Maintenance Parts Breakdown for Model SB2C-1 (British Model Helldiver I)—Revision sheets dated 26th October, 1943.
Nav-Aer. 01-85SA-8.—Maintenance Parts Breakdown and Spare Parts Order for F6F-3 (British Model Helicat I)—Revision sheets dated 14th March, 1944.
Nav-Aer. 00-500A.—Index of Nav-Aer. Publications—Supplement dated 15th June, 1944.

*Amendment Lists to Provisional Carrier Allowance Lists and Squadron Mobile Equipment Lists*

Squadron Mobile Equipment List, Part II, for Corsair I and II—Amendment List No. 5.
Provisional Carrier Allowance List for Wildcat V—Amendment List No. 2.
Squadron Mobile Equipment List, Part II, for Wildcat V—Amendment List No. 4.

*Amendment Lists to Miscellaneous Publications*

Provisional List of Stores for M.A.C. Ships—Amendment List Nos. 10 and 11

**5814.—Air Publications Distributed During the Week-ending 7th October, 1944**  
(N.S. Air 10848/44.—2 Nov. 1944.)

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

*(i) Airframe and Aero-Engine Publications*

<i>A.P. No.</i>	<i>Description.</i>
2018A.B. and C.—Vol. II, Part 4—Barracuda I, II and III Aircraft—Initial General Distribution.	
1847B.—Vol. III, Part 1—Twin Wasp C.4. Engine—Initial General Distribution App. "A" 1241.—Whitley V Aircraft—Initial General Distribution.	
B.R. 380(O).—Wildcat VI Aircraft—Restricted Distribution (Advance Copies).	
TO-02-10CB-2 (Revised 25th February 1942, and 20 September, 1943).—Service Instructions for Pratt & Whitney, R. 1830-17 and 21 Series Engines—Initial General Distribution.	
AN-02-35GD-2 (10th August, 1943).—Service Instructions for Pratt & Whitney, R. 1820-56, 62 and 93 Engines—Restricted Distribution (Advance Copies).	

*(ii) Other Technical Publications.*

Naval Air Maintenance Order.—Helicat Aircraft—Initial General Distribution.
Naval Air Maintenance Order.—Avenger—Initial General Distribution.
Naval Air Maintenance Order.—Corsair—Initial General Distribution.
Naval Air Maintenance Order.—Miscellaneous Orders—Initial General Distribution.
Naval Air Maintenance Order.—General Orders—Initial General Distribution.
A.R.I. 5206.—Instructional Manual No. 1M-101—Initial General Distribution.
Air Depot Progressive Overhaul Manual for R. 1830 (dated 25th September, 1943, Revised 1st March, 1944).—Series Engines—Initial General Distribution.

**5815.—Air Publications Distributed during the Week Ending 7th October, 1944**  
(N.S. Air 10848/44.—2 Nov. 1944.)

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

*General Publications*

<i>Air Publication No.</i>	<i>Description</i>
A.P. 2514.—Vol. I.—R.A.F. Short Wave Communication Handbook—Initial General Distribution.	

<i>A.P. No.</i>	<i>Description.</i>
T.O. 03-5AD-1.	Handbook of Instructions with Parts Catalogue for Engine-driven Generator, Type P-1—Initial General Distribution.
T.O. 03-5AF-3.	Handbook of Instructions with Parts Catalogue for Relay Switch Generator Current Control—Initial General Distribution.
A.N. 03-5CE-2.	Handbook of Instructions with Parts Catalogue for Cowl Flap Drive Unit, Type CM-C108—Initial General Distribution.
T.O. 03-75-1.	Handbook of Instructions with Parts Catalogue for Radio Shielded Ignition Manifold Assembly—Initial General Distribution.

**5816.—Air Publications Distributed During the Week-Ending 14th October, 1944**  
(N.S. Air. 10848/44.—2 Nov. 1944.)

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

<i>A.P. No.</i>	<i>Description.</i>
A.P. 1086.	Part 2—R.A.F. Vocabulary of Equipment, Tools and Portable Machinery—Initial Distribution.
A.P. 1086C.	Book 11—Vocabulary of U.S.A. Equipment for the R.A.F.—Metals, Textiles, Paints, Chemicals, etc.—Initial Distribution.
A.P. 1492B.	Vol. II, Part I—Glider Towing Equipment—Initial Distribution.
A.N. 03-5AB-17.	Handbook of Instructions with Parts Catalogue for Type A-2A Generator Control Panel—Initial Distribution.
T.O. 03-5AF-3.	Handbook of Instructions with Parts Catalogue for Relay Switch Generator Current Control—Initial Distribution.
T.O. 03-5D-8.	Handbook of Instructions with Parts Catalogue for Magnetos, Types DFN and DFLN-6—Initial Distribution.
T.O. 03-5G-6.	Fluorescent Lighting System—Operation and Maintenance Instructions—Initial Distribution.
T.O. 03-10BA-25.	Electric Primer Valve—Initial Distribution.
A.N. 03-10EC-6.	Handbook of Instructions with Parts Catalogue for Electric Motor-Driven Fuel Pumps (Thompson)—Initial Distribution.
T.O. 03-15-14.	Handbook of Instructions with Parts Catalogue for ACV-4 and ACV-16. Oil Coolers and Oil Cooler Valve—Initial Distribution.
T.O. 03-20CB-1.	Operation and Flight Instructions for Controllable Propellers—Initial Distribution.
T.O. 03-30CA-3.	Handbook of Instructions for Motor-Driven Hydraulic Pump (Gear Type)—Initial Distribution.
T.O. 03-50-26.	Oxygen Equipment, Oxygen Testing Kit, Type K-1.—Initial Distribution.
T.O. 05-15-2.	Handbook of Service and Overhaul Instructions for Magnetic Type Compasses, D-12, B-16 and B-17—Initial Distribution.
T.O. 05-70B-1.	Handbook of Instructions with Parts Catalogue for Type A.N. 5772-2. Dual Oil Pressure Gauge—Initial Distribution.

**5817.—Air Publications Distributed During the Week Ending 14th October, 1944**  
(N.A. Air 10848/44.—2 Nov. 1944.)

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

(i) *Airframe and Aero-Engine Publications*

<i>A.P. No.</i>	<i>Description</i>
1525 (3rd Edition)	Vol. III, Part 1—Anson Aircraft—Initial General Distribution.
1580B	Pilots' Notes—Beaufort II Aircraft—Initial General Distribution (with Amendment List Nos. 1-6 inc.).
1707 A and B	Vol. II, Part 3—Taurus II and XII and VI and XVI Engines—Initial General Distribution (with Amendment List Nos. 1-4 inc.).

2209A	Vol. II, Parts 3 and 4—Sea Otter A.S.R. I Aircraft—Initial General Distribution.
2018A, B and C	Vol. II, Part 4 (Sets of Drawings)—Barracuda Aircraft—Restricted Distribution (Advance Copies).
A.C.L.58R	Beaufort I Aircraft—Initial General Distribution.
T.O.01-40AD	(dated 5th October, 1943)—Parts Catalogue for Boston IIIA Aircraft—Initial General Distribution.
AN.01-90CC-1	(dated 10th July, 1944)—Pilot's Flight Operating Instructions for Army Model UC43, Navy Model G.B.2 (Traveller) Aircraft—Restricted Distribution (Advance Copies).
AN.01-90CD-2	(dated 1st May, 1944)—Erection and Maintenance Instructions for Army Model UC45B and Navy Model JRB-3 (Expediter) Aircraft—Initial General Distribution.
AN.01-90CD-4	(dated 15th July, 1944)—Parts Catalogue for Expediter Aircraft—Restricted Distribution (Advance Copies).

(ii) *Other Technical Publications*

Naval Air Maintenance Orders	Seafire Aircraft—Initial General Distribution.
T.O.-00-2	(dated 15th May, 1944)—Alphabetical Index of Technical Publications—Restricted Distribution (Advance Copies).
T.O.-08-30-APN1-21	(dated 25th April, 1944)—Modification of Antenna Coupling Transformer, AN/APN-1-1A—Restricted Distribution (Advance Copies).
T.O.-08-40-PE218-21	Adjustment of Carbon Pile Voltage Regulator P.E. 218A-B-C-D—Restricted Distribution (Advance Copies).
AN.03-25B-3	(dated 10th July, 1944)—Handbook of Instruction, with Parts Catalogue, Nose and Tail Wheels—Restricted Distribution (Advance Copies).
AN.03-25B-13	(dated 20th June, 1944)—Handbook of Instruction with Parts Catalogue for Low Pressure Tail Wheels (Hayes)—Restricted Distribution (Advance Copies).
AN.03-30CH-2	Handbook of Instructions, Model AA-16501-C Hydraulic Pump (Vickers)—Restricted Distribution (Advance Copies).
Nav.Aer-00-35QK-1	Allowance List of Publications and Forms (Section K)—Restricted Distribution (Advance copies).
Nav.Aer-05-1-573	Weston Electrical Aircraft Instruments—Restricted Distribution (Advance Copies).
Nav.Aer-05-15-504	(dated 15th October, 1942)—Report on Gyro Flux Gate Compass—Restricted Distribution (Advance Copies).
Nav.Aer-05-15-518	(dated 18th March, 1944)—Tests of Pioneer Magnesyn Compass—Restricted Distribution (Advance Copies).
Nav.Aer-05-40-551	Instructions, etc., for Weston Aircraft for Thermometers—Restricted Distribution (Advance Copies).
Aviation Circular Letter No. 39-44	(dated 13th May, 1944)—Serial 91831—Initial General Distribution.
Air Depot Progressive Manual for R-1830 Engine Series	(dated 25th September, 1943, revised 1st March, 1944)—Initial General Distribution.
Cross Index to Aviation Ordnance Stock List	(dated August, 1943)—Initial General Distribution.

Stock List and Replenishment Request—

Class 15	(dated 30th June, 1944)—Initial General Distribution.
Class 42	(dated 15th August, 1944)—Initial General Distribution.
Class 43, Part 1	(dated 15th September, 1944)—Initial General Distribution.
Class 85	(dated 31st January, 1944)—Initial General Distribution.
Class 8	(dated 30th June, 1944)—Initial General Distribution.
Class 24	(dated 30th June, 1944)—Initial General Distribution.
Class 51	(dated 30th June, 1944)—Initial General Distribution.
Air Force List	(July, 1944).

## 5818.—Air Publications Distributed During the Week Ending 21st October, 1944

(N.S. Air 10848/44.—2 Nov. 1944.)

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

General Publications		
A.P. No.	Description	Distribution
T.O. 03-5AA-5	... Instructions for Routine Installation and Service of Generators and Control Boxes, Models NEA-2, NEA-2B, NF-1.	Initial General
A.N. 03-5CC-8	... Handbook of Instructions with Parts Catalogue for Type DA, Model B.107B, Electric Motor.	Initial General
A.N. 03-5DB-1	... Handbook of Instructions with Parts Catalogue for Aircraft Magnetos.	Initial General
T.O. 03-10EC-2	... Handbook of Instructions with Parts Catalogue for Fuel Booster Pumps.	Initial General
T.O. 03-10EE-1	... Handbook of Instructions with Parts Catalogue for Candler-Hill Engine-driven Fuel Pumps.	Initial General
T.O. 03-20CC-4	... Interchangeable Parts Catalogue for Hydromatic Propellers.	Initial General
T.O. 05-15-9	... Handbook of Instructions with Parts Catalogue for Pilot's Compass Type B.16 Kollman.	Initial General
T.O. 05-20AB-1	... Handbook of Operation and Service Instructions for Type C-1, Bank and Turn Indicator (Pioneer).	Initial Distribution
T.O. 05-30-5	... Handbook of Overhaul Instructions with Parts Catalogue for Type C-12 and C-13 Altimeters.	Initial Distribution
A.N. 03-20BJ-1	... Handbook of Operation, Service and Overhaul Instructions for Models C.532D and C.5325D Electric Propellers.	Initial Distribution
T.O. 05-65-1	... Handbook of Instructions for Fuel Level Gauges.	Initial Distribution
T.O. 05-70E-1	... Handbook of Instructions with Parts Catalogue for Manifold Pressure Gauges, Types A.N. 5770-1, A.N. 5770-2, etc.	Initial Distribution
NAV-AER. 08-5Q-6	Maintenance Instructions for Model A.T.C. Radio Equipment.	Initial Distribution
A.P. 3050	... Standard Technical Training Notes—Electrician II.	Initial Distribution

## 5819.—B.B.C. Short Waveband Chart—Overseas World Services

(E.F.O. 206/44.—2 Nov. 1944.)

Copies of the B.B.C. Short Waveband Chart—Overseas World Services in English—for the period November, 1944, to February, 1945, are being supplied to distributing authorities *abroad* concurrently with this issue of A.F.Os.

2. The number of copies available will permit supply both afloat and ashore on a scale comparable to that in force for C.A.F.O.s.

(A.F.O. 4319/44 is cancelled.)

## 5820.—Loss of Air Mail Correspondence

(M. 09353/44.—2 Nov. 1944.)

Non-confidential air mail correspondence for the under-mentioned authorities, despatched from the G.P.O., London, on the 24th and 25th August, 1944, has been lost as a result of an aircraft accident :—

Flag Officer Commanding, West Africa  
Commodore-in-Charge, Freetown

Naval Officer-in-Charge, Bathurst

Naval Officer-in-Charge, Lagos

Naval Officer-in-Charge, Takoradi

H.M. and Allied ships operating under the command of the Flag Officer Commanding, West Africa.

2. Duplicates should be forwarded as necessary. The senders of secret and confidential items involved in this loss have been informed separately.

## 5821.—H.M.S. "Benbecula"—Incorrect Addressing of Correspondence

(M. 2393/44.—2 Nov. 1944.)

The Commanding Officer, H.M.S. "Benbecula", has reported that correspondence is frequently received on board his ship which is intended for other ships of similar name (e.g. H.M.T. "Ben Bheulah") and also for the R.A.F. Station, Benbecula, Loch Boisdale, South Uist, Outer Hebrides. Particular care is to be taken in the addressing of correspondence to these ships and establishment.

## 5822.—Disposal or Redirection of Undeliverable Mail

(M. 1930 44.—2 Nov. 1944.)

There is evidence that in many quarters the existing instructions for handling undeliverable mail are disregarded. The consequent misdirection of private letters frequently causes distress to the relatives of Naval personnel and gives rise to considerable unnecessary work in the General Post Office and Admiralty. Commanding Officers are to take all necessary steps to ensure that these regulations, as consolidated and amended in the present order, are strictly observed.

2. THE FOLLOWING PROCEDURE IS FOLLOWED AT THE ADMIRALTY IN REGARD TO MAILS FOR SHIPS LOST :—

(i) Mails for all H.M. ships (except submarines) whose loss has been publicly announced are diverted as follows :—

(a) Official—returned to senders in manner appropriate to security category, *vide* B.R. Form U2D (1944.)

(b) Private (Officers)—to C.W. Branch, Admiralty.

(c) Private (Ratings)—to the ship's manning port.

(ii) Mails for H.M. ships (except submarines) whose loss has not been publicly announced are retained in the G.F.O., London, until the loss is announced, or until such time as it is considered that the mails can be released, and are then diverted as in (i) above.

(iii) When a vessel is lost on a foreign station the procedure outlined above is followed, with the exception that airgraphs and air letters, if available, continue to be sent out to the ship's station for a period of approximately two months after the loss.

(iv) When the loss of a submarine is announced the mail is diverted as in (i) (a) and (i) (b) above, but correspondence for ratings is sent to the Captain (S) of the flotilla to which the submarine belonged, if the loss occurred in home waters, or to Captain (S), 5 (Personal), Fort Blockhouse, Gosport, if the submarine was lost abroad.

(v) When the loss of a submarine is not announced, all private and official mail is sent to the Captain (S) of the flotilla to which the submarine belonged, if the loss occurred in home waters, or to Captain (S), 5 (Personal), Fort Blockhouse, Gosport, if the submarine was lost abroad, until the loss is announced or until it is considered that the mails can be released and then diverted as in (iv) above.

3. THE FOLLOWING PROCEDURE IS TO BE FOLLOWED BY DEPOTS, ESTABLISHMENTS AND SHIPS FOR THE RETURN TO SENDER OR RE-DIRECTION OF CORRESPONDENCE UNDELIVERABLE BY REASON OF SHIP BEING LOST, ADDRESSEE BEING A CASUALTY OR OTHER CAUSE :—

(i) Return of Official Mail for Ships Lost.

Official non-confidential mail should be returned to the G.P.O., London, or to the sender and not forwarded to the senior surviving officer. Secret mail should be dealt with in accordance with the provisions of B.R. Form U2D (1944).

(ii) *Private Correspondence.*

Every effort must be made to forward private correspondence to the latest known address. Only when further re-addressing is impossible should mail be disposed of as follows :—

- (a) For Officers—to Secretary of the Admiralty (C.W. Branch).
- (b) For Ratings—to the home depot, when this can be ascertained.
- (c) For ratings, when the home depot cannot be ascertained—to the Director of Navy Accounts (D.N.A.3a), Bath. Wherever possible D.N.A.3(a) will return mail to the appropriate home depot, but when this cannot be ascertained, to the G.P.O. marked "Return to sender—insufficiently addressed—Port Division and official number not stated". On no account is correspondence to be sent direct by ships and establishments (other than depots) direct to G.P.O. for "return to sender".

(iii) *Return of Private Correspondence Addressed to Casualties.*

- (a) Ships and establishments should return mail as in sub-paragraph 3 (ii) above.
- (b) Each depot should maintain a stock of S. Forms as follows for inclusion with the returned letter or packet :—
  - S.1557 (a)—Slip stating addressee is missing, presumed killed.
  - S.1557 (b)—Slip stating addressee is missing.
  - S.1557 (c)—Slip stating addressee has been killed.
  - S.1557 (d)—Slip stating addressee has died.
  - S.1557 (e)—Slip stating addressee is interned.
  - S.1557 (f)—Slip stating addressee is a prisoner of war.

Supplies should be demanded from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

- (c) Where a letter or packet does not show the name and address of the sender on the outside, it should be forwarded *by the depot* to the Divisional Controller, Returned Letter Section, G.P.O., London, E.C.1. The letter or packet should be marked "Return to sender on Admiralty instructions", and signed by the officer responsible (who should also state his rank), and have the appropriate form attached.
- (d) Where a number of letters and packets are thus returned, they should be sent in bundles to the address shown in sub-paragraph (c) above, but in order that no mistake should arise in the nature of the communication made to the sender, separate bundles should be made in respect of "dead" and "missing", etc., cases, and letters to be returned to sender for other reasons must not be included in these bundles. In such cases it is not necessary for each individual letter to be signed, provided that they are accompanied by a note, signed by a responsible Officer, stating the number of letters enclosed for return to sender. Each letter must, however, be marked "Return to sender, etc.," as in sub-paragraphs (b) and (c) above. The practice of enclosing a number of S. Forms for attaching to each letter by the Returned Letter Section must cease forthwith.
- (e) Where the name and address of the sender is shown on the outside of the letter or packet, the depot should return it direct to the sender, using the appropriate form, both letter and form being enclosed in a new cover.
- (f) When the letter or packet to be returned has previously been registered, official-paid registered covers should be used. These can be obtained from the R.N. Store Depot, Park Royal.
- (g) On no account should correspondence be endorsed "Ship Lost", as it may be undesirable that the fact should become known to the public, nor are letters to be returned to the *Ships Division, G.P.O., London, with the covers endorsed "Killed", "Missing", etc.*
- (h) Commanding Officers of ships, naval parties and establishments are to ensure that no unauthorized person deals with mail for "return to sender".

(iv) *Undeliverable Newspapers and Printed Matter.*

Printed matter and newspapers, undeliverable as addressed, which cannot readily be re-addressed in Depot and Fleet Mail Offices, and on which a postage not exceeding 2d. has been paid, are to be dealt with as follows :—

- (a) Those bearing on the outside the name and address of the sender, with a request for their return in the case of non-delivery, should be sent to the G.P.O., London, for return to sender.
- (b) Those not bearing on the outside the name and address of the sender, with a request for their return in the case of non-delivery, may be collected for salvage.

Printed matter, postage paid at more than 2d., is to be treated as in *sub-paragraphs (iii) (a), (b) and (c) above.*

## 4. RE-DIRECTION OF CORRESPONDENCE.

(i) *Changes of Address.*

In the case of officers and ratings who change their address, correspondence arriving after their departure should be forwarded to the new address if ascertainable, otherwise as in paragraph 3 (ii) above. Correspondence should not be returned to the sender.

(ii) *Men Returning to U.K. from Overseas.*

Correspondence arriving after the departure of men returning to U.K. from overseas should be treated as in paragraph 4 (i) above and not returned to the sender.

(iii) *Method of Re-direction.*

The following instructions on re-addressing letters, etc., are to be carefully followed in all ships and establishments, with a view to assisting the transit of Fleet Mail :—

- (a) Where a new address is added, it is essential that the old address be crossed out in such a way as to show that it is incorrect, but not so as to obliterate it completely.
- (b) The use of special adhesive re-direction slips is often advisable, provided former addresses are not obliterated. Slips at present in use bear the text "Re-directed to H.M.S.....". To prevent errors, these slips should *not* be used to forward letters to open geographical addresses. Care must always be taken to ensure that place names are not prefixed by the letters H.M.S.
- (c) A rubber stamp "c/o G.P.O., London", should not be used when letters are re-directed to shore addresses. This often causes confusion as to whether the address is a place or a ship name.
- (d) Black ink should be used for re-addressing. Red ink runs easily and soon becomes illegible.
- (e) Mail for re-direction is to be dealt with promptly and not allowed to accumulate.
- (f) Unclaimed letters must not be sent back for return to sender until all attempts to ascertain the whereabouts of the addressee have failed.
- (g) Owing to the similarity of many ship names, careful attention should be paid to spelling.
- (h) An amended address should be written legibly and preferably in block letters.
- (i) Where a number of letters require re-addressing to the same person, each letter must be separately re-addressed. It is not sufficient to re-address the top letter of a bundle.

5. ANXIETY CAUSED BY INCORRECT RETURN OF CORRESPONDENCE.—Considerable anxiety and distress has been caused through mail being returned direct to the sender before the official notification has been made to the next-of-kin, or through mail returned to the sender when the man has changed his address, or returned to U.K. from overseas. In some cases the relatives of survivors have received letters incorrectly returned endorsed "Killed" or "Missing". Extreme care should therefore be taken in handling such letters, and it should be borne in mind that accuracy is much more important than speed in returning undeliverable correspondence

6. VESSELS PAID OFF, REFITTING, ETC.—RETURN OF OFFICIAL MAIL.—Official mail should not normally be addressed to vessels paid off, refitting, converting, fitting out, etc. Where such mail is received and no officer is borne, the Naval Officer-in-Charge at the port, or the Resident Naval Officer, should open and deal with the correspondence as necessary. It should not be sent to the depot.

(A.F.Os. 2138/44 and 4432/44 are cancelled.)

**5823.—Assistant Warship Production Superintendent (Supplies) Southern District, at Wimbledon—Telegraphic Address**

(M. 010412/44.—2 Nov. 1944.)

The following telegraphic address has been registered for the use of the Assistant Warship Production Superintendent (Supplies) Southern District at Devon Lawn, Victoria Drive, Wimbledon, S.W.19 :—  
Shiprod, Wimble, London.

**5824.—W.R.N.S.—History Sheets for Certain Categories—Introduction**

*See A5014 20/45.* (N/Sta. 17039/43.—2 Nov. 1944.)

The following new forms have been introduced :—

S.457. History Sheet for W.R.N.S. Air Mechanics.

S.457A. W.R.N.S. Signal History Sheet.

S.457B. W.R.N.S. Wireless History Sheet.

S.457C. Wireless History Sheet for W.R.N.S. (S.O.).

S.457D. W.R.N.S. Coder's History Sheet.

2. Supplies may be obtained on demand from the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

**5825.—F.S. "L'Aventure"—Mail Confusion with H.M.S. "Adventure"**

(M. 2420/44.—2 Nov. 1944.)

Official mails for F.S. "L'Aventure" have been delayed in delivery owing to envelopes being addressed H.M.F.S. "Adventure." Special care is to be taken when addressing correspondence for this ship in future, in order to avoid confusion with H.M.S. "Adventure."

**5826.—Forms R.239 and R.239A—Abolition**

(Sta.10310/44.—2 Nov. 1944.)

Consequent on the introduction of naval storekeeping in Royal Marine divisions, etc., the following have been abolished and Forms S.1099 and S.1099B are to be used in lieu.

(a) R.239. Inventory of Stores (for Inventory Book).

(b) R.239A. Inventory of Stores (for Inventory Book).

**5827.—Form S.559—Action Message Form for Damage Control**

(P.09215/44.—2 Nov. 1944.)

Form S.559—Action Message Form for Damage Control—has been introduced to meet action requirements in ships for passing messages between D.C.H.Q., H.Q.2 and D.C. Bases.

2. The forms are in pads of 50, backed on cardboard, and will be issued without demand on the following basis :—

	Number of Pads
Battle Ships and Battle Cruisers ... ..	12
Monitors ... ..	6
Fleet Carriers ... ..	10
Light Fleet Carriers ... ..	10
Escort Carriers ... ..	6
Cruisers ... ..	6
Destroyers ... ..	2
Sloops ... ..	2

3. Further demands should be forwarded to :—

The Superintending Naval Store Officer,  
R.N. Store Depot,  
Elveden Road,  
Park Royal,  
N.W.10.

**5828.—B.R. 785(1)—Addendum No. 1 to B.R. 785—Handbook for the 2-pdr., Mark VIII, Guns on the Mark VIA\* and VA Mountings—for Mountings Fitted with R.P.10—Issue**

(G. 08579/43.—2 Nov. 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. Stores Depot, 307, Elveden Road, Park Royal, London, N.W.10, when supplies become available, in accordance with the following establishment, viz :—

	Copies
Flag Officers ... ..	1
Battleships ... ..	6*
Cruisers, Fleet Carriers ... ..	6*
Monitors ... ..	4*
Loan Libraries ... ..	1
Captain, H.M.S. "Excellent" ... ..	40
Captain (G), R.N. Gunnery School, Chatham ... ..	10
Captain (G), H.M. Gunnery School, Devonport ... ..	25
G.O.C.R.M. ... ..	6
<b>Dockyards</b>	
Portsmouth ... ..	5
Devonport ... ..	5
Chatham ... ..	5
Sheerness ... ..	5
Rosyth ... ..	3
Orkneys ... ..	1
Pembroke ... ..	2
Malta ... ..	4
Gibraltar ... ..	3
Alexandria ... ..	2
Bermuda ... ..	3
Simonstown ... ..	3
Durban ... ..	2
Ceylon ... ..	1
Kilindini ... ..	2
E.R.O., Grimsby ... ..	1
H.M.S. "Vernon" ... ..	2
E.O. for Gun Mountings, Alexandria ... ..	1
G.E.O., R.N. Base, Lyness ... ..	1
R.N. College, Greenwich ... ..	1
Secretary, Naval Board (N.D.A.), Ottawa, Canada ... ..	10
B.A.D. ... ..	1
B.A.M.S.R. ... ..	1
D.N.O., Washington ... ..	1
F.O.C.R.I.N. ... ..	2
B.A.T.M. ... ..	1
Naval Staff Library, Admiralty ... ..	2
Gun Mounting Overseer, Barrow ... ..	1
<b>Warship Electrical Superintendents</b>	
Scottish Area, North Western Area, North Eastern Area, Midland and South Wales Area, London and South Eastern Area, South Western Area and Northern Ireland. ... ..	1 copy each
<b>Admiralty Regional Electrical Engineers</b>	
Manchester, Newcastle, Birmingham and Sheffield ... ..	1 copy each
Ministry of Supply, S.S.2 B. ... ..	6
(For D. of A., A.I. C.E.A.D., S.O.B., C.I.A., S. of E., Shoeburyness and C.S.A.R.)	

\* Ships carrying 2 pdr. VIA\* and VA mountings fitted with R.P.10.

5829.—B.R. 980 (K)—Revised and Additional Pages, dated August, 1944, to R.T's. 369, 373A and 373B for Q.F. 4-in. Guns, Mark XVI\*—Issue

(G. 4121/44.—2 Nov. 1944.)

The following revised and additional pages, dated August, 1944, to Range Tables, are now in the press :—

Revised page 1 to R.T. 369, superseding existing page 1 dated August, 1942.

Additional page 1A to R.T. 369.

Additional page 2B to R.T. 373A.

Additional page 3A to R.T. 373B.

2. Copies will be issued to all holders of the main tables without demand, by the Superintending Naval Store Officer, R.N. Store Depot, Park Royal, London, N.W.10 when supplies become available.

3. The superseded page 1 to R.T. 369 should be disposed of in accordance with B.R. 1—B.R. and I.D. Catalogue when the new page is received.

#### 5830.—B.R. 1210—Booklet on Welfare Services in the Royal Navy

(N/D.P.S. 606/44/W.—2 Nov. 1944.)

A booklet (B.R. 1210) on welfare services in the Royal Navy has been prepared, and will be distributed to sea-going ships, without demand, as follows :—

(a) Capital Ships, and Fleet and Light Fleet Carriers ...	30
(b) Cruisers, Escort Carriers and Depot Ships ...	20
(c) Destroyers and Sloops ...	6
(d) Corvettes, Frigates and Submarines ...	3

2. Shore Establishments and R.N. Air Stations should forward demands for supplies required, on the basis of one copy for every 100 men borne, to :—

The Superintending Naval Store Officer,  
R.N. Store Depot,  
Elveden Road,  
London, N.W.10.

3. Arrangements will be made for small establishments and isolated units to be supplied with copies through Command and Port Amenities Liaison Officers.

4. Copies of this booklet are to be displayed in Information Rooms for the benefit of ratings.

#### 5831.—S.451—Return of Surplus Stocks

(Sta. 10342/44.—2 Nov. 1944.)

All surplus stocks of form S.451, Naval Clearance form, for use at Contraband Control Bases, are to be returned to the R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10, forthwith.

### Section 6.—SHORE ESTABLISHMENTS

#### 5832.—“ Pay-as-you-Earn ” System of Income Tax Collection—Established Personnel Returning from Service Abroad.

(D.N.A. 1902/44.—2 Nov. 1944.)

With reference to A.F.O. 960/44, paragraph 12, clause 5, Forms P. 45 rendered in respect of an established employee discharged to this country from an establishment abroad are to show the grade of the individual concerned, followed by the description “ Industrial ” or “ Non-Industrial ” as appropriate.

(A.F.O. 960/44.)

#### 5833.—Reinstatement of Former Established Women Civil Servants—Starting Pay

(C.E. 55295/44.—2 Nov. 1944.)

It has been decided, as a temporary war-time measure, that in assessing the starting pay on reinstatement of women who were formerly established Civil Servants, unbroken service in a comparable temporary grade which immediately precedes reinstatement may, if it would be to the individual's advantage, be allowed to count for incremental purposes on the established scale. Temporary service which despite breaks has been regarded as continuous for pay purposes will for this purpose be regarded as unbroken.

2. Past cases may be adjusted on application by the individual concerned, but any increase of pay in such cases will be payable only from 3rd July, 1944.

(A.F.Os. 1987/42 and 5723/42.)

#### 5834.—Pensions (Increase) Act, 1944

(L. 4804/44.—2 Nov. 1944.)

The following explanatory memorandum is promulgated for information. It is intended only as a general explanation and does not replace the provisions of the Act.

2. Pensioners who appear to be eligible for consideration under *Section 1* of the Act are being invited to make application, and declaration forms for the purpose have already been sent to the majority of pensioners concerned.

3. The increase under *Section 2* of the Act is being made automatically without application.

4. *Re-employed pensioners and those about to retire.*—(i) Re-employed pensioners should note that pension increase is payable only on that part of pension actually in course of payment, and that the increase is calculated at the percentage rate appropriate to the amount of pension being paid.

(ii) Persons who are considering allocating part of pension for the benefit of a wife, or other dependant, should note that :—

(a) Pensions payable to a wife, or other dependant, as the result of an allocation made by the person retiring are eligible for increase under the Act.

(b) Accordingly during the pensioner's lifetime any increase for which he is eligible will also be calculated upon his net pension after allocation, and when a civil servant has adopted Option B under the Superannuation (Allocation of Pensions) Rules, 1935, whereby a pension is payable to the pensioner's wife during his lifetime the two pensions must be aggregated for the purpose of determining the percentage rate applicable, whether or not the wife's pension is itself susceptible of increase under the Act. If this results in a limited increase either under *Section 1* of the Act or (where the combined pensions exceed £600 per annum) under *Section 2*, the amount by which the full increase is reduced will be apportioned between the two pensions in the same ratio as those pensions bear to each other.

(c) If the gross pension contains a war bonus element, the whole of such element must be regarded as included in the unsundered part of the pension for the purpose of *Section 3 (2)* of the Act, which provides for the set-off against any increase otherwise due under the Act of any increase of pension already resulting from an addition made to the emoluments by way of war bonus or any other similar allowance.

(d) If a civil servant who has allocated part of his pension to his wife under Option B is re-employed, then—

(i) if his pension is wholly suspended, the increase operates for the time being on the wife's pension only (if it is susceptible of increase) and will be at the percentage rate appropriate to the amount of that pension ;

(ii) if the pensioner is drawing a part only of his pension the amount of pension which is to be aggregated with his wife's pension



will be the pension actually in course of payment to him for the time being and the percentage rate applicable to the combined pensions will be calculated accordingly.

#### EXPLANATORY MEMORANDUM

1. Under Section 1 of the Act, pensions payable under the Superannuation Acts, 1834 to 1943, or under the Elementary School Teachers (Superannuation) Acts, 1898 to 1912, or under the Teachers (Superannuation) Acts, 1918 to 1939, or under the Education (Scotland) (Superannuation) Acts, 1919 to 1939, or under the Royal Irish Constabulary Acts, or (to certain collectors of taxes) under Section 29 of the Finance Act, 1932, and certain pensions payable by Local Authorities to officers and servants of Local Authorities, police, firemen, etc., may be increased in respect of any period after the 31st December, 1943, until 31st December, 1945 (when the Act expires), if the conditions set out in paragraph II below are satisfied.

II.—(1) The first condition is that the pensioner's income, inclusive of pension or pensions and pension increase, must not exceed £225 a year if the pensioner is unmarried and has no dependant, or £300 a year if the pensioner is married or, being unmarried, has at least one dependant.

#### Notes

(a) The expression "unmarried" in relation to a pensioner includes a widower or widow.

(b) The expression "income" in the case of a married pensioner includes the income of both husband and wife; and in certain circumstances a married pensioner living apart from his wife or her husband has to be treated as unmarried.

(c) In calculating a pensioner's income, the Pension Authority will disregard the first £52 a year of any income other than any pension to which Section 1 of the Act applies.

(d) The expression "dependant" means a person who is wholly or mainly supported by the pensioner, and whose total income from any other sources does not exceed £52 a year, and who is either—

- (i) a person who has not attained the age of 16 years or who, if he or she has attained that age, is receiving full-time instruction at any educational establishment or is undergoing training for any trade, profession or vocation. (In calculating the income of such a person, no account will be taken of any income from a scholarship or other educational endowment); or
- (ii) the father, mother, brother, sister, child (including stepchild, illegitimate child, and in certain cases adopted child), uncle or aunt of the pensioner, or of the husband or wife of the pensioner, or of the deceased husband or wife of the pensioner, or
- (iii) the child of any such person as is mentioned in (ii) above; or
- (iv) the stepfather or stepmother of the pensioner.

(2) The second condition is that the pensioner must—

- (a) be not under 60 years of age; or
- (b) be under 16 years of age; or
- (c) be permanently incapacitated by infirmity from engaging in any regular full-time employment; or
- (d) have retired on account of physical or mental infirmity from the service in respect of which the pension is payable;

unless the pensioner is a woman with at least one dependant (as defined above) or a woman not under 40 years of age whose pension is payable in respect of the services of her deceased husband.

A pensioner who claims an increase *solely* under (c) and is not eligible for it on other grounds should send to the Department from which his pension is received a certificate from his private medical adviser in support of his claim.

III. Subject to the qualifications set out below, the scale of increases which may be granted under Section 1 of the Act is as follows:—

Amount of Pension		Maximum Increase
If the pensioner is unmarried and has no dependant	If the pensioner is married or, being unmarried, has at least one dependant	
(a) Not exceeding £75 a year ...	Not exceeding £100 a year ...	30%
(b) Exceeding £75 but not exceeding £150 a year.	Exceeding £100 but not exceeding £200 a year.	25%
(c) Exceeding £150 but not exceeding £225 a year.	Exceeding £200 but not exceeding £300 a year.	20%

The following are the qualifications:—

- (i) If the amount to which a pension may be increased under the above scale is less than the amount to which a smaller pension might be increased, it may be increased to the latter amount.
- (ii) No pension may be increased to an amount which would bring the income of the pensioner, including the increased pension, but excluding the first £52 of any income other than any pension to which Section 1 of the Act applies, above £225 a year in the case of a pensioner who is unmarried and has no dependant, or above £300 a year in the case of a pensioner who is married or, being unmarried, has at least one dependant.
- (iii) Where a pension has been increased as a result of the inclusion in pensionable emoluments of war bonus or other similar allowance since 3rd September, 1939, the increase allowable under the Act has to be calculated as if the pension had not been increased by such inclusion and the amount of the pension attributable to such inclusion has to be deducted from the amount of increase allowable under the Act.
- (iv) Where a pensioner in receipt of a pension which may be increased under Section 1 of the Act is also in receipt of another such pension or of a service pension (granted in respect of service in His Majesty's naval, military or air forces), each of such pensions has, for the purpose of determining the percentage rate of increase, to be treated as a pension of an amount equal to the aggregate of the pensions. A service pension will, however, be disregarded for this purpose to the extent, if any, that it has been granted on account of death or disablement attributable to service in His Majesty's naval, military or air forces.
- (v) Where a woman and any person under 16 years of age dependent upon her are in receipt of pensions which may be increased under Section 1 of the Act, and which are payable in respect of the service of the woman's deceased husband, each of the pensions has, for the purpose of determining the percentage rate of increase, to be treated as a pension of an amount equal to the aggregate of the pensions.
- (vi) Where part of a pension has been surrendered by a pensioner for the purpose of enabling the pension authority to grant a pension to the wife or husband of the pensioner payable during the pensioner's lifetime each of the pensions has, for the purpose of determining the percentage rate of increase, to be treated as a pension of an amount equal to the aggregate of the pensions.

IV. Where a pension has been increased under the Pensions (Increase) Acts, 1920 and 1924, any increase for which the pensioner is eligible under Section 1 of the Pensions (Increase) Act, 1944, will be calculated on the pension as increased under the earlier Acts.

V. Section 2 of the Act provides that a pension which is payable under the Superannuation Acts (i.e. a civil service pension) to a person who retired on or

after 21st February, 1922, or in respect of a person who died on or after that date (e.g. a widow's pension under the Injury Warrants) may be increased for the period after 31st December, 1943, until 31st December, 1945, as follows:—

Amount of Pension	Increase
Not exceeding £400 per annum ... ..	10 per cent.
Exceeding £400 per annum but not exceeding £600 per annum.	7½ per cent.
Exceeding £600 per annum but less than £645 per annum.	Up to £645 per annum

Provided that if the amount to which the pension may be increased under this scale is less than the amount to which it might have been increased if it had been smaller the pension may be increased to the last mentioned amount.

The increase is subject to the qualifications (iii) and (vi) explained in paragraph III above.

Where a pensioner is eligible for an increase both under Section 1 of the Act and under Section 2, the total amount of the increase is not to exceed the amount payable under whichever of these sections is more favourable.

(This Order should be posted for the information of all concerned.)

### 5835.—Parliamentary Electors (War-Time Registration) Act 1943—Arrangements for Voting by Admiralty Industrial and Non-Industrial Staff Serving Abroad

(C.E. 16092/44.—2 Nov. 1944.)

A.F.O. 4436/44 is to be amended as follows:—

Delete paragraph 8 and substitute the following:—

“When a person is appointed for duty abroad, it will be convenient for the formalities to be completed before he sails, but the declaration will be of no effect until the individual has actually left the United Kingdom and the declaration will be made on this understanding.

The following procedure should, therefore, be adopted:—

(a) *Non Industrial Staff*.—After completion of Parts 1 and 2 of the Green Cards, they will be retained until the officer has sailed when they should be forwarded to the Admiralty (C.E. Branch II), Bath. (No action should be taken locally in respect of Part 3 which will be dealt with at Headquarters.

(b) *Industrial Staff*.—After completion of Parts 1 and 2, the Green Cards will be retained until the workman has sailed. As soon as possible after his departure Part 3 should be completed by the Head of the Establishment or a Senior Officer nominated by him, and the form should then be forwarded direct to the Central National Registration Office for the country in which the address declared to is situated. The addresses of these offices are as follows:—

England and Wales ...	The Central National Registration Office, Southport, Lanes.
Scotland ... ..	The Central National Registration Office, 1 Queen Street, Edinburgh 2.
Northern Ireland ...	The Central National Registration Office, College Gardens, Belfast 11.

(A.F.O. 4436/44.)

### 5836. The Electricity (Factories Act) Special Regulations, 1944

(L. 4799/44.—2 Nov. 1944.)

The Electricity (Factories Act) Special Regulations, 1944, are reproduced in the Appendix to this Order for information and compliance as necessary in England, Scotland and Wales.

2. The following general notes are set down in amplification of the Explanatory Note, in the Appendix:—

(a) The Factories Act of 1937, extended the scope of the Factory and Workshops Act of 1901. For instance, the 1937 Act applies to Building Operations in general (not merely to those in which mechanical power

is used) to Civil Engineering work of various kinds (defined as “Works of Engineering Construction” in Section 152 of the Act), to (additional) work on ships and to Electrical Stations (defined in Section 103 of the Act). The Electricity (Factories Act) Special Regulations, 1944, now extend the scope of the Electricity Regulations as amended to conform to the scope of the 1937 Act.

- b) The exemption in Article 3 of S.R. & O. 1944, No. 739, is intended to deal with apparatus permanently installed in places which come temporarily within the scope of the Factories Act, 1937, e.g. where some work is being carried out at an existing building or on a ship undergoing repairs. This means that the permanent electrical installation of the building or ship does not require to be altered, merely on that account, so as to bring it into full conformity with the Factories Act Code. The exemption does not cover portable apparatus, even if it forms part of the permanent installation. It would not, therefore, be permissible to use such apparatus for work under the Factories Act unless it complies with the Factories Act Code, and the Code would have to be complied with as respects any apparatus (whether portable or not) brought temporarily on to the site or ship for the purposes of the Factories Act work.
- (c) Factories belonging to or in the occupation of the Crown and building operations and works of engineering construction undertaken by or on behalf of the Crown are not as such normally exempt if the provisions of the Factories Act otherwise apply (*vide* Sections 150 (1) and 151 (9) of the Act.)

3. The advice of the local H.M. Electrical Inspector of Factories should be sought by the E.E.M. of the Dockyard, associated in accordance with A.F.O. 375/44, in cases of doubt regarding the application of the Electricity Regulations. If considerable alterations to an electrical installation or equipment are involved the matter should be referred to Admiralty, but temporary measures to ensure safety should be taken in the meantime in accordance with the Electrical Inspector's advice.

#### APPENDIX

##### Statutory Rules and Orders

1944—No. 739

##### Factories

The Electricity (Factories Act) Special Regulations, 1944, dated June 12, 1944, made by the Minister of Labour and National Service under Section 60 of the Factories Act, 1937 (I Edw. 8 & I Geo. 6, c.67).

Whereas on the 23rd day of December, 1908, the Secretary of State by virtue of the powers conferred upon him by the Factory and Workshop Act 1901 (a) made Regulations (b) (hereinafter referred to as “the principal Regulations”) with respect to the generation, transformation, distribution and use of electrical energy (hereinafter referred to as “the said processes”) in factories and workshops and in places to which the provisions of Section 79 of that Act were applied by that Act:

And whereas the Minister of Labour and National Service (hereinafter referred to as “the Minister”) is satisfied that, save as hereinafter provided, the said processes and certain other processes in relation to the use of electrical energy in factories and in other premises, places, processes, operations and work to which the provisions of Part IV of the Factories Act, 1937, with respect to special regulations for safety and health are applied by that Act are of such a nature as to cause risk of bodily injury to persons employed in connection therewith, that is to say the said processes and also the processes of converting and of switching, controlling or otherwise regulating electrical energy in factories and such other premises, places, processes, operations and work as aforesaid, and that it is desirable that the principal Regulations should be extended and should otherwise be amended in manner hereinafter appearing:

Now, therefore, the Minister by virtue of the powers conferred upon him by Section 60 of the Factories Act, 1937, the Defence (Functions of Ministers) Regulations, 1941, and of all other powers in that behalf hereby makes the following Special Regulations:—

1. Short title, commencement and citation.—These regulations may be cited as the Electricity (Factories Act) Special Regulations, 1944, and shall come into force

on the First day of August, 1944, and these Regulations and the principal Regulations may be cited together as the Electricity (Factories Act) Special Regulations, 1908 and 1944.

2. *Amendment of scope of principal Regulations.*—The principal Regulations shall extend and apply to the generation, transformation, conversion, switching, controlling, regulating, distribution and use of electrical energy in any factory and in any premises, place, process, operation or work to which the provisions of Part IV of the Factories Act, 1937, with respect to special regulations for safety and health are applied by that Act.

3. *Amendment of exemptions.*—The paragraphs in the principal Regulations relating to exemptions shall have effect as if at the end thereof there were inserted the following paragraph :—

“ 8. Nothing in these Regulations shall apply to apparatus, other than portable apparatus, forming part of the permanent electrical installation of a building, structure, ship or place by reason only that the apparatus, or the installation of which it forms part, is used for the lighting of any building operation or work of engineering construction or work in a ship to which the provisions of Section 105 (2) or Section 106 of the Factories Act, 1937, apply or for the supply of electrical energy for the purposes of any such operation or work.”

4. *Amendment of Regulation 18 of the principal Regulations.*—Regulation 18 of the principal Regulations (which relates to switchboards for high pressure or extra high pressure) shall have effect as if the following paragraph were substituted for paragraph (d) thereof :—

“(d) When any work is done on any switchboard for high pressure or extra high pressure, the switchboard shall be made dead unless—

(1) the section of the switchboard on which the work is done (hereinafter referred to as ‘the relevant section’) is made dead and every other section which is live is either (i) so separated from the relevant section by permanent or removable divisions or screens as not to be a source of danger to persons working on the relevant section, or (ii) in such a position or of such construction as to be as safe as if so separated as aforesaid ; or

(2) the switchboard itself is so arranged as to secure that the work is done without danger without taking any of the precautions aforesaid.”

Signed by order of the Minister of Labour and National Service this 12th day of June, 1944.

T. W. PHILLIPS,

Secretary of the Ministry of  
Labour and National Service.

*Explanatory Note*

These Regulations relate to the safety precautions required in connection with the use of electrical energy.

The principal Regulations, made in 1908, are now in certain aspects out of date. The main object of the new Regulations is to bring them up to date by applying them (under powers given by Section 60 of the Factories Act, 1937) to additional electrical processes and also to additional places, operations and works, particularly as regards work on ships, building operations and works of engineering construction ; they would not in general apply to the use for such work of non-portable apparatus forming part of the permanent electrical installation of the ships, buildings, etc.

The new Regulations also make a drafting amendment in Regulation 18 of the principal Regulations with the object of removing a difficulty of interpretation to which attention was called in recent proceedings in the High Court. It appeared that, as previously worded, the Regulations would permit work on a dead section of a switchboard in dangerous proximity to a live section, if the live section could be screened off so as to prevent danger but is not so screened off in fact.

(A.F.O. 375/44.)

5837.—Assistants (Carpenter Gradings) and Temporary Experimental Assistants—  
Payment for Extra Attendance

(C.E. 56643/42.—2 Nov. 1944.)

The arrangements whereby Assistants I (Carpenter grading) and Temporary Experimental Assistants I are awarded gratuities for extra hours worked over consecutive periods of four weeks are suspended and the revised procedure necessitated by P.A.Y.E. is to be applied to these grades, i.e. these officers should be paid overtime in respect of each weekly period ending Saturday midnight for hours in excess of 46 hours if the officer is conditioned to a weekly attendance of 42 hours, and for hours in excess of 48 if the officer is conditioned to a weekly attendance of 44 hours.

2. Temporary Experimental Assistants II and III are eligible for payment for overtime and Sunday attendance under the conditions laid down for Assistants II and III (Carpenter gradings) in Cash Duties Instructions, Article 54 (8A) and the general wartime instructions concerning Sunday attendance by non-industrial staff are applicable to these grades. The rates payable for overtime are subject to over-riding maxima of the rates based on a salary of £350 per annum (basic).

(B.R. 669—Cash Duties Instructions, Article 54 (8A).)

(A.F.Os. 2452/42, 1328/44 and 1443/44.)

(A.F.Os. 2638/40, 4042/40 and 5604/42 are cancelled.)

5838.—Non-enemy Fires at Naval and Civil Establishments—Report of

(M/L.D. (PD). 325/43.—2 Nov. 1944.)

It has been decided that reports of all non-enemy fires in Admiralty Naval and Civil establishments should be rendered in the manner shown hereunder.

2. A form of report is also given by which particulars of an aircraft fire are to be reported.

3. These reports are to be forwarded in duplicate to the Admiralty without delay through the normal administrative channels.

ADMIRALTY SHORE ESTABLISHMENT

*Fire Report*

Command..... Establishment.....

1. *Fire Call*

A. Time fire discovered.....  
B. Call transmitted by.....at.....hrs.  
On..... To.....  
Appliances sent..... personnel.....  
C. Arrival..... hrs. ....  
D. Extinguished ..... hrs. ....

2. *Particulars of Fire*

A. Brief description of fire, i.e. buildings involved.....  
B. Category of fire (major, serious, medium, small).....  
C. Presumed cause .....  
D. Where fire started .....  
E. Where fire spread to.....  
F. Brief description of damage (buildings and contents).....  
.....  
G. Estimated loss—Buildings..... Contents.....  
H. What equipment was in operation before arrival of fire appliance.....  
.....  
I. Is a Board of Enquiry to be held.....

3. *Casualties*

A. Lives lost..... (ii) Persons injured.....

4. *Assistance called (N.F.S., etc.)*

A. Time called..... B. Time arrived.....  
C. Appliances .....

5. *Special remarks.*—Give any cause that hindered rescue, salvage work or fire-fighting operations, etc., failure of water supplies or appliances.

## R.N. FIRE FORCE

*Report of Attendance at Aircraft Fire*

Command..... Station.....

1. *Call*

Called by.....Time.....Date.....

2. *Particulars of Fire*

- A. Location of crash tender at time of alarm.....
- B. Time taken to reach aircraft.....
- C. Type of aircraft.....
- D. Location and distance from airfield centre.....
- E. Aircraft crew No..... killed..... injured.....
- F. Number of persons rescued.....
- G. Estimated damage (X.Y.Z.) Airframe.....
- Engine, single or pt.....
- Starb.....
- H. How fire originated, i.e. refuelling, defuelling, starting engine, take off, landing, maintenance or repair.....
- I. Point of fire's origin.....
- J. Rapidity of fire spread and factors contributing.....
- K. Effectiveness of extinguishing agents used.....
- L. Difficulties encountered in rescue work.....
- M. Difficulties in reaching scene of fire, e.g. soft ground, ditches, obstructions.....
- N. Other information or suggestions.....

3. *Particulars of Attendance*

- A. Who controlled fire-fighting and rescue operations.....
- B. Number and type of crash tenders in attendance.....
- C. Was N.F.S. in attendance.....
- D. What extinguishing medium did the N.F.S. use and its effect.....

## 5839—Passenger Traffic on Railways (Winter 1944-45)—Restriction—Industrials and Non-Industrials

(C.E. 18764/44.—2 Nov. 1944.)

It is of paramount importance that passenger traffic on the railways during the coming winter should be reduced to a minimum, and accordingly it has been decided to apply the same restrictions on free and partly free journeys for Civil Servants as were in operation last winter, viz., that free and/or partly free journeys allowed under the provisions of A.F.O. 4846/44, paragraphs 203-218, to evacuated officers and those on detached duty should be limited to two during the period 1st October, 1944, to 31st March, 1945, inclusive. Neither of these two journeys should be permitted during the Christmas holiday period.

2. The twelve months during which an officer may be entitled to two free journeys will, in many cases, end during the restricted period, but no "carry forward" can be allowed to any officer who as a result loses his entitlement to one or more assisted journeys.

3. The foregoing restrictions apply also to industrial employees.

(A.F.O. 4846/44.)

## 5840.—Submarine Batteries—Replacement Containers, Cat. X.105

(D. 6435/44.—2 Nov. 1944.)

It is necessary to maintain, for casual replacements, small stocks of fabricated containers, Cat. No. X.105, together with covers, Cat. No. X.118, and washers, Cat. No. X.69B, X.66A and X.67A, until production permits the establishment of normal stocks of these components at dockyards and bases. The containers, covers and washers are those required in accordance with C.A.F.O. 2217/43, paragraph 7.

2. It has, therefore, been arranged for six of these containers, together with covers, washers and necessary ebonite sheets (two per container, Cat. X.121, which should be fitted to protect the rubber lining, to be forwarded to each of:—

Chatham	Sheerness	Ardrossan	Dundee
Durban	Gladstone Dock	Portsmouth	Bombay
Scotstoun	(Liverpool)	Tilbury	Wallsend
Troon	Port Said	Medway II	Rosyth
Blyth			

3. In addition, twelve containers with covers and washers are being sent to Gibraltar and Malta.

4. Replacements are to be demanded from Admiralty, quoting this order as the authority.

(Devonport Yard Letter, 25 Apr. 1944, No. 2032.)

(C.A.F.O. 2217/43.)

## 5841.—Merchant Ships' Supplies and Services—Accounting—REPORTS

(W.G.F. 463/44.—2 Nov. 1944.)

The purpose of these revised instructions is to achieve a simple allocation of financial responsibility between the Admiralty and the Ministry of War Transport for the cost of supplies and services to merchant ships. Accordingly, the following accounting procedure (except for supplies and services for D.E.M.S. purposes, for which instructions with regard to foreign vessels are given in C.A.F.O. 740/43) should be put into force forthwith.

2. *Vessels owned or chartered by the Ministry of War Transport and not covered by paragraph 3.*—(a) The cost of all such supplies and services will be recovered from the Ministry of War Transport, costs being calculated on a Group C (private individual) basis. For issues and services abroad (other than fuel), local recovery (Form D.94) should, whenever practicable, be effected from the local Ministry of War Transport representative or, if there is no representative, from a Sea Transport Officer holding funds for account of the Ministry. If local recovery is not practicable, the charges involved should be reported to the Admiralty (D.N.A.) on Forms D.72d or V.108, as claims against the Ministry of War Transport (except as provided in sub-paragraph (b)). For issues and services at home (other than fuel), claims on Form 94 should be raised direct on the Accountant General, F.S.3, Ministry of War Transport, Blackpool. In all cases a separate claim should be submitted for each vessel. The head of charge in the Cost Accounts for Vote 8 charges is Item 2 of Section F, Account No. 88.

(b) Issues of fuel from dockyards, etc., with Expense Accounts staff should continue to be reported on Form D.90, accompanied by the appropriate vouchers. Values are not required, and quantities only should be given on the Form. Valuation for Costs Accounts is also not required, nor is the cost of supplying. The procedure for issues of fuel from other sources remains unchanged. Valuation of all fuel issues will be made by the Ministry of War Transport, and financial settlement made direct with the Admiralty.

(c) Except as provided in paragraph (b), D.90 procedure will be discontinued, but reports which have already been prepared on D.90 should be forwarded as such.

(d) Issues of stores and provision of services from ships and from shore establishments which do not render Returns D.72 or V.108, should be reported to the Admiralty for action, as hitherto.

(e) Issues of stores and provision of services to Italian ships on charter to the Ministry of War Transport should, as a special exception, not be the subject of local recovery, and should be reported to the Admiralty as a claim. Issues of fuel to such vessels should be dealt with as in (b) above.

3. *Vessels owned by or on bareboat charter to the Ministry of War Transport, and engaged on Admiralty service.*—The cost of supplies and services will not be recovered from the Ministry but should continue to be charged to Navy Votes as for commissioned ships. The Admiralty and not the Ministry will be responsible for all disbursements in respect of such vessels. In any case of doubt as to the status or terms of charter of a vessel, the local Ministry of War Transport representative should be consulted. Claims or accounts from the owners of such vessels or their Managers and Agents will, however, continue to be the responsibility of the Ministry of War Transport.

4. *Vessels owned or chartered by United States War Shipping Administration or United States Army Transport Service, excluding those demise-chartered to Ministry of War Transport.*—These vessels usually fly the United States or Panamanian Flag.

(a) Supplies of fuel should be treated as in paragraph 2(b) above.

(b) All other expenditure on these vessels should be assessed on a Group C basis and recovered locally from the ships' agents. Where local recovery is not possible the expenditure should be reported on Claim Form D.72d as a charge against the U.S.W.S.A. or U.S.A.T.S.

5. *All other merchant vessels.*—Before supplies are made or services rendered to other vessels, the local Ministry of War Transport representative or Sea Transport Officer should be consulted. Recovery should be effected locally from ships' agents if practicable but, if local recovery is impracticable, the cost, assessed on a Group C basis, should be reported on Form D.72d for Admiralty recovery.

6. *Disbursements for ships under control of Ministry of War Transport.*—Disbursements for ships under control of Ministry of War Transport, excluding Ministry-owned vessels and vessels on bareboat charter to the Ministry when on Admiralty service, are normally paid by the ships' agents or, in certain conditions, by the Ministry of War Transport representative or Sea Transport Officer. Such disbursements, including claims or accounts from the owners, managers or agents of vessels on bareboat charter to the Ministry, or Ministry owned, should in no circumstances be met by Base Accountant Officers or Dockyard Cashiers if a Ministry of War Transport representative, or a Sea Transport Officer holding an imprest for the Ministry of War Transport, is available. If, owing to special circumstances, any such disbursements have to be made by Admiralty Paying Officers, they should be immediately reported to the Admiralty (D.N.A.5A) by microgram, where possible, with ship's name and nationality and the names of the operators, with an explanatory note in order that recovery may be effected from the Ministry of War Transport. Disbursements for Ministry-owned vessels and vessels on bareboat charter to the Ministry should, when these vessels are on Admiralty service, continue to be paid by Admiralty Officers as a charge to Navy Votes. Claims or accounts from the owners of such vessels or their Managers and Agents will, however, continue to be the responsibility of the Ministry of Transport.

7. *Cash Advances to Masters.*—Cash advances to Masters should not normally be made, such requirements being usually met by the ships' agents or Ministry of War Transport representative. Where, however, in the absence of such local facilities, it is found necessary to advance cash from Naval funds, the transactions should be reported by signal to the Admiralty (D.N.A. 5A) on the day they occur, to enable immediate recovery to be effected through the Ministry of War Transport.

8. *Cash Advances to Sea Transport Officers or Ministry of War Transport Representatives.*—Cash advances made to Sea Transport Officers or Ministry of War Transport representatives for the purpose of meeting disbursements on behalf of the Ministry of War Transport should be reported immediately by signal as in paragraph 7 above.

(Expense Accounts Instructions—Repayment Services, Article 120.)

(A.F.Os. 4439/44 and 4841/44 are cancelled.)

(C.A.F.O. 740/43.)

#### 5842.—M/T Vehicles and Machinery Employed on Airfields—Uses and Marking

(A/A/C Accs. 1089/44.—2 Nov. 1944.)

All vehicles and machinery which are employed regularly in the landing area are to be painted a distinctive colour in vivid contrast to the prevalent colour of the landing ground as seen from the air. For home stations this colour is to be bright orange. For the purpose of this order the landing area is defined as the area bounded

on runway airfields by the inner edge of the perimeter track, or on grass airfields by the landing boundary markings.

2. The runway controller's van or portable three-sided canvas wind break is to be painted in black and white squares.

3. In addition, a double disc signal is to be carried by all prime movers (i.e. powered vehicles) employed regularly in the landing area, with the exception of runway controller's van, crash or fire tenders and station ambulance. These signals are to be constructed from station resources in accordance with A.F.O. Diagram 379/44 and are to be of the same colour as the vehicle. The signal is to be supported on a mast fitted to the vehicle, and if possible, at a sufficient height to be visible to a pilot in an aircraft from any part of the landing area. Where this is not practicable the signal is to be carried at the maximum height compatible with safety.

4. All other R.N., other service or works contractors' vehicles employed on temporary duty within the landing area whilst any flying is in progress are to be marked only with a double disc signal referred to in paragraph 3 above.

5. Drivers of M/T vehicles are to report at the airfield control building on their first visit to an airfield and on the renewal of their permit, and are to read the instructions concerning the regulating of M/T vehicles and machinery employed on airfields. A copy of the Commanding Officer's orders containing relevant portions of this A.F.O. is to be kept available in the control building for this purpose.

6. No driver is to be permitted to drive a vehicle on the perimeter track or the landing area at night until he is aware of the type of lighting in use, the nature of the ground control and the marshalling arrangements in force for the night in question.

7. No M/T vehicle may proceed along a runway unless permission to do so has been given by the Flying Control Officer. The perimeter track is only to be used by M/T vehicles where no alternative route is available. These restrictions do not, however, apply to crash or fire tenders and ambulances when they are proceeding to an aircraft accident.

8. M/T vehicles on airfields are to give way to aircraft on all occasions even at the risk of damage to the vehicle. This, however, does not absolve air crews and Flying Control staff from taking all necessary precautions for the prevention of collisions.

9. M/T vehicles are to be halted immediately before being driven on to the perimeter track, and are not to be moved on to it until the driver is certain that no movement is taking place or likely to take place near the point of entry.

10. M/T vehicles using the perimeter track are to be driven along the outer edge of the track furthest from the landing area. They are to be halted as little as possible and are not to be reversed, parked or left untended on this track. When meeting each other they are to pass offside to offside but are to keep as close to the outer edge of the track as is practicable.

11. M/T vehicles when proceeding on or inside the perimeter track are to be under the orders of the Flying Control Officer. M/T drivers are responsible for making themselves conversant with the types of signals which may be received from Flying or Runway Controllers and are to conform immediately to any orders or signals made from the control position.

12. M/T vehicles are not to be driven under the wings of aircraft except when necessary in connection with work on the aircraft.

13. With the exception of crash or fire tenders and ambulances proceeding to an aircraft accident, the speed of all M/T vehicles approaching or using the portions of an airfield used for parking or taxiing aircraft is not to exceed 15 miles an hour and should be further restricted as necessary to suit local conditions.

14. A notice, of sufficient size to be read by the drivers of moving M/T vehicles on entering the Station is to be displayed at all entrances to R.N. Air Stations. It is to state that visiting drivers are to report in person to the Flying Control Officer in the airfield control building on the occasion of their first visit to an airfield and on the renewal of their permit before proceeding on to the perimeter track, and that failure to do so renders civilian drivers liable to prosecution. It is also to state that all vehicles must give way to aircraft. This notice is also to be endorsed in large letters on the permits of drivers of M/T vehicles.

(A.F.O. 917/44.)

