

(See A.F.O. Diagram Issues No. 42 and 43/45)

RESTRICTED

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

# ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,  
18th October, 1945.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

*H. V. Markham*

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

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

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## ADMIRALTY FLEET ORDERS

No. Subject.

18th October, 1945.

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

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5910. Merchant Ships—Radio Communications with.  
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## SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.

5912. Air—Ratings—Aircraft Maintenance Branches—Transfer of Airmen from Royal Air Force.  
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5918. Combined Operations, R.M.L.C. and L.C. Base Mobile Personnel on East Indies Station—Administration—Functions of S.O.R.N.E.(I).  
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5920. Commissioned Officer from Warrant Rank—Grant of War Service Rank of Lieutenant.  
5921. Customs Privileges—Duty Free Concession for Gift Parcels Sent to the United Kingdom by Personnel in H.M. Forces Overseas.  
5922. Customs—Privileges—Effect of Purchase Tax.  
5923. Discipline—Offenders—Sickness While Awaiting Trial or After Sentence.  
5924. Educational—Adult Education and Vocational Training—Notation on Service Certificate of Qualification as an E.V.T. Instructor.  
5925. Exhibition War Pictures—National—at the Royal Academy.  
5926. Films—Instructional—Titles—"I.F.F., Mark III" (Serial No. G.698).  
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5928. Food Rationing—H.M. Ships at Home and Shore Establishments Abroad.  
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*(Issued separately on 18th October, 1945.)*SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.—*contd.*

5904. Manpower—Re-allocation—Forms—S.161R Completion.  
5905. Manpower—Re-allocation—Release, General—Release in Class A.  
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5907. Manpower—Re-allocation—T.124 and Variant Agreements Personnel—Return to United Kingdom of T.124X Ratings.  
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5909. Manpower—Re-allocation—Broadcast by the Minister of Labour, The Right Hon. George Isaacs, on 3rd October, 1945. *(Included in Notice Boards only.)*  
5930. Medals, Decorations, Honours—Gallantry Awards—Payment of Monetary Benefits.  
5931. Medals, Decorations, Honours—"London Gazette" Supplement of 9th October, 1945.  
5932. Money—Netherlands Currency—Conversion.  
5933. Non-Substantive Ratings—Radar Control and Radar Plot.  
5934. Officiating Ministers of Religion—Capitation Fees—Basis of Assessment when the same Minister is Appointed for more than One of the Services.  
5935. Promotion to Commissioned and Warrant Rank from Lower Deck—Temporary Engineering Commissions—Selection and Training.  
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5938. Sea Cadet Corps—Uniform.  
5939. Sports—R.N. and R.M. Sports Control Board—Donation. *(Included in Notice Boards only.)*  
5940. Stores—Administrative and General—Tool Kits for Air Personnel.  
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5942. Subordinate Officers—Midshipmen—Sea Training—Duties of Responsible Officers—Issue of B.R.  
5943. Surgeons and Agents—Scilly Isles and London District No. 11.  
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5947. W.R.N.S.—Welfare Enquiries.

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## 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.)*

5948. Aircraft—Ammunition—R.P. Motors, Heads, etc.—Motors, Rocket, Aircraft, 3-in., No. 1, Mark III, Lot R.3920—Withdrawal—REPORTS.  
5949. Aircraft—Guns—Browning 0.50 in.—Modification to Sear Slide and Revised Method of Timing.  
5950. Aircraft—Pyrotechnics—Flare, Ground, Indicating, Yellow—No. 1, Mark I—Introduction.  
5951. Ammunition—Fuzes, Primers and Tubes—Tubes, Vent, Electric, 1-in. R.T.L. Manufacture—Withdrawal of Certain Lots.  
5952. Ammunition—General—Schermuly Rocket Line Carrying Ammunition and Line Throwing Rifles—Supply.  
5953. Ammunition—40-mm. Bofors—Chargers, Marks IV and V of U.S. Manufacture—Weakness in Design.  
5954. Ammunition—7.5-in. to 16-in.—Withdrawal of 15-in. A.P.C. Mark XXII, B.N.T. Shell of Crucible Steel Co. Manufacture—REPORTS.  
5955. Ammunition Supply—Naval Armament Depots—Supply Tests and Returns of Ammunition—REPORTS.  
5956. Ammunition Supply—Naval Armament Depots—Supply, Tests and Returns of Ammunition—REPORTS.  
5957. Guns—American—Q.F., 40-mm. M1 and Mounts, Single, 40-mm. M1—Adjustment of Spare Gear carried by Ships—REPORTS.  
5958. Guns—2-pdr.—Q.F. Mark II\*, II\*C and VIII—Cartridge Head Space Adjustment.  
5959. Guns—40-mm. Bofors Marks IV, VIII, IX, X and XI—Failure of Breech Closed Indicator.  
5960. Guns—0.50-in. Browning—Accelerator Stop, Sear and Accelerator Stop Retainer and Modified Locking Piece.  
5961. Guns—0.50-in. Browning—Gauges, Combination.

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

5962. Electrical—Amplifiers—Double Motion, for R.P.C.  
5963. Electrical—Communications, Internal—Telephone Equipment—Instruments—Telephones Mark X\*\* and X\*\*\* (Patterns 12500 and 12501)—Fitting Policy.  
5964. Electrical—Cranes, Lifts and Winches—Aircraft Elevators—Maintenance

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

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

5965. Electrical—Electrical Subjects—General—Electrical Machinery and Transformers Manufactured in U.S.A.—Repair.
5966. Electrical—Lighting—Navigation Lights—Anchor and Overtaking Lights—Screening.
5967. Minesweeping—General—Minelaying, Minesweeping (All Types), Danlaying, Mine Location, Paravanes, T.S.D.S., Depth Charges, Ahead Throwing Weapons and Certain Anti-Torpedo Devices, Equipment Trials.
5968. Whitehead—Torpedoes—General—Torpedo History Sheets—Balance Chamber Measurement and Depth Gear Adjustment Figures for 18-in., Marks 12-15 and 21 in., Marks 8 and 9 Type Torpedoes.
5969. Whitehead—Torpedo Equipment and Trials—Stores, Tools and Maintenance—Modification to Insulated Spanners St. Nos. 15205 and 15197 for 21-in Mark 11 Torpedoes.

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

5970. Compasses—Gyro Repeater in Wheelhouse in L.S.T. (3).

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

5971. Aircraft—Carriers—Escort—Accelerators, Type H, Mark II, Mark II, Mod. 1 and Mark IV C—As. and As.—REPORTS.
5972. Machinery—Auxiliary Steaming—Auxiliary Feed Pump Suctions.
5973. Machinery—Engines—Internal Combustion—Ships Boats and Harbour Craft—Maintenance.
5974. Submarines—Engines—Admiralty Design—Modification to Camshaft Drive Keys and Keyways—As. and As.

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

5975. Radar—Operational and General—Power Supply Outfit DXB—Fitting-Out Information.
5976. Radar—Operational and General—Sets Fitted and Current Fitting Programme.
5977. Radar—Type 279/79/B—Fitting of Video Filter Unit.
5978. Radar—Type 942—Fitting-Out Information.
5979. W/T and Radar—Operational and General—Lamps, Electric, Tungsten Filament—Replacements for Lamps, Incandescent, Carbon Filament in Interlock Circuits on Switches, Drum Type.
5980. W/T—Operational and General—Remote Control—W/T Communications for Bombardment.
5981. W/T—Types TCS and 86M in Submarines—Fitting-Out Information.
5982. W/T—Types 616, 616M and 616P—Fitting-Out Information.
5983. Asdic, Echo Sounding and Hydrophone Stores—Deletion from Rate Book.
5984. Echo Sounding—Fitting and Maintenance—Naval, Commercial and American Sets—Maintenance and Instructional Facilities.
5985. Echo Sounding—Fitting and Maintenance—Recorders—Transmitting Contact Assembly—Types 762, 763/A, 764/A and 766 Series.

*Aircraft.*—(Technical.)

5986. Aircraft—Dinghies—Rescue Transmitter, T.3180 ("Walter", Mark I).

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

5987. Alterations and Additions to H.M. Ships—Administrative and General—Procedure—R.C.N. Destroyers.
5988. Combined Operations—L.C.G.(M)(1) and L.C.G.(M)(2)—Voicepipes to Magazines—Fitting.
5989. Combined Operations—L.C.V.—Operating Conditions.
5990. Combined Operations—L.S.T.(2)—Additional Naval Stores.
5991. Combined Operations—L.S.T.(3)—Table Fans—Revised Allowance.
5992. Destroyers—Officers, Bath, Aft—Fitting of Vent Pipe to Drain—As. and As.
5993. Electrical—Blue Filters for Local Illumination in Aircraft Direction Rooms—Introduction.
5994. Fires—Extinguishers—Methyl Bromide—Precautions to be Observed when Released.
5995. Fires—Extinguishers—Nuswift—Burst Charges—Replacement of Copper Charges by Steel Charges.
5996. Fires—Fighting—Ventilation Trunking for Machinery Compartments—Provision of Means for Preventing Ingress of Air—As. and As.
5997. Motors, Marine—Craft—Petrol-Driven—Inspection of Watertight Bulkheads.
5998. Ships—Hot-Cupboards, Patterns 1073 and 1074—Additional Lagging.
5999. Stores—Items—Aircraft—Barometer Ref. 6C/378 or 6C/531—Introduction.

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.*

6000. Stores—Items—Aircraft—I.R. Tubing and Fittings for Use with Pneumatic Hand Tools.
6001. Stores—Items—Aircraft—Pictorial Transfers for H and III Type Operating Heads—Introduction.
6002. Stores—Items—Lockers, Ammunition—Introduction.
6003. Stores—Items—Loudspeaker Unit, Pattern 12621—Introduction.
6004. Submarines—Lubricating Oil Priming Pumps—Sound Insulation As. and As.
6005. Telephone—Spares—Allowances for A.A. Ships.

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

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

6006. Clothing—Flying Clothing—Gloves, Cape Leather, Lightweight—Introduction.
6007. Films—Training Instructional Appliances—Still Projectors and Accessories—Allocation of Pattern Numbers and Supply of Spares.
6008. Stores—Items—Aircraft—Plastic, Hermetite No. 1310.

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

6009. Books of Reference—Amendments.
6010. Books of Reference—B.R. and O.U. Publications—Distribution During September, 1945.
6011. Books of Reference—B.R. 31, 32 and 32a—K.R. & A.I., 1943—Amendment No. 3/45—Distribution.
6012. Books of Reference—B.R. 347—Establishment of Naval Stores for H.M. Trawlers and Corvettes ("Flower" Class)—List of Errata No. 3 and Form D.116, List of Particulars—List of Errata No. 5.
6013. Books—Miscellaneous—Establishment of Naval Stores for 71-ft. 6-in. M.T.Bs.—List of Errata No. 1.
5881. Combined Operations—Index to A.F.Os. and C.A.F.Os. Relating to the Administration of C.O. and R.M.L.C. Personnel (Issued separately on 18th October, 1945. Distribution extended to all C.O. Craft and Bases.)
6014. Correspondence—Addresses—Armament Supply—Bridgend, R.N. Armament Depot.
6015. Correspondence—Addresses—Coastal Force Base, Plymouth—H.M.S. "Black Bat"—Paying Off.
6016. Correspondence—Addresses—Portsmouth Command Book Offices—Transfer.
6017. Forms S.450—Certificates of Officers' Conduct and Service.
6018. Post Office—Mail—Lost Mail.
6019. Publications—Air—Cancellations of Demands over Four Months Old.
6020. Publications—Air—Distribution from Belfast During Week Ending 29th September, 1945.
6021. Publications—Air—Distribution from Shepherds Bush During Week Ending 29th September, 1945.
6022. Publications—Air Publication (N)1—Allowances Under Centralized Maintenance.
5882. Publications—Airframe and Engine Publications—Supply Position. (Issued separately on 18th October, 1945, to Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Aircraft Carriers and Aircraft Maintenance and Repair Ships, Commanding Officers of R.N. Air Stations, Sections, Training Establishments and Squadrons, Superintendents and Officers-in-Charge of H.M. Naval Establishments and Naval Store Depots.)
6023. Resettlement in Civil Life—"Careers for Men and Women"—Pamphlet—Distribution.
6024. Resettlement in Civil Life—Prospectus of the Forces Preliminary Examination.

## SECTION 6.—SHORE ESTABLISHMENTS

6025. Admiralty—Advisers and Consultants—Appointments to Admiralty Material Departments and Experimental Establishments.
6026. Local Government—Local Elections (Service Abroad) Act, 1945—Arrangements for Voting at Local Elections by Admiralty Industrial and Non-Industrial Staff Serving Abroad.
6027. Official Residences—Allocation.
6028. Stores—Items—Firebricks—Shipment.
6029. Telephones—General Regulations—Allocation of Hand Microphones.
6030. Workpeople—Pay—Adult Civilian Electricians in England, Wales and N. Ireland.
6031. Workpeople—Pay—Awards and Inventions—Awards to Workmen for Original Proposals and Suggestions of Value—Amounts Available for Distribution—REPORT.
6032. Works Districts—Organization—Amendments.

*(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.

### 5910.—Radio Communication with Merchant Ships

(M. 1528/45.—18 Oct. 1945.)

The following instructions for Merchant Ships Radio Communication supersede those issued in A.F.O. 4553/45.

- (a) All merchant ship radio communications originated by or intended for Naval authorities shall be routed through stations now or hereafter listed in W.I.M.S.3, Appendix "A". No charge is to be made for this traffic.
- (b) Essential ships business messages transmitted ship to shore, shore to ship and intership are now permitted. No private messages are allowed.
- (c) Essential ships business messages may be routed via Naval or commercial channels and (excepting those referred to in (a) above) will be charged for at commercial rates.
- (d) Plain language or recognized commercial codes are to be used in all messages and International call signs.
- (e) Merchant ships will continue to guard B.A.M.S. schedules from zone and area stations.
- (f) Special single and two operator watch-keeping periods contained in Appendix B, W.I.M.S.3, remain in force except that ships operating exclusively in United Kingdom or continental European coastal trade and such other coastal traffic as is notified locally will revert to international periods.

*(A.F.O. 4553/45 is cancelled.)*

### 5911.—Names of H.M. Ships—Showing on Sterns, etc.

(M. 3991/45.—18 Oct. 1945.)

Arrangements are to be made for the names of H.M. ships to be shown on the sterns and quarterdeck screens in the same manner as before the war.

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

### 5912.—Aircraft Maintenance Branches—Transfer of Airmen from Royal Air Force

(N. 17907/45.—18 Oct. 1945.)

In accordance with the decision of H.M. Government a number of airmen have been transferred from the Royal Air Force to the Aircraft Maintenance Branches of the Royal Navy and the conditions of transfer are promulgated for information and guidance.

2. *Rating*—Airmen have been transferred to the ratings indicated in subparagraphs (i)–(ix) below:—

(i) Group I—Carpenter—

R.A.F. rank—	Transfers to the Royal Navy as—
Aircraftman 2nd class ...	Air Fitter (W) with R.A.F. group I seniority.
Aircraftman 1st class ...	Air Fitter (W) with R.A.F. group I seniority. Eligible, if recommended, on advancement to Leading Air Fitter (W) to have seniority ante-dated in accordance with existing Naval Regulations by three months (i.e. must have obtained 60 per cent. on qualifying as group I tradesman). Must be Q.S. (qualified to sign Form 700) before advancement.
Leading Aircraftman ...	Air Fitter (W) with R.A.F. group I seniority. Eligible, if recommended, on advancement to Leading Air Fitter (W) to have seniority ante-dated in accordance with existing Naval Regulations by six months (i.e. must have obtained 80 per cent. on qualifying as group I tradesman). Must be Q.S. before advancement.
Corporal ... ..	Leading Air Fitter (W) with seniority as Corporal in the Royal Air Force (Air Fitter (W) for one day).
Sergeant ... ..	Acting or confirmed Petty Officer Air Fitter (W) with seniority as Sergeant in the Royal Air Force (Air Fitter (W) for one day, Leading Air Fitter (W) for one day, and acting or confirmed Petty Officer the next).

(ii) Group I—Electrician—

R.A.F. rank—	Transfers to the Royal Navy as—
Aircraftman, 2nd class ...	Air Fitter (L) with R.A.F. group I seniority.
Aircraftman, 1st class ...	Air Fitter (L) with R.A.F. group I seniority. Eligible, if recommended, on advancement to Leading Air Fitter (L) to have seniority ante-dated in accordance with existing Naval Regulations by three months (i.e. must have obtained 60 per cent. on qualifying as group I tradesman). Must be Q.S. before advancement.
Leading Aircraftman ...	Air Fitter (L) with R.A.F. group I seniority. Eligible, if recommended, on advancement to Leading Air Fitter (L) to have seniority ante-dated in accordance with existing Naval Regulations by six months (i.e. must have obtained 80 per cent. on qualifying as group I tradesman). Must be Q.S. before advancement.
Corporal ... ..	Leading Air Fitter (L) with seniority as Corporal in the Royal Air Force (Air Fitter (L) for one day).
Sergeant ... ..	Acting or confirmed Petty Officer Air Fitter (L) with seniority as Sergeant in the Royal Air Force (Air Fitter (L) for one day, Leading Air Fitter (L) for one day, and acting or confirmed Petty Officer the next).

(iii) Group I—Fitter II (A) and (E)—

R.A.F. rank—	Transfers to the Royal Navy as—
Aircraftman, 2nd class ...	Air Fitter (A) or (E) with R.A.F. group I seniority.
Aircraftman, 1st class ...	Air Fitter (A) or (E) with R.A.F. group I seniority. Eligible, if recommended, on advancement to Leading Air Fitter (A) or (E) to have seniority ante-dated in accordance with existing Naval Regulations by three months (i.e. must have obtained 60 per cent. on qualifying as group I tradesman). Must be Q.S. before advancement.

Leading Aircraftman	...	Air Fitter (A) or (E) with R.A.F. group I seniority. Eligible, if recommended, on advancement to Leading Air Fitter (A) or (E) to have seniority ante-dated in accordance with existing Naval Regulations by six months (i.e. must have obtained 80 per cent. on qualifying as group I tradesman). Must be Q.S. before advancement.
Corporal	...	Leading Air Fitter (A) or (E) with seniority as Corporal in the Royal Air Force (Air Fitter (A) or (E) for one day).
Sergeant	...	Acting or confirmed Petty Officer Air Fitter (A) or (E) with seniority as Sergeant in the Royal Air Force (Air Fitter (A) or (E) for one day, Leading Air Fitter (A) or (E) for one day, and acting or confirmed Petty Officer the next).

## (iv) Group I—Fitter (armourer)—

R.A.F. rank—	Transfers to the Royal Navy as—	
Aircraftman, 2nd class	...	Air Fitter (O) with R.A.F. group I seniority.
Aircraftman, 1st class	...	Air Fitter (O) with R.A.F. group I seniority. Eligible, if recommended, on advancement to Leading Air Fitter (O) to have seniority ante-dated in accordance with existing Naval Regulations by three months (i.e. must have obtained 60 per cent. on qualifying as group I tradesman). Must be Q.S. before advancement.
Leading Aircraftman	...	Air Fitter (O) with R.A.F. group I seniority. Eligible, if recommended, on advancement to Leading Air Fitter (O) to have seniority ante-dated in accordance with existing Naval Regulations by six months (i.e. must have obtained 80 per cent. on qualifying as group I tradesman). Must be Q.S. before advancement.
Corporal	...	Leading Air Fitter (O) with seniority as Corporal in the Royal Air Force (Air Fitter (O) for one day).
Sergeant	...	Acting or confirmed Petty Officer Air Fitter (O) with seniority as Sergeant in the Royal Air Force (Air Fitter (O) for one day, Leading Air Fitter (O) for one day, and acting or confirmed Petty Officer the next).

## (v) Group II—Acetylene welder, sheet metal worker, coppersmith, blacksmith.

R.A.F. rank	Transfers to the Royal Navy as—	
Aircraftman, 2nd class	...	Air Fitter (M.W.) with R.A.F. group II seniority.
Aircraftman, 1st class	...	Air Fitter (M.W.) with R.A.F. group II seniority. Eligible if recommended, for advancement to Leading Air Fitter to have seniority ante-dated in accordance with existing Naval Regulations by three months (i.e. must have obtained 60 per cent. on qualifying as group II tradesman).
Leading Aircraftman	...	Air Fitter (M.W.) with R.A.F. group II seniority. Eligible, if recommended, on advancement to Leading Air Fitter to have seniority ante-dated in accordance with existing Naval Regulations by six months (i.e. must have obtained 80 per cent. on qualifying as group II tradesman).
Corporal	...	Leading Air Fitter (M.W.) with seniority as Corporal in the Royal Air Force (Air Fitter for one day).
Sergeant	...	Acting or confirmed Petty Officer Air Fitter (M.W.) with seniority as Sergeant in the Royal Air Force (Air Fitter for one day, Leading Air Fitter for one day and acting or confirmed Petty Officer the next). Eligible for conversion to Acting Engine Room Artificer (M.W.), 4th class, on completion of a minimum of five years' technical experience.

## (vi) Group II—Armourer—

R.A.F. rank—	Transfers to the Royal Navy as—	
Aircraftman, 2nd class	...	Air Mechanic II (O) with R.A.F. group II seniority.
Aircraftman, 1st class	...	Air Mechanic I (O) with R.A.F. group II seniority. Eligible, if recommended, for advancement to Acting Leading Air Mechanic (O) eighteen months from date of group II seniority. Must be Q.S. before advancement.
Leading Aircraftman	...	Air Mechanic I (O) with R.A.F. group II seniority. Eligible, if recommended, for advancement to Acting Leading Air Mechanic (O) fifteen months from date of group II seniority. Must be Q.S. before advancement.
Corporal	...	Acting Leading Air Mechanic (O) with seniority as R.A.F. Corporal (Air Mechanic I (O) for one day).

## (vii) Group II—Electrician—

R.A.F. rank—	Transfers to the Royal Navy as—	
Aircraftman, 2nd class	...	Air Mechanic II (L) with R.A.F. group II seniority
Aircraftman, 1st class	...	Air Mechanic I (L) with R.A.F. group II seniority. Eligible, if recommended, for advancement to Acting Leading Air Mechanic (L) eighteen months from date of group II seniority. Must be Q.S. before advancement.
Leading Aircraftman	...	Air Mechanic I (L) with R.A.F. group II seniority. Eligible, if recommended, for advancement to Acting Leading Air Mechanic (L) fifteen months from date of group II seniority. Must be Q.S. before advancement.
Corporal	...	Acting Leading Air Mechanic (L) with seniority as R.A.F. Corporal (Air Mechanic I (L) for one day).

## (viii) Group II—Flight Mechanic (A) and (E).

R.A.F. rank—	Transfers to the Royal Navy as—	
Aircraftman, 2nd class	...	Air Mechanic II (A) or (E) with R.A.F. group II seniority.
Aircraftman, 1st class	...	Air Mechanic I (A) or (E) with R.A.F. group II seniority. Eligible, if recommended, for advancement to Acting Leading Air Mechanic (A) or (E) eighteen months from date of group II seniority. Must be Q.S. before advancement.
Leading Aircraftman	...	Air Mechanic I (A) or (E) with R.A.F. group II seniority. Eligible, if recommended, for advancement to Acting Leading Air Mechanic (A) or (E) fifteen months from date of group II seniority. Must be Q.S. before advancement.
Corporal	...	Acting Leading Air Mechanic (A) or (E) with seniority as R.A.F. Corporal (Air Mechanic I (A) or (E) for one day).

(ix) Group II—Safety Equipment Worker. (*Note.*—It will be necessary for Safety Equipment Workers to re-qualify to Naval standard at the Safety Equipment School before confirmation in this non-substantive rating)—

R.A.F. rank—	Transfers to the Royal Navy as—	
Aircraftman, 2nd class	...	Naval Airman I (S) with seniority from date of transfer. On qualifying for Safety Equipment, 2nd class, will be eligible for advancement to Leading Airman (S).
Aircraftman, 1st class	...	Naval Airman I (S) with seniority as Aircraftman, 1st class. On qualifying for Safety Equipment, 2nd class, will be eligible for advancement to Leading Airman (S).

Leading Aircraftman ... Naval Airman I (S) with seniority from date of advancement to Aircraftman, 1st class. On qualifying for Safety Equipment, 2nd class, will be eligible for advancement to Leading Airman (S).

Corporal (Safety Equipment Worker standard) Acting Leading Airman (S) with seniority of R.A.F. Corporal until he has passed Safety Equipment, 2nd class course, at Safety Equipment School, when he will be confirmed (Naval Airman I for one day). Failure to qualify will entail reversion to Naval Airman I (S).

*Note.*—Safety Equipment Assistant standard cannot be accepted except as Naval Airman I.

3. In accordance with normal Naval Regulations, retention of the rating allotted under paragraph 2 above will be dependent on the maintenance of the standard of efficiency prescribed for the rating, but reversion for inefficiency will in no case be permitted within six months of transfer.

4. *Reckoning of Service.*—Service in the Royal Air Force will be reckonable in the Royal Navy for all purposes of release and pay, including good conduct badge pay, as though it had been approved service in the Royal Navy in a corresponding rating.

D.N.A. will assess the amount of former Royal Air Force service which can count for various Naval purposes, and will notify the man's unit so that it can be entered on his service certificate.

5. *Change-over Provisions.*—(i) Subject to sub-paragraphs (iii) and (iv) below, where the R.A.F. rate of pay (including good conduct badge pay) in issue at the date of transfer is more favourable than the Navy rate for the rating in which transfer is effected, the R.A.F. rate will be continued but no further increase over that rate will be admissible under R.A.F. conditions. War service increments, whether accruing before or after transfer will, however, be payable under normal conditions independently of the retained rate or any other rate of pay in issue.

(ii) Subject to sub-paragraph (iii) below, the rate mentioned in sub-paragraph (i) above will continue in issue on a mark-time basis until the rate admissible under normal Navy conditions becomes more favourable; except that, in the event of reversion to a lower rating for disciplinary reasons or for inefficiency, the authorized Navy rate for the lower rating will become operative from the date of such reversion, subject, in the case of inefficiency, to the six months' period of grace mentioned in paragraph 3 above.

(iii) Certain airmen will be in receipt of a preferential rate of pay in respect of a former Royal Air Force mustering and they will continue to receive that rate of pay for the appropriate period authorized under Royal Air Force rules. The date on which reversion is to take place and the amount of the revised rate will be noted in the ratings' Service Documents. In the event of reversion to a lower rating for disciplinary reasons or inefficiency, the authorized Navy rate for the lower rating will become operative from the date of such reversion, subject, in the case of inefficiency, to the six months' period of grace mentioned in paragraph 3 above.

(iv) Last Pay Certificates which indicate whether men are eligible for mark-time rates of pay, have been sent direct to H.M.S. "Gosling" by the R.A.F. authorities. Should such a certificate arrive after a man has left H.M.S. "Gosling" it is to be sent to the Commodore, R.N. Barracks, Lee-on-Solent, so that it can be forwarded to the Supply Officer to whose books the man's accounts has been transferred. Non-substantive pay (i.e. qualification pay and duty pay) will not be reckoned in the rate of R.A.F. pay to be retained on enlistment in the Navy.

6. *Family allowance, dependants' allowance, special dependants' allowance, pre-natal allowance and allotments.*—The rates of the above-mentioned allowances and the conditions of issue are generally the same in both services, but where, in any case, the R.A.F. rates or conditions are more favourable to the man than is provided under Navy regulations, the more favourable rate will be continued for such time as it would have remained in issue under R.A.F. regulations. Qualifying and contributory allotments in the Navy are, generally speaking, at the same rates, but, in any case where the existing R.A.F. rate is less, it will be maintained until the man receives an increase in pay when the appropriate Navy rate will come

into operation. In no case, however, will the rate of allotment be increased by a greater amount than the increase in pay. All the above-mentioned allowances, and also any voluntary allotments in issue at the time of transfer, will be continued automatically without a break.

7. *Leave.*—As far as possible airmen will have received prior to transfer all outstanding leave due to them. Each man should have in his possession a Royal Air Force leave card to which reference should be made whenever there is any uncertainty as to whether a man has had all the leave to which he is entitled.

### 5913.—B.Y.M.S. Officers—Schedules of Allowances

(D.N.A. 28780/45.—18 Oct. 1945.)

Allowances will be payable in British "Y" class minesweepers from dates of commissioning as follows:—

*Command Money* (Article 1560, K.R. and A.I.) at 3s. 0d. a day to Lieutenant Commander, Lieutenant or Skipper Lieutenant, or at 2s. 0d. a day to Chief Skipper or Skipper.

*First Lieutenant's Allowance* at 1s. 6d. a day to Lieutenant, Sub-Lieutenant or Skipper, subject to the provisions of Article 1565, clause 2, K.R. and A.I., and A.F.O. 4279/40, but not payable to Skipper class officers prior to 1st June, 1943.

*Machinery Allowance* (Article 1573, K.R. and A.I.) at 2s. 0d. a day to Lieutenant (E) or Sub-Lieutenant (E) (if fully qualified in (E)), when actually in charge of ship's propelling machinery and not payable to Flotilla Engineer officers unless embarked and in charge of the propelling machinery of an individual vessel.

*Store Allowance* at 6d. a day for combined charge of Naval and Naval Armament Stores, subject to the provisions of Appendix VIII, clause 17 (a, b and c), Volume II, K.R. and A.I.

2. Schedules of Allowances for individual ships will not be issued.

3. During periods of refit, payment of Command Money and First Lieutenant's Allowance is subject to the provisions of A.F.Os. 851/42 and 4067/45, and Machinery Allowance may be continued provided that the Engineers Officer remains in charge of the ship's propelling machinery. Rates of Store Allowances payable during refit will be notified by the Director of Navy Accounts.

4. Officers serving under T.124 or variant agreement are not eligible for the above allowances.

5. Service while the vessels are in full commission will count as "Ship of War at Sea".

6. Any cases of doubt should be referred to the Director of Navy Accounts, Branch 4 (Schedules).

(K.R. and A.I., Articles 1559, 1560, 1565, 1573, Appendix VIII.)

(A.F.Os. 4279/40, 851/42 and 4067/45.)

(A.F.O. 140/44 is cancelled.)

### \*5914.—British Subjects Born in Brazil and Possessing Brazilian Nationality—Military Service

(N. 15781/45.—18 Oct. 1945.)

An agreement has recently been concluded between the British and Brazilian Governments which, *inter alia*, regularizes the position of British subjects born in Brazil and therefore possessing Brazilian nationality, who are performing military or other war service for the Government of the United Kingdom.

2. All British subjects possessing Brazilian nationality, who entered into service in the armed forces of the United Kingdom, either in the United Kingdom or in British colonies, protectorates, or protected States, on or after 3rd September, 1939, will accordingly be entitled to a certificate of compliance with military service, in so far as their military obligations to Brazil are concerned.

3. Officers and ratings who desire to regularize their position in accordance with the terms of this agreement should submit their application through the usual channels to the Admiralty. The application should quote this Order and give full particulars as to the date and place (full address) of their birth and the places and dates of birth and marriage of their father, and also (if the latter was not born in British territory) of their paternal grandfather.

4. This information will be transmitted through diplomatic channels to the Brazilian authorities, who will record it for future reference. The action to be taken by an officer or rating who wishes to regularize his position *vis-a-vis* the Brazilian authorities will depend upon whether he proposes to return to Brazil immediately or at some later time. In the former case, he should apply for a visa in the ordinary way, producing his discharge papers. If he has already been registered in Brazil for military service, he should, on his return there, produce his Brazilian military papers, which will be annotated with the certificate of compliance by the Brazilian authorities in Brazil. If he joined the Royal Navy or Royal Marines prior to performing any Brazilian military service, he should apply to the Brazilian authorities in Brazil and will be provided with duly regularized Brazilian documents on production of his R.N. or R.M. discharge certificate. Those who do not wish to return to Brazil immediately but wish to regularize their position *vis-a-vis* the Brazilian authorities, should present themselves to a Brazilian Consulate, and on production of their R.N. or R.M. discharge certificate ask for a Brazilian certificate of compliance with military service. In cases of difficulty they may communicate with the British Embassy, Rio de Janeiro, which will give any assistance necessary to obtain their certificates.

5. Certificates will not be issued after the expiration of two years from the definite cessation of the war in which Brazil and the United Kingdom are engaged against their common enemy.

6. Steps are to be taken to ensure that this Order is brought to the notice of all concerned.

(A.F.O. 5012/44 is cancelled.)

**\*5915.—Canadians serving as Officers in the R.N.V.R.—Transfer to R.C.N.V.R. and R.C.N.**

(C.W. 53000/45.—18 Oct. 1945.)

The Canadian Naval Authorities have requested that the following information regarding transfers to the Royal Canadian Navy may be brought to the notice of all officers concerned:—

- (1) Officers serving in the R.N.V.R. (Air Branch) who were domiciled in Canada at the outbreak of war and other officers claiming previous Canadian domicile may apply for transfer to the Executive Branch of the R.C.N.V.R. providing they agree to an extension of their term of service to 30th September, 1947.
- (2) Officers volunteering and accepted for service under the two year plan will receive special consideration for transfer to the R.C.N. at any time during that period. It will be some months before such matters as war service time to count for pension, post-war rates, etc., can be finalized and a firm contract completed, but endeavour will be made to promulgate complete conditions of service in the R.C.N. as soon as possible.
- (3) Applications should be forwarded *via* service channels direct to the Secretary, Canadian Naval Mission Overseas, 10, Haymarket, London, S.W.1, for onward transmission to the Naval Service Headquarters, Ottawa.
- (4) Officers should forward with their applications a medical certificate signed by their medical officer stating that they fulfil the medical standards demanded for service in their respective branches of the Naval Air Arm.

(A.F.Os. 1520/45 and 5496/45.)

(A.F.Os. 4534/43 and 4588/44 are cancelled.)

**5916.—Naval Canteens—Navy, Army and Air Force Institutes—Balance Sheet as at 2nd September, 1944**

(V.2/6761/45.—18 Oct. 1945)

(Included in Notice Boards Issue only.)

**5917.—Combined Operations and Royal Marine Landing Craft Personnel—Instructions Governing the Centralization of Pay Accounts and Method of Payments**

(N. 22689/45.—18 Oct. 1945.)

The following *amendment* is to be made to A.F.O. 3443/45 as revised by A.F.O. 4840/45:—

(vii) Page 19, clause (15). Tropical Allowance.

Delete "Non-Taxable" and substitute "Taxable".

Add new note:—

"Note.—This allowance is to be paid under the conditions laid down in K.R. & A.L., Article 1642, and confined in the case of Wiremen (L.C.) to periods when main engines are in use and in the case of cooks to periods when galley fires are burning. Payable to Wiremen (L.C.) as from 3rd July, 1945".

(A.F.Os. 3443/45 and 4840/45.)

**5918.—Combined Operations, Royal Marine Landing Craft, and Landing Craft Base Mobile Personnel on East Indies Station—Administration of—Functions of S.O.R.N.E.(I).**

(N/C.O.P. 5647/45.—18 Oct. 1945.)

The administration of Combined Operations, Royal Marine Landing Craft, and Landing Craft Base Mobile Personnel on the East Indies station has been under consideration, and it has been approved that:—

- (a) Under the Commander-in-Chief's direction, the Senior Officer, Royal Naval Establishments (India), shall perform, in respect of all combined operations, Royal Marine landing craft, and landing craft base mobile personnel on the station, whether allocated to an assault force or otherwise, similar functions to those carried out by the commodore of a home depot, provided the functions thus allotted to him do not exceed those normally assumed, in regard to manning and personnel administration, by the Commander-in-Chief of a station abroad. He will *not* inform next of kin of casualties, or keep advancement rosters.
- (b) He shall similarly be the co-ordinating authority for all proposals, emanating from the assault forces or other units associated with amphibious operations on the East Indies station, concerning the modification of existing arrangements with regard to the pay and victualling of amphibious operations personnel.
- (c) Pay lists, returns, and correspondence on routine matters shall be passed direct between H.M.S. "Copra" on the one hand and commanding officers of craft, C.O. units and bases, on the other, but correspondence on matters of importance or principle, whether from home or station authorities, shall be sent through the usual service channels, including S.O.R.N.E.(I) under (a) above.

**5919.—Major Landing Craft—Summary of Complements**

(N/C.O.P. 7598/45.—18 Oct. 1945.)

A.F.O. 5286/45 is to be *amended* as follows:—

Page 9. Under heading "Section A—Major Landing Craft—Squadron Staffs—" insert "Composite Support Squadron".

(A.F.O. 5286/45.)

**\*5920.—Commissioned Officers from Warrant Rank—Grant of War Service Rank of Lieutenant**

(C.W. 66105/45.—18 Oct. 1945.)

All Commissioned Officers from Warrant Rank (permanent and temporary) who have held that rank (confirmed or acting) for one year during the present emergency, will be granted the War Service rank of Lieutenant on ceasing employment, subject to a satisfactory record.

(A.F.O. 2995/45, paragraph 7 and A.F.O. 3009/45.)

**\*5921.—Customs Duty Free Concession for Gift Parcels Sent to the United Kingdom by Personnel in H.M. Forces Overseas**

(N.L. 13371/45.—18 Oct. 1945.)

H.M. Customs and Excise have reported that a scrutiny of "Forces" parcels, particularly those not bearing duty free concession labels (*vide* paragraph 59 of A.F.O. 3989/45) reveals that there is a very serious increase in irregularities and attempts to evade payment of Customs duty and purchase tax. In many cases parcels are insufficiently or falsely declared. It is pointed out that all goods sent home by parcel must be accurately and truthfully declared and that general terms such as "gifts" or "personal effects" must be avoided; parcels bearing such vague declarations are not to be accepted for posting in H.M. ships or establishments.

2. H.M. Customs and Excise have power to impound parcels which infringe their regulations and impounded parcels become the property of the Crown.

3. Parcels found to contain enemy material as described in A.F.O. 2563/45 will invariably be seized by H.M. Customs and Excise and disciplinary action will be instituted against the sender.

(A.F.Os. 2563/45 and 3989/45.)

**5922.—Customs Privileges—Effect of Purchase Tax**

(N.L. 9021/45.—18 Oct. 1945.)

*General.*—The Customs Regulations and Concessions referred to in King's Regulations and Admiralty Instructions, Article 913, apply with certain modifications, to articles chargeable with purchase tax. The principal articles chargeable with purchase tax are similar to those set out in Clause 2 of Article 913 with the exception that tobacco, cigars, cigarettes and articles of food and drink, are not chargeable with purchase tax.

2. *Tax-Free Stores.*—Special arrangements have been made with the Board of Customs and Excise to permit articles chargeable with purchase tax to be shipped tax-free as stores in H.M. Ships which are entitled to receive duty-free mess and canteen stores provided the goods concerned are, in fact, suitable and intended for the general use of the messes or the whole ship's company and are made available to them. Chargeable goods may in no circumstances be shipped purchase tax free in H.M. Ships and establishments not entitled to receive duty-free mess and canteen stores, nor may they be shipped under these arrangements to the private order of individual officers or ratings in entitled ships.

3. Orders for tax-free stores must be made direct to suppliers registered for purchase tax purposes with the Board of Customs and Excise and must be certified by the *Commanding Officer* as follows:—

"Purchase of goods free of purchase tax for use as ship's stores in H.M.S. .... which is entitled to receive mess and canteen stores duty free".

An acknowledgment of the goods actually received on board must be sent promptly to the registered suppliers in order to enable them to obtain waiver of tax.

4. The arrangements under which goods exported to a destination abroad are free of purchase tax and the arrangements in A.F.O. 3134/45 under which individual officers in H.M. Ships abroad may obtain clothing free of purchase tax are not affected by this Order.

5. The arrangements for the shipment on board H.M. Ships of Government stores free of purchase tax are also not affected by this Order.

(A.F.O.s 3134/45 and 3989/45.)

**5923.—Offenders—Sickness while awaiting Trial or after Sentence**

(N.L. 13857/45.—18 Oct. 1945.)

The words "Commander-in-Chief" and "Senior Officer" in K.R. & A.I., Article 507, clauses 3 to 6, are to be interpreted as referring to the Commandant-General, Royal Marines, in the cases of Royal Marine offenders, whose offences were committed whilst serving under the Army Act.

(K.R. & A.I., Article 507.)

**5924.—Adult Education—Educational and Vocational Training—Notation on Service Certificate of Qualification as an E.V.T. Instructor**

(N. 23976/45.—18 Oct. 1945.)

A notation is to be made on page 3 of the Service Certificate of every rating after he qualifies as an E.V.T. instructor in H.M.S. "Cabbala." The notation should include the subject or subjects in which the rating is a qualified instructor.

2. For W.R.N.S. ratings, the notation is to be made in the Category column of the Service Certificate.

3. Commanding Officers are to make the necessary notation on the Service Certificates of "Cabbala" trained ratings who are already employed on full time E.V.T. duties.

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

**\*5925.—Exhibition of National War Pictures at the Royal Academy**

(H. & A. 1040/45.—18 Oct. 1945.)

An exhibition of paintings, drawings and sculpture by Official War Artists will be held at the Royal Academy, Burlington House, Piccadilly, W.1, from Saturday, 13th October to Sunday, 25th November. Charge for admission, 1s. Hours of opening: Week-days, 10 a.m.—6 p.m.; Sundays, 2—6 p.m.

2. This exhibition will include the work of those Official Artists who have covered the activities of the Royal and Merchant Navies, and it will provide a pictorial conspectus of the war.

3. The exhibits are the property of the Crown, and a number will find their permanent home in the Imperial War Museum, the Tate Gallery, the National Maritime Museum and other public collections. Service departments and units are, however, eligible to ask for the permanent loan of pictures, etc., of special interest to them.

4. Applications may be made not only for pictures, etc., which are exhibited at the Royal Academy, but for any others known to have been executed by Official War Artists in their capacity as such. A list of those pictures which are of predominantly naval interest is being compiled, giving artist, title, medium and size. This is not yet complete, as the process of recording continues. A copy completed to 30th June, 1945, may be had on request to the Secretary of the Admiralty (Honours and Awards).

5. All requests for permanent loan to any H.M. ship or Admiralty establishment should be forwarded by the Commanding Officer or Superintendent through the appropriate administrative authority, to the Admiralty (Military Branch II). The Admiralty will decide between any competing claims. The ultimate allocation on permanent loan of any particular work will rest with the War Artists' Advisory Committee.

**5926.—Instructional Film "I.F.F. Mark III" (Serial No. G.698)**

(N/R.E. 01767/45.—18 Oct. 1945.)

An instructional film entitled "I.F.F. Mark III" (serial number G.698), produced by the U.S. Navy, is now available and copies will be distributed without demand in accordance with paragraph 3 below.



2. The film does not show entirely up-to-date equipment, but is intended for showing to non-technical personnel to emphasize the necessity for I.F.F.

3. Distribution will be as follows :—

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

	No. of copies	
	35 m.m.	16 m.m.
Rosyth Library ... ..	2	2
Greenock Library ... ..	2	2
Liverpool Library ... ..	2	2
Chatham Library ... ..	2	2
Devonport Library ... ..	2	2
Portsmouth Library ... ..	2	2
London Library ... ..	1	1
Malta Library ... ..	2	2
Alexandria Library ... ..	1	1
Colombo Library ... ..	2	2
Trincomalee Library ... ..	2	2
Bombay Library ... ..	2	2
Sydney Library ... ..	2	2

(b) Copies on permanent loan :—

R.N.A.S., Arbroath, ... ..	—	1
R.N.A.S., Henstridge ... ..	—	1
R.N.A.S., Ballyhalbert ... ..	1	—
R.N.A.S., Burseough ... ..	—	1
R.N.A.S., Hinstock ... ..	1	—
R.N.A.S., Trincomalee ... ..	—	1
R.N.A.S., Crail ... ..	1	—
R.N.A.S., Inskip ... ..	—	1
R.N.A.S., Colombo ... ..	—	1
R.N.A.S., Rattray... ..	—	1
R.N.A.S., Lee-on-Solent ... ..	—	1
R.N.A.S., Katukurunda ... ..	—	1
R.N.A.S., Dale ... ..	—	1
R.N.A.S., Machrihanish ... ..	1	—
H.M.S. "Macaw" ... ..	—	1
R.N.A.S., Maydown ... ..	1	—
R.N.A.S., Puttalam ... ..	—	1
R.N.A.S., Eglinton ... ..	—	1
R.N.A.S., Ronaldsway ... ..	—	1
R.N.A.S., Tambaram ... ..	—	1
R.N.A.S., Fearn ... ..	—	1
R.N.A.S., St. Merryn ... ..	—	1
R.N.A.S., Wingfield ... ..	1	—
R.N.A.S., Ford ... ..	—	1
R.N.A.S., Yeovilton ... ..	—	1
H.M.S. "Ariel" ... ..	—	1
H.M.S. "Dryad" ... ..	1	—
H.M.S. "Valkyrie" ... ..	1	—
H.M.S. "Collingwood" ... ..	—	1
H.M.S. "Chamak" ... ..	—	1
R.A.F.T. ... ..	3	3
Capt. (G), Devonport ... ..	1	1
Capt. (G), Chatham ... ..	1	1
H.M.S. "Excellent" ... ..	1	1

(c) Duplicating facilities :—

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

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

(B.R. 1251.)

### 5927.—Resettlement Film, "Shop to Let" (Serial No. B. 3013)

(N./N.T. 5287/45.—18 Oct. 1945.)

The resettlement film, "Shop to Let", is now available and distribution will be made without demand to the authorities and film libraries listed below, from whom they can be obtained on temporary loan :—

	No. of copies	
	35-mm.	16-mm.
Rosyth Library ... ..	3	3
Greenock Library ... ..	2	2
Liverpool Library ... ..	2	2
Chatham Library ... ..	3	3
Portsmouth Library ... ..	3	3
Devonport Library ... ..	3	3
London Library ... ..	1	1
Malta Library ... ..	2	2
Alexandria ... ..	1	1
Bombay Library ... ..	3	3
Colombo Library ... ..	5	5
Trincomalee Library ... ..	4	4
Sydney Library ... ..	6	6
Flag Officer, G.M.A. ... ..	1	1
Commander-in-Chief, South Atlantic ... ..	1	1
Commodore-in-Charge, Durban ... ..	1	1
Commander-in-Chief, Germany ... ..	1	1

2. Application for copies of this film should be made to the Instructional Film Libraries in accordance with instructions contained in B.R. 1251, and copies are to be returned to the issuing library as soon as possible after receipt and projection, so that other H.M. ships and establishments may have an early opportunity of loaning them.

3. The film "Shop to Let", approximate running time 30 minutes, is intended to supply would-be shopkeepers, or those interested in the retail distribution trades, with some foretaste of the difficulties they might encounter, and the prospects.

(B.R. 1251.)

### 5928.—Food Rationing

*H.M. Ships at Home and Shore Establishments Abroad*

(V.2/0885/45.—18 Oct. 1945.)

In view of the world food shortage, the Government has decided that the consumption of certain rationed foods in the Services must be reduced. Shortages are most acute in meat, bacon, fats, dairy products and sugar, and, if the home civilian ration is to be maintained, and starvation avoided in liberated countries of N.W. Europe, some sacrifice in these items on the part of the Services is essential.

2. Consequent on this decision, the following revised maximum allowances have been approved with effect from the 1st November, 1945, for sea-going ships in home waters and Naval shore establishments abroad other than those on the East Indies and Pacific Stations. A.F.O. 4984/44, Section B, paragraph 1, is to be amended accordingly :—

Item.	Quantity per head weekly.	
	Naval Personnel.	W.R.N.S.
Meat ... ..	44 oz. (a)	37 oz. (b).
Bacon and ham ... ..	9 oz. ...	8 oz.
Sugar ... ..	14 oz. ...	14 oz.

(a) Not more than 42 oz. to be fresh meat.

(b) Not more than 35 oz. to be fresh meat.

Where it is possible to take advantage of local surpluses of food not required for export, the above scale need not be adhered to, subject to the approval of the Commander-in-Chief.

3. The allowances of meat include all tinned meats drawn from Admiralty stocks as well as fresh and frozen meat. For this purpose the following table of equivalent weights of the various tinned meats is promulgated for guidance:—

	lbs.	
Beef and ham ... ..	1	equals 1 lb. bone-in meat.
Boiled beef and carrots ... ..	2½	equals 1 lb. bone-in meat.
Brisket of beef ... ..	1	equals 1 lb. bone-in meat.
Irish stew ... ..	1½	equals 1 lb. bone-in meat.
Meat and vegetables ... ..	2½	equals 1 lb. bone-in meat.
Meat, preserved ... ..	1	equals 1 lb. bone-in meat.
Ox tongues ... ..	1	equals 1 lb. bone-in meat.
Pork and vegetables ... ..	3	equals 1 lb. bone-in meat.
Steak or meat and kidney pudding ... ..	2	equals 1 lb. bone-in meat.
Stewed steak ... ..	1½	equals 1 lb. bone-in meat.
Stewed steak and kidney ... ..	1½	equals 1 lb. bone-in meat.
Veal and ham ... ..	1	equals 1 lb. bone-in meat.

4. It is intended that the reduction in meat and bacon shall be made up by increased consumption of bread, potatoes, fresh fish (when available) and other unrationed foods.

5. Commanders-in-Chief may authorize variations in the above scales in special cases on medical grounds. Particulars are to be reported.

6. For the time being no changes are being made in the existing arrangements in sea-going ships outside home waters or in Naval shore establishments on East Indies and Pacific Stations.

7. The foregoing arrangements are generally in line with the revised ration scales being adopted by the other services, and where Naval personnel are victualled on the scale of Army or R.A.F. rations, no supplementary issues can be allowed except as indicated in paragraph 5 above.

8. Reductions in the maximum quantities of rationed foodstuffs allowed for Naval shore establishments at home are under separate consideration.

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

**\*5929.—Services Central Book Depot—Books Obtainable at Reduced Rates**

(N/D.P.S. 1314/45/W.—18 Oct. 1945.)

The following is a further list of authors, titles and prices of books which are available:—

Author	Title	Price	
		(Including carriage)	
		s.	d.
Allingham, M. ... ..	Dance of the Years ... ..	7	0
Baum, V. ... ..	Marion Alive ... ..	7	0
Burke, T. ... ..	Dark Nights ... ..	5	0
Cary, J. ... ..	To be a Pilgrim ... ..	7	0
Cary, J. ... ..	The Horse's Mouth ... ..	7	0
Chandler, R. ... ..	The Lady in the Lake ... ..	5	8
Colver, A. ... ..	Mr. Lincoln's Wife ... ..	6	4
Corbett, J. ... ..	Murder Minus Motive ... ..	5	0
Deeping, W. ... ..	Sorrell and Son ... ..	3	4
Forester, C. S. ... ..	Captain Hornblower, R.N. ... ..	7	0
Graeme, B. ... ..	Work for the Hangman ... ..	1	8
Graeme ... ..	The House with Crooked Walls ... ..	1	8
Habe, H. ... ..	Kathrine ... ..	2	6
Halley, D. ... ..	With Wingate in Burma ... ..	5	0
Leslie, D. ... ..	Royal William ... ..	1	8
Milne, A. A. ... ..	The Red House Mystery ... ..	4	0
Sabatini, R. ... ..	The Sea Hawk ... ..	2	0
Smith, T. ... ..	The Stray Lamb ... ..	4	0
Strange, O. ... ..	The Marshal of the Lawless ... ..	3	4
Street, A. G. ... ..	Strawberry Roan ... ..	3	4
Swinnerton, F. ... ..	Thankless Child ... ..	1	8
Wheatley, D. ... ..	Uncharted Seas ... ..	1	8
Wheatley, D. ... ..	They Found Atlantis ... ..	1	8

(A.F.O. 2990/45.)

**\*5930.—Gallantry Awards—Payment of Monetary Benefits**

(P.M. 1227/45.—18 Oct. 1945.)

The monetary benefits in respect of gallantry medals, particulars of which were promulgated in A.F.O. 1968/45, are awarded and paid by the Admiralty.

2. Applications for such awards should be addressed to the Secretary of the Admiralty (P.M. Branch), Queen Anne's Mansions, London, S.W.1.

(A.F.O. 1968/45.)

**\*5931.—Honours and Awards—"London Gazette" Supplement of 9th October, 1945**

(H. & A.—18 Oct. 1945.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

9th October, 1945.

The KING has been graciously pleased to give orders for the following promotions in, and appointments to, the most Excellent Order of the British Empire:—

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

895 Acting Captain James Claude Durie Esdaile, O.B.E., A.D.C., R.A.N. ✓

For most distinguished service under hazardous and trying conditions as Naval Officer-in-Charge of the Escort Forces of the South-West Pacific Frontier during a period of more than three years.

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

896 Acting Surgeon Lieutenant-Commander James Stuart Guest, R.A.N.R. ✓

For great skill and devotion to duty as Principal Medical Officer of H.M.A.S. Westralia during the landing on Tarakan Island on 1st May, 1945.

Acting Temporary Lieutenant-Commander John Henry Rouson, M.B.E., G.M., R.N.V.R.

For courage, resource and devotion to duty displayed when recovering enemy torpedoes under dangerous conditions. The knowledge gained from these weapons subsequently proved of great value.

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

Temporary Lieutenant Richard Maurice Pratchett, R.N.V.R.

For courage, resource and devotion to duty displayed when recovering enemy torpedoes under dangerous conditions. The knowledge gained from these weapons subsequently proved of great value.

Temporary Lieutenant Joseph Maurice John Francorn, R.N.V.R. (Guildford).

For zeal, good seamanship and disregard of personal danger in organising rescue work, after his ship, H.M.S. "Redmill," was torpedoed

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

Leading Seaman John Thomas Cody, P/JX.134308.

For outstanding bravery, endurance and disregard of personal safety after the loss of H.M.S. "Esk." He rescued his Commanding Officer, both of whose legs were broken, and subsequently took care of him for two days on a raft.

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Petty Officer Radio Mechanic Robert Lloyd Owen, P/MX.636696 (Llanrwst, N. Wales).

Stoker Petty Officer Ethelbert Berriman, D/KX.93714 (Redruth.)

Sick Berth Attendant Victor Harry Drummond, C/MX.111072 (London, N.W.5).

For courage and devotion to duty in dangerous conditions after the torpedoing of H.M.S. "Redmill" on 27th April, 1945.

Able Seaman William Gillott, C/JX.318665.

Able Seaman Gordon William West, C/JX.408320.

For bravery, skill and devotion to duty in damage control and the rescue of survivors after the torpedoing of their ship, H.M.S. "Goodall," whilst operating in Arctic waters.

ADMIRALTY,

Whitehall,

9th October, 1945.

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

For gallantry, fortitude and skill whilst serving in H.M. Australian ships "~~Manoora~~," "~~Kanimbla~~" and "~~Westralia~~," in numerous amphibious assaults in the South-West Pacific area, including operations in New Guinea, the Philippines and Borneo. These extensive operations covered more than two years of service:

To be a Companion of the Distinguished Service Order:

✓ Acting Captain Alan Paterson Cousin, R.D., R.A.N.R.(S).

*The Distinguished Service Cross*

- ✓ Commander Andrew Veitch Bunyan, R.A.N.R.(S).
- ✓ Acting Commander Eric Walton Livingston, R.A.N.R.(S).
- ✓ Lieutenant-Commander Alfred Dudley Barling, R.A.N.R.(S).
- ✓ Lieutenant-Commander Basil Paul, R.D., R.A.N.R.(S).
- ✓ Lieutenant Robert Telfer Guyett, R.A.N.R.(S).
- ✓ Lieutenant Maxwell Joseph Lee, R.A.N.R.
- ✓ Engineer Lieutenant Leo William Broadbridge, R.A.N.R.(S).
- ✓ Sub-Lieutenant Arthur Edward Le Page, R.A.N.R.

*The Distinguished Service Medal*

- ✓ Chief Yeoman of Signals Cyril Bruce Mitchel, R.A.N.13257.
- ✓ Acting Temporary Petty Officer Paul Figucio, R.A.N., S.3260.
- ✓ Able Seaman Bruce James Bailey, P.M.5353.
- ✓ Able Seaman Leslie Graham Jeffery, B.3591.
- ✓ Able Seaman Cyril Percy Whiteman, P.M.4551.
- ✓ Able Seaman Andrew John Mitchell, P.A.1895.

*Mention in Despatches*

- ✓ Temporary Engineer Commander John Hanlon, R.A.N.R.(S).
- ✓ Lieutenant-Commander Robert Thomas Salmon, R.A.N.R.(S).
- ✓ Lieutenant Leo John Hugh Cantwell, R.A.N.R.
- ✓ Lieutenant Henry Gifford Crocker, R.A.N.R.(S).
- ✓ Lieutenant Bert Hastings Dick, R.A.N.R.
- ✓ Lieutenant Ronald Frederick Reid, R.A.N.R. ✓
- Temporary Lieutenant Royston Miller Dawborn, R.A.N.R.(S).
- Engineer Lieutenant Robert Geoffrey Anderson, R.A.N.R. (S).
- Engineer Lieutenant David Russell Horn, R.A.N.R.(S).
- Temporary Engineer Lieutenant Alwyn Stanley Hamilton Spain, R.A.N.R.(S).
- Master-at-Arms Christopher William Morgan, 19036.
- Chief Yeoman of Signals Charles James Gunthorpe, 10870.
- Chief Petty Officer Cook (S) Edward Purcell, R.A.N.12364.
- Shipwright Second Class Donald Cooper Blunsden, S.2838.
- Engine Room Artificer Third Class Ernest Hewitt Cowlshaw, P.M.2248.
- Petty Officer Lionel Thomas Fargher, 19747.
- Acting Temporary Petty Officer George Denzil Carney, 22332.
- Acting Temporary Petty Officer Robert Arthur Hancock, P.M.2423.

Stoker Petty Officer John Vincent Denehy, S.2740.

Sick Berth Petty Officer Hugh Robert Mayes, 19516.

Motor Mechanic Fourth Class George Ernest Monro, 26190.

Temporary Leading Seaman John Manning Crofton, F.4336.

Temporary Leading Seaman Robert Bruce Elliott, S.6544.

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Able Seaman Ronald Victor Bray, B.4143.

Able Seaman James Frederick Cocks, P.A.619.

Able Seaman Arthur Charles Dobson, P.M.4946.

Able Seaman Douglas Walter Guppy, F.3908.

Able Seaman John Patrick Roebig, B.2812.

Able Seaman Raymond James Waddell, S.7155.

Able Seaman John Augustus Williams, S.4413.

Writer Kenneth Newland Kemp, F.4649.

Stoker Cecil Maxwell Pearce, W.2178.

For courage, endurance and skill whilst serving in H.M. Australian ships "Burdekin," "Strahan," "Hawkesbury," "Gascoyne," "Castlemaine," "Stawell," "Kalgoorlie," "June," "Latrobe," "Deloraine," "Goulburn," "Coctamundra," "Swan," "Bundaberg," "Geraldton," "Platypus," "Broome," "Colac," "Moresby," "Gladstone," "Mildura," "Horsham," "Warrambol," "Brome," "Bunbury," "Bendigo," "Rockhampton," "Glympie," "Inverell," "Ballarat," "Parkes," "Cowra," "Katoomba," "Yandra," "Kapunda," "Kiama," "Freemantle," "Dubbo," "Townville," "Ararat," "Barcoo," "Whyalla," "Echuca," "Wagga" and "Bowen," in escort duties for a period of more than three years under hazardous and trying conditions between the coast of Australia and the Philippine Islands:

*The Distinguished Service Cross*

- Lieutenant-Commander Thomas Sidney Marchington, R.D., R.N.R. (Retired).
- Lieutenant-Commander Ronald Ashman Nettlefold, V.D., R.A.N.R.
- Lieutenant-Commander Howard Joseph Weston, R.A.N.R.(S).
- Lieutenant Eric John Peel, R.A.N.
- Temporary Engineer Lieutenant Maurice Corrighan, M.B.E., R.A.N.R.(S).

*Bar to the Distinguished Service Medal*

- Temporary Chief Stoker Percy Alfred Syd Collins, D.S.M., 18665, R.A.N.

*The Distinguished Service Medal*

- Chief Petty Officer Claus Charles Cotter, 18553, R.A.N.
- Acting Chief Petty Officer Lawrence Donald McClymont, 16774, R.A.N.
- Temporary Chief Petty Officer Archibald Kenneth Smith, 19101, R.A.N.
- Chief Stoker Tasman Ernest Jeffrey, 13658, R.A.N.
- Temporary Chief Stoker William Frederick Oldfield, 16641, R.A.N.
- Petty Officer Victor Warren Fazio, 19009, R.A.N.
- Petty Officer Sydney Herbert Gibbons, 6039, R.A.N.
- Petty Officer Alan Stanley Long, P.M.2797, R.A.N.R.
- Petty Officer James William Mumford, 19104, R.A.N.
- Petty Officer Sydney Mansfield Fox Pollard, P.M.2472, R.A.N.R.
- Temporary Petty Officer George Batcheler Butler, 20070, R.A.N.
- Temporary Petty Officer Charles Arthur Norman South, P.A.1380, R.A.N.R.
- Stoker Petty Officer Arthur Herbert Waller, 20406, R.A.N.
- ✓ Acting Temporary Petty Officer Telegraphist Wilfred John Sperring, F.2125, R.A.N.R.
- ✓ Temporary Stores Petty Officer Gordon James Campbell, P.M.2555, R.A.N.R.
- Sick Berth Attendant Alan Frederick Cole, P.M.2771, R.A.N.R.
- Leading Seaman Ronald Lawrence Wood, P.M.589, R.A.N.R.

*Mention in Despatches*

- Acting Commander Alan Jeger Travis, R.A.N.
- Acting Lieut.-Commander (S) Alan Charles Baume, V.D., R.A.N.V.R.
- Lieut.-Commander Ronald Alexander Denovan, M.B.E., V.D., R.A.N.V.R.
- Acting Temporary Lieutenant-Commander Sidney John Griffith, R.A.N.R.(S).
- Acting Temporary Lieutenant-Commander Charles MacDonald, R.A.N.R.(S).
- Lieutenant Kenneth Ralph Gourlay, R.A.N.R.
- Lieutenant Kenneth James Hopper, R.A.N.R.(S).

Temporary Engineer Lieutenant Arthur Merden Elvin, R.A.N.R.(S).  
 Temporary Engineer Lieutenant William Leslie Shipway, R.A.N.R.(S).  
 Chief Petty Officer Henry Lyons Davie, 5769, R.A.N.  
 Chief Engine Room Artificer Hugh Alexander Campbell Davidson, 18810, R.A.N.  
 Chief Engine Room Artificer First Class Herbert Charles Johns, 9023, R.A.N.  
 Chief Engine Room Artificer Second Class Friso Wiltshire Crampen Beukers, P.M.2662, R.A.N.R.  
 Temporary Chief Engine Room Artificer Charles Harold Poole, 20814, R.A.N.  
 Chief Stoker Albert Joseph Davis, 18311, R.A.N.  
 Temporary Chief Stoker Thomas Hefferman, 14426, R.A.N.  
 Engine Room Artificer Third Class Stanley Lyall Harris, F.3270, R.A.N.R.  
 Engine Room Artificer Third Class Frank Jenner Mears, P.M.2663, R.A.N.R.  
 Petty Officer James Albert Arnold Clifford, S.3, R.A.N.R.  
 Petty Officer David Thomas Devonald, P.M.2702, R.A.N.R.  
 Petty Officer Archibald Musgrave Douglas, B.96, R.A.N.R.  
 Petty Officer Eric Royston John Baum Pike, B.215, R.A.N.R.  
 Temporary Petty Officer Ralph Cuzens, 6679, R.A.N.  
 Temporary Petty Officer David Bruce Doe, H.1502, R.A.N.R.  
 Temporary Petty Officer Walter Stanley Near, 21444, R.A.N.  
 Temporary Petty Officer Robert Bruce Spicer, P.A.1512, R.A.N.R.  
 Temporary Petty Officer John Robert Stoneham, S.2670, R.A.N.R.  
 Temporary Petty Officer Walter Turner, B.1318, R.A.N.R.  
 Temporary Petty Officer Charles Henry Wilson, F.2840, R.A.N.R.  
 Temporary Petty Officer Robert Roy Winbank, 17284, R.A.N.  
 Acting Temporary Petty Officer Stanley George Stenning, 21847, R.A.N.  
 Temporary Stoker Petty Officer John Edward James Birchall, 21531, R.A.N.  
 Leading Signalman Keith William Young, 21787, R.A.N.  
 Leading Telegraphist Harold Thomas Booth, S.3219, R.A.N.R.  
 Temporary Leading Cook Bernard Gordon Eakins, F.2895, R.A.N.R.  
 Temporary Leading Cook Alan George Mitchell Sutherland, P.M.812, R.A.N.R.  
 Able Seaman Henry Waverley Kevin Young, B.3498, R.A.N.R.

For skilful organization and for courage and devotion to duty in the operations covering the assault landing of 2/48th Assault Battalion, 9th Australian Division at Tarakan on 1st May, 1945, whilst serving in H.M. Australian Ships "Manoora" and "Westralia."

*The Distinguished Service Cross*

Temporary Lieutenant Royston Miller Dawborn, R.A.N.R.(S).  
 Lieutenant Ronald Clyde Penglase, R.A.N.R.

*The Distinguished Service Medal*

Leading Seaman Noel Lugsden Grant, P.M.4661.  
 Able Seaman Robert Arthur Nobes, H.2007.

*Mention in Despatches*

Lieutenant-Commander Basil Paul, R.D., R.A.N.R.  
 Surgeon Lieutenant-Commander William Hugh Milroy, R.A.N.R.  
 Lieutenant William John Dominic O'Grady, R.A.N.R.  
 Lieutenant Leo John Hugh Cantwell, R.A.N.R.  
 Lieutenant Maxwell Joseph Lee, R.A.N.R.  
 Sub-Lieutenant Robert Stanley Campbell, R.A.N.R.  
 Sub-Lieutenant Robert Lindsay Fullerton, R.A.N.R.  
 Sub-Lieutenant Geoffrey Duval Stokes, R.A.N.R.  
 Temporary Chief Petty Officer Cook (S) Harold Frederick Leslie Wood, 19501.  
 Sick Berth Petty Officer Allan Herbert Farquhar, 20418.  
 Provisional Acting Temporary Leading Seaman John Arthur Henry Clutterbuck, P.M.4871.  
 Provisional Acting Temporary Leading Seaman Albert Ernest Hoppen, P.M.4808.  
 Able Seaman Allen Leslie Ross Drogemuller, P.A.2977.  
 Able Seaman John Thomas Gibson, B.4162.  
 Able Seaman John Edward Haines, S.7067.  
 Able Seaman Harold Windsor Hamlyn, P.A.2965.  
 Able Seaman John Robert Timmins, S.6977.  
 Telegraphist Patrick Charles Curtis, B.3725.

For coolness, courage and efficiency as Beachmaster in a sector of the beach in the raid on Dieppe in August, 1942. As the advance of the troops was held up, his sector was throughout the operation under continuous fire. When four out of the only five landing craft loaded for the withdrawal were sunk, Lieutenant Bibby's conduct in getting the troops back to shore under heavy fire was outstanding :

*The Distinguished Service Cross*

Temporary Lieutenant Desmond Terence Bibby, R.N.V.R.

For skill, courage and fortitude during an action off the Dutch coast on the night of 9th March, 1943. Though seriously wounded, Able Seaman Leader continued to carry out his duties and his prompt action in dealing with the fire greatly prolonged the fighting life of M.T.B. 622, in which he was serving. Petty Officer Motor Mechanic Nicholls did good service in the engine room :

*The Distinguished Service Medal*

Able Seaman Harry John Leader, P/JX.296408.

*Mention in Despatches*

Petty Officer Motor Mechanic Charles Nicholls, P/MX.72853.

For bravery and devotion to duty in an action with enemy service forces on the night of 17th January, 1942. When M.T.B. 47 was heavily damaged and stopped off the enemy coast, Lieutenant Ewart, the Commanding Officer, took adequate steps though seriously wounded to prevent his ship from falling into enemy hands. Stoker Beason voluntarily remained behind with his Commanding Officer to ensure the destruction of the ship. Both were taken prisoner :

*The Distinguished Service Cross*

Lieutenant William Ivan Cecil Ewart, R.N.V.R.

*The Distinguished Service Medal*

Stoker First Class Maurice Beason, C/KX.94578.

For keeness and devotion to duty whilst serving with H.M. Canadian Ships "Hespeler" and "Dunver," in the detection and probable destruction of a U-Boat on 9th September, 1944 :

*Mention in Despatches*

Lieutenant-Commander Neville Spencer Charles Dickinson, O.19620, R.C.N.V.R. (Toronto).  
 Acting Lieutenant-Commander Wilfred Davenport, O.18050, R.C.N.R. (Victoria, B.C.).  
 Lieutenant Murray McLaren Outhet, O.56880, R.C.N.V.R. (Mount Tremblant, Nord, P.Q.).  
 Acting Chief Petty Officer Clarence Franklin Wallace Jay, R.C.N.R., A.2843 (Mount Stewart, Prince Edward Island).  
 Chief Stoker Petty Officer Harold Edward Dunphy, A.2047, R.C.N.R. (Kingston, Ontario).  
 Petty Officer John Brydson, V.14499, R.C.N.V.R. (White Rock, B.C.).  
 Able Seaman John Milkins, V.19146, R.C.N.V.R. (Leamington, Ontario).

For great gallantry and inspiring example whilst a prisoner of war in German hands in Norway and afterwards at Sachsenhausen, near Oranienburg, Germany, 1942-1945 :

*Mention in Despatches (Posthumous)*

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

For endurance, resolution and fortitude under exacting conditions when in charge of survivors on a Carley raft after the ship on which he was serving, H.M.S. "Esk," had been sunk :

*Mention in Despatches*

Lieutenant Wilfrith France Chamberlain Elstob, R.N.

For steady and devoted service over several months whilst operating from barges off the French coast completing the laying of "Pluto" pipe-lines in the Dover area :

*Mention in Despatches*

Commander Adrian Bicker-Caarten, R.N.R. (Combe Martin, Devon).  
Acting Temporary Lieutenant-Commander Vernon Esmond Kennard, R.N.R. (Southbourne, Hants).  
Acting Temporary Lieutenant-Commander Thomas Reed, R.N.V.R. (Hartlepool).  
Acting Temporary Electrical Lieutenant-Commander Samuel Denis Harper, R.N.V.R.  
Temporary Lieutenant Matthew Finlay Meiklem Fair, R.N.R. (Glasgow).  
Temporary Lieutenant Frederick Arthur Roughton, R.N.R.  
Temporary Sub-Lieutenant Frank Capstick, R.N.V.R. (Handford, Cheshire).  
Chief Petty Officer A. B. Connor, CSP/R.264885.  
Chief Petty Officer Richard Smith, CSP/R.238214.  
Chief Quartermaster William Charles McAllen, CSP/R.1111878 (Southampton).  
Leading Stoker Andrew Stewart, CSP/R.238137 (Newcastle-on-Tyne).  
Able Seaman Ralph Bishop, CSP/R.106018 (Walworth, S.E.17).

For zeal, efficiency and devotion to duty in arduous operations whilst serving with Landing Craft Recovery Unit No. 4, over a period of six months starting with the landing in Normandy on D. Day :

*Mention in Despatches*

Acting Shipwright Fourth Class Milford Reed, D/MX.509660 (Padiham, Burnley, Lancs).

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 outstanding service as Supreme Allied Commander, South East Asia Command, during the period 16th November, 1943, to 17th May, 1945 :

*The Distinguished Service Medal*

Acting Admiral The Lord Louis Francis Albert Victor Nicholas Mountbatten, G.C.V.O., K.C.B., D.S.O.

For most distinguished and able service as Senior British Naval Officer in Belgium during the winter of 1944-1945 :

*Legion of Merit, Degree of Commander*

Rear-Admiral Fitzroy Evelyn Patrick Hutton.

For outstanding ability and meritorious service as Chief of the Special Operations Section, Psychological Warfare Division, S.H.A.E.F., from March, 1944, to May, 1945 :

*Legion of Merit, Degree of Officer*

Temporary Commander Donald Harvey McLachlan, R.N.V.R.

For outstanding service, energy and efficiency as Chief of the Passive Air Defence Section during the period from March, 1944 to April, 1945 :

*Legion of Merit, Degree of Officer*

Commander Ivan Bromhead Franks, R.N. (Retired).

The following *amendments* where underlined are made to previous orders of Honours and Awards under the headings shown :—

A.F.O. 3434/45.

*The British Empire Medal*

Colour Sergeant (Acting Temporary Quartermaster Sergeant) John Thomas Morgan, R.M., Ply.22441.

Quartermaster Sergeant Bertram Frederick Firth Radford, R.M., Ch.24782.

Colour Sergeant (Temporary) Herbert Edward Harris, R.M., Ch.X.102781.

*Mention in Despatches*

Colour Sergeant (Acting Temporary Company Sergeant Major) John Roberts, R.M., Ch.X.332.

A.F.O. 4430/45.

*Bar to the Distinguished Service Cross*

Captain (Acting Major) Ronald Cuthbert Hay, D.S.O., D.S.C., R.M.

A.F.O. 4707/45.

*Member of the Order of the British Empire*

Temporary Lieutenant Derek Charles St. Clair Stannard, R.N.Z.N.V.R.

A.F.O. 5187/45.

*Commander of the Order of the British Empire*

Commodore (First Class) Reginald Maurice James Hutton, D.S.O.

A.F.O. 5490/45.

*Bar to the Distinguished Service Cross*

Commander Humphrey Leoline Jenkins, D.S.C., R.N.

**5932.—Netherlands Currency—Conversion of**

(W.G.F.—18 Oct. 1945.)

With effect from 26th September, 1945, all denominations of old type Netherlands currency notes ceased to be legal tender in civilian establishments, but owing to limitations in the supply of the new currency the old type notes continued in use in military and welfare institutions in the Netherlands until 9th October, 1945.

2. In view of the widespread black-market activities in Netherlands notes no further exchanges of the old type currency are to be effected for naval personnel unless it can be certified that such notes were received by the individual tendering them as pay and allowances prior to 9th October, 1945, and an adequate explanation can be offered for the delay in presentation.

3. Any old type Netherlands currency notes still held in public balances in the United Kingdom should be reported by signal to the Cashier, H.M. Dockyard, Chatham, and returned to him forthwith accompanied by a certificate indicating their source.

(C.A.F.O. 2788/44, A.F.O. 4268/45 and paragraph 27 (iii) of A.F.O.3990/45 are cancelled.)

**5933.—Radar Control and Radar Plot Ratings**

(N. 22228/45.—18 Oct. 1945.)

The "U" qualification referred to in A.F.O. 3604/45 does not apply to R.N. ratings who have qualified in H.M.A.S. "Watson". Ratings qualified in H.M.A.S. "Watson" are to be considered fully qualified in their non-substantive rate.

(A.F.O. 3604/45.)

**5934.—Officiating Ministers of Religion—Capitation Fees—Basis of Assessment When the Same Minister is Appointed for Units of More Than One Service**

(C.E. 59144/45.—18 Oct. 1945.)

Where an Officiating Minister of Religion is appointed for units of more than one Service, the following procedure should be adopted.

2. Where Naval and Army and/or R.A.F. personnel are congregated together in a single unit and are ministered to at a single service, the numbers of all Service personnel should be aggregated in assessing the rate of capitation fees payable, and payment should be made at its own rates by the Service having the largest representation. For instance, if an Officiating Minister holds services for 100 Naval and 20 Army personnel in a single congregation, he should receive payment from Naval funds at Naval rates, as for 120 Naval personnel. If, on the other hand, he holds services for 100 Army and 20 Naval personnel, he should receive payment from Army funds at Army rates, as for 120 Army personnel.

3. Where, however, an Officiating Minister, who also ministers to Army and/or R.A.F. personnel, holds separate services exclusively for the benefit of Naval personnel, he should be paid separately, at Naval rates, for such ministrations to Naval personnel.

4. Where an Officiating Minister claims payment on the basis laid down in paragraph 2, he should be requested to certify that the claim is the only one made by him in respect of all units of the Navy, Army and Air Force to which he has ministered during the period concerned. If he is unable to do so, full particulars should be requested.

5. To ensure that payment of capitation fees is obtained from only one source it is essential that there should be close co-operation with Army and/or R.A.F. Paymasters concerned, who should invariably be consulted in any case of doubt.

#### \*5935.—Temporary Engineering Commissions—Selection and Training

(C.W. 36622/45.—18 Oct. 1945.)

The following instructions amend and consolidate previous Orders, dealing with the selection and training of temporary Engineer Officers.

##### A. Selection

2. No further candidates are required for temporary Engineering Commissions. The last course in H.M.S. "Rosneath" begins in November, 1945. No recommendations are therefore required under A.F.O. 799/44 in respect of engineering ratings.

3. A number of entrants through the Ministry of Labour National Scheme for the training of Engineering Cadets, not immediately accepted as officers (*see* paragraph 8) have been entered as Stokers (S) and undergo preliminary training in H.M.S. "Imperieuse". At the end of the course suitable candidates are to be recommended for temporary engineering commissions on Form C.W.1A and are to be drafted to sea for sea service.

Those recommended will be required to sign an undertaking as follows:—

"Form of Undertaking to be signed by a Volunteer for postponement of release when due for release in Class A, when selected for a Temporary Engineering Commission.

I, .....now serving as a  
..... am prepared to serve if promoted to officer rank, for a further period of two years from date of promotion, or until the end of the present emergency, whichever is the shorter, provided my services are required. Officers who have signed this undertaking will not be released in Class A until their age and service groups are released should their age and service groups not be due for release when two years have elapsed since their promotion.

My age and service group is.....

Signature.....

Date....."

Any stokers not prepared to sign this undertaking will be discharged to H.M.S. "Royal Arthur" for re-categorization.

4. At the end of three months' sea service a report is to be furnished on each Stoker(S) as to whether he is or is not recommended for commissioned rank. The procedure for recommended candidates is as follows:—

- They will be discharged to R.N. barracks as directed by signal from Admiralty.
- They will be interviewed by the Admiralty Selection Board. If selected for a commission they will be promoted to Midshipman (E) and sent on leave to obtain uniform.
- They will be appointed as Midshipmen (E) for training in H.M.S. "Frobisher".

5. Candidates who are not recommended:—

- Their Forms C.W.1A are to be destroyed.
- They are to be discharged forthwith without relief to H.M.S. "Royal Arthur" for re-categorization in rating.

6. A few direct entries from industry have been made to meet requirements for general maintenance duties afloat and ashore. Candidates are either (a) in possession of university degrees and have at least one year's workshop experience,

or (b) in possession of Higher National Certificates and have had a full apprenticeship in general or marine engineering. They have been entered as Probationary Temporary Lieutenant (E), R.N.V.R., Probationary Temporary Sub-Lieutenant (E), R.N.V.R., Probationary Temporary Acting Sub-Lieutenant (E), R.N.V.R., or Probationary Temporary Midshipmen (E), R.N.V.R.

7. Other candidates who hold university degrees have been entered for Fleet duties as Probationary Temporary Midshipmen (E), R.N.V.R., for training in accordance with the provisions of A.F.O. 4995/44.

8. Candidates selected for immediate appointment through the Ministry of Labour Engineering Cadet Scheme (A.F.O. 242/43) have been entered in the rank of Probationary Temporary Midshipmen (E), R.N.V.R.

##### B. Training

###### Ashore

9. In order to meet changing requirements, Temporary Engineer Officers who have been trained solely on I.C.E. maintenance duties will be appointed, as necessary, to H.M.S. "Europa" (St. Luke's Training Establishment, Patrol Service Central Depot, Lowestoft) to undergo a Steam Conversion Course and thereafter be appointed to sea.

10. Probationary Temporary Midshipmen (E), R.N.V.R., entered through the Ministry of Labour Engineering Cadet Scheme (paragraph 8) are appointed to a Divisional Course at H.M.S. "Gosling" followed by training at the R.N.E. College, Devonport, and H.M.S. "Frobisher".

11. Direct entrants from industry (paragraph 6) are appointed to a divisional course at Portsmouth, and thereafter those entered as Probationary Temporary Lieutenant (E), R.N.V.R., Probationary Temporary Sub-Lieutenant (E), R.N.V.R., or Probationary Temporary Acting Sub-Lieutenant (E), R.N.V.R., are appointed for duties ashore or afloat as required. Those entered as Probationary Temporary Midshipmen (E), R.N.V.R., thereafter are appointed to R.N.E.C., Devonport, for two to four months' instruction prior to appointment for duties as required.

12. Direct entrants with university degrees (paragraph 7) for training under A.F.O. 4995/44, are appointed to a Divisional Course at Portsmouth, thereafter undergoing a period of training at a selected engineering firm's works, in one of H.M. dockyards, or in H.M.S. "Frobisher", on satisfactory completion of which they are appointed to the Fleet for further training in the rank of Temporary Acting Sub-Lieutenants (E), R.N.V.R.

###### Afloat

13. The training of officers with university degrees entered for Fleet duties is dealt with in A.F.O. 4995/44, paragraphs 11 and 12.

14. Officers trained ashore, as detailed in paragraphs 9, 10, 11 will be appointed for training according to requirements, training and employment at sea being in Fleet auxiliaries and in small ships such as sloops, frigates, corvettes, minesweepers, L.S.Ts., etc.

15. During this period of training afloat and when the officer is considered fit in every respect, the Commanding Officer is to award a ship certificate as follows:—

Rank..... Name.....  
is considered fit to carry out the duties of an Engineer Officer of (here insert the class of vessel in which trained).

A copy of the certificate is to be forwarded at the same time to the Admiralty (C.W. Branch).

16. In certain cases it may be necessary to appoint officers for maintenance duties, either afloat or ashore, direct from shore training and without training afloat.

In such cases the certificate to be awarded should indicate the officer is considered competent to perform the duties of a Junior Engineer Officer where the duties upon which he has been engaged are concerned, these being specified.

17. If at the end of the six months' training the Commanding Officer does not consider that a certificate can be awarded a report on the officer is to be forwarded to the Admiralty.

## C. General

18. Candidates who have attained the rating of E.R.A., 4th Class or O.A., 4th Class (confirmed), Acting Chief Engineman or Acting Chief Motor Mechanic, or higher rating, will be promoted, on successful completion of the Roseneath Course, direct to the rank of Temporary Sub-Lieutenant (E), R.N.V.R. Care should, therefore, be exercised in ensuring that the candidate's correct rating is reported.

19. Only officers with University degrees and entered for Fleet duties will be eligible for transfer to temporary R.N. status as laid down in A.F.O. 4995/44, paragraph 11.

20. Further promotion of all officers will be in accordance with the regulations laid down in A.F.O. 4995/44.

(A.F.Os. 242/43 and 4995/44.)

(A.F.Os. 3054/39, 799/44, 4865/44, 13/45 are cancelled.)

## \*5936.—Royal Naval War Amenities Fund—Donations

(N/W.A.F. 84/44/217.—18 Oct. 1945.)

The Committee of the Royal Naval War Amenities Fund acknowledges, with thanks, the receipt of the following further donations from H.M. ships, Naval bases and establishments from 1st July, 1945, to 30th September, 1945:—

	£	s.	d.
R.N. Air Station, Abbotsinch	100	0	0
R.N. Air Station, Arbroath	100	0	0
H.M.S. "Ariel"	20	0	0
H.M.S. "Bacchante"	30	0	0
H.M.S. "Balduv"	89	9	4
R.N. Auxiliary Hospital, Barrow Gurney	50	0	0
H.M.S. "Bherunda"	300	0	0
R.N. Drama Group, Bletchley	187	5	11
R.N. Rehabilitation Centre, Bromley	10	0	0
H.M.S. "Brontosaurus"	20	0	0
H.M.S. "Caroline"	36	1	7
R.N. Base, Channel Islands	40	0	0
H.M.S. "Cormorant"	200	0	0
R.N. Air Station, Craik	250	0	0
H.M.S. "Cricket"	55	0	0
R.N. Air Station, Culham	150	0	0
R.N. Barracks, Devonport	150	0	0
H.M.S. "Dominion Monarch"	20	0	0
R.N. Air Station, Douvre	50	0	0
R.N. Air Station, Dunino	100	0	0
H.M.S. "Empress of Scotland"	10	0	0
H.M.S. "Enterprise"	75	0	0
H.M.S. "Fabius"	320	0	0
H.M.S. "Fledgling"	20	7	4
H.M.S. "Formidable"	25	0	0
H.M.S. "Forte"	20	0	0
R.N. Canteen Fund, Fort Wallington	16	5	3
H.M.S. "Fox"	50	0	0
H.M.S. "Gosling"	100	0	0
R.N. Base, Granton	50	0	0
R.N. Barracks, Great Yarmouth	25	0	0
R.N. Base, Harwich	250	0	0
R.N. Club, Parkeston, Harwich	1,500	0	0
H.M.S. "Highflyer"	37	10	0
R.N. Base, Humber	101	16	8
R.N. Auxiliary Hospital, Invergordon	5	0	0
R.N. Base, Isle of Wight	16	15	5
H.M.S. "James Cook"	20	0	0
H.M.S. "King Arthur"	200	0	0
R.N. Base, Kirkwall	577	8	1
R.N. Barracks, Lamlash	10	0	0
H.M. L.C.Q. "487"	3	0	0
R.N. Barracks, Leghorn	25	0	0

	£	s.	d.
H.M.S. "Leonidas"	45	0	0
R.N. Base Fund, Liverpool	20	0	0
R.N. Base, Londonderry	10	0	0
Lyness, R.F.A.'s and M.F.A.'s	25	0	0
R.N. Base, Lyness	239	9	10
H.M.S. "Macaw"	30	0	0
R.N. Base Fund, Milford Haven	300	0	0
R.N. and R.M. Sports Club, Milford Haven	50	0	0
R.N. Starboard Club, Milford Haven	200	0	0
H.M.S. "Miranda" and H.M.S. "Midge"	147	2	0
H.M.S. "Mount Stewart"	5	0	0
23rd M.T.B. Flotilla	10	0	0
R. Naval Party 1732	250	0	0
R. Naval Party 1764	10	4	0
R.N. Base Fund, Naples	63	15	0
R.N. Base, Newhaven	10	19	2
H.M.S. "Nightjar"	100	0	0
H.M.S. "Northney III"	15	0	0
H.M.S. "Nuthatch"	165	0	0
H.M.S. "Peewit"	100	0	0
H.M.S. "Polar Bear"	33	9	9
R.N. Base, Portland	20	0	0
R.N. Air Station, Rattray	225	0	0
H.M.S. "Robertson"	115	0	0
R.N. Air Station, Ronaldsway	25	0	0
H.M.S. "Royal Charlotte"	16	7	6
H.M.S. "Royal Edmund"	50	0	0
R.N. Repair Base, Sandbanks	41	13	5
H.M.S. "Shrapnel"	40	0	0
H.M.S. "Shrike"	50	0	0
H.M.S. "St. George"	6	0	0
H.M.S. "Tees"	86	11	4
H.M.S. "Tetcott"	10	0	0
H.M.S. "Trelawney"	25	0	0
H.M.S. "Tulichewan"	25	0	0
H.M.S. "Turnstone"	15	0	0
H.M.S. "Vernon"	10	0	0
H.M.S. "Victorious"	50	0	0
H.M.S. "Vulture"	710	0	0
H.M.S. "Woolverstone"	50	0	0
R.N. Air Station, Yeovilton	100	0	0
(W.R.N.S.) H.M.S. "Turtle"	5	0	0

## \*†5937.—Naval Salvage Money—Distribution

(D.N.A./S. 1018/42.—18 Oct. 1945.)

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

Award for the salvage of s.s. "Eleni" by H.M.S. "Seabelle" H.M.Ts. "Milford Countess" and "Arthur Cavanagh" during 20th February to 3rd March, 1942.

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

	"Seabelle"		"Milford Countess"		"Arthur Cavanagh"	
	£	s. d.	£	s. d.	£	s. d.
2nd Class	64	1 7	—	—	—	—
3rd Class	—	—	54	2 3	—	—
5th Class	32	0 10	—	—	—	—
6th Class	24	0 6	27	1 0	27	8 0
7th Class	—	—	—	—	21	18 6
8th Class	16	0 5	18	0 8	18	5 4
9th Class	12	16 4	14	8 7	14	12 4
10th Class	9	12 3	10	16 5	10	19 3
11th Class	8	0 2	9	0 5	9	2 8
12th Class	4	16 2	5	8 3	5	9 8

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

#### 5938.—Sea Cadet Corps—Uniform

(V/1/7245/45.—18 Oct. 1945.)

The following changes in the uniform of Sea Cadet Corps officers, C.P.O. Instructors and Cadets have been authorized:—

2. *Officers.*—A circular gilt metal badge with a fowl anchor surrounded by the words "Sea Cadet Corps—Ready aye Ready" to be worn inside the curl of the distinctive lace on both arms and shoulder straps. The wearing of the letters "S.C.C." above the curl to be discontinued.

3. *C.P.O. Instructors.*—A metal badge of the same pattern as for officers to be worn on both lapels of the jacket, the wearing of the letters "S.C.C." to be discontinued. A new pattern cap badge bearing the words "Sea Cadet Corps" has been designed and will be issued when stocks of the existing badge are exhausted.

4. *Cadets.*—A patch bearing the words "Sea Cadet Corps" in red worsted to be worn above the cuff on the left arm by all Cadets. The lower edge of the patch to be four inches above edge of cuff. The letters "S.C.C." now embodied in all arm badges to be removed. Cap ribbons showing the words "Sea Cadet Corps" will replace the existing pattern with the letters "S.C.C." when stocks of the latter are exhausted.

5. Sea Cadet Corps units have been informed of these changes and instructions issued as to the method of demanding supplies.

(A.F.O. 3140/44.)

#### 5939.—Sports—R.N. & R.M. Sports Control Board—Donation

(N./45.—18 Oct. 1945.)

(Included in Notice Boards Issue only.)

#### 5940.—Tool Kits for R.N. Air Personnel

(N.S. 23578/45.—18 Oct. 1945.)

Two new types of tool kits for R.N. Air Personnel have been introduced, as follows:—

Type M—Safety Equipment Ratings

Type N—Air Fitters (Woodworkers)

2. The kits will be supplied under the same conditions as the kits for R.N. Air Artificers and Fitters, as laid down in A.F.O. 1414/43 and amended by A.F.O. 5941/45. The same general procedure will also apply except that R.N. Air Training Establishments in the United Kingdom should obtain their requirements as follows:—

Tool kits, Type M—Superintending Naval Store Officer, Portsmouth,

or

Naval Store Officer, R.N. Store Depot,  
Carfin, Lanarkshire.

Tool kits, Type N—Superintending Naval Store Officer, Stafford.

3. Details of the composition of the kits are given in the Appendix to this Order.

#### Appendix

##### Tool Kit, Type M—for Safety Equipment Ratings

R.A.F. Ref. No.	Pattern No.	Description	Quantity
	E4/3023	Box, tool, small ... ..	1 No.
	D4/1153	Bag, tool ... ..	1 No.
	B10/21	Feeders, oil ... ..	1 No.
	B11/792	Files, half-round, smooth, 6-in. ...	1 No.
	B11/846	Files, round, bastard, 4-in. ...	1 No.
	B11/1199	Hammer, ball pein, ½-lb. ...	1 No.

R.A.F. Ref. No.	Pattern No.	Description	Quantity
	B11/1213	Hammer, hide-faced, 1-lb. ...	1 No.
15A/112	—	Hooks, rigging ... ..	2 No.
	E12/763	Handles, file ... ..	3 No.
	B11/1529	Knives, shoemakers' ... ..	1 No.
	B11/720	Needles, sewing, No. 1 ... ..	6 No.
	B11/718A	Needles, sewing, No. 6 ... ..	12 No.
	B11/2392	Palms, seaming ... ..	1 No.
	B11/1846	Pliers, sidecutting, 6-in. ...	1 No.
4G/1310	—	Pumps, deflation... ..	1 No.
1B/4429	—	Rollers, rubber sheet ... ..	1 No.
	B11/2124	Rule, boxwood, 2-ft. ... ..	1 No.
	B11/2133	Rule, steel, 1-ft. ... ..	1 No.
	E10/50	Scissors ... ..	2 pairs
	B11/2287	Screwdriver, ratchet ... ..	1 No.
	B11/2251	Screwdriver, cabinet, 6-in. ...	1 No.
	B11/2249	Screwdriver, cabinet, 3-in. ...	1 No.
	B11/2269	Screwdriver, instrument ... ..	1 set
6D/163	—	Spanners, "C", for operating heads ...	1 No.
1c/5913	—	Spanners, s/e. special, ¾-in. B.S.W. ...	2 No.
	B11/2473B	Spanners, open jaw, ⅝-in. × ⅜-in., B.S.W.	1 No.
	B11/2477B	Spanners, open jaw, ⅜-in. × ⅜-in., B.S.W.	1 No.
	B11/2419	Spanners, adjustable, 6-in. ...	1 No.
27c/2046	—	Spatulas, bone ... ..	1 No.
15A/114	—	Sticks ... ..	1 No.
	B11/3030	Wrenches, T, 0 and 2BA ... ..	1 No.

#### Appendix

##### Tool Kit for Air Fitters(W)

Sub-head	Pattern Nos.	Description	No.
B.11	89	Awl, brad, handled, ½-in. point, 1½-in. long shoulder to point	1
	155	Bevel, carpenter wood, 10½-in. blade ... ..	1
	196	Brace, carpenter 10-in. sweep, without bits ... ..	1
	198	Brace, carpenter bits, auger, ¼-in. ... ..	1
	199	Brace, carpenter bits, auger, ⅝-in. ... ..	1
	200	Brace, carpenter bits, auger, ⅜-in. ... ..	1
	201	Brace, carpenter bits, auger, ⅞-in. ... ..	1
	202	Brace, carpenter bits, auger, 1-in. ... ..	1
	203	Brace, carpenter bits, auger, ⅞-in. ... ..	1
	204	Brace, carpenter bits, auger, ⅝-in. ... ..	1
	205	Brace, carpenter bits, auger, ⅞-in. ... ..	1
	206	Brace, carpenter bits, auger, ⅞-in. ... ..	1
	207	Brace, carpenter bits, auger, ⅞-in. ... ..	1
	208	Brace, carpenter bits, auger, ⅞-in. ... ..	1
	209	Brace, carpenter bits, auger, ⅞-in. ... ..	1
	210	Brace, carpenter bits, auger, 1-in. ... ..	1
	228	Brace, carpenter bits, countersink, rose, ⅝-in. ... ..	1
	246	Brace, carpenter bits, screwdriver, ⅜-in. ... ..	1
	376	Chisel, flat, cast steel, ⅜-in. width on cut, ⅜-in., octagon ...	1
	404	Chisel, firmer, handled, ¼-in. width on cut, 4¼-in. bolster to point ... ..	1
	406	Chisel, firmer, handled, ½-in. width on cut, 4¼-in. bolster to point ... ..	1
	408	Chisel, firmer, handled, ⅜-in. width on cut, 5-in. bolster to point ... ..	1
	410	Chisel, firmer, handled, 1-in. width on cut, 5¼-in. bolster to point ... ..	1
	480	Cleaner, file ... ..	1
	809	File, hand, safe-edge, second cut, 10-in. ... ..	1
	848	File, round, bastard, 8-in. ... ..	1
	874	File, taper, saw, second cut, 4-in. ... ..	1
	1051	Gauge, carpenter, mortice and marking ... ..	1
	1106	Gimlet, twist, ⅜-in. ... ..	1
	1108	Gimlet, twist, ⅜-in. ... ..	1



Sub-head	Pattern Nos.	Description	No.
	1110	Gimlet, twist, $\frac{1}{4}$ -in. ... ..	1
	1116	Gauge, firmer, handled, $\frac{3}{8}$ -in. ... ..	1
	1118	Gauge, firmer, handled, $\frac{3}{8}$ -in. $\times$ $4\frac{1}{2}$ -in. bolster to point ...	1
	1186	Hammer, carpenter's, Warrington No. 2, $\frac{3}{4}$ -lb. ... ..	1
	1189	Hammer, claw, for carpenters, 1-lb. ... ..	1
	1199	Hammer, engineer's, ball pein, $\frac{1}{2}$ -lb. ... ..	1
	1694	Pincers, carpenter's, 8-in. ... ..	1 pair
	1716	Plane, metal body, smoothing, adjustable, 9-in. long, 2-in. iron ... ..	1
	1751	Plane, wood body, jack, 17-in. long, with $2\frac{1}{4}$ -in. double iron	1
	1846	Pliers, side cutting, 6-in., with burner hole ... ..	1 pair
	1853	Pliers, long, snipe nosed, 8-in. ... ..	1 pair
	1932	Punch, round, tapered point, $\frac{1}{16}$ -in., $\frac{3}{8}$ -in. octagonal $\times$ 4-in.	1
	1935	Punch, round, tapered point, $\frac{3}{8}$ -in., $\frac{1}{16}$ -in. octagonal $\times$ 5-in.	1
	2108	Rasp, wood, half-round, bastard, 12-in. ... ..	1
	2124	Rule, boxwood, 2-ft., 4-fold ... ..	1
	2132	Rule, steel, 6-in., graduated on 4 edges ... ..	1
	2133	Rule, steel, 1-ft., graduated on 4 edges ... ..	1
	2197	Saw, hand, cutting, iron, 26-in. ... ..	1
	2215	Saw, tenon, 14-in., 11 T.P.I. ... ..	1
	2218	Scraper, cabinet maker, sheet steel, 5-in. $\times$ $2\frac{1}{2}$ -in. ... ..	1
	2251	Screwdriver, cabinet, 6-in. $\times$ $\frac{3}{8}$ -in. point ... ..	1
	2252	Screwdriver, cabinet, 8-in. $\times$ $\frac{1}{16}$ -in. point ... ..	1
	2287	Screwdriver, ratchet handled, 5-in. blade ... ..	1
	2310	Scriber, steel point, and chisel, 10-in. ... ..	1
	2419	Spanner, adjustable, 6-in. length when closed ... ..	1
	2424	Spanner, B.A. bolt sizes, open jaw, set of five ... ..	1
	2470B	Spanner, B.S.W. bolt sizes, d/e, carbon steel, $\frac{1}{8}$ -in. $\times$ $\frac{3}{16}$ -in.	1
	2472B	Spanner, B.S.W. bolt sizes, d/e, carbon steel, $\frac{1}{4}$ -in. $\times$ $\frac{5}{16}$ -in.	1
	2474B	Spanner, B.S.W. bolt sizes, d/e, carbon steel, $\frac{3}{8}$ -in. $\times$ $\frac{7}{16}$ -in.	1
	2534	Spokeshave, 3-in. ... ..	1
	2535	Square, carpenter's, 6-in. ... ..	1
E.4	3024	Box, tool, large ... ..	1
B.10	21	Feeders, oil, steel, $\frac{1}{2}$ -pint ... ..	1
B.10	83	Locks, pad, $1\frac{1}{2}$ -in., mixed metal ... ..	1
B.11	635C	Stone, oil, Washita, 8-in. ... ..	1
E.12	763	Handles, ash or hickory, for files, ferruled ... ..	1
	764	Handles, ash or hickory, for files, ferruled ... ..	2
	436	Mallets, carpenter's, ash, small ... ..	1

(A.F.Os. 1414/43 and 5941/45.)

#### 5941.—Tool Kits—Disposal on Release of Personnel

(N.S. 30088/45.—18 Oct. 1945.)

“Hostilities Only” ratings, who are in possession of tool kits issued free, or on loan to them from Service sources during the war, in accordance with A.F.Os. 1414/43 and 4355/44, may retain such tools free of charge on release or discharge from Naval service. Kits which are deficient will not be made up to standard before men are dispersed.

2. This order applies to all “Hostilities Only” personnel, including members of the W.R.N.S. and recalled Pensioners and Reservists; no change is made in the procedure authorized for men serving under regular engagements.

(Admiralty message 231832/June to R.N. Barracks, Chatham, Portsmouth, Devonport, Lee-on-Solent.)

(A.F.Os. 1414/43 and 4355/44.)

(A.F.O. 4863/45 is cancelled.)

#### 5942.—Midshipmen—Sea Training—Duties of Officers responsible for—Proposed Issue of a Book of Reference

(C.W./N.T. 155/45.—18 Oct. 1945.)

The compilation of a short book of reference, to serve as a guide for officers responsible for the training of midshipmen in sea-going ships, is being undertaken by the Director of Naval Training.

2. It is contemplated that during a midshipman's time in the Fleet more stress will be laid on the practical aspects of his profession than has been customary in the past, with particular emphasis on leadership and divisional duties.

3. The Director of Naval Training will welcome any suggestions from serving officers who may be interested in this subject, and which may assist him in the compilation of this publication.

These should be forwarded through the usual channels to reach him by 31st December, 1945.

#### †5943.—Admiralty Surgeons and Agents

Scilly Isles and London District, No. 11

(C.E. 21479/45.—18 Oct. 1945.)

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

Place	Name	Address	Remarks
Scilly Isles	... Mr. J. Kelly, M.B., Ch.B., B.A.O.	St. Mary's, Isles of Scilly, Cornwall. (Telephone: Scillonion 28.)	Vice Mr. J. C. B. Wells.
London District	Mr. A. P. McEldowney, M.R.C.S., L.R.C.P.	134, Lower Rich- mond Road, Putney, S.W.15.	Re-appointed; vice Mr. Cowan.

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

#### †5944.—Uniform—Replacement of and Disposal by Officers

(N.L. 14307/45.—18 Oct. 1945.)

The Officers' Kit Replacement Organization, 72, South Audley Street, London, W.1, which was prepared to issue uniform and civilian clothing to officers who had lost their outfits through enemy action, has now closed down. Their stocks of clothing have been divided between the Officers' Association, 8, Eaton Square, London, S.W.1, and the Association of Retired Naval Officers, Empire House, 175, Piccadilly, London, W.1. The Officers' Association undertakes kit replacement for officers of the Royal Naval Reserve, Royal Naval Volunteer Reserve, the Army, Royal Air Force, and its auxiliaries. The Association of Retired Naval Officers undertakes replacement for Royal Navy officers.

2. No article will be issued by these organizations to an officer—apart from those repatriated and prisoners of war—without a supporting recommendation from a Commanding Officer or from the Admiralty (C.W. Department, Queen Anne's Mansions, St. James' Park, London, S.W.1).

3. Officers wishing to dispose of articles of uniform, etc., by gift should forward them to the above addresses.

4. Officers wishing to sell articles of Naval uniform are advised in view of the terms of Regulation 1 (3) of the Defence (General) Regulations, 1939, to apply to the National Federation of Merchant Tailors, 90, Regent Street, London, W.1, for a list of firms licenced and registered by the Board of Trade to acquire and dispose of Service uniforms.

(A.F.O. 1776/44 is cancelled.)

**\*5945.—Food Economy**

(V. 2/0844/45.—18 Oct. 1945.)

Orders have been issued from time to time during the war, drawing attention to the necessity for economy in the use of foodstuffs and the avoidance of waste of food in order to further the national war effort.

2. So far from any relaxation of these precautions being possible now that hostilities have ended, it is essential in view of the present world-wide shortage of food not only that all existing economy measures should be maintained, but that such measures should be intensified with a view to stopping all possible causes of waste of foodstuffs, particularly meat and fats.

3. The attention of all officers and men in H.M. ships and Naval establishments is to be drawn to this Order, and disciplinary action should be taken in any instances of deliberate waste of food.

(A.F.Os. 4427/40, 3163/42, 4802/42, 5510/42, 2530/44, 4546/44 and 4984/44.)

**5946.—W.R.N.S.—Recruitment of Officers—Volunteers for Postponement of Release**

(C.W. 52791/45.—18 Oct. 1945.)

In future all W.R.N.S. ratings who are recommended for promotion to officer rank must be volunteers for further service in accordance with the provisions laid down in A.F.O. 5014/45.

2. A statement to this effect should be signed by the W.R.N.S. rating concerned and attached to Forms S.1530 before these are forwarded to Director, W.R.N.S.

3. This regulation also applies to those C.W. candidates whose recommendations are already held by Director, W.R.N.S., and who are either waiting to attend an Officers' Selection Board or Officers' Training Course, and the Command Superintendents concerned should take immediate action to forward the necessary statements to Director, W.R.N.S.

4. Recommendations in respect of C.W. candidates who are not volunteers for further service will not be accepted.

(A.F.Os. 2129/45 and 5014/45.)

**5947.—W.R.N.S. Welfare Enquiries, etc.**

(N.3991/45.—18 Oct. 1945.)

Family Welfare Sections, whose functions are explained in A.F.Os., are also available to W.R.N.S. ratings and their families. Under B.R.1077, Art. 5, Clause 2, Superintendents, W.R.N.S., have a supervisory responsibility for the welfare of W.R.N.S. ratings in the Command, but the advice and help of the Family Welfare Sections may be sought in connection with W.R.N.S. ratings' personal problems and where visits are required to homes in connection with applications for compassionate discharge, unpaid leave, etc.

2. The Family Welfare Sections are to ensure that, where necessary, reports on W.R.N.S. cases are forwarded to the Command Superintendent W.R.N.S., or, in the case of ratings serving on Air Stations, whether they are General Service or Air Arm personnel, to the Superintendent W.R.N.S., Air.

3. A close liaison is to be maintained between the Family Welfare Sections and W.R.N.S. authorities and the Director W.R.N.S. should always be consulted where special problems or matters of policy are concerned.

4. All enquiries regarding the welfare of individual W.R.N.S. ratings serving overseas are to be referred to the appropriate W.R.N.S. Home Drafting Authority or, in the case of Air Arm categories, the Superintendent W.R.N.S., Air, and not to the Director W.R.N.S.

5. W.R.N.S. ratings proceeding overseas are to be instructed to inform their relatives accordingly.

6. The procedure regarding the granting of compassionate leave is laid down in C.A.F.O. 1224/45, and should also be followed when dealing with applications for compassionate draft.

7. B.R. 1077, Art. 340, as subsequently modified by A.F.Os., lays down the method of applying through the Commanding Officer and the Superintendent W.R.N.S. of the Home Command when a W.R.N.S. rating requires assistance from a Legal Aid Section.

(B.R. 1077, Arts. 5 and 340.)

(A.F.Os. 669/45, 1672/45, 2989/45 and 4424/45.)

(C.A.F.O. 1224/45.)

(A.F.O. 1986/45 is cancelled.)

**Section 3.—G., T., N., E., etc., & STORES; HULL, EQUIPMENT & FITTINGS****5948.—Aircraft—Ammunition—Motors, Rocket A/C 3-in. No. 1, Mark III, Lot R. 3920—Withdrawal—REPORTS**

(A.S. 9751/45.—18 Oct. 1945.)

Motors, rocket, A/C, 3-in., No. 1, Mark III, Lot R.3920, are to be withdrawn from service.

2. H.M. ships holding any of this lot should arrange exchange with the nearest R.N. armament depot.

3. R.N. armament depots holding any stocks or receiving any of this lot are to forward them to C.S.P.D.E., Aberporth, Cardigan, quoting this A.F.O., and report to D.A.S. the quantities issued.

**5949.—Aircraft—Guns, Browning, 0·50-in.—Modification to Sear Slide and Revised Method of Timing**

(A.S./G. 2623/45.—18 Oct. 1945.)

The following action is to be taken :—

<i>Gun</i> ... ..	Browning, 0·50-in.
<i>Part affected</i> ... ..	Sear slide and timing.
<i>Purpose</i> ... ..	It is known that the number of empty chamber stoppages can be materially reduced if the timing of the "No Fire" of 0·116-in. is advanced to 0·090-in.
<i>Action</i> ... ..	Modify the sear slide by stoning or grinding a 0·03-in. chamfer at 30 deg. to the axis of the edge of the sear slide in engagement with the solenoid plunger.
<i>Drawing</i> ... ..	A.F.O. Diagram 378/45.
<i>By whom to be done</i> ... ..	H.M. ships, R.N. air stations, repair yards, R.D.Us., M.O.N.A.Bs., T.A.M.Ys., etc., R.N. armament depots.
<i>Degree of urgency</i> ... ..	In service—At next Group F operation. At R.N. armament depots—when passing through factory.

2. After modification of the gun the 0·116-in. timing portion of the 0·50-in. Browning combination gauge is to be considered obsolete. A new gauge, 0·090-in. "NO FIRE"—0·040-in. "FIRE", Stores Ref. 8D/2545 (A/R161), is being introduced. Until this is available a suitable gauge to these dimensions should be manufactured locally.

3. The timing should be carried out as follows :—

- First ensure that the gun is correctly breeched ;
- Assemble the firing unit to the gun ;
- Move the recoiling portions to the rear and place the 0·090-in. gauge between the barrel extension and the rear face of the trunnion block ;
- Operate the firing unit and allow the recoiling portions to move forward slowly at the same time pushing on the cocking stud to force the breech block against the plunger ;
- Adjust the plunger until it just fails to release the firing pin under the conditions of paragraph 3 (d) above ;
- Remove the 0·090-in. gauge and substitute the 0·040-in. gauge.
- Operate the firing unit and allow the recoiling portions to move forward slowly at the same time pressing (through the cocking stud slot) the rear of the breech block away from the plunger. Ensure that the firing pin is released by the time the breech block comes to rest against the gauge ;
- Check by repeating the test that the correct adjustment has been made.

**5950.—Aircraft—Pyrotechnics—Flare Ground Indicating Yellow—No. 1, Mark I—Introduction**

(G. 03849/45.—18 Oct. 1945.)

Flare, ground, indicating, yellow, No. 1, Mark I, which is fully described in A.P. 1661E, Volume 1, Section 17, Chapter 3, has been introduced for use at R.N. air stations as a flying control aid. It is intended to indicate the position of the runway in use to pilots about to land, in conditions of poor visibility.

2. Supplies are now available and R.N. air stations should therefore demand from the nearest armament depot.

(A.P. 1661E, Volume 1.)

**5951.—Ammunition—Fuzes, Primers and Tubes—Tubes, Vent, Electric, 1-in., R.T.L. Manufacture—Withdrawal of Certain Lots**

(A.S./G. 5313/44/B.89/X.—18 Oct. 1945.)

As a result of further reports of blowbacks of tubes, vent, electric, 1-in., of R.T.L. manufacture, lot numbers 3, 13, 111 and 119 are to be withdrawn from service.

2. All tubes of this description and lot numbers on board H.M. ships are to be landed as soon as possible and others drawn in lieu. They are to be regarded as coming under category (a) of C.A.F.O. 991/42, i.e., Dangerous if used.

3. Naval armament depots are to bring to produce all tubes of Lots R.T.L. 3, 13, 111 and 119 in store and received from H.M. ships.

(C.A.F.O. 991/42 and A.F.O. 285/45.)

**5952.—Ammunition—Schermuly Rocket-Line Carrying Ammunition and Line Throwing Rifles—Supply**

(Commissioned Rescue Tugs.)

(A.S. 4507/45.—18 Oct. 1945.)

All commissioned rescue tugs are to be supplied with a Schermuly rocket line carrying outfit consisting of :—

Rockets, 2 lb. ... ..	12
Lines, $\frac{3}{4}$ in. ... ..	12
Former line, 12 in. ... ..	1
Cartridges ... ..	20
Pistol, Schermuly, 2 lb., No. 2 Type "A" ... ..	1

2. Supply will be made without demand, and on receipt all other types of line throwing apparatus are to be returned to store with the exception of a 0·303 in. line throwing rifle and ancillary stores, a complete set of which should be demanded from the nearest Naval armament depot if not on board.

3. The 2 lb. Schermuly rocket (No. 2 size) has a range in calm weather of 200–250 yards. The 6 lb. Schermuly rocket (No. 1 size) has a range of 300–350 yards. The range of the 0·303 in. line throwing rifle is approximately 230 ft.

4. In order to meet anticipated occasional needs of commissioned rescue tugs for No. 1 size Schermuly rocket line carrying apparatus it has been decided to supply the R.N. armament depots at Kilindini, Malta and Ceylon with the following equipment for issue when required :—

Rockets, 6 lb. ... ..	20
Lines, $\frac{1}{2}$ in. (350 yards) ... ..	20
Cartridges ... ..	30
Former line, 15 in. ... ..	2
Pistols, Schermuly, 6 lb., No. 1 ... ..	2

5. Schermuly rockets are not to be stowed in a magazine when other ammunition is present and arrangements should be made for stowage in a compartment or W.T. locker on deck. The place selected should be as cool as possible and protected from the weather.

Cartridges for both Schermuly rockets and the line throwing rifle can be stowed in their A.S.A. boxes in the small arms magazine.

The 0·303 in. line throwing rifle and all non-explosive ancillary stores should be stowed in a store room where it is readily accessible.

(A.F.O. 794/45 is cancelled.)

**5953.—Ammunition—40-mm. Bofors—Chargers, Marks IV and V of U.S.A. Manufacture—Weakness in Design**

(G. 016238/45.—18 Oct. 1945.)

Experience has shown that U.S.A. 40-mm. Bofors ammunition chargers, Marks IV and V, do not hold the round firmly enough, so that considerable care is needed to prevent rounds falling out when the chargers are handled.

2. Ships should endeavour to use other marks of chargers when such are available.

3. R.N. Armament Depots.—Loose Mark IV and V chargers are to be set aside pending further instructions and not issued for any service.

**5954.—Ammunition—7.5-in. to 16-in.—Withdrawal of 15-in., A.P.C., Mark XXII, B.N.T. Shell of Crucible Steel Co. Manufacture—REPORTS**

(A.S./G. 05827/44.—18 Oct. 1945.)

All 15-in. A.P.C., Mark XXII, B.N.T. shell manufactured by Crucible Steel Company of America are to be withdrawn from service.

2. Commanding Officers of H.M. ships are therefore to arrange for any 15-in. A.P.C. shell of U.S.A. manufacture to be landed at the first convenient opportunity and for shell of British manufacture to be embarked in lieu.

3. The shell can be identified by the relevant markings, viz. :—

C.S.C. OF A.

on periphery of base.

4. *R.N. Armament Depots only.*—All shell disembarked from H.M. ships under this order are to be reported to D.A.S. (B.108) for disposal. Reports of quantities of any shell already held in store should be rendered as soon as possible and quantities included in stock statements should be shown separately from unrestricted stocks.

**5955.—Ammunition Supply—Naval Armament Depots—Supply, Tests and Returns of Ammunition—REPORTS**

(A.S. 11303/45.—18 Oct. 1945.)

All ammunition containing N.C. propellant of the following indexes is to be landed at the nearest Naval armament depot as early as practicable, viz. :—

Index	Cartridges into which filled
S.P.D.B. 2523	Q.F., 4-in., 50 calibre
S.P.D. 2550	Q.F., 3-in., 50 calibre
S.P.D. 2587	Q.F., 3-in., 23 calibre
S.P.D. 2656	Q.F., 3-in., 23 calibre

2. On receipt of the ammunition at Naval armament depots, the following action is to be taken :—

(a) All cartridges are to be opened up and a 100 per cent. examination carried out of the charges, an 8-oz. sample from the serviceable propellant of each index being forwarded to Deputy Inspector of Naval Ordnance, Holton Heath, any of the charges containing corroded grains being destroyed.

(b) Cartridges with propellant in a serviceable condition are to have shells replaced and the rounds held for issue as required.

(c) Guidance in regard to visual examination is given in Appendix IV—Naval Cordite Regulations.

3. Similar action is to be taken in regard to any ammunition of the above indexes held in store.

4. On completion of the examination, a report is to be forwarded to Director of Armament Supply (Branch B) Bath, giving the quantities of cartridges found serviceable and unserviceable.

**5956.—Ammunition Supply—Naval Armament Depots—Supply, Tests and Returns of Ammunition—REPORTS**

(A.S. 11459/45.—18 Oct. 1945.)

A sample of each of the undermentioned lots and sub-lots is to be landed for test at the nearest Naval Armament Depot, as opportunity offers, from each H.M. ship having these lots and sub-lots on board :—

Lot No.	Size	Cartridges into which filled
RNC.109	S.C.061	B.L. 6-in., VII gun
RNC.111	S.C.140	B.L. 6-in., VII gun.
RNC.113	S.C.061	Q.F. 4-in., V and V* gun.
RNC.114	S.C.280	B.L. 15-in., gun.
RNC.116	S.C.061	Q.F. 4-in., V and V* gun.
RNC.117	S.C.280	B.L. 13.5-in., gun.
RNC.118	S.C.140	B.L. 6-in., VII gun.
RNC.119	S.C.205	B.L. 8-in., VIII gun.
RNC.120R	S.C.280	B.L. 15-in., gun.
RNC.124R	S.C.044	Q.F. 3-in., 20-cwt. gun.
RNC.130R	S.C.044	Q.F. 4-in., V and V* gun.
WA.14201...	RDN/A.042	Q.F. 4.7-in., IX-IX** and XII gun.

Lot No.	Size	Cartridges into which filled
WA.14210...	RDN/A.029	Q.F. 4-in., XVI and XVI* gun.
RNC.232XB	S.C.122	B.L. 6-in., XII gun.
RNC.750XA	HSCT.124-058	Q.F. 6-pdr. and 3-pdr. gun.
RNC.123	S.C.280	B.L. 15-in. gun.
RNC.125	S.C.280	B.L. 15-in. gun.
RNC.127	S.C.103	B.L. 4.7-in. gun.
RNC.553R	S.C.T. and S.C.	Catapult S.I.L.
RNC.561R	S.C.T. and S.C.	Catapult F.I.L.
RNC.563R	S.C.T. and S.C.	Catapult E.I.H.
WA.14220...	RDN/A.Q.029	Q.F. 4-in., XVI and XVI* gun and 4-in., V and V* and XV*.
RNC.196XA	S.C.061	4-in., V and V* gun.
RNC.238XB	S.C.122	B.L. 6-in., XII gun.
RNC.239XB	S.C.103	Q.F. 4.7-in., VIII gun.
RNC.128	S.C.280	B.L. 13.5-in. gun.
RNC.129	S.C.103	B.L. 4.7-in. gun.
RNC.131	S.C.205	B.L. 8-in., VIII gun.
RNC.132	S.C.103	Q.F. 4-in., V and V* gun.
RNC.133	S.C.280	B.L. 13.5-in. gun.
RNC.134	S.C.103	Q.F. 4-in., V and V* gun.
RNC.135	S.C.103	B.L. 4.7-in. gun.
RNC.136	S.C.103	B.L. 4.7-in. gun.
RNC.139	S.C.280	B.L. 15-in. gun.
RNC.140	S.C.103	B.L. 4.7-in. gun.
RNC.704	HSCT.124-058	Q.F. 3-pdr. and 6-pdr. gun.
RNC.706	HSCT.124-058	Q.F. 3-pdr. and 6-pdr. gun.
RNC.712	HSCT.124-058	Q.F. 2-pdr. gun.
RNC.716	HSCT.124-058	Q.F. 2-pdr. gun.
WA.14358XA	RDN/A.Q.052	Q.F. 4-in., XVI and XVI* gun.
RNC.203XA	S.C.103	Q.F. 4-in., V and V* gun.
RNC.242XB	S.C.048	Q.F. 4-in., V and V* gun.
RNC.287XC	S.C.061	Q.F. 4-in., V and V* gun.
RNC.122R	S.C.044	Q.F. 4-in., V and 3-in., 20-cwt. guns.
RNC.141	S.C.103	B.L. 4.7-in. gun.
RNC.142	S.C.103	B.L. 4.7-in. gun.
RNC.143	S.C.280	B.L. 15-in. gun.
RNC.144	S.C.109	Q.F. 4.7-in., IX gun.
RNC.145	S.C.109	Q.F. 4.7-in., IX gun.
RNC.146	S.C.109	Q.F. 4.7-in., IX gun.
RNC.148	S.C.205	B.L. 8-in., VIII gun.
RNC.149	S.C.103	Q.F. 4-in., IV and XII gun.
RNC.150	S.C.103	Q.F. 4-in., IV and XII gun.
RNC.151	S.C.103	B.L. 4.7-in. gun.
RNC.153	S.C.103	B.L. 4.7-in. gun.
RNC.627R	S.C.T. and S.C.	Catapult F.I.L.
WA.14261...	RDN/A.Q.052	Q.F. 4-in., XVI and XVI* gun.
WA.14394XA	RDN/A.Q.052	Q.F. 4-in., XVI and XVI* gun.
RNC.205XA	S.C.103	Q.F. 4-in., IV and XII gun.
RNC.231XB	S.C.061	Q.F. 4-in., V and V* gun.
RNC.251XB	S.C.122	B.L. 6-in., XII gun.
RNC.303XC	S.C.061	Q.F. 4-in., V and V* gun.
RNC.152	S.C.280	B.L. 13.5-in. gun.
RNC.154	S.C.103	Q.F. 4-in., V-V* gun.
RNC.155	S.C.103	Q.F. 4-in., V-V* gun.
RNC.156	S.C.103	Q.F. 4-in., V-V* gun.
RNC.157	S.C.103	Q.F. 4-in., V-V* gun.
RNC.159	S.C.115	B.L. 5.5-in. gun.
RNC.160	S.C.061	Q.F. 4-in. V-V* and 3-in., 20-cwt. guns.
RNC.163	S.C.280	B.L. 13.5-in. gun.
RNC.165	S.C.061	Q.F. 4-in. V-V* gun.
RNC.167	S.C.115	B.L. 5.5-in. gun.
RNC.168	S.C.061	Q.F. 4-in., V and 12-pdr., 12-cwt. guns.

Lot No.	Size	Cartridges into which filled
RNC.171 ...	S.C.061 ...	Q.F. 4-in., V-V* gun.
RNC.190 ...	S.C.205 ...	B.L. 8-in., VIII gun.
RNC.2130 ...	RDN/F.029 ...	Q.F. 4-in., XVI gun.
RNC.216XA ...	S.C.061 ...	Q.F. 4-in., V-V* gun.
R.N.C.258XB ...	S.C.061 ...	Q.F. 4-in., V-V* gun.
RNC.260XB ...	S.C.109 ...	Q.F. 4-7-in., IX gun.
RNC.312XC ...	S.C.048 ...	Q.F. 3-in., 20-cwt. and Q.F. 4-in., V and V* guns.
RNC.158 ...	S.C.103 ...	Q.F. 4-in., V-V* gun.
RNC.161 ...	S.C.103 ...	Q.F. 4-7-in., VIII gun.
RNC.162 ...	S.C.103 ...	Q.F. 4-7-in., VIII gun.
RNC.164 ...	S.C.280 ...	B.L. 15-in. gun.
RNC.166 ...	S.C.103 ...	Q.F. 4-7-in., VIII gun.
RNC.169 ...	S.C.103 ...	Q.F. 4-7-in., VIII gun.
RNC.170 ...	S.C.280 ...	B.L. 15-in. gun.
RNC.172 ...	S.C.103 ...	Q.F. 4-in., V-V* gun.
RNC.173 ...	S.C.103 ...	Q.F. 4-in., V-V* gun.
RNC.174 ...	S.C.115 ...	B.L. 5-5-in. gun.
RNC.175 ...	S.C.103 ...	Q.F. 4-in., V-V* gun.
RNC.176 ...	S.C.103 ...	Q.F. 4-in., V-V* gun.
RNC.177 ...	S.C.103 ...	B.L. 4-7-in. gun.
RNC.178 ...	S.C.280 ...	B.L. 15-in. gun.
RNC.189R ...	S.C.280 ...	B.L. 15-in. gun.
RNC.212 ...	S.C.115 ...	B.L. 5-5-in. gun.
RNC.749 ...	HSCT.124-058 ...	Q.F. 6-pdr. and 3-pdr. guns.
RNC.223XA ...	S.C.061 ...	Q.F. 4-in., V-V* gun.
RNC.225XA ...	S.C.103 ...	B.L. 4-in., IX gun.
RNC.227XA ...	S.C.048 ...	Q.F. 4-in., V-V* gun.
RNC.265XB ...	S.C.061 ...	Q.F. 4-in., V and Q.F. 4-7-in., IX gun.
RNC.324XC ...	S.C.061 ...	Q.F. 4-in., V and V* gun.
RNC.811XA ...	HSCT.124-058 ...	Q.F. 6-pdr. and 3-pdr. guns.
RNC.179 ...	S.C.115 ...	B.L. 5-5-in. gun.
RNC.180 ...	S.C.103 ...	B.L. 4-7-in. gun.
RNC.181 ...	S.C.103 ...	B.L. 4-7-in. gun.
RNC.182 ...	S.C.103 ...	B.L. 4-7-in. gun.
RNC.183 ...	S.C.280 ...	B.L. 15-in. gun.
RNC.184 ...	S.C.103 ...	B.L. 4-in., IX gun.
RNC.185 ...	S.C.103 ...	Q.F. 4-7-in., VIII gun.
RNC.186 ...	S.C.115 ...	B.L. 5-5-in. gun.
RNC.187 ...	S.C.103 ...	B.L. 4-in., VII gun.
RNC.192 ...	S.C.115 ...	B.L. 5-5-in., gun.
RNC.750 ...	HSCT.124-058 ...	Q.F. 3-pdr. and 6-pdr. guns.
RNC.757 ...	HSCT.124-058 ...	Q.F. 2-pdr. gun.
RNC.758 ...	HSCT.124-058 ...	Q.F. 2-pdr. gun.
RNC.829XA ...	HSCT.124-058 ...	Q.F. 6-pdr. and 3-pdr. guns.
RNC.188 ...	S.C.280 ...	B.L. 13-5-in. gun.
RNC.191 ...	S.C.150 ...	B.L. 6-in., XXII and B.L. 7-5-in. guns.
RNC.193 ...	S.C.280 ...	B.L. 13-5-in. gun.
RNC.196 ...	S.C.061 ...	Q.F. 4-in., V and Q.F. 4-7-in., IX gun.
RNC.646R ...	S.C.T. and S.C. ...	Catapult E.I.H.
RNC.647R ...	S.C.T. and S.C. ...	Catapult F.I.L.
RNC.648R ...	S.C.T. and S.C. ...	Catapult S.I.L.
RNC.761 ...	HSCT.124-058 ...	Q.F. 6-pdr. and 3-pdr. guns.
RNC.981R ...	S.C.T. and S.C. ...	Catapult E.I.H.
RNC.237XA ...	S.C.103 ...	Q.F. 4-in., IV-XII gun.
RNC.239XA ...	S.C.103 ...	Q.F. 4-7-in., VIII gun.
RNC.276XB ...	S.C.122 ...	B.L. 6-in., XII gun.
RNC.354XC ...	S.C.061 ...	Q.F. 4-in., V and V* gun.
RNC.537RXA ...	S.C.T. and S.C. ...	Catapult E.I.H.
RNC.2814RXA ...	S.C.T. and S.S.C. ...	Catapult D.IV.H.
RNC.194 ...	S.C.103 ...	Q.F. 4-in., IV gun.
RNC.195 ...	S.C.280 ...	B.L. 15-in. gun.

Lot No.	Size	Cartridges into which filled
RNC.198 ...	S.C.103 ...	B.L. 4-7-in. gun.
RNC.199 ...	S.C.103 ...	B.L. 4-in., IX gun.
RNC.200 ...	S.C.280 ...	B.L. 15-in. gun.
RNC.201 ...	S.C.103 ...	B.L. 4-in., VII gun.
RNC.202 ...	S.C.103 ...	Q.F. 4-in., V-V* gun.
RNC.203 ...	S.C.103 ...	Q.F. 4-in., V-V* gun.
RNC.204 ...	S.C.280 ...	B.L. 13-5-in. gun.
RNC.206 ...	S.C.205 ...	B.L. 8-in., VIII gun.
WA.14350... ..	RDN/A.Q.059 ...	Q.F. 4-5-in. gun.
WA.14358... ..	RDN/A.Q.052 ...	Q.F. 4-in., XVI and XVI* gun.
RNC.287XB ...	S.C.061 ...	Q.F. 4-in., V and V* gun.
RNC.242XA ...	S.C.048 ...	Q.F. 4-in., V and V* gun.
RNC.197 ...	S.C.103 ...	Q.F. 4-7-in., VIII gun.
RNC.205 ...	S.C.103 ...	Q.F. 4-in., IV and XII gun.
RNC.207 ...	S.C.103 ...	Q.F. 4-7-in., VIII gun.
RNC.208 ...	S.C.280 ...	B.L. 13-5-in. and B.L. 16-in. guns.
RNC.209 ...	S.C.150 ...	B.L. 7-5-in. gun.
RNC.210 ...	S.C.061 ...	B.L. 4-7-in. and Q.F. 4-in., V and V* guns.
RNC.211 ...	S.C.109 ...	Q.F. 4-7-in., IX gun.
RNC.213 ...	S.C.280 ...	B.L. 15-in. gun.
RNC.247 ...	S.C.280 ...	B.L. 16-in. gun.
RNC.615R ...	S.C.T. and S.C. ...	Catapult F.I.L.
RNC.621R ...	S.C.T. and S.C. ...	Catapult E.I.H.
RNC.809R ...	S.C.T. and S.C. ...	Catapult S.I.L.
RNC.810R ...	S.C.T. and S.C. ...	Catapult E.II.H.
WA.14394... ..	RDN/A.Q.052 ...	Q.F. 4-in., XVI and XVI* gun.
RNC.231XA ...	S.C.061 ...	Q.F. 4-in., V-V* gun.
RNC.248XA ...	S.C.048 ...	Q.F. 3-in., 20-cwt. and Q.F. 4-in., V gun.
RNC.302XB ...	S.C.122 ...	B.L. 6-in., XII gun.
RNC.303XB ...	S.C.061 ...	Q.F. 4-in., V and V* gun.
RNC.2538XA ...	RDN/F.042 ...	Q.F. 4-7-in., IX and IX* gun.

2. Officers in Charge of Naval Armament Depots are to arrange for a sample from each lot and sub-lot held in store to be tested forthwith and the result reported to Director of Armament Supply, Branch "B", Bath, as soon as possible.

3. Similar action is to be taken with samples landed from ships.

**5957.—Guns—Q.F. U.S. 40 mm. M.1—Mounts single 40 mm. M.1—Adjustment of Spare Gear carried by Ships—REPORT**

(A.S. 0574/45.—18 Oct. 1945.)

American 40 mm. single (air cooled) equipments are now in service.

2. There is reason to believe that in some cases ships armed with these equipments are carrying a surplus of spare gear for guns and/or mounts while other ships are deficient of spare gear.

3. The Appendices to this order show:—

Appendix A.

(1) In column 3, the approved allowance of gun spare parts to be carried per gun.

(2) In columns 4 to 9 British pattern equipment which can be used in lieu of the corresponding American pattern part.

Appendix B.—The approved allowance of appurtenances and implements to be carried per gun.

Appendix C.—The approved allowance of gun mounting spares to be carried per mounting.

4. Ships armed with these equipments are, on receipt of this order, to take stock of the spare gear on board, and are to adjust the quantities carried to agree with the approved allowances. Adjustment of gunwharf stores (Appendix A) is to be made with the nearest R.N.A. depot and of gunmounting stores (Appendix B) with Admiralty Gun Mounting Overseer, Admiralty Gun Mounting Depot, Smith Street, Coventry.

5. On completion, each ship concerned is to report to D.N.O., Admiralty, Bath (copies to D.A.S., Admiralty, Bath), detailing the surplus items landed and/or the items drawn from store to complete.

*Appendix A*  
*Interchangeability.—U.S. 40-mm., Mark M I, Mark I and Mark II guns with Canadian and British guns.*  
*Note.—X indicates items interchangeable with Mark and type of gun in column shown.*

U.S. 40-mm., Mark M I Nomenclature	U.S. Drawing No.	Allow- ance Spare per Gun	U.S. Guns		British and Canadian Guns							
			Mark I	Mark II	Mark I	Mark CI	Mark IV L	Mark IV R	British Nomenclature	British Part No. A.N./	British Drawing No. N.O.D. 3138/ 12	
1	2	3	4	5	6	7	8	9	10	11	12	
Cover (breach block) ...	A222588	1	X	X	—	—	—	—	—	—	—	—
Firing pin spring ...	—	—	—	—	—	—	—	—	—	—	—	—
Extractor, left ...	B197146	1	—	—	—	—	—	X	Extractor, left ...	—	35/1	
Extractor, right ...	B197126	1	—	—	—	—	—	X	Extractor, right ...	—	35/2	
Nut, safety, $\frac{3}{8}$ -24 N.F. ...	BBSX4AC	1	—	—	—	—	—	—	—	—	—	
Pawl (loader feed, left) ...	A222641	1	X	X	X	X	X	X	Pawl, feed, left, feed pawl holder ...	1704	92/4	
Pawl (loader feed, right) ...	A222642	1	X	X	X	X	X	X	Pawl, feed, right, feed pawl, holder...	1703	92/3	
Pin, cotter, $\frac{1}{16} \times \frac{3}{8}$ ...	A276673	2	—	—	—	—	—	—	—	—	—	
Pin, cotter, $\frac{1}{16} \times \frac{1}{2}$ ...	BFAXIBC	2	—	—	—	—	—	—	$\frac{1}{16}$ in. standard split pins ( $1\frac{1}{4}$ in. long), cut to length.	—	—	
Pin, cotter, $\frac{1}{16} \times \frac{5}{8}$ ...	BFAXIBD	2	—	—	—	—	—	—	—	—	—	
Pin, cotter, $\frac{1}{16} \times 1$ ...	BFZXIBQ	2	—	—	—	—	—	—	—	—	—	
Pin, cotter, $\frac{1}{16} \times 1\frac{1}{4}$ ...	BFAXIBR	3	—	—	—	—	—	—	—	—	—	
Pin, cotter, $\frac{3}{32} \times \frac{3}{4}$ ...	BFAICE	2	—	—	—	—	—	—	$\frac{3}{32}$ in. standard split pin ( $1\frac{1}{4}$ in. long), cut to length.	—	—	
Pin, cotter, $\frac{3}{32} \times 1$ ...	BFAXICG	2	—	—	—	—	—	—	—	—	—	
Pin, cotter, $\frac{3}{32} \times 1\frac{1}{8}$ ...	BFAXICH	2	—	—	—	—	—	—	—	—	—	
Pin, cotter, $\frac{3}{32} \times 1\frac{1}{4}$ ...	BFAXICR	3	—	—	—	—	—	—	—	—	—	
Pin, cotter, $\frac{3}{32} \times 1\frac{1}{2}$ ...	BFAXIDH	2	—	—	—	—	—	—	$\frac{1}{8}$ in. standard split pin ( $1\frac{1}{2}$ in. long), cut to length.	—	—	
Pin, cotter, $\frac{1}{8} \times 1\frac{1}{2}$ ...	BFAXIDK	2	—	—	—	—	—	—	—	—	—	
Pin (firing) ...	A222589	1	X	X	—	—	—	—	—	—	—	
Pin, taper, $\frac{1}{16} \times 1\frac{1}{2}$ ...	BFCXIR	2	—	—	—	—	—	—	—	—	—	
Pin, taper, $\frac{1}{16} \times 1\frac{3}{4}$ ...	BFCXIS	2	—	—	—	—	—	—	—	—	—	
Pin, taper, $\frac{1}{16} \times 1$ ...	BFCXIT	3	—	—	—	—	—	—	—	—	—	
Pin, taper, $\frac{1}{16} \times 1\frac{1}{8}$ ...	A276672	2	—	—	—	—	—	—	—	—	—	
Pin, taper, $\frac{1}{16} \times 1\frac{1}{4}$ ...	A276670	3	X	X	—	—	—	—	—	—	—	
Pin, taper, $\frac{1}{16} \times 1$ ...	BFCXIBC	2	—	—	—	—	—	—	—	—	—	
Pin, taper, $\frac{1}{16} \times 1\frac{1}{2}$ ...	BFCXIBE	2	—	—	—	—	—	—	—	—	—	
Pin, taper, $\frac{1}{16} \times 1\frac{1}{4}$ ...	BFCXICD	3	—	—	—	—	—	—	—	—	—	
Pin, taper, $\frac{1}{16} \times 1$ ...	BFCXICC	2	—	—	—	—	—	—	—	—	—	

Pin, taper, $\frac{1}{16} \times 1\frac{1}{2}$ ...	A276689	2	—	—	—	—	—	—	—	—	—	—
Pin, taper, $\frac{1}{16} \times 1\frac{3}{4}$ ...	BFCXIDB	2	—	—	—	—	—	—	—	—	—	—
Pin, taper, $\frac{1}{16} \times 2$ ...	BFCXIFG	2	—	—	—	—	—	—	—	—	—	—
Pin, taper, $\frac{1}{16} \times 2\frac{1}{2}$ ...	A275579	2	—	—	—	—	—	—	—	—	—	—
Pin, taper, $\frac{1}{16} \times 3$ ...	BFCXIKB	2	—	—	—	—	—	—	—	—	—	—
Pin, taper, $\frac{1}{16} \times 3\frac{1}{2}$ ...	A223972	1	—	—	—	—	—	—	—	—	—	—
Plunger (breach block check) ...	B197148	1	X	X	X	X	X	X	Plunger, check ...	1625	39/3	
Roller (loader feed rod) ...	A222461	1	X	X	X	X	X	X	Roller, rod, feed, left and right ...	1719	95/4	
Screw (firing lever spring and firing rod link).	A222670	1	X	X	—	—	—	—	—	—	—	
Screw, flat head, $\frac{1}{16}$ -32 N.F. $\times \frac{1}{2}$ ...	BCLX3FG	2	X	X	—	—	—	—	—	—	—	
Screw, flat head, $\frac{1}{16}$ -28 N.F. $\times \frac{3}{8}$ ...	BCLXI1CG	2	—	—	—	—	—	—	—	—	—	
Screw, flat head, $\frac{1}{16}$ -24 N.F. $\times 1$ ...	BCLXI1DL	4	X	X	—	—	—	—	—	—	—	
Spring (breach block firing pin) ...	A222592	1	X	X	—	—	—	—	—	—	—	
Spring (breach block closing) ...	B197113	1	X	—	X	X	X	X	Spring, case, closing spring ...	1632	40/2	
Spring (feed roller catch head, left) ...	A222459	1	X	X	X	X	X	X	Spring, torsion, catch, cylinder, left	1700	104/9	
Spring (feed roller catch head, right) ...	A222594	1	X	X	X	X	X	X	Spring, torsion, catch, cylinder, right	1701	104/10	
Spring (firing lever return) ...	A222595	1	X	X	X	X	X	X	Spring, lever, firing ...	3827	75/4	
Spring (loader feed and stop pawl) ...	A222595	3	X	X	X	X	X	X	Spring, pawl, holder feed pawl ...	1705	92/7	
Washer, lock, shakeproof, $\frac{5}{16}$ ...	BEAXIL	2	—	—	—	—	—	—	$\frac{5}{16}$ -in. standard shakeproof washer ...	—	D/6	
Washer, lock, shakeproof, $\frac{3}{16}$ ...	BEAX2B	2	—	—	—	—	—	—	$\frac{3}{16}$ -in. standard shakeproof washer ...	—	D/6	
<i>Spare Sub-Assemblies</i>												
Barrel assembly ...	C95023	1	—	—	X	X	—	—	Barrel assembly (complete) ...	—	—	
Crank (outer) assembly ...	B197142	2	X	—	X	X	—	—	Crank, outer, assembly ...	—	—	
Pin, taper, $\frac{1}{16}$ ...	BFCXIAC	2	—	—	—	—	—	—	—	—	—	
Washer, shakeproof, $\frac{5}{16}$ ...	BEAXIK	2	—	—	—	—	—	—	—	—	—	
Rammer assembly ...	B197143	1	X	X	—	—	—	—	—	—	—	

## Appendix B.

U.S. Drawing Number.	U.S. Nomenclature.	Allowance per Gun.
<i>Gun Tools and Accessories.</i>		
E5125	Box (Spare Barrel Assembly) ... ..	1
D50022	Box (Tool and Spare Parts) ... ..	1
C95032	Carrier (Barrel) ... ..	1
346455	Cover (Flash Hider) ... ..	1
A276688	Container (Tool and Spare Parts) ... ..	2
A228060	Extractor, Hand (Cartridge) ... ..	1
C95025	Hood and Shield (Automatic Loader) ... ..	1
A228061	Key, Side Cover ... ..	1
B200472	Lifter, Automatic Loader-Front ... ..	1
B200471	Lifter, Automatic Loader-Rear ... ..	1
A228093	Puller and Key (Extractor Spindle and Safety Plunger) ... ..	1
C95031	Pusher, Cartridge ... ..	1
B200491	Remover, Cartridge ... ..	1
A298763	Shell, Ejector (unloading Device for / = / 5 Shell) ... ..	1
D50023	Tray (Tool and Spare Parts Box) ... ..	1
A228074	Wrench, Breech Ring Closing Spring Cover ... ..	1
A228057	Wrench, Firing Pin Bushing ... ..	1
C95038	Wrench, Flash Hider ... ..	1
A228072	Wrench, Spanner, Rammer Spring Seat ... ..	1
B200463	Wrench, Spanner, Barrel ... ..	0
B200462	Wrench, Spanner, Recoil Cylinder Bushing ... ..	0
B200473	Wrench, Spanner, Recuperator Spring Collar ... ..	0
A228071	Wrench, Spanner, Recoil Cylinder Piston Rod Bushing ... ..	0
A228073	Wrench, Spanner (Recoil Cylinder) ... ..	0
B200458	Funnel, Recoil cylinder filling ... ..	0
A228054	Wrench, Safety Plunger Spring Seat ... ..	1

## Appendix C.

Item No.	Rev. Ltr.	Drawing Number		Article	1 Set Vessel per Mount.
		Army.	Navy.		
<i>Gun Mount.</i>					
9		CLDX6A		Fitting, hydraulic ... ..	2
10		BEAX1K		Lock washer, 5/16 ... ..	1
11		BEAX2B		Lock washer, 1/2 ... ..	2
<i>Tools and Accessories.</i>					
90		D50468		Tool chest (@ Box as required) ... ..	1
92			254350 } 254351 } 254352 }	Gun and Mechanism Cover ... ..	1
93			254353	Elev. Drive Br'g. and Train. Drive Cover.	2
94			253276-1	Ammunition rack cover, left ... ..	1
95			253276-2	Ammunition rack cover, right ... ..	1
96		41-G-1344 -25		Grease gun, push type, 4 1/2 oz. ... ..	1
		or			
97		CLAX2A		Grease gun (Alemite model) (6556 or equal)	1
		or			
98		CLCX1H		Adapter (button head to hydraulic fitting).	1

Item No.	Rev. Ltr.	Drawing Number		Article	1 set Vessel per Mount
		Army	Navy		
99		CLAZ2E		Grease gun (hand screw, 8 oz. cap)... ..	1
100		C1CX1A		Hose, button head type, 15 in. ... ..	1
101		B198552		Wrench, handle ... ..	1
102		B198553		Wrench, 1 1/8 in. ... ..	1
103		B198554		Wrench, 1 1/2 in. ... ..	1
104		BCTX1H		Wrench, Allen, 1/2 in. ... ..	1
105		BCTX1K		Wrench, Allen, 5/8 in. ... ..	1
106		BCTX1L		Wrench, Allen, 3/8 in. ... ..	1
107		BCTX1M		Wrench, Allen, 3/4 in. ... ..	1
108		BCTX1N		Wrench, Allen, 1/2 in. ... ..	1
109		BCTX1G		Wrench, Allen, 3/8 in. ... ..	1
110		BCTX3G		Wrench, Allen, 3/8 in. ... ..	1
111		BCTX3H		Wrench, Allen, 3/8 in. ... ..	1
112		BCTX3K		Wrench, Allen, 1/2 in. ... ..	1
118		D5103		Tool Roll, M4 ... ..	1
119		TBAX1C		Cold Chisel, Mach., 3/4 in. ... ..	1
120		TCGX2B		Drift (Taper) 1/2 x 4 5/16 pt. ... ..	1
121		TCGX2C		Drift (Taper), 3/4 x 6 1/2 pt. ... ..	1
122		TEAX1DF		File, hand smooth, 8 in. ... ..	1
123		TEAX2CP		File, 3 square smooth, 6 in. ... ..	1
124		TAAX1C		Hammer, Mach. Ball Peen ... ..	1
125		TAGX2A		Hammer, rawhide, 2 lb. ... ..	1
126		THAX1A		Pliers, side cutting, 8 in. ... ..	1
127		TEHX1C		Handle, file ... ..	2
128		TCFX1B		Pin punch ... ..	1
129		TGAX1A		Screwdriver, 3 in. ... ..	1
130		TGAX1B		Screwdriver, 6 in. ... ..	1
131		TGBX1A		Screwdriver, Mach., 4 1/2 in. ... ..	1
132		TGAX3C		Screwdriver, Phillips, / = / 3 ... ..	1
133		TKAX3A		Wrench, Adj. 8 in. ... ..	1
134		TKAX3B		Wrench, Adj. 10 in. ... ..	1
135		TM 9-252		Technical manual ... ..	1
136		TM 9-1252		Technical manual ... ..	1
137		TM 9-252		Technical manual ... ..	1
				Photoprints ... ..	*
<i>Elevating Mechanism.</i>					
35		BEAX1H		Washer, 1/4 ... ..	1
36		BEAX1L		Washer, 3/8 ... ..	2
<i>Traversing Mechanism.</i>					
82		BCOX1. 1AF.		Screw, †/10 (-190)-32 NF-3 x 1/2 ... ..	1

(A.F.O. 1003/45.)

## 5958.—Guns—Q.F., 2-pdr., Mark II\*, II\*C and VIII.—Cartridge Head Space Adjustment

(A.S./G. 7283/44.—18 Oct. 1945.)

A gauge has been introduced into Naval service to standardize the method of adjustment for the cartridge head space of Q.F., 2-pdr. Mark II\*, II\*C and VIII guns, and will be allowed to ships in the proportion of one per mounting. The following procedure should be adopted for adjusting headspace:—

(a) Insert the gauge provided (0.092-in. thickness of rim) into the chamber of the gun, and ensure that the gauge is fully home and that the larger flats are in the vertical position.

(b) Assemble the lock and extractor on the connecting rod, making sure that the nut connecting rod is screwed hard home.

- (c) Apply blue marking to the face of the lock extractor face round the firing pin hole.
- (d) Slowly operate the mechanism of the gun by hand, following its firing cycle, and repeat adding adjusting washers under the nut connecting rod until the extractors only just rise to the full extent without inertia, and the marking shows on the rear face of the gauge, indicating a rubbing contact between the lock extractor face and gauge cartridge.
- (e) The lock will then be in correct adjustment.
2. The following points should be borne in mind during this test :—
- (a) Whenever adjusting washers are added, the nut connecting rod must always be screwed home before testing.
- (b) The gauge provided allows for the required clearance over a cartridge case of high thickness of rim.
- (c) The adjustment for each lock may be different for each gun mechanism.
- (d) In blue marking the lock extractor face the gib must be seen to be free of marking.
- (e) The gib when unlocked and pressed down must be flush and not proud of the lock extractor face.
3. Ships should demand cartridge headspace gauges from the nearest R.N.A. depot.
4. On receipt of cartridge headspace gauges, which are being distributed to R.N.A. depots at home and abroad, adaptors high limit 0.082-in. should be scrapped. Plate 63 and paragraph 1024 of O.U. 5407, Part II, refer. Adaptors, low limit 0.078-in., are still required to guide adjustments in accordance with paragraph 1024, page 178, of O.U. 5407, Part II.
5. Cartridge headspace gauges made in Australia, although suitable for Marks II\* and II\*C guns, are stamped Mark VIII only, and also bear the Australia gauge number D.O.T.M. 2816 on the rear face.
6. Naval Proportion Book will be amplified.

#### 5959.—Guns—40-mm. Bofors, Marks IV, VIII, IX, X and XI—Failure of Breech Closed Indicator

(G. 3420/45.—18 Oct. 1945.)

Experience has shown that the breech closed indicator on Bofors guns is liable to break off during firing. Pieces may fall inside the casing and should be removed at the first opportunity before a jam occurs.

2. The gun can be fired without the indicator. When a stoppage occurs the position of the breech block can be ascertained by moving the operating lever; idle movement of the lever back to the missfire stop indicating that the breech is not properly closed.

3. It should be noted that movement of the operating lever may clear the jam and allow the breech block to close, in which case the gun can fire when the operating lever goes forward.

#### 5960.—Guns—Machine, Browning, 0.50-in.—Accelerator Stop, Sear and Accelerator Stop Retainer and Modified Locking Piece

(A.S./G. 021406/44.—18 Oct. 1945.)

Browning 0.50-in. guns in Naval service, have, wherever possible, been modified to N.O.D. 3131/1B to prevent the accelerator jamming in the locking-piece slot in the breech block.

2. Guns now being manufactured have a different device incorporated for the same purpose. This consists of replacing the stop, sear assembly, by :—

(a) Stop, accelerator, Part No. C.7161301, and

(b) Retainer, sear and accelerator stop, Part No. C.7161300,

and modifying the locking-piece to suit the new components. The modified locking-piece is Part No. C.7161302.

3. The new and modified components are shown on A.F.O. Diagram 381/45.

4. The above parts are interchangeable as a set subject to paragraphs 5 and 6 below. The new pattern locking-piece may be fitted to a gun whether or not the other new components are fitted, but on no account must an old pattern locking-piece (Ref. 107K/23) be fitted with the new components.

5. It has been found that when fitted to breech blocks modified to N.O.D. 3131/1B the stop accelerator becomes badly scored.

6. In future, therefore, component breech blocks of guns fitted with the new parts mentioned in paragraph 2 above are not to be modified. If it is necessary in service to change an unmodified breech block for a modified one, then the stop accelerator assembly is to be removed and the old pattern sear retainer keeper fitted instead.

7. When demanding locking-pieces H.M. Ships, R.N. Air Stations, R.D.Us., etc., should state whether or not the new type locking-piece is essential.

8. Spare breech blocks held by R.N. Armament Depots are still to be modified to N.O.D. 3131/1B as required.

9. Guns fitted with new type sear assemblies and therefore with unmodified breech blocks are to continue to be stamped "N.O.D.3131/1B" on the breech cover by R.N. Armament Depots, but the breech block is *not* to be stamped "M".

10. The following shows the British nomenclature of the items concerned, with the American equivalent.

<i>British Nomenclature</i>	<i>American Nomenclature</i>
Guns, Browning, 0.50-in., aircraft :—	Guns, machine, cal. 0.50-in. Browning aircraft :—
Stops, accelerator	Stops, accelerator
Retainers, sear and accelerator stop	Locks, accelerator stop
Locking-pieces	Locks, breech

(A.F.O. 4132/45 is cancelled.)

#### 5961.—Guns, Browning, 0.50-in.—Gauges Combination

(A.S./G. 02019/45.—18 Oct. 1945.)

The following types of 0.50-in. Browning gun combination gauges are at present in service :—

(i) Gauges, combination, Ref. N.O.D.2175/70.

(ii) Gauges, headspace, timing, feedway, protrusion and firing pin, Ref. 8D/2454 (formerly 108D/18).

(iii) Gauges, headspace and timing, Cal. .50 B.M.G., Ref. 108D/57 (U.S. Part No. A.196228).

(iv) Gauges, headspace and timing, Cal. .50 B.M.G., Ref. 108D/N.I.V. (consisting of headspace gauge—Part No. A.351211 and timing gauges—Part No. A.351214 and A.351213 joined by a chain).

2. The only two gauges approved for Naval service are Ref. N.O.D.2175/70 and 8D/2454 (formerly 108D/18) referred to at (i) and (ii) above. These gauges should be capable of gauging the following :—

(i) Firing Pin Protrusion (A.P. 1641L, Vol. II, Part 3, Sect. 2, Chap. 2, paragraph F.64).

(ii) Height of Feedway (A.P. 1641L/B. 3-W). Headspace and timing gauges (which in accordance with existing instructions are not to be used) are also incorporated.

3. H.M. Ships, R.N. Air Stations, Repair Yards, R.D.Us., M.O.N.A.Bs., T.A.M.Ys. and D.E.M.S. Base Staffs holding gauges 108D/57 and 108D/N.I.V., referred to at (iii) and (iv) in paragraph 1 above, are to return them to the appropriate R.N. Armament Depot. Gauges N.O.D.2175/70 and 8D/2454 (formerly 108D/18) referred to in paragraph 2 above are also to be returned to depot if they are not modified up to the standard shown in A.F.O. Diagram 379/45. Demands



up to the number allowed are to be made for modified gauges N.O.D.2175/70 in lieu of gauges returned. Gauges 8D/2454 were superseded by Gauges No. D.2145/70 and further supplies are not available.

4. A quantity of gauges N.O.D.2175/70 and 8D/2454 (formerly 108D/18) are known to have been modified to check the form of the firing pin nose in accordance with A.P. 1641L/B6-W. This is not required for Naval service.

5. R.N. Armament Depots are to modify gauges before issue in accordance with instructions already promulgated in G.C.L. (Air) 26. All gauges referred to in (iii) and (iv) of paragraph 1 above which are held by depots are to be set aside until disposal instructions are received.

(A.P. 1641L.)

**5962.—Amplifiers, Double Motion for R.P.C.—Arrangements to be made when only One Motion of the Amplifier is in Use**

(T. 1396/45.—18 Oct. 1945.)

Instances occur where only one motion of double motion R.P.C. amplifiers are used. In such instances the input terminals SX and SY and the output terminals F1, C and F2 of the motion not in use are to be short circuited. Omission of the short circuit across SX and SY may lead to oscillation interference between the two motions of the amplifier whilst omission of the short circuits of F1, C and F2 will divert the anode current of the output valves to the screens and so heat them unnecessarily.

2. All valves are to be retained in the idle motion to limit the upward regulation of the full wave rectifier used for the H.T. supply of the output valves.

**5963.—Internal Communications—Telephones, Mark X\*\* and Mark X\*\*\* (Patterns 12500 and 12501)—Fitting Policy**

(T.499/45.—18 Oct. 1945.)

The introduction of telephones, Mark X\*\* (Pattern 12500) and Mark X\*\*\* (Pattern 12501) was promulgated by A.F.O. 3998/43.

2. It has now been decided that the use of telephones, Pattern 12501, shall not be confined to Fighter Direction Systems only.

3. The fitting policy for these instruments will be as follows :—

(a) Pattern 12500 for all positions at which a steel helmet may be required to be worn.

(b) Pattern 12501 for all other positions.

4. This policy will be applied for—

(a) All new construction.

(b) Ships refitting and installing new gear.

(c) Replacement of defective gear.

5. This Order is not an authority for ships to exchange Pattern 12500 telephones already fitted for Pattern 12501 telephones, except as provided for in paragraph 4 (c) above.

(A.F.O. 3998/43.)

**5964.—Aircraft Elevators—Maintenance**

*Escort Carriers*

(D. 14309/45.—18 Oct. 1945.)

A case occurred recently in an escort carrier where an aircraft elevator of the rope lift type fell from the flight deck to the hangar deck level due to the magnetic brakes failing to hold the weight of the platform and its load. As a result, considerable damage was caused to the elevator structure.

2. In order to minimize the possibility of such an occurrence the Commanding Officers of all ships having rope type aircraft elevators are to pay frequent attention to the following points :—

(i) Magnetic brakes are to be checked for positive operation under all conditions within the designed working load of the elevator and carefully adjusted, as necessary, to compensate for wear of the brake shoes.

(ii) All relevant control relays are to be carefully examined to ensure that sequences of operation are correct, contact clearances adequate and correctly adjusted.

(iii) All limit switches are to be regularly tested for positive operation and proper adjustment of the operating cams.

(C.C.T., 25 Jun., 1945, No. 1504/C.C.T. 790.)

**5965.—Electrical Machinery and Transformers Manufactured in U.S.A.—Repair of**

(D. 15629/45.—18 Oct. 1945.)

A number of electrical machines and transformers manufactured in the U.S.A. are now in service in H.M. ships. In some instances this equipment is found with conductors of sizes and coverings, and insulated with materials, not normally held in Admiralty stock and for which no exact British equivalent is available.

2. The following remarks are issued for guidance as to the types of wire, tape, and other insulants to be used when a rewind, or repair, of the American manufactured equipment becomes necessary and where exact replacements are not available :—

(a) The following alternative wire coverings should be used :—

Class of Insulation	U.S. original covering	British replacement covering
B B	Glass Formex and Glass }	Glass or asbestos.
A A A	Formex } Enamel } Silk ... .. }	Cotton or Lewmex, or enamel and cotton as applicable. Silk or Lewmex.

(b) The nearest British equivalent wire gauge should be employed. The "as fitted" drawings of American type gear shows the apparatus wound with conductors to B. & S. wire gauge. As this wire gauge bears no relation to the Standard Wire Gauge the replacement wire should be ordered on the basis of the overall diameter of the bare copper conductor. It should be noted, however, that the thickness of covering may differ from the original and allowance should be made for this in order to accommodate the winding.

(c) It is permissible to include some Class A insulating materials in a Class B insulated machine for mechanical reasons, i.e. in order to strengthen and support the Class B material during manufacture. In making up Class B insulations for repair purposes, however, attention is drawn to the importance of reducing the inclusion of Class A materials to a minimum. Class B insulation should preferably be made up from glass, mica and asbestos only. The covering of the original conductor should be taken as a guide as to the insulation to be used whether making up Class A or Class B insulation. In all cases an adequate thickness of mica should be included.

3. In case of emergency, Class B materials or covered conductors should be replaced by Class A materials or covered conductors. It should be stressed that this applies only if Class B material is unobtainable.

4. Where the materials required are not available from store they should be obtained by local purchase.

5. Where machines are re-wound and re-insulated with material different from that originally employed, the "as fitted" drawings should be marked accordingly, the serial number of the machine being quoted. The information should be added in the form of a fly, a copy of which should be forwarded to Admiralty for record. Information regarding the original material should not be obliterated.

#### 5966.—Anchor and Overtaking Lights—Screening of

(P. 07615/45.—18 Oct. 1945.)

Approval has been given for the screening from overhead of the anchor and overtaking lights of all ships.

2. Principal Ship Overseers should arrange for this work to be carried out in all new construction destroyers subject to no delay in completion.

3. In cases in which satisfactory arrangements have not already been made an item to cover the work involved is to be included in the next list of As. and As. forwarded by ships concerned and the work is to be carried out as far as possible by the ship's staff.

4. Details of the screens are shown on A.F.O. Diagram 382/45 (1-2).

5. In certain vessels the davit carrying the stern anchor light is hinged for stowage during action. In such cases the lantern will be hoisted on halyards, necessitating Pattern 7009B fitting being used in accordance with A.F.O. Diagram 382/45 (2).

(A.F.O. 5033/42 is cancelled.)

#### 5967.—Minelaying, Minesweeping all (Types), Danlaying, Mine Location, Paravane, T.S.D.S., Depth Charges, Ahead Throwing Weapons, and Certain Anti-Torpedo Devices, Equipment Trials.

(T. 06482/45.—18 Oct. 1945.)

1. The Captain, H.M.S. "Vernon", is responsible for carrying out equipment trials of minelaying, minesweeping (all types), danlaying, mine location, paravane, T.S.D.S., depth charge, ahead-throwing weapons, and certain anti-torpedo devices. These trials include preliminary inspections, equipment trials, running trials, certain sea handling trials, and firing trials of weapons as laid down in B.R. 633 (3) and C.A.F.Os. 1327/43, 1639/43, 2612/43 and 2713/44.

2. To carry out these duties, "Vernon" has Trial Officers (M. and M/S.) stationed at the headquarters of the Mining and Minesweeping Departments.

3. Minelaying, controlled minelaying, depth charge and ahead-throwing weapon equipment trials are the responsibility of the Mining Department, H.M.S. "Vernon" (M), West Leigh Cottage, near Havant (Telephone No. Havant 641) (signals to "Vernon" (M)). Minesweeping, danlaying, mine location, paravane and T.S.D.S. equipment trials and trials of certain anti-torpedo devices are the responsibility of the minesweeping department, H.M.S. "Vernon" (M/S.), Kimmerghame House, Fettes College, Carrington Road, Edinburgh (Telephone No. Edinburgh 34343) (signals to "Vernon" (M/S.).)

4. Trial Officers (M. and M/S.) are always available on request to advise Commanding Officers and the authorities fitting the equipment, in order to ensure that ships are correctly equipped for the trials.

5. The procedure for arranging these trials is shown in the following table: The "North" area referred to is north of a line, Port Carlisle—Hornsea, Yorks., and including Northern Ireland. "South" area everything south of this line.

(a) Type of Ship. (b) Equipment.	Authority for informing H.M.S. "Vernon"	Officers responsible for carrying out trials	Remarks
(1) All equipment in all types of ships not specified in (2), (3) and (4) below.	<i>New Construction</i> .—The Admiral Superintendent of contract-built ships or the Admiral Superintendent of dockyard concerned. (R.F.As. only: The Warship Production Superintendent of area concerned.) <i>Ships refitting or being converted</i> .—The Admiral Superintendent of H.M. Dockyard or the Flag or Naval Officers in charge of areas where refits or conversion are being carried out.	<i>North Area</i> T.Os. (M. and M/S.): H.M.S. "Vernon" (M/S.). <i>South Area</i> T.Os. (M. and M/S.): H.M.S. "Vernon" (M.).	<i>North Area</i> Trial programmes to: The Captain, H.M.S. "Vernon" (M/S). Copy to: The Captain, H.M.S. "Vernon" (M). <i>South Area</i> Trial programmes to: The Captain, H.M.S. "Vernon" (M/S). Copy to: The Captain, H.M.S. "Vernon" (M). <i>North Area</i> Trial programmes to: The Captain, H.M.S. "Vernon" (M/S). Copy to: The Captain, H.M.S. "Vernon" (M). <i>South Area</i> Trial programmes to: The Captain, H.M.S. "Vernon" (M/S). Copy to: The Captain, H.M.S. "Vernon" (M).
(2) (a) Coastal craft. (b) All equipment.	<i>New Construction</i> .—(a) M.G.Bs., M.T.Bs. (not Fairmile): Warship Production Superintendent of the area concerned. (b) H.D.M.Ls. and Fairmile M.Ls., M.G.Bs. and M.T.Bs.: Captain M.L. of equipping port. <i>Repairs or Conversions</i> .—Where work is being done in Royal Dockyard or private yards: Admiral Superintendent of H.M. Dockyard, or F.O.I.C. or N.O.I.C. of area. Where work is being done at a C.F. base: Commanding Officer of the C.F. base.	<i>North Area</i> T.Os. (M. and M/S.): H.M.S. "Vernon" (M/S.). <i>South Area</i> T.Os. (M. and M/S.): H.M.S. "Vernon" (M.).	<i>North Area</i> Trial programmes to: The Captain, H.M.S. "Vernon" (M/S). Copy to: The Captain, H.M.S. "Vernon" (M). <i>South Area</i> Trial programmes to: The Captain, H.M.S. "Vernon" (M/S). Copy to: The Captain, H.M.S. "Vernon" (M).
(3) (a) Loop minelayers and minelayers other than coastal craft. (b) Minelaying equipment.	<i>New Construction</i> .—The Admiral Superintendent of contract-built ships, or the Admiral Superintendent of dockyard concerned. <i>Ships refitting or being converted</i> .—The Admiral Superintendent of H.M. Dockyards or the Flag or Naval Officers in charge of areas where refit or conversion is being carried out.	T.O. (M. and M/S.) from H.M.S. "Vernon" (M.).	Trial programmes of loop minelayers to be sent to The Captain, H.M.S. "Vernon" (C/M.), Hillside House, Purbrook, Havant, with a copy to: The Captain, H.M.S. "Vernon" (M). Trial programmes of minelayers (other than coastal craft and loop minelayers) to: The Captain, H.M.S. "Vernon" (M.), West Leigh Cottage, Havant, Hants.
(4) (a) Minesweepers (all classes) danlayers and mine location vessels. (b) Magnetic and acoustic minesweeping equipment, Oropesa gear danlaying equipment.	<i>New Construction</i> .—The Admiral Superintendent of contract-built ships or the Admiral Superintendent of dockyard concerned. (Wooden minesweepers only: The Flag or Naval Officers in charge of area, where vessels are building.) <i>Ships refitting or being converted</i> .—The Admiral Superintendent of H.M. dockyards or the Flag or Naval Officers in charge of area where refit or conversion is being carried out.	Handling and stowage arrangements of M/S. and danlaying equipment by T.Os. from H.M.S. "Vernon" (M/S.) for ships in <i>North Area</i> , and by T.Os. from H.M.S. "Vernon" (M.) for ship in <i>South Area</i> . Running and sea trials of magnetic and acoustic M/S. equipment carried out by T.Os. from H.M.S. "Vernon" (M/S.).	<i>North Area</i> Trial programmes to be sent to: The Captain, H.M.S. "Vernon" (M/S). Copy to: The Captain, H.M.S. "Vernon" (M). <i>South Area</i> Trial programmes to be sent to: The Captain, H.M.S. "Vernon" (M/S). Copy to: The Captain, H.M.S. "Vernon" (M).

(C.A.F.Os. 1327/43, 1639/43, 2612/43 and 2713/44).  
(C.A.F.Os. 17/44, 779/44, 1191/44 and 1404/45 are cancelled.)

**5968.—Torpedo History Sheets—Balance Chamber Measurement and Depth Gear Adjustment Figures for 18-in., Marks 12-15 and 21-in., Marks 8 and 9 Type Torpedoes**

(T. 08993/45.—18 Oct. 1945.)

A recent report from sea indicated inability to obtain, during torpedo routines, the adjustment figures recorded in the History Sheet, pages 4 and 5, lines 1, 2, 5 and 6; consideration of this report has shown that the history sheet figures may not be entirely suitable for the needs of "users" and that the equipment for taking measurements could be improved.

2. The measurements which these figures record cannot be taken with precise accuracy and variations in travel will be recorded by different operators. It has therefore been decided to allow "users" a tolerance above or below the history sheet figures for the adjustment involved, as indicated in paragraph 4.

3. It has also been decided that the measurement, on line 1 of the history sheet, of the travel of the hydrostatic valve to move the weight from stop to stop, is of little value to the "user", since this travel bears a direct ratio to the amplitude of the swing of the weight, which is checked by the measurements in lines 5 and 6. The measurement in line 1, which is at present included as an intermediate step when taking the total travel of the hydrostatic valve, may therefore be omitted in future from the procedure for checking balance chamber measurements during routine "O", and will eventually be deleted from history sheets.

4. The tolerances above and below the figures shown in the history sheet, lines 2, 5 and 6, which are in future to be permitted to the "user" when taking B.C. measurements are:—

(a) For the measurement in line 2:  $\pm 0.004$ -ins.

(b) For the measurements in lines 5 and 6:  $\left. \begin{array}{l} + 0.02\text{-ins.} \\ - 0\text{-ins.} \end{array} \right\}$

5. To quote an example:—Suppose that in a 21-in. Mark 8\*\* torpedo the entry in line 2 on page 4 of the history sheet is 0.121. The measurement recorded by the "user" should then be not more than 0.125 and not less than 0.117. Similarly, if in a 21-in. Mark 9\*\* torpedo the entry in line 5 on page 4 of the history sheet is 0.26, the measurement recorded by the "user" should be not more than 0.28 and not less than 0.26.

6. On the next occasion of taking balance chamber measurements, careful check is to be made that the figures obtained agree with those recorded in the history sheet within the tolerances laid down in paragraph 4. When the figures obtained are outside these tolerances a report is to be rendered on Form S.1161 giving the details of the figures obtained, together with those recorded in the history sheet by the issuing torpedo depot, which should be named. The type of the last depot examination should be stated, and also whether the recorded figures are on page 4 or page 5 of the history sheet.

7. A torpedo need not be regarded as unserviceable if the balance chamber measurements are outside the tolerances quoted in paragraph 4 provided that "rudders by valve" are correct; "rudders by valve" must be the criterion for service.

8. Due to a misunderstanding of requirements, torpedo depots have not always recorded on page 5 of the history sheet the readjustments which may have been made to balance chamber measurements during "B to A" or "C.O." examinations; it is known that such an omission has been made in the history sheets of all U.S.A.-made "C.L." 21-in. Mark 8\*\* torpedoes. On receipt of the reports required by paragraph 6 a check will be made in torpedo depots of the correctness of the history sheet figures; appropriate action, either for the amendment of history sheets or for the return of the torpedo at the first opportunity, will then be taken.

9. Steps have already been taken to ensure that history sheets are correctly written up by torpedo depots on all occasions of re-adjustment in the future. In addition, action is in hand to improve the equipment for taking balance chamber measurements and information will be promulgated as soon as possible.

10. The torpedo maintenance regulations will be amended to include the instructions in paragraphs 3, 4, 6 and 7 above.

**5969.—Torpedo Stores—Modification to Insulated Spanners, St. Nos. 15205 and 15197, for 21-in. Mark 11 Torpedoes**

(T. 08985/45.—18 Oct. 1945.)

It has been found that the shanks of spanners, St. Nos. 15205 and 15197, are too long for easy manipulation when connecting up the battery in 21-in. Mark 11 torpedoes.

2. New spanners (St. Nos. 15205A and 15197A) with shanks 3 in. long, have been introduced, and will be allowed to H.M. ships and bases in the same proportion as Spanners, St. Nos. 15205 and 15197. Spanners, St. No. 15205A and 15197A should be demanded in the usual manner, and on receipt, spanners St. Nos. 15205 and 15197 are to be returned to the nearest torpedo depot.

3. As an interim measure all existing spanners, St. Nos. 15205 and 15197 are to be modified as follows:—

(a) The shanks are to be sawn off so that the length is approximately 3 in.

(b) An ebonite block,  $\frac{1}{4}$  in. thick, having the same outside shape as the insulation over the shank, is to be secured to the end of the shank with two 6 B.A. cheese-headed screws, the heads of which go into deeply counterbored holes in the ebonite block.

(c) The screw heads are then to be covered with insulating compound.

**5970.—Gyro Repeater—Position in Wheelhouse**

L.S.T. (3)

(C.D. 450/45.—18 Oct. 1945.)

It has been reported that the gyro repeater in the wheelhouse of L.S.T. (3) has in some instances been fitted in an unauthorized position. The correct position for this repeater should be approximately 2 ft. 6 in. to port and 1 ft. 9 in. before the centre of the wheel and at a height of approximately 6 ft. from the deck.

2. In ships in which the gyro repeater has not been fitted in a position in which it can clearly be seen from the wheel, an item should be included on the next defect list for replacement of the repeater in the position indicated in paragraph 1 above.

3. In some ships the repeater has been fitted on a tripod where it can conveniently be seen from the wheel and in these ships no action need be taken.

**5971.—Accelerators, Type "H", Mark II, Mark II Mod. 1, and Mark IVC—As. and As.—REPORT**

Escort Carriers—American Built

(D/P. 07376/45.—18 Oct. 1945.)

The undermentioned Change Order has been issued by the U.S. Bureau of Aeronautics, Washington, in connection with accelerators, Type "H", Mark II, Mark II Mod. 1, and Mark IVC.

Type H, Mark II	...	...	Change Order No. 17	} Shuttle bridle positioner— installation of.
Type H, Mark II Mod. 1	...	...	Change Order No. 24	
Type H, Mark IVC	...	...	Change Order No. 12	

2. An item to cover this work is to be included in the "Tracker" and "Smiter" class lists of As. and As. to cover the work involved. Item numbers allocated are to be reported.

3. The work is to be carried out by ship's staff.

4. Commanding Officers are to forward a report to Admiralty when this item is completed.

5. Copies of the Change Order are being distributed by Admiralty. The Commanding Officers of ships or Refitting Authorities concerned who do not receive a copy are to apply to Admiralty.

(B.A.D., 13 Jul., 1945, No. SR.1796/45.)

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

## 5972.—Auxiliary Steaming—Auxiliary Feed Pump Suctions

Destroyers

(D/N.L. 12475/45.—18 Oct. 1945.)

Serious damage has been caused to the boiler of a Destroyer through shortage of water owing to the auxiliary feed pump losing suction.

2. The auxiliary feed pump was taking a suction from the condenser sump through the main feed tank suction line and a stationary extraction pump. Flow of water by gravity from the overflow tank to the condenser through the 2-in. make up feed line was relied upon to maintain a satisfactory water level in the condenser sump. This make up pipe is designed to replenish water in the system when the condenser is under vacuum; it will not provide an adequate flow when no vacuum is raised, owing to the small gravity head available.

3. Such methods of providing a suction for auxiliary feed pumps when in harbour are not to be used and steps are to be taken to bring the dangers of such a practice to the notice of all engine room personnel in Destroyers.

4. The correct method of feeding the boiler when auxiliary steaming in harbour in Destroyers is to take a suction from the overflow tank, with a standby suction from the main feed tank. If surplus auxiliary exhaust is being led to the main condenser an extraction pump should be run as necessary to clear the condenser of water.

(C.-in-C. B.P.F., 6 Jul. 1945, No. 481/B.P.F./2299/M.)

## 5973.—Engines—Internal Combustion—Ship's Boats and Harbour Craft—Maintenance

(D. 20943/45.—18 Oct. 1945.)

To ensure uniformity of procedure for the maintenance of the engines fitted in harbour craft and ships' boats, maintenance charts for the principal types of engine concerned are promulgated in A.F.O. Diagram 374/45 (1-26).

2. It is most important that these routines should be strictly followed as failure to do so may seriously reduce the life of the engines.

3. The maintenance charts have been framed as a general guide as to the work to be done but are not intended to provide detailed information as to how the work should be carried out. Reference should in all cases be made to the engine maker's instruction books for full details of each individual operation.

4. The make of engine and type of craft to which each chart in A.F.O. Diagram 374/45 (1-26) is applicable are as follows:—

(1) Atlantic B.E. series	...	...	45-ft. M.F.Vs. and 45-ft. P.Ls.
(2) Coventry Diesel K.F.	...	...	16-ft. F.M.Bs.
(3) Crossley B.W.M.C.6	...	...	52½-ft. H.Ls.
(4) Dorman D.S.M. series	...	...	Motor cutters, etc.
(5) Dorman 4.D.W.D.M.	...	...	45-ft. slow boats.
(6) Dorman 8.V.R.M.	...	...	30-ft. and 60-ft. F.M.Bs.
(7) Fowler 2.D.Y.	...	...	25-ft. motor cutters.
(8) Gardner L.W. and L.2 series	...	...	45-ft. med.-speed picket boats, 45-ft. slow boats and 52½-ft. H.Ls.
(9) Gray 64.H.N.9	...	...	61½-ft. M.F.Vs.
(10) Kelvin K.4	...	...	61½-ft. M.F.Vs.
(11) Lister E.P.V.M.G. series	...	...	61½-ft. and 75-ft. M.F.Vs.
(12) Lister Distar	...	...	61½-ft. M.F.Vs.
(13) National RAMS	...	...	60-ft. H.S.Ls.
(14) Oil Engine "Cub"	...	...	20-ft. slow and 25-ft. M.Cs.
(15) Perkins P.6 and S.6 series	...	...	Fast motor boats.
(16) Ruston 5VPM	...	...	52½-ft. H.Ls.
(17) Ruston 1.V.T.H.Z.	...	...	52½-ft. H.Ls.
(18) Widdop EMX.4	...	...	61½-ft. M.F.Vs.
(19) Widdop S.W.1	...	...	61½-ft. M.F.Vs.
(20) Austin "Lifeboat"	...	...	Motor dories.
(21) Chrysler Crown	...	...	36-ft. H.Ls.
(22) Chrysler Royal	...	...	45-ft. M.F.Vs.
(23) Vosper Ford V.8	...	...	36-ft. H.Ls.
(24) Kelvin F.4	...	...	36-ft. H.Ls.
(25) Scammell R.N.2	...	...	16-ft. F.M.Bs.
(26) Stuart Turner P.55MR and P.5M	...	...	16-ft. slow boats.

## 5974.—Submarine Engines, Admiralty Design—Modification to Camshaft Drive Keys and Keyways—As. and As.

(1940 "S" and "T" Class Submarines with Admiralty design engines)

(D. 21158/45.—18 Oct. 1945.)

The following corrections are to be made to A.F.O. Diagram No. 157/45 (2):—

- Section CC—the shaft diameter should read "3¼-in." not "3½-in."
- Section AA—the key is item "21", not "1".
- Section CC—the key is item "26", not "6".
- Shaft for fuel pump drive—the key is item "19", not "7".

(A.F.O. 2462/45.)

## 5975.—Power Supply Outfit DXB—Fitting-out Information

(R.E. 11825/45.—18 Oct. 1945.)

A.S.E. Installation Specification No. B.476/R1 has been prepared to show the method of fitting and wiring Power Supply Outfit DXB.

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

3. Copies of the Specification have also been forwarded to the:—

Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London and East Coast, South Wales, Belfast, Scottish and North Eastern Areas.

Warship Electrical Superintendents, Scottish, North Western, North Eastern, London and South Eastern, Midland and South Wales, South Western and Northern Ireland Areas.

The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Power Supply Outfit DXB are therefore to apply to the Warship Production Superintendent of their areas for a copy of A.S.E. Specification No. B.476/R1.

4. It is to be noted that Specification No. B.476/44 and any advance fitting-out drawings, etc., which may already have been distributed are superseded by this specification and should be disposed of as confidential waste.

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

## 5976.—Radar—Sets Fitted and Current Fitting Programme

R.E. 01001/44.—18 Oct. 1945.)

Admiralty Letter R.E. 01001/44 will, in future, be sent to the Authorities enumerated below.

2. Table I—Sets Fitted in Ships—will be completely revised on November 1st, again on January 1st, 1946, and thereafter quarterly.

3. Table II—Current Fitting Programme—and Table III—Allocation of Sets for current month—will continue to be issued monthly.

4. Reports of alterations to Radar equipment, *especially when carried out abroad*, are not always reported to the Admiralty. In order that Admiralty records may be kept up-to-date, Flag and Commanding Officers are requested to examine in detail the equipment shown in Table I as fitted in ships and establishments under their command, and to report errors to the Director of Radio Equipment.

*Tables I, II and III—*

The Secretary, Navy Office, Wellington.\*  
 The Secretary, Commonwealth Naval Board, Melbourne (2 copies).\*  
 The Naval Liaison Officer, Australia House.  
 The Captain Superintendent, Admiralty Signal Establishment, Haslemere (20 copies).  
 The Captain, Radar Training, H.M.S. Collingwood (2 copies).  
 The Captain, H.M.S. "Dryad."  
 The Captain, H.M.S. "Excellent" (2 copies).  
 The Captain, H.M.S. "Valkyrie."  
 Maintenance Captain, Greenock.  
 The Port Radar Officer, Alexandria\*.  
 The Port Radar Officer, Belfast.  
 The Port Radar Officer, Bombay.\*  
 The Port Radar Officer, Cardiff.  
 The Port Radar Officer, Clyde.  
 The Port Radar Officer, Colombo.\*  
 The Port Radar Officer, Devonport.  
 The Port Radar Officer, Durban.  
 The Port Radar Officer, Gibraltar.  
 The Port Radar Officer, Hull.  
 The Port Radar Officer, London.  
 The Port Radar Officer, Malta.\*  
 The Port Radar Officer, Mersey.  
 The Port Radar Officer, Milford Haven.  
 The Port Radar Officer, Newcastle.  
 The Port Radar Officer, Portland.  
 The Port Radar Officer, Portsmouth.  
 The Port Radar Officer, Rosyth (2 copies).  
 The Port Radar Officer, Simonstown.  
 The Port Radar Officer, Southampton.  
 The Port Radar Officer, The Nore.  
 The Superintending Naval Store Officer, Haslemere (3 copies).  
 The Naval Store Officer, Oldham.  
 The Officer-in-Charge, A.S.E. Extension, Hambrooke House, Nutbourne, Chichester.  
 Lieut. Booth R.N.V.R. c/o Castle Mill, Schoefield St., Oldham.  
 Sub.-Lieut. Milsom R.N.V.R. c/o Pillings Mill, Rochdale.

*Table I only.*

The Commander-in-Chief, British Pacific Fleet.\*  
 The Commander-in-Chief, East Indies.\*  
 The Commander-in-Chief, Home Fleet.  
 The Commander-in-Chief, Mediterranean.\*  
 The Commander-in-Chief, Plymouth.  
 The Commander-in-Chief, Portsmouth.  
 The Commander-in-Chief, Rosyth.  
 The Commander-in-Chief, South Atlantic.  
 The Commander-in-Chief, The Nore.  
 The Flag Officer Commanding, 1st Battle Squadron.  
 The Flag Officer Commanding, 3rd Battle Squadron.  
 The Flag Officer Commanding, 1st Aircraft Carrier Squadron.  
 The Flag Officer Commanding, 11th Aircraft Carrier Squadron.  
 The Flag Officer Commanding, 21st Aircraft Carrier Squadron.  
 The Flag Officer Commanding, 30th Aircraft Carrier Squadron.  
 The Flag Officer Commanding, Reserve Fleet.  
 The Flag Officer Commanding, The Royal Indian Navy, New Delhi.\*  
 The Flag Officer, Bombay (2 copies).\*  
 The Flag Officer, Carrier Training and Administration.  
 The Flag Officer, Ceylon.\*

The Flag Officer, Gibraltar and Mediterranean Approaches.\*  
 The Flag Officer, Levant and Eastern Mediterranean.\*  
 The Flag Officer, Malaya.\*  
 The Flag Officer, Submarines.  
 The Flag Officer, Western Area, British Pacific Fleet.\*  
 The Rear Admiral Commanding, 2nd Cruiser Squadron.  
 The Rear Admiral Commanding, 4th Cruiser Squadron.  
 The Rear Admiral Commanding, 5th Cruiser Squadron.  
 The Rear Admiral Commanding, 10th Cruiser Squadron.  
 The Rear Admiral Commanding, 15th Cruiser Squadron.  
 The Rear Admiral (D), British Pacific Fleet.\*  
 The Commodore Commanding, H.M. Australian Squadron.\*  
 The Commodore (D), East Indies.\*  
 The Captain, Landing Ships and Craft (Unallocated).  
 The Captain (D), 2nd Destroyer Flotilla.  
 The Captain (D), 3rd Destroyer Flotilla.  
 The Captain (D), 4th Destroyer Flotilla.  
 The Captain (D), 6th Destroyer Flotilla.  
 The Captain (D), 7th Destroyer Flotilla.  
 The Captain (D), 10th Destroyer Flotilla.  
 The Captain (D), 11th Destroyer Flotilla.  
 The Captain (D), 14th Destroyer Flotilla.  
 The Captain (D), 17th Destroyer Flotilla.  
 The Captain (D), 18th Destroyer Flotilla.  
 The Captain (D), 19th Destroyer Flotilla.  
 The Captain (D), 24th Destroyer Flotilla.  
 The Captain (D), 25th Destroyer Flotilla.  
 The Captain (D), 26th Destroyer Flotilla.  
 The Captain (D), 27th Destroyer Flotilla.  
 The Captain (D), 29th Destroyer Flotilla.  
 The Captain (S/M), 2nd Submarine Flotilla.  
 The Captain (S/M), 3rd Submarine Flotilla.  
 The Captain (S/M), 4th Submarine Flotilla.  
 The Captain (S/M), 5th Submarine Flotilla.  
 The Captain (S/M), 7th Submarine Flotilla.  
 The Captain (S/M), 8th Submarine Flotilla.  
 The Captain (S/M), 9th Submarine Flotilla.

*Tables II and III only.*

The Admiral Superintendent, Chatham.  
 The Admiral Superintendent, Contract Built Ships.  
 The Admiral Superintendent, Devonport.  
 The Admiral Superintendent, Portsmouth (5 copies).  
 The Admiral Superintendent, Rosyth (2 copies).  
 The Vice-Admiral, Malta.  
 The Vice-Admiral (Q), British Pacific Fleet (2 copies).\*  
 The Flag Officer-in-Charge, Cardiff.  
 The Flag Officer-in-Charge, Glasgow.  
 The Flag Officer-in-Charge, Liverpool.  
 The Flag Officer-in-Charge, London.  
 The Flag Officer-in-Charge, Southampton.  
 The Flag Officer-in-Charge, Tyne.  
 The Commodore-in-Charge, Sheerness.  
 The Commodore Superintendent, Bermuda.  
 The Commodore Superintendent, Ceylon.  
 The Commodore Superintendent, Gibraltar.  
 The Commodore Superintendent, Malta.  
 The Commodore Superintendent, Simonstown.  
 The Commodore Superintendent, Taranto.  
 The Commodore, R.N. Barracks, Chatham.  
 The Commodore, R.N. Barracks, Devonport.  
 The Commodore, R.N. Barracks, Portsmouth.  
 The Naval Officer-in-Charge, Humber.  
 The Naval Officer-in-Charge, Londonderry.  
 The Captain Superintendent, Alexandria.\*

The Captain Superintendent, H.M.I. Dockyard, Bombay.\*  
 The Captain Superintendent, Durban (2 copies).  
 The Captain Superintendent, Pembroke Dock.  
 The Captain Superintendent, Trincomalee.  
 The Superintending Naval Store Officer, Alexandria (2 copies).  
 The Superintending Naval Store Officer, Bombay Fort (2 copies).  
 The Superintending Naval Store Officer, Ceylon (2 copies).  
 The Superintending Naval Store Officer, Chatham (2 copies).  
 The Superintending Naval Store Officer, Devonport (2 copies).  
 The Superintending Naval Store Officer, Durban (2 copies).  
 The Superintending Naval Store Officer, Glasgow (2 copies).  
 The Superintending Naval Store Officer, Malta (2 copies).  
 The Superintending Naval Store Officer, Mersey (2 copies).  
 The Superintending Naval Store Officer, Portsmouth (2 copies).  
 The Superintending Naval Store Officer, Rosyth (2 copies).  
 The Area Naval Store Officer, Belfast (2 copies).  
 The Area Naval Store Officer, Hull (2 copies).  
 The Area Naval Store Officer, Newcastle (2 copies).  
 The Area Naval Store Officer, Southampton (2 copies).  
 The Naval Store Officer, Cardiff (2 copies).  
 The Naval Store Officer, Greenock (2 copies).  
 The Naval Store Officer, London (2 copies).  
 The Naval Store Officer, Londonderry (2 copies).  
 The Warship Production Superintendent, East Coast of Scotland Area.  
 The Warship Production Superintendent, Humber Area.  
 The Warship Production Superintendent, London Area.  
 The Warship Production Superintendent, Northern Ireland.  
 The Warship Production Superintendent, North Western Area.  
 The Warship Production Superintendent, Southern Area.  
 The Warship Production Superintendent, South Western Area.  
 The Warship Electrical Superintendent, London and South Eastern Area (Blackheath).  
 The Warship Electrical Superintendent, North Eastern Area, (Newcastle).  
 The Warship Electrical Superintendent, Northern Ireland (Belfast).  
 The Warship Electrical Superintendent, North Western Area (Liverpool).  
 The Warship Electrical Superintendent, Scottish Area (Glasgow).  
 The Warship Electrical Superintendent, South Wales (Cardiff).  
 The Warship Electrical Superintendent, South Western Area (Southampton).

*Table III only.*

The Captain Superintendent, Admiralty Signal Establishment, Haslemere (22 copies).  
 The Superintending Naval Store Officer, Haslemere (7 copies).  
 The Naval Store Officer, Oldham (10 copies).  
 Lieut. Pyke R.N.V.R. c/o Messrs. W. H. Smith & Co., Praed Street, Trafford Park, Manchester.

(\*By Air Mail.)

**5977.—Radar—Type 279/79/B—Fitting of Video Filter Unit**

(R.E. 297/45.—18 Oct. 1945.)

When the Video filter unit is fitted to Type 279/79/B it is necessary to remove the part of the receiver rack frame containing the half-second switch Pattern W.1100 and the hand key X.585. The half-second switch is no longer required but the hand key should be retained and connected to the modulation generator direct, thus providing keying for the transmitter. The key should be sited as convenient.

(C.A.F.O. 1043/45.)

**5978.—Radar—Type 942—Fitting-out Information**

(R.E. 11791/45.—18 Oct. 1945.)

A.S.E. Installation Specification No. B.598 has been prepared to show the method of fitting and wiring Radar Type 942.

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

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Southern, London and East Coast, Scottish and North Eastern Areas; Warship Electrical Superintendents, Scottish, North Western, North Eastern, London and South Eastern, and South Western Areas. The principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Radar Type 942 are therefore to apply to the Warship Production Superintendent of their areas for a copy of A.S.E. Specification No. B.598.

4. Copies of the Specification will be forwarded to Captains S/M if required and should be demanded from the Captain Superintendent, Admiralty Signal Establishment, Haslemere.

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

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

**5979.—Wireless and Radar—Lamps, Electric, Tungsten Filament—Replacements for Lamps, Incandescent, Carbon Filament in Interlock Circuits on Switches, Drum Type.**

(R.E. 11625/45.—18 Oct. 1945.)

A.F.O. 4047/42 authorizes the replacement of certain carbon filament lamps by metal filament lamps. In wireless and Radar power supplies the correct tungsten filament lamps for use in place of carbon filament lamps in the interlock circuits or switches, drum type, Patterns 1481, W1626, W3476, W3476A and 53189 are as follows:—

Carbon Filament Lamp			Alternative Metal Filament Lamp		
Pattern No.	Volts	C.P.	Pattern No.	Volts	Watts
2119	220	16	6903S	220	60
8049	110	8	8030S	110	40

2. The switches mentioned above are used in the following sets and outfits :—

Pattern No.	Description	Service		Set or Outfit
		Component of :—		
		Pattern No.	Description	
1481	Switch (drum type) 2 pole, 2-way, 270 amps.	1464A	Board 2SY	Type 48/C
		801 ...	Board 2BE	Type 56C/CM/ CMR.
		W441/A/B	Board 2AA, 220 volt supply.	} Type 79/B, 279B 281/P/B/BP/BM/ BQ.
		W440A ...	Board 2AA, 100 volt supply.	
		W3570 ...	Board 2AD, 110 volt supply.	A.C. Supply Outfit DVD.
		W1688 ...	Board 2AD, 220 volt supply.	A.C. Supply Outfits DVC and DVE.
		54629/A	Board 2AP, 220 volt supply.	A.C. Supply Outfit DVG.
55313 ...	Board 2AQ, 110/220 volt supply.	A.C. Supply Outfit DUH.		
W1626	Switch (drum type) 2 pole, 2-way and off with interlocking device.	W1610 ...	Board 2AD, 220 volt supply.	A.C. Supply Outfits DVB, DVD.
		W3330/A	Board 2AG, 110 volt supply.	A.C. Supply Outfit DUG.
		W3427/A	Board 2AG, 220 volt supply.	A.C. Supply Outfit DUG.
		W8127 ...	Board 2AK, 110/220 volt supply.	A.C. Supply Outfit DPL.
		W8128 ...	Board 2AL, 110/220 volt supply.	A.C. Supply Outfit DPF.
W3476/A	Switch (drum type) machine change-over, 90 amps, with interlocking device.	—	—	A.C. Supply Outfits DUA, DUE, DUG, DUK, DPL.
53189	Switch (drum type) Machine change-over design 2.	—	—	A.C. Supply Outfit DUS.

3. Existing labels on the above switches and/or boards which quote the pattern number of replacement lamps are to be altered to show the superseding patterns.

4. Establishment Lists will be amended.

5. Information regarding replacements for carbon filament lamps in other wireless and Radar equipments will be promulgated in due course.

(A.F.Os. 4047/42 and 2418/43.)

**5980.—Wireless—Remote Control—W/T Communications for Bombardment Fleet Destroyers ("Tribals" and later), "Hunt" Class Destroyers, A.A. Sloops and "Bay" Class Frigates**  
(R.E. 10354/45.—18 Oct. 1945.)

In order to provide for a W/T communication requirement for bombardment, W/T remote control facilities are now required in the plot or, where an A.I.C. is fitted, in the operations room.

2. This entails the fitting of a W/T remote control position sited close to, but not on the communications desk in the operations room when an A.I.C. is fitted, or in the plot as decided by the ship's officers concerned.

3. The method of fitting and wiring the additional remote control position is as follows :—

(a) Ships with remote control facilities in a transmitting station.

(i) *Reception*.—A Pattern 142 jack box is to be fitted at the position selected in the operations room or plot and looped in to the existing jack box in the transmitting station by means of a Pattern 6108D cable.

(ii) *Transmission (with control of filaments)*.—A Pattern 4887 junction box, a Pattern 8289 D.P. tumbler switch and a Pattern 7681 morse key complete with a Pattern 54772 spark quench unit, are to be fitted at the position selected in the operations room or plot. The Pattern 4887 junction box is to be looped in to the existing junction box (or Pattern 6914A terminal board) in the transmitting station by means of a 3-core cable Pattern 2521D.

(b) *Ships fitted with a control circuit exchange but without remote control facilities in a transmitting station*.—In these ships both the reception and transmission requirements are the same as those quoted at (a) above except that as no remote control facilities exist, or are required, in a transmitting station, the Pattern 142 jack box and the Pattern 4887 junction box are to be wired direct to a spare way on the Pattern 4703 control circuit exchange, non C.W.S., lower. A Pattern 5428 fuse board, 3-way, is to be fitted in the transmitting and control of filaments circuit, between the Pattern 4703 exchange and the Pattern 4877 junction box.

(c) *Ships without either a control circuit exchange or remote control facilities in a transmitting station*.—In these ships the requirements are similar to those quoted at (b) above except that the apparatus at the additional remote control position is to be wired from the main W/T office, as shown in Fig. 1 of A.F.O. Diagram 376/45(1) (A.S.E. Drawing No. 45031) with an additional single pole switch Pattern 8283 fitted in the key circuit.

4. The apparatus at the additional remote control position in all cases is to be connected as shown in Fig. 2 of A.F.O. Diagram 376/45(2) (A.S.E. Drawing No. 45031A).

5. The following stores required for fitting the additional remote control position are to be demanded from S.N.S.O.(H), quoting this Order as authority :—

Pattern	Description	Quantity per Ship
4887	Box, junction, 4-way ... ..	1
142	Box, with 2 jacks for telephones ... ..	1
7681	Key, morse ... ..	1
54772	Spark quench unit, design 1 ... ..	1
8289	Switch, tumbler, mounted, D.P., 1-way, 5-amps ...	1
†5428	Board, fuse, 3-way, 7-amps, fitted with Pattern 6934 fuse holder, 3 in No. ... ..	1
*8283	Switch, tumbler, S.P., 1-way, 5-amps ... ..	1

† Only required for ships without remote control facilities in a transmitting station.

\* Only required for ships without a control circuit exchange.

Pattern	Description	Quantity per Ship
<i>Telephone gear :—</i>		
7466	Bracket for telephones ... ..	1
4966	Headgear for telephones ... ..	1
7151	Plug, 3-point (P.O. Gauge A) with lead 4-ft. 6-in. long for telephones ... ..	1
W621	Receivers, telephone, equalised type, 300 ohms at 1,000 c.p.s. ... ..	2

6. The work of fitting, in accordance with the instructions contained in paragraphs 3 and 4 above, is to be carried out by ship's staff with dockyard or depot ship assistance.

7. Special instructions to shipbuilders will be issued for ships under construction.

8. The Establishment List No. E.398 for separated aerial control outfits will be amended.

(A.F.O. 585/45 is cancelled.)

### 5981.—W/T—Types TCS and 86M in Submarines—Fitting-out Information

(R.E. 11809/45.—18 Oct. 1945.)

A.S.E. Installation Specification No. B.603/R1 has been prepared to show the method of fitting and wiring Types TCS and 86M in submarines.

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

3. Copies of the Specification have also been forwarded to the :—

Warship Production Superintendents, East Coast of Scotland, North Western, Southern, London and East Coast, Scottish and North Eastern Areas.

Warship Electrical Superintendents, Scottish, North Western, North Eastern, London and South Eastern and South Western Areas.

The Principal (Ship) Overseers and Emergency Repair Overseers of all submarines approved to be fitted with Types TCS and/or 86M are therefore to apply to the Warship Production Superintendent of their areas for a copy of A.S.E. Specification No. B.603/R1.

4. It is to be noted that any advance fitting-out drawings, etc. which may already have been distributed and Specification B.603 are superseded by this specification and should be disposed of as confidential waste.

### 5982.—Types 616, 616M and 616P—Fitting-out Information

(R.E. 11773/45.—18 Oct. 1945.)

A.S.E. Installation Specification No. B.587 has been prepared to show the method of fitting and wiring Types 616, 616M and 616P.

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

H.M. Ships "Beehive", "Hornet", "Attack", "Wildfire III", "Cape Wrath", "Mull of Kintyre", "Derby Haven", "Woodbridge Haven", "Mull of Galloway", "Gadfly"; Captain Coastal Forces, Mediterranean; Captain Coastal Forces, Eastern Theatre; Captain Superintendent, Durban; Deputy Superintendent, Pembroke.

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London and East Coast, South Wales, Belfast, Scottish and North Eastern Areas; Warship Electrical Superintendents, Scottish, North Western, North Eastern, London and South Eastern, Midland and South Wales, South Western and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Types 616, 616M or 616P are therefore to apply to the Warship Production Superintendent of their areas for a copy of A.S.E. Specification No. B.587.

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

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

### 5983.—Asdic, Echo Sounding and Hydrophone Stores, F.1A, Part II—Deletion from Rate Book and Authorized List of Naval Stores

(N.S. 013169/45.—18 Oct. 1945.)

The stores listed in the Appendix hereto have been deleted from the Rate Book for Naval Stores, subhead F, Item 1A, Part II.

2. All stocks of these articles and all future returns should be reported for disposal in accordance with A.F.O. 3276/45 and A.F.O. 5605/45.

3. The patterns should also be deleted from the F.1A, Part II, demand (D.162).

<i>Appendix</i>			
<i>Pattern</i>	<i>Description</i>	<i>Pattern</i>	<i>Description</i>
A.663	Adaptor	5974	Board, plotting
8198	Alternator	2323	Board, plotting
8198A	Alternator	6160	Board, relay
8199	Alternator	7169	Board, relay
8199A	Alternator	2115	Board, terminal
3605	Alternator	2116	Board, terminal
3605A	Alternator	2345	Board, terminal
3629	Alternator	2346	Board, terminal
3629A	Alternator	6599	Board, charge control
7706	Ammeter	6600	Board, charge discharge
2395	Amplifier	6601	Board, distributing
2890	Amplifier	6602	Board, supply
7137	Amplifier	6603	Board, supply
7137A	Amplifier	7376	Board, supply
6721	Amplifier	7377	Board, supply
7475A	Amplifier	7378	Board, fuse
A.105	Amplifier	7379	Board, supply
A.106	Amplifier	7381	Board
7270	Armature	7710	Board, charging
7270A	Armature	7711	Board, supply
A.737	Bag of bolts, etc.	7713	Board, supply
7784	Base and cover	7714	Board, terminal
5671	Battery	7715	Board, terminal
4509	Bearing, ball	7716	Board, terminal
4514	Bearing, ball	7717	Board, terminal
A.1736	Bearing, ball	9945	Board, supply
A.1725	Bearing, bottom	2245	Board, supply
A.1848	Bearing, plotter	5870	Board
A.842	Block	2245A	Board, supply
A.842B	Block	2247	Board, supply
7167	Board, control	2247A	Board, supply
2280	Board, indicating	2898	Board



Pattern	Description	Pattern	Description
9952	Board, charge discharge	2315	Condenser
A.151	Board, charge discharge	7031	Condenser
A.164	Board, distributing	8928	Condenser
A.166	Board, control	9133	Condenser
A.168	Board, regulating	9173	Condenser
A.169	Board, regulating	9425	Condenser
A.191	Board	7333	Connection
9934	Box for condensers	7334	Connection
7719	Box, fuse	9905	Connection
7720	Box, fuse	A.891	Connection
3483	Box, junction	5143	Connection
3484	Box, junction	6614	Connector
3485	Box, junction	4921	Connector
9911	Box, screening	A.2079	Connector
2161	Box, battery	3393	Contact
9925	Box, battery	3393A	Contact
A.212	Box, junction	7732	Contact
2837	Box, transport	7733	Contact
A.203	Box, stowage	A.352	Contact
7721	Box, terminal	A.353	Contact
7722	Box, terminal	6116	Contact
A.201	Box, for tools	9926A	Contact
A.200	Box, for unit	9927A	Contact
A.220	Box, for oscillator	9928A	Contact
A.204	Box	6112	Contact
A.204B	Box	6112A	Contact
A.205	Box	6113	Contact
A.205B	Box	6113A	Contact
7708	Bracket	6114	Contact
A.1715	Bracket	2169	Contact
A.664	Bush	3118	Contact
A.665	Bush	6610	Control, elevating
A.745	Bush	6611	Control, training
A.746	Bush	7735	Control, elevating
A.747	Bush	7736	Control, training
A.1711	Bush	2165	Control, training
A.2484	Cable	A.1704	Control
7336	Cable eyes	A.800	Control
2303	Cages, domed	6613	Coupling
2304	Cages, domed	A.719	Cover, canvas
3201A	Carriage for stylus	4910	Cover, fearnought
9924	Case for switch	7796	Cover, for switch
A.841	Chain	A.1792	Cursor attachment
A.1731	Chain	4953	Cylinder, air
A.1732	Chain	7737	Directing gear
7724	Clip for valve	7738	Directing gear
7725	Coil, choke	7739	Directing gear
2247	Coil, choke	7740	Directing gear
A.253	Coil, choke	3614	Directing gear
7727	Coil, grid coupling	3614F	Directing gear
7332	Coil, inductance	3615	Directing gear
7728	Coil, inductance	7748	Directing gear
9904	Coil, inductance	A.791	Directing gear
2424	Coil, inductance	2297	Dome
5921	Coil, inductance	2299	Dome
2391	Coil, inductance	2302	Dome
3392	Commutator	2432	Dome
A.1682	Compressor	3067	Dome
A.1683	Compressor	3068	Dome
7729	Condenser	3069	Dome
7730	Condenser	2260	Dome
7343	Condenser	2291	Dome
7344	Condenser	2293	Dome
7345	Condenser	9942	Drying out unit
7346	Condenser	A.2274	Echo injector

Pattern	Description	Pattern	Description
A.2275	Echo injector	6620	Mounting for oscillator
A.2443	Fluid, Lockheed	7758	Mounting for oscillator
A.752	Fork, retaining	7759	Mounting for oscillator
7742	Framework	2289	Mounting for oscillator
7743	Framework	9914	Note magnifier
7744	Fuze	6151	Oscillator valve
7745	Fuze	A.1733	Oscillator valve
7746	Fuze	267	Pads, rubber
A.1898	Fuze	9915	Panel, oscillating
2333	Galvanometer	7375	Panel, 13J
2334	Galvanometer	7766	Panel, 13G
A.672	Gauge, air pressure	7767	Panel, 13G
A.673	Gauge, air pressure	9917	Panel, transmitting
A.674	Gauge, air pressure	2445	Panel, transmitting
A.1667	Gimbal	2857	Panel, transmitting
6357	Handle and bracket	7034	Panel, transmitting
7747	Handle and bracket	A.707	Panel, transmitting
A.209	Handle and shaft	6604	Panel, transmitting
7260	Holder for resistance	7374	Panel, transmitting
6047	Hut	7768	Panel, tuning
5429	Hut	6605	Panel, tuning
9906	Indicator, bearing	A.501	Panel
A.2277	Indicator, tilt	7348	Plates, clamp
2396	Instrument	7769	Pipes, filling
7347	Insulator	5672	Plug, porous
9909	Jack, telephone	5672A	Plug, porous
3312	Joint, rubber	4922	Plug for connector
A.654	Key, female	A.1746	Plug
7792	Key, magnetic	7770	Plug, test
9910	Key, send-receive	9930	Plug, 5-amp.
2446	Key, send-receive	2159	Plug and socket
2782	Key, send-receive	2394	Plug and socket
5973	Key, send-receive	7259	Potentiometer
6111	Key, send-receive	7772	Potentiometer
6111A	Key, send-receive	A.1905	Potentiometer
6111B	Key, send-receive	5948	Procedure teacher
2196	Key, signalling	5948F	Procedure teacher
A.657	Key, for timing device	5670	Propellers
2753	Lamp fitting	2722	Protractor, plotting
9937	Lamp, indicating	2723	Protractor, plotting
9938	Lamp, indicating	3075	Protractor, plotting
9939	Lamp, indicating	3401	Protractor, plotting
9940	Lamp, indicating	A.1757	Rack, mounting
9941	Lamp, indicating	3406	Range cursor
2731	Lead, connecting	A.2107	Recorder
9913	Loudspeaker	A.2048	Recorder
2100	Motor, reversing	A.2049	Recorder
2218	Motor, reversing	5996	Recorder, universal
2219	Motor, reversing	5996A	Recorder, universal
8907	Motor, reversing	A.1879	Recorder
4916	Motor, reversing	A.1880	Recorder
3048	Motor, 110-volts	A.2087	Recorder
3051	Motor, 220-volts	A.2088	Recorder
3030	Motor, 110-volts	6630	Rectifier, Westinghouse
3031	Motor, 220 volts	7773	Regulator, field
A.476	Motor, 220-volts	3569	Relay, G.P.O. type
7265	Motor, generator	A.700	Relay, G.P.O. type
7265A	Motor, generator	7335	Resistance, adjustable
7269	Motor, generator	7774	Resistance, adjustable
7269A	Motor, generator	7775	Resistance, adjustable
9908	Motor unit	A.555	Resistance, insulated
7271	Motor unit	9920	Resistance condenser unit
7107	Motor unit	9912	Resistance condenser unit
7107A	Motor unit	3390	Resistance rectifier unit
2754	Mounting for P.E. cells	7087	Resistance rectifier unit

Pattern	Description	Pattern	Description
7382	Resistance unit	A.681	Stampings
2838	Resistance unit	7726	Stampings
5727	Resistance unit	7731	Stampings
5737	Resistance unit	A.682	Stampings
A.550	Resistance unit	7779	Starter
A.550B	Resistance unit	7360	Stud, connector
A.551	Resistance unit	7361	Stud, connector
A.551B	Resistance unit	3337	Switch
7368	Rings, insulating	3338	Switch
6372	Rings, joint	3412	Switch
2065	Rings, joint	7749	Switch
8217	Rings, joint	7750	Switch
A.621	Rings, joint	A.701	Switch
2856	Rings, joint	7781	Switch
4652	Rings, joint	7782	Switch
2791	Rings, joint	7783	Switch
A.600	Rings, joint	7785	Switch
A.601	Rings, joint	7786	Switch
A.602	Rings, joint	7787	Switch
A.603	Rings, joint	7788	Switch
A.604	Rings, joint	7789	Switch
A.605	Rings, joint	7790	Switch
A.606	Rings, joint	7791	Switch
A.607	Rings, joint	7792	Switch
A.608	Rings, joint	7794	Switch
A.609	Rings, joint	7795	Switch
A.611	Rings, joint	9922	Switch
A.612	Rings, joint	9923	Switch
A.613	Rings, joint	9923B	Switch
A.620	Rings, joint	9923C	Switch
A.629	Rings, joint	9923D	Switch
A.631	Rings, joint	9936	Switch
A.1747	Rope, wire	7380	Switchboard
7476	Scales	5976	Switchboard
A.2603	Set of parts	6067	Switchboard
7777	Shafting and bearings	9935	Switchbox
6239	Shafting, flexible	2812	Syphon
6369	Shafting, flexible	6044	Table, plotting
A.1766	Shafting, flexible	A.717	Table, plotting
A.1661	Shaft, flexible	7797	Training and elevating unit
A.1676	Shaft, flexible	7798	Training and elevating unit
A.1677	Shaft, flexible	7799	Training and elevating unit
A.718	Shaft, flexible	3116	Transformer
7801	Shaft, flexible	7800	Transformer
7778	Sling, rubber	A.722	Transmitter
9921	Sockets	A.711	Trolley
9931	Sockets	6259	Tubes, deck
A.656	Spanner	A.1726	Tubes
A.651	Spanner	A.1727	Tubes
A.652	Spanner	A.1728	Tubes
A.653	Spanner	A.1729	Tubes
A.655	Spanner	A.1730	Tubes
A.758	Spring, backing	A.1758	Tubes
9929	Spring, backing	2430	Tubing, flexible
8232	Spring brush	7364	Tuners
8234	Spring brush	9918	Tuners
8233	Spring brush	4912	Units
8235	Spring brush	A.709	Units rectifier
8258	Spring brush	5975	Units
7753	Spring brush	A.1735	Units
7754	Spring brush	A.2508	Units
8197	Spring brush	A.1660	Units, training
9900	Spring brush	A.2024	Units, time to fire
9901	Spring brush	A.661	Valve, air reducing
2344	Spring brush	A.1690	Valve

Pattern	Description	Pattern	Description
7810	Voltmeter	2929	Motor
2072	Washer, gland	2938	Motor
2541	Washer, gland	9946	Nut rings
A.650	Washer, gland	2532	Oscillator container
A.748	Washer, dermatine	A.2971	Pressure, hull gland
A.749	Washer, dermatine	9964	Receiver
A.1772	Washer, dermatine	9964A	Receiver
A.1663	Washer, dermatine	9987	Receiver
5673	Weights	9987A	Receiver
	<i>Echo Sounding</i>	6252	Recorder
6401	Adaptor	A.951	Recorder
9950	Board	A.952	Recorder
2544	Board	6404	Resistance
9989	Braid, connection	2771	Resistance
9990	Brush, gear governor	6405	Resistance
9991	Brush, copper	2336	Resistance
9992	Brush, copper	2337	Resistance
2535	Brush, feed	2518	Ring joint
9993	Brush, telephone	A.624	Ring joint
A.948	Brush, morganite	A.936	Scale, glass
6829	Carcase	A.984	Scale, glass
6397	Carcase	A.960	Shield
9994	Condenser	A.961	Shield
9997	Contact strip	6502	Spanner
9392	Cradle	A.1943	Spindle
9947	Dessicator	A.949	Spring
6409	Diaphragm	A.925	Spring
6845	Diaphragm unit	A.926	Spring
A.2941	Fittings for wire rope	6815	Stylus
6819	Heater element	6403	Switch
6820	Heater element	6411	Switch
A.933	Heater element	7915	Switch
9374	Hydrophone	7123	Switch
9995	Key, locking	9778	Switch
6818	Microphone set	6814	Switchboard
6818A	Microphone set	A.973	Tank
2540	Microphone	A.2970	Training gear
6398	Milliamperemeter	4805	Transformer
6833	Microphone	2776	Unit, filling
9998	Motor	6399	Unit, microphone
9999	Motor	6830	Unit, microphone

(A.F.Os. 3276/45 and 5605/45.)

#### 5984.—Echo Sounding Equipment—Naval, Commercial and American Sets—Maintenance, and Instructional Facilities

(A./S. M. 2668/44.—18 Oct. 1945.)

##### Responsibilities

As the safety of a vessel may well depend on the efficient functioning of the E/S set, the Commanding Officer is to detail a suitable rating to maintain it. He is also to nominate an officer (normally the Navigating Officer) who will be responsible to him that the set is properly "serviced" by this rating, that personnel who may be required to operate it are adequately trained, and that the relevant Handbook and Establishment List of stores are available for reference.

2. An H.S.D. should, if possible, be detailed for maintenance duties as these ratings receive some instruction on the more common naval E/S sets while qualifying. When no H.S.D. is included in the complement an E.A., a higher torpedo rating, or a selected S.T. should be detailed instead.

3. In Coastal Force craft (and other small craft) sets are usually "serviced" by base or depot ship staffs, but Commanding Officers will still be primarily responsible for ensuring that their sets are properly maintained and correctly adjusted.

4. The Commanding Officer is also to arrange that the rating detailed for maintenance receives such instruction as he needs on the particular type of set of

which he will have charge, but the nearest Port A/S Officer should always be consulted before application is made for a course. In cases where facilities for instruction are not readily available it will often be possible for adequate instruction to be given, either by the rating who previously had charge of the set, or by a rating in charge of a similar set in another ship.

5. Port A/S Officers are to assist in every way to maintain sets in an efficient state. In this connection they should be aware of what instructional and repair facilities are available, and should also maintain as close a liaison as possible with the nearest agents of the three firms (Hughes, Marconi and Submarine Signal Co. (London)) which undertake the work of servicing their own proprietary commercial sets. Available information regarding agencies is contained in the Appendix to this order, and any errors or omissions should be communicated to the Director of A/S Material, Admiralty, Bath.

#### Sets fitted

6. Any of the following sets may be fitted :—

##### (a) Naval sets

(i) Types 754-766, and later sets in this series (as introduced).

##### (b) Commercial sets

(ii) Hughes design—"M.S." series sets.

(iii) Marconi design—"Echometer" series sets.

(iv) Submarine Signal Co. (London) design—"Fathometer" series sets.

(v) Foreign sets (in foreign ships taken over)—French "S.C.A.M." sets and German "Atlaswerke" sets.

##### (c) American sets

(vi) Bludworth design—Type N.J.8.

(vii) R.C.A. design—Type N.M.B.1.

(viii) Submarine Signal Co. design—Types N.J.3, N.J.6\*, N.J.7 and N.J.9

\* Although Type N.J.6 is manufactured by Bludworth it is of Submarine Signal Co. design, being virtually a copy of Type N.J.7.

#### Naval sets

7. *Instructional facilities.*—Instructions can be given at the following establishments and bases on request, though in most cases the facilities available do not cover all sets.

Establishment or Base	Sets concerned	Remarks
H.M.S. "Osprey" (or H.M.S. "Nimrod")	All sets ... ..	Apply to H.M.S. "Osprey"
H.M.S. "Vernon (P)" ...	Most "ship" sets	
H.M.S. "Hornet" ...	"Small craft" sets	
H.M.S. "Attack" ...	All sets ... ..	
H.M.C.S. "Cornwallis"	Some "ship" sets	
H.M.C.S. "Naiden" ...	Some "ship" sets	
H.M.I.S. "Machlimar"	Some "ship" sets	
H.M.A.S. "Rushcutter"	Some "ship" sets	

8. Applications for courses should quote this order and be made by signal in the following form, giving as much notice as possible of requirements.

(a) Name, rating, and official number.

(b) Set in which instruction is required.

(c) Dates between which rating can attend.

9. *Spare.*—Main stocks are held at the R.N. Store Depot, Copenacre, whence they are distributed to dockyards and most Naval store depots at home and abroad. In addition, spares are allowed by establishment list to many minor bases and depot ships, and to individual ships. Maintenance ships, repair ships and Naval store issuing ships also carry a representative stock of spares. Replenishments and replacements are to be demanded from the nearest (S) N.S.O. holding stocks.

Services are *not* to demand direct on the Superintending Naval Store Officer, Copenacre.

#### Commercial sets

10. Under contracts with Hughes, Marconi and Submarine Signal Co. (London) the firms or their agents (vide Appendix) will, when requested, and in respect of their own proprietary sets :—

(a) Provide relevant literature and give instruction to ratings detailed for maintenance duties.

(b) Visit ships to "service" sets and supply any replacements required. In the case of Marconi only, an annual maintenance fee is paid for each set to cover *automatic* visits (without further charge), as opportunities occur, to ensure that sets are in an efficient state and in proper adjustment. Similar arrangements with the other two firms would be uneconomical as their servicing organizations are less widespread.

11. Marconi and Submarine Signal Co. (London) have also agreed to "service" on request (in so far as this is possible) French "SCAM" and German "Atlaswerke" sets, respectively.

12. Agents can obviously only be expected to visit ships which are reasonably accessible from established agencies, and furthermore replacements will only be readily obtainable from depots as opposed to agencies. Commanding officers should therefore arrange to have their sets inspected and overhauled as necessary when full facilities are available so as to ensure as far as possible against breakdowns at inconvenient times. Should breakdowns occur when agencies are not within reach, ships will have to rely on their own resources (and such assistance as Port A/S Officers, and depot ship or base staffs can provide) for rectification of defects.

13. *Claims by Agents.*—Claims from agencies which are directly controlled by the firms are forwarded for settlement from the head offices to the Director of Navy Accounts, Admiralty. Such claims must be supported by a certificate on D.N.A. Form "Y" indicating the work carried out, replacements supplied, time in attendance, etc., to enable the claim to be checked before settlement. D.N.A. form "Y" will be presented by the agent for signature, and should be signed by the Commanding Officer (or whoever has authorized the work) after he has satisfied himself that the details shown are substantially correct.

14. Work carried out by agencies not directly controlled by firms should be authorized by a local order, and claims be settled locally.

15. *Removal or transfer of sets.*—Nearly all Marconi sets and a proportion of other commercial sets are the property of the firms concerned, and these sets are only rented by the Admiralty. Many others are the property of the ship owners, and were taken over by the Admiralty with the ships. These sets will have to be reconditioned (or replaced if they have been removed) when vessels are returned to trade. Only a small proportion of commercial sets are actually owned by the Admiralty.

16. It is thus important that, whenever practicable, the nearest agents of the firm concerned should be associated with the work if a commercial set is being removed or transferred, or the lay-out is being modified. In general, removal or transfer of these sets introduces complications, and such work is *never* to be undertaken without first obtaining Admiralty approval. The actual date of removal of a set (and information regarding disposal) is later to be reported by signal to the Admiralty.

#### American sets

17. With reference to paragraph 6 (c) large numbers of American sets are fitted in Lease-Lend vessels, and those designed by the three firms differ widely.

18. Hughes, Marconi, and Submarine Signal Co. (London) are respectively the agents in U.K. for Bludworth, R.C.A. and Submarine Signal Co. Hughes, Marconi,

and Submarine Signal Co. (London) have recently agreed to extend the arrangements explained in paragraphs 10 to 14 above to cover sets designed by the firms they represent. In the main, however, these facilities will for the present only be available from head offices as it will take time for local agencies to become fully acquainted with the American set.

19. *Instructional facilities.*—In addition to such limited facilities as Hughes, Marconi, and Submarine Signal Co. (London) can provide, instruction can be given in H.M.S. "Osprey" on types N.M.B.1 and N.J.3.

20. Full instructional facilities are available in U.S.A. In view of the very limited facilities available elsewhere, commanding officers of ships fitted with American sets should (when in North American waters) take the opportunity of arranging for any courses needed, it being recommended that a second rating be trained as an understudy for the one actually detailed for maintenance duties.

The necessary arrangements should be made through the A/S officer on staff of B.A.D.

21. *Spare.*—By Royal Navy standards an unusually comprehensive outfit of "ships" spares is provided. Recently it has been possible to obtain stocks from which "ships" spares can be replenished, and these are being distributed to the following bases abroad.

Colombo.	Sydney	Malta
N.M.B.1	N.M.B.1	N.J.6/7
N.J.3/9	N.J.3/9	N.J.3/9

A small range of spares is also carried by H.M. repair ships "Assistance" and "Diligence".

In addition spares for the relevant types are being supplied to Messrs. Hughes, Marconi, and Submarine Signal Co. (London) to enable these firms to service sets in the United Kingdom in fulfilment of the agreement referred to in paragraph 18 above.

22. Submarine Signal Co. design sets (Types N.J.3, N.J.6, N.J.7 and N.J.9) are basically similar. In this connection Type N.J.3 has a recorder and an indicator and Type N.J.9 is merely an improved version of this set. Types N.J.6 and N.J.7 are similar but are simpler sets having indicators only. Generally speaking, therefore, it follows:—

- That Type N.J.3 and N.J.9 can be "serviced" from spares for either set.
- That Types N.J.6 and N.J.7 can be "serviced" from spares for either set, and also from spares for either Type N.J.3 or Type N.J.9.

#### Reports on available instructional facilities

23. To enable the table in paragraph 7 to be corrected as necessary, establishments and bases possessing E/S instructional facilities are to forward details of the equipment concerned to the Director of A/S Material, Admiralty, Bath (copy to the Captain, H.M.S. "Osprey") as follows:—

- Types of sets on which instruction can be given.
- Actual instructional equipment fitted, stating supply voltages used.
- Alternative electrical power supplies available, if any.

24. Changes in facilities are to be similarly communicated, as and when they occur.

#### APPENDIX

##### Depots and Agencies for Commercial Sets

##### Part I.—The Marconi International Marine Communication Co., Ltd.

###### Home

Aberdeen	... The M.I.M.C. Co., Ltd., 158, Market Street, Aberdeen.	Aberdeen 5332 (day), 5139 (night).
Ardrossan	... The Marconi Representative W/T Station, Naval Base, Ardrossan.	Ardrossan: Saltcoats 900 (ext. 63). Alternatively ext. 7.
Avonmouth	... The M.I.M.C. Co., Ltd., 48, Davis Street, Avonmouth.	Avonmouth 438
Belfast	... The M.I.M.C. Co., Ltd., York Branch Dock, Belfast.	Belfast 44346 (day), 57992 (night).

###### Home

Cardiff	... The M.I.M.C. Co., Ltd., 8, New Street, Cardiff.	Cardiff 6601/2 (day); Cardiff: Llanishen 242 (night).
Dover	... Marconi Representative W/T Office, 26, Waterloo Crescent, Dover.	Dover 1250 (ext. 87); Alternatively ext. 4.
Dublin	... The M.I.M.C. Co., Ltd., 49, North Wall, Dublin.	Dublin 72400 (day), 73638 (night).
Dundee	... Marconi Representative, c/o Port W/T Office, R.N. Base, 68, East Dock Street, Dundee.	Dundee 82433
Falmouth	... The M.I.M.C. Co., Ltd., No. 15 Building, The Docks, Falmouth.	Falmouth 855 (day), 727 (night).
Fleetwood	... The M.I.M.C. Co., Ltd., Orient Buildings, Station Road, Fleetwood.	Fleetwood 398 (day); Fleetwood: Thornton 3170 (night).
Glasgow	... The M.I.M.C. Co., Ltd., 9, India Street, Glasgow, C.2.	Glasgow 8392/3 (day); Glasgow: Bearsden 0113 (night).
Great Yarmouth	1, Fish Wharf. (See Lowestoft.)	
Greenock	... The Marconi Representative, c/o The Signal Officer, Offices of Captain "D", Clarence Street, Greenock.	Greenock 2248 (ext. 21).
Grimsby	... The M.I.M.C. Co., Ltd., Lettens Buildings, Maclure Street, Grimsby.	Grimsby 4501 (day); Grimsby: Swallow 243 (night).
Hull	... The M.I.M.C. Co., Ltd., 30, Albion Street, Hull.	Hull 16144 (day); Hull Kirkella 46219 (night)
Kirkwall	... The Marconi Representative, 17, Victoria Street, Kirkwall.	Kirkwall 210 (ext. 42). (If no reply from ext. 42, Kirkwall 210 will take message.)
Leith	... The M.I.M.C. Co., Ltd., 7, Commercial Street, Leith.	Leith 36761 (day), Granton 84396 (night).
Liverpool	... The M.I.M.C. Co., Ltd., 24, Chapel Street, Liverpool, 3.	Liverpool: Liverpool Advance 6519/6510 (day); Liverpool Burton Wirral 312 (night).
London	... The M.I.M.C. Co., Ltd., 1/3, High Street, South, East Ham, E.6.	Grangewood 0066 (day); Buckhurst 1762 (night).
Londonderry	... The Marconi Representative, 3, Woodleigh Terrace, Londonderry.	Londonderry 3211 (ext. 124).
Lowestoft	... The M.I.M.C. Co., Ltd., 12, Suffolk Road, Lowestoft.	Lowestoft 767 (day), 774 (night).
Manchester	... The M.I.M.C. Co., Ltd., 538, Chester Road, Old Trafford, Manchester, 16.	Manchester, Trafford Park 2295.
Milford Haven	... The M.I.M.C. Co., Ltd., The Docks, Milford Haven.	Milford Haven 313 (day), Milford Haven 383 (night).
Newcastle	... The M.I.M.C. Co., Ltd., Marconi House, Collingwood Street, Newcastle-on-Tyne.	Newcastle - on - Tyne 27381 (day), Newcastle, Gosforth 54025 (night).
North Shields	... The M.I.M.C. Co., Ltd., Fish Quay, North Shields.	North Shields 1221

## Home

Plymouth ...	Marconi Representative, Room No. 8, Old Surgery, H.M. Dockyard (North), Devonport.	Devonport 740, ext. 416 or 950. (Note.—Always ask for "Marconi" Representative.)
Portsmouth ...	Marconi Representative, East Block, Royal Naval Staff, Officers' Mess, H.M. Dockyard, Portsmouth.	Portsmouth 74571, ext. 2693. (If no reply, try ext. 2480 or 2481 (Trawler Base).)
Southampton ...	The M.I.M.C. Co., Ltd., 43, Wilton Avenue, Southampton.	Southampton 3067 (day), 74772 (night).
Swansea ...	The M.I.M.C. Co. Ltd., Marconi House, York Street, Swansea.	Swansea 3649 (day) Fforestfach 58782 (night)

## Abroad

Bombay ...	The M.I.M.C. Co. Ltd., 32, Nicol Road, Ballard Estate, Bombay.	Bombay 22994 (day) 35295 (night)
Calcutta ...	The M.I.M.C. Co. Ltd., Temple Chambers, 6, Old Post Office Street, Calcutta.	Calcutta 2696
Cape Town ...	The Wireless Agency Ltd., Marine Depot, 6th Floor, Boston House, Strand Street, Cape Town.	
Colombo	The M.I.M.C. Co. Ltd., c/o Messrs. MacKinnon MacKenzie & Co., 19, Victoria Arcade, York Street, Colombo.	Colombo 4820
Durban ...	The M.I.M.C. Co. Ltd., Security Buildings, 345 Smith Street, Durban.	Durban 25012
Freetown (Sierra Leone)	The M.I.M.C. Co. Ltd., G.P.O. Box 96, Freetown, Sierra Leone.	Naval 46
Gibraltar ...	The M.I.M.C. Co. Ltd., (Temporary Address c/o Port W/T Office).	
Kilindini (Mombasa)	The M.I.M.C. Co. Ltd., (Temporary Address c/o Senior Naval Officer).	
New York ...	The M.I.M.C. Co. Ltd., 23/25 Beaver Street, New York.	Hanover 2-0160 (day) Main 4-1736 (night)
Port Said. ...	The M.I.M.C. Co. Ltd., 76 Rue Ibrahim, Port Said.	Port Said 781.
Trinidad (Port of Spain)	The M.I.M.C. Co. Ltd., c/o Ministry of War Transport, Chacon Street, Trinidad.	

## Part II—Messrs Henry Hughes &amp; Son Ltd.

## Home

Aberdeen ...	Messrs. H. H. & Son Ltd., 29 Victoria Road, Aberdeen.	Aberdeen 8040
Glasgow ...	Messrs. H. H. & Son Ltd., 91 Hope Street Glasgow.	Glasgow City 7711
Grimsby ...	Messrs. Braham & Co. Ltd., 39, Yarborough Road, Grimsby.	Grimsby 4901 (day and night).
Hull ...	Messrs. Braham & Co. Ltd., c/o The E.R.O., 58, Sunnybank, Springbank West, Hull.	Hull Central 35900. Ex. 77.
Immingham ...	Messrs. Braham & Co. Ltd., Grimsby	Grimsby 4901 (day and night).
Liverpool ...	Messrs. H. H. & Son Ltd., 13a North John Street, Liverpool.	Liverpool. Advance 5175.
London ...	Messrs. H. H. & Son Ltd., Huson Works, Barkingside, Essex.	Hainault 2601

## Home

Lowestoft ...	Messrs. Braham & Co. Ltd., c/o The Emergency Repair Overseer, Lowestoft.	
Newcastle ...	Messrs. H. H. & Son Ltd., 59 Westgate Road, Newcastle-on-Tyne.	Newcastle 28437
Yarmouth ...	Messrs. Braham & Co. Ltd., c/o The Emergency Repair Overseer, R.N. Maintenance Offices, Queen Road, Yarmouth.	Yarmouth 2426, Ex. 43

## Abroad

Alexandria ...	Messrs. H. H. & Son Ltd., c/o Worms & Co., 11 Rue Nebi Daniel, Alexandria.	
Brisbane ...	Amalgamated Wireless Ltd., Bank Australasia Chambers, Queen Street, Brisbane.	Brisbane B.6556
Buenos Aires ...	Sabelli y Cia, San Martin No. 154, Piso 30, Buenos Aires.	Buenos Aires 31, Retiro 7755.
Cairo ...	G. Parker & Co. (Nr. East) Ltd., Gresham House, 20, Sharia Seliman, Pasha, Cairo.	Cairo 55084
Calcutta ...	Burn & Co. Ltd., 12 Mission Row, Calcutta.	Calcutta Howrah 601
Cape Town ...	Hubert Davies & Co. Ltd., Dynamo House, Loop & Longmarket Street, Cape Town.	Cape Town 2-3161 and 2-6255.
Caracas (Venezuela).	Parrish Ellis & Co. Ltd., Apartado 748, Caracas.	Caracas 7165.
Halifax, N.S. ...	The Marine Equipment Co., 32 Cedar Street, Halifax, N.S.	Halifax B.2990.
Lima (Peru) ...	Ronald M. Gordon, Casilla 2017, Lima	Lima 13026.
Lisbon ...	Corel Soc. Continental de Representacoes Ltda., Travessa da Espera 8, P.O. Box 466, Lisbon.	Lisbon 20505.
Melbourne ...	Amalgamated Wireless Ltd., 167 Queen Street, Melbourne, C.I.	Melbourne M.4161.
Montreal ...	The Jas. Whitley Co., 781 Wellington Street, Montreal, P.Q.	
New York ...	Bludworth Incorporated (International Projector Corporation), 92 Gold Street, New York.	New York Beekman 3-2676.
Ottawa ...	The Ontario Hughes Owens Co. Ltd., 527 Sussex Street, Ottawa.	
Perth, W.A. ...	Amalgamated Wireless Ltd., Radio Station, Applecross, Perth, W.A.	Perth M.U. 1825.
Quito (Ecuador)	Senor Coronel Don Carlos Flores Guerra, Apartado 475, Quito.	Quito 345.
Reykjavik ...	Mr. Gudm. Sigmundsson, Hafnarstraeti 10-12, Reykjavik.	Simar 2238 and 5916.
Rio de Janeiro...	Thornycroft Mecania-E Importadora S.A., Rua Santa Lucia No. 405, Caixa Postal 2383, Rio de Janeiro.	Rio de Janeiro 22-7776.
Santiago de Chile	Senor Commandante, A. O. Jessen A, Miguel Claro 755, Santiago de Chile.	Santiago 41283.
Sydney ...	Amalgamated Wireless Ltd., 47 York Street, Sydney.	Sydney B.W. 2211.
Vancouver, B.C.	R. F. Bovey Ltd., 600 West Cordova Street, Vancouver, B.C.	Vancouver Seymour 2435.

## Abroad

Wellington ... Amalgamated Wireless Ltd., Govern- Wellington 45-076.  
ment Life Insurance Building,  
Custom House Quay, Wellington.

*Note 1.*—Hughes agents in New York, Ottawa and Sydney are also licensed manufacturers.

*Note 2.*—Hughes agents at Cairo, Caracas, Lima and Quito can only give limited service.

## Part III—The Submarine Signal Co. (London) Ltd.

Belfast ...	The Submarine Signal Co. (London), Howard Buildings, 26 Howard Street, Belfast.	Belfast 24316 (day), 55308 (night).
Bristol ...	Colstan Electrical Co. (London), 29 Orchard Street, Bristol.	Bristol 21484.
Cardiff ...	Andrew Young & Son, Royal Stuart Buildings, Cardiff.	Cardiff 4180.
Glasgow ...	The Submarine Signal Co. (London), 100 Eastvale Place, Kelvinaugh Street, Glasgow.	Glasgow Western 3440 (day), Glasgow Scotstoun 1985 (night).
Liverpool ...	The Submarine Signal Co. (London), 335 Tower Building, Water Street, Liverpool.	Liverpool Advance 6180 (day), Liverpool Ormskirk 578 (night).
London (Head Office)	The Submarine Signal Co. (London), Artillery House, Artillery Row, London, S.W.1.	London Abbey 1744/5.
Newcastle ...	The Submarine Signal Co. (London), Marine House, Silver Street, New- castle.	Newcastle 28694 (day), 56595 (night).
Southampton ...	The Submarine Signal Co. (London), Ivy Cottage, Eling, Southampton.	Southampton Totton 81119.

## Abroad.

The Submarine Signal Co. have offices at the following places in the United States:—

Boston ...	247 Atlantic Avenue.
Miami ...	19 South West Sixth Street.
New Orleans ...	4472, Venus Street.
New York... ..	8-10 Bridge Street.
Norfolk, Va. ...	1480 Ashland Circle.
San Diego, Cal. ...	304 Broadway Pier.
San Francisco ...	86 Beale Street.
Seattle ... ..	69 Marion St. Viaduct.

(C.A.F.O. 361/45.)

(A.F.Os. 2503/40 and 4013/40 are cancelled.)

## 5985.—E/S Equipment—Types 762, 763/A, 764/A and 766 Series—Contact Transmitting Assembly, Pattern A.3930, for Recorders

(N.S. 014179/45.—18 Oct. 1945.)

Experience with the above types of E/S sets in service has revealed the desirability of providing complete transmitting contact assemblies as spares for Recorder in addition to the minor standard pattern components of the assembly already allowed.

2. Contact, transmitting assembly, Pattern A.3930 F.1 (a), Part 2, has accordingly been introduced as consumable spares for Recorders, Patterns A.989/B,

A.1920/B, A.1926/B, A.1927/B, A.1958, A.1959, A.2972 and A.2973 and will be allowed on the following basis:—

(a) *Establishment List A/S 93 (Type 764/A sets).*

One under "spares" column.

(b) *Establishment List A/S 149 (Types 758, 761 and 764 base or depot ship spares).*

Two under each of columns 11 and 12, showing spares for Types 764, and 764A respectively.

(c) *Establishment List A/S 135 (Types 766DJ/DK/EK sets and spares).*

(i) Four under column 6, showing "Major" spares outfits allowed to surveying vessels carrying E/S fitted surveying motor boats.

(ii) Two under column 7, showing "Minor" spares outfits allowed to other ships carrying E/S fitted ships boats.

(iii) Two under column 8, showing "Local Base or Depot Ship" spares outfits.

(d) *Establishment List A/S 157 (Types 762/A and 763/A sets and spares).*

Establishment List A/S 157 is a combination and revision of Establishment Lists A/S 65, 67 and 82, and will be arranged on similar lines to Establishment List A/S 135. It will shortly be issued and will show allowances of Pattern A.3930 generally as in (c) above.

3. Errata to Establishment Lists A/S 93, 135, and 149 will be promulgated in due course.

4. *Distribution.*—Bulk supplies of Pattern A.3930 will be made to Naval Storing Yards abroad and vessels of the Fleet Train as shown below.

Initial demands from vessels and establishments to complete to allowances shown in paragraph 2 above should be forwarded as follows:—

(a) *At Home.*—To the Superintending Naval Store Officer, R.N. Store Depot, Copenacre, Hawthorne, Wilts.

(b) *Abroad.*—To the nearest holder of stocks.

## Store Depots Abroad

Malta... ..	20
Gibraltar ... ..	10
Simonstown ... ..	15
Colombo ... ..	50
Bombay ... ..	10
Singapore ... ..	50
Hong Kong ... ..	25

## N.S.I. Ships (A.K.S.)

"Hong Siang" ... ..	} 10 to each
"City of Tokio" ... ..	
"City of Dieppe" ... ..	
"Bacchus" ... ..	
"Boniface" ... ..	
"Fort Rosalie" ... ..	
"Fort Wayne" ... ..	
"Fort Sandusky" ... ..	} 6 to each
"Reliant" ... ..	

## Coastal Force M Ships

(A.G.P.(s))	
"Cape Wrath" ... ..	10
<i>Maintenance Ship</i>	
(A.D.E.)	
"Kelantan" ... ..	10
<i>Motor Craft M Ship</i>	
(A.G.B.)	

## "Mull of Galloway" 10

## Fleet Repair Ships (A.R.M.)

"Wayland" ... ..	} 6 to each
"Artifex" ... ..	
"Alaunia" ... ..	
"Ranpura" ... ..	
"Ausonia" ... ..	

## 5986.—Aircraft—Dinghy Rescue Transmitter

T.3180 ("Walter", Mark I)

(A.E.1185/45.—18 Oct. 1945.)

A.F.O. 4933/45 is to be amended as follows:—

Paragraph 24, line 2

The Stores Ref. No. of the 30 mm. tape is 27C/2010, and not 22C/2010 as shown.

(A.F.O. 4933/45.)

## 5987.—Alterations and Additions—Procedure

R.C.N. Destroyers—"Tribal" Class, "Algonquin", "Sioux" and "Crescent" Class

(D. 014456/45.—18 Oct. 1945.)

Naval Service Headquarters, Ottawa, has assumed responsibility for the stability and seaworthiness of H.M.C. Ships of the "Tribal", Fleet "V", and "Crescent" classes after completion, and will also co-ordinate all approved alterations and additions and give decisions on all proposed alterations and additions.

2. All correspondence concerning approved and proposed alterations and additions for these ships should, in future, be sent to N.S.H.Q., Ottawa.

## 5988.—Major Landing Craft—Voice-pipes to Magazines—Fitting of

L.C.G. (M) (1) and L.C.G. (M) (2)

(D.C.O.M. 1946/45.—18 Oct. 1945.)

It has been approved to fit a branched voice-pipe in L.C.G. (M) (1) and L.C.G. (M) (2) for secondary communication between the gunnery control position and the main magazines.

2. The arrangements made should be generally in accordance with A.F.O. Diagram 377/45 (Drawing D.N.C. 26/AB/527).

3. Commanding Officers of craft in which this voice-pipe has not been fitted during construction should insert an item in the next As. and As. list to cover the work involved.

## 5989.—L.C.V.—Operating Conditions for

(M/N.L. 11189/45.—18 Oct. 1945.)

L.C.V. are designed for operation in fairly sheltered waters. Their stability is satisfactory under these conditions when carrying their designed load of one Bren gun carrier (3½-tons) or its equivalent.

2. Irrespective of the load carried, however, the craft is liable to become unstable if the hold is flooded. It is therefore essential that the hold be kept free of water, and whenever water is taken on board, e.g. when embarking vehicles, this water is to be pumped out and the ramp door closed before leaving the beach.

3. Ramp doors should be inspected from time to time to ensure that they are watertight. Bilge pumps should be maintained in good working order.

4. An L.C.V. recently sank with attendant loss of life. The accident was directly attributable to water entering through the ramp door.

5. Attention is again directed to the necessity for observing the above precautions

(A.F.O. 5939/42 is cancelled.)

## 5990.—Additional Naval Stores—Supply

L.S.T.(2)

(N.S. 32579/44.—18 Oct. 1945.)

The following stores are to be carried in L.S.T.(2) :—

## (a) Fire-fighting equipment

Subhead	Description	Quantity
B.8	Twin foam compound unit, Type "C" ... ..	2 No.
	Mechanical spares for ... ..	1 Set
	Hose, canvas, delivery, with instantaneous connections :—	
	2½ in. by 40 ft. ... ..	4 No.
	2½ in. by 20 ft. ... ..	2 No.
B.9	Adaptors, 2½ in., male, instantaneous, to 2½ in. female American standard hose thread.	2 No.

## (b) Towing arrangements

Subhead	Description	Quantity
B.4	Senhouse slips with end links for 1½-in. chain cable (Figs. 52/53).	1 No.

## (c) For L.C.T. Launching Ways (when fitted)

B.11	D.H.T. 2461 (Admiralty Pattern 3865), Spanners, box, ½ in. by ½ in.	10 No.
	D.H.T. 1634 (Admiralty Pattern C.659), Mauls, double-headed, 7½ lb.	2 No.

## (d) For repair of awnings, etc.

D.1	Canvas, R.N.2 ... ..	1/2 bolt
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2. Certain of the above items may have been supplied whilst approved Alterations and Additions were being carried out, and Commanding Officers are to ensure that such stores are included in the ship's store account.

3. Demands should be forwarded to the nearest yard or R.N. store depot for any articles which are not already held on board with the exception of adaptors and senhouse slips, which should be demanded from Naval Store Officer, Preston.

(A.F.O. 5094/45 is cancelled.)

## 5991.—Table Fans—Revised Allowance

L.S.T.(3) and W.E.Ss. Concerned

(N.S. 25597/45.—18 Oct. 1945.)

The allowance of table fans to L.S.T.(3) has been increased from 11 to 38 (includes 1 spare).

2. These fans are for use on board in the following compartments; the existing allowances are shown in brackets.

Commanding officer's day cabin	... ..	1 (1)
Commanding officer's night cabin	... ..	1 (-)
Wardroom	... ..	3 (3)
Ante room	... ..	1 (1)
Naval officer's cabins	... ..	6 (-)
Army officer's cabins	... ..	7 (-)
Ship's office	... ..	1 (1)
Pantry	... ..	1 (-)
Sick bay	... ..	2 (1)
Chart room	... ..	1 (-)
Canteen and soda fountain	... ..	1 (1)
C.P.Os. mess	... ..	1 (1)
P.Os. mess	... ..	2 (1)
E.R.As. mess	... ..	1 (1)
Seamen's mess	... ..	6 (-)
Stoker's mess	... ..	2 (-)

Total 37(11)

3. Most L.S.T.(3)s in commission should already be in possession of the revised allowance of fans and appropriate spares. Demands for any fans and plugs required by ships in commission to complete to the new allowance, and for additional spares on the scale promulgated in A.F.O. 3540/45, should be forwarded to the nearest dockyard or Naval store depot. For vessels under construction supply of fans and spares will be arranged by Superintending Naval Store Officer, Leeds, and of plugs by the respective supplying depots in accordance with C.A.F.O. 1193/44.

4. The Establishment of Naval Stores will be amended.

(C.A.F.O. 1193/44 and A.F.O. 3540/45.)

## 5992.—Bath, Officers', Aft—Fitting of Vent Pipe to Drain—As. and As.

*Fleet Destroyers*—"R", "S", "T", "U", "V", "W",  
"Z", "C"—"*Chequers*", "*Cossack*" and "*Crescent*" Classes

(D. 10721/45.—18 Oct. 1945.)

A vent pipe is to be fitted to the drain from the officers' bath aft (71 station), in accordance with Admiralty drawing 16B/245, to facilitate draining the bath when the ship is at deep draught.

2. An item, classification B, is to be included in the class lists of As. and As. to cover the work involved.

3. Separate instructions have been issued by the Admiralty for ships under construction.

(Commodore (D), H.F., 13 May, 1945, No. 292/H.D.320.)

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

## 5993.—Blue Filters for Local Illumination in Aircraft Direction Rooms—Introduction

*Capital Ships, Cruisers, Aircraft Carriers, Monitors, Frigates when fitted with A.D.R. Fighter Direction Ships (including "Palomares", "Ulster Queen"), F.D.T., L.S.H. (L), and L.S.F.*

(N.S. 17835/45.—18 Oct. 1945.)

In connection with the modernization of illumination in aircraft direction rooms, sheets of blue filter material have been introduced as naval stores for use in the following lighting fittings in the aircraft direction rooms of the above-mentioned ships:—

- (a) Pattern 8082—Mirror light.
- (b) Pattern 9124A—Shade bell.
- (c) Pattern 17105—Chart-table fitting.
- (d) Pattern 17114—Music light.

2. This material has been added to the Rate Book under subhead F2B, the description being:—

Pattern 17143—Blue filter material (12-in. × 10-in.) for use with local lighting fittings installed in aircraft direction rooms.

3. Ships concerned in commission should demand 10 sheets for first fitting and 10 sheets for replacement purposes from the normal storing yard or depot.

4. For ships concerned under construction or conversion, Overseers should demand material required for fitting from the Warrant Yard. Supply of a further 10 sheets for replacement purposes should be arranged by Warrant Yards and Supplying Yards and Depots in the usual manner as part of the First Outfit of Consumable Stores.

5. First purchase of 3,000 sheets is being arranged for delivery as under:—

Chatham	Leeds	Ports-mouth	Devon-port	Rosyth	Carfin	Stroud	Preston
200	200	200	200	200	200	1,100	700

6. Shipments to dockyards abroad should be arranged as follows:—

From Stroud				From Preston		
Ceylon	Singapore	Durban	Hong Kong	Alexandria	Malta	Gibraltar
300	300	100	100	100	100	100

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

(C.A.F.O. 184/45.)

5994.—Methyl-Bromide—Precautions to be Observed when Released  
*Petrol-driven Craft fitted with Methyl-Bromide Fire Extinguishing Equipment*

(D./N.L. 5958/44.—18 Oct. 1945.)

The attention of all officers and ratings and Base Maintenance parties of craft fitted with methyl-bromide fire extinguishing equipment is to be drawn to the following information and instructions.

2. When methyl-bromide has been released or an escape of the gas is suspected it is to be assumed that the gas is diffused over the whole of the craft and, until such time as the craft has been ventilated in accordance with the following instructions, no one is to be allowed anywhere between decks unless wearing a breathing apparatus.

Should any loose petrol or petrol vapour be known to be present or if the presence of petrol vapour is suspected anywhere in the craft, it must be assumed that an explosive mixture has diffused throughout the craft and precautions are to be taken accordingly.

3. Removal of methyl-bromide from an engine-room is considerably assisted by running the main engines, but as methyl-bromide does not support combustion it will be necessary, after the methyl-bromide fire extinguishing equipment fitted to the engine-room has been operated, to ventilate the engine-room for a period before it is possible to start the engines. This period may be as long as 30 minutes, depending upon the natural ventilation provided and the number of fans employed.

4. Methyl-bromide is a heavy gas and therefore the concentration of the gas at the bottom of a compartment will be higher than that at the top. Particular attention must therefore be given to the ventilation of the bilges, especially where they are sub-divided. Clearance of the gas from the bilges will be materially assisted by removing the floor boards. As clearance of the craft proceeds it will be found that gas will diffuse from pockets remote or inaccessible to the fans into pockets which have previously been cleared.

5. Although it is impracticable to lay down hard and fast rules to meet all contingencies in every type of craft concerned the following instructions, which are based on practical tests carried out in an M.T.B., should be adhered to so far as circumstances permit if methyl-bromide is released or if the presence of the gas anywhere in the craft is suspected:—

- (i) All personnel should withdraw to the upper deck and, if not required to assist in the ventilation of the craft and it is possible to do so, should leave the craft until such time as it has been ventilated in accordance with the instructions outlined below. If and when it is necessary for anyone to go between decks before the craft is completely cleared a breathing apparatus must be worn. The service respirator affords only limited protection against methyl-bromide and should be used only in emergency to facilitate escape or rescue when breathing apparatus is not available (see A.F.O. 1337/45).
- (ii) Providing no loose petrol or petrol vapour is present, or is suspected of being present, anywhere in the craft, all compartments should be ventilated at the earliest opportunity by fans and natural ventilation to the maximum extent possible. For this purpose it is advantageous to start the engines as soon as possible to assist in clearing the engine room.
- (iii) If loose petrol or petrol vapour is present, or is suspected of being present, anywhere in the craft the danger of fire must be considered and, depending upon the circumstances, this risk must be weighed against the operational necessity of using the W/T transmitter and of using fans to clear the methyl-bromide with a view to the craft proceeding under her own power. In any case, all naked lights should be extinguished and smoking prohibited throughout the craft.

It should be borne in mind that in certain circumstances it might be advantageous to retain methyl-bromide in a compartment into which it has been discharged in order to keep the atmosphere inert and so reduce the risk of fire and explosion, until the compartment can be cleared by means not involving risk of explosion, e.g. if methyl-bromide had been discharged into the petrol tank compartment.



following damage and fire every effort should be made to retain the methyl-bromide in that compartment, until proper and safe facilities are available to clear the compartment of the methyl-bromide and any petrol vapour which may be present. In such circumstances, however, the probability of methyl-bromide and petrol vapour diffusing throughout the craft must not be overlooked.

If circumstances permit, the craft is to be rendered electrically dead until all loose petrol or petrol vapour has been cleared. In the meantime compartments other than those in which it is desired to retain an inert atmosphere should be ventilated to the maximum extent possible by means of the natural ventilation provided, until the craft can be cleared in the manner described below.

(iv) To clear a craft of methyl-bromide those compartments into which the gas has been released directly should be ventilated for a total time of not less than 12 hours, using a 6-in. portable electrically-driven fan (capacity 500 cubic feet per minute against 6 in. water gauge at full output) and pro rata for fans of different capacity, arranged to take a suction from as low a level as possible at the same time utilizing the natural ventilation to the maximum extent possible. In the case of the engine room this time may be reduced to six hours if the main engines have been run subsequent to the release of the gas. Other compartments should be ventilated by natural ventilation and running a fan of the capacity referred to above for a total time of not less than two hours. To allow time for the vapour to diffuse from pockets which are remote and inaccessible to the suction of the fan, the fan should be run for periods of one hour with intervals of half hour between.

(v) Portable 6-in. electrically-driven fans of the present Admiralty design are fitted with non-flameproof motors and steel impellers and are therefore unsuitable for use in atmospheres containing petrol vapour. If the circumstances are such that this type of fan has to be utilized to clear compartments containing or suspected of containing petrol vapour, the alignment of the impeller should be checked to ensure that there is no risk of sparking between the impeller and the casing, and the fan sited to windward of the craft being cleared and in the open to obviate the danger of sparks from the motor causing an explosion of the petrol vapour.

6. Whenever possible, after ventilating the craft, arrangements are to be made locally for a certificate to be obtained from a competent analyst certifying that he has examined the craft and found it free from methyl-bromide and petrol vapour.

(A.F.Os. 1337/45 and 3939/45.)

#### 5995.—Fire Extinguishers, Nuswift—Burst Charges—Replacement of Copper Charges by Steel Charges

(N.S./D.7007/45.—18 Oct. 1945.)

A few isolated instances have been reported of the bursting of the CO<sub>2</sub> charges of Nuswift fire extinguishers. Investigation shows that these failures have been caused by stress corrosion and dezincification of the brass bottom end closures through action of carbonic acid. The presence of acid in the charges has been traced to the introduction of CO<sub>2</sub> into the charges before they had been properly dried out after being tested by water pressure.

2. Since only about 1 per cent. of the charges supplied are tested by water pressure during manufacture, and it is unlikely that all of those tested have been incompletely dried out before filling with gas, the number of charges in store or service which may be subject to corrosive attack from this cause is very small, but the possibility of the occurrence of further failures cannot be excluded.

3. Up to the present, failures have been confined to fracture of bottom end closures made of brass. It is possible, however, that corrosion and consequent fracture of the top end closures may result due to charges having been stored in a manner which would permit any carbonic acid formed to attack the brass, of which these closures are also made.

4. Due to the impossibility of identifying those charges which are subject to internal corrosion, it has been decided to replace all copper charges in service or in store by metallized, welded-steel charges which, to obviate the danger of internal corrosion, will be hydraulically tested with oil instead of water.

5. Ships and establishments are to forward demands to their storing yards for sufficient steel charges to replace all copper charges at present held. The copper charges should be retained in service until the steel replacements are received, during which time care should be exercised when handling them to avoid subjecting them to shock. On receipt of replacements the copper charges should be discharged, returned to store and brought to produce.

6. Purchase of the new steel charges has been arranged under Contract No. C.P.80098/45 for delivery as follows:—

Chatham	Sheerness	Portsmouth	Devonport	Rosyth	Lathamond	Mersey Area	West Riding	Carlisle
5,000	2,000	5,000	5,000	6,000	2,000	70,000	3,000	2,000
			Total	...	...	100,000		

The following shipments should be made by Mersey Area:—

Gibraltar...	...	...	2,000	Bermuda	...	...	1,000
Malta	...	...	7,000	Simonstown	...	...	4,000
Singapore	...	...	10,000	Ceylon	...	...	21,000
Hong Kong	...	...	5,000				

7. As it will be some months before all demands can be met, supply should not be hastened.

#### 5996.—Fire Fighting—Ventilation Trunking for Machinery Compartments—Provisioning of Means for Preventing Ingress of Air—As. and As.

(D. 17970/45.—18 Oct. 1945.)

In the event of a serious fire occurring in a machinery compartment which cannot be dealt with by steam drenching or foam and where recourse must be had to smothering by sealing, it is essential that, in addition to stopping the fans, every effort should be made to seal the ventilation inlets.

2. In order that suitable means of closing vents may be readily available an item is to be included in the next list of As. and As. to provide covers for sealing the ventilation trunks of main and auxiliary machinery compartments, other than those such as boiler rooms, for which shut-off arrangements already exist. The work is to be undertaken by ship's staff with such assistance from local resources as is necessary.

3. The covers should generally be of light steel, either hinged or portable, and fitted in such a manner that they cannot be inadvertently closed or shaken down by shock or vibration. Fireproofed canvas covers may be fitted in lieu in those cases where steel covers are unsuitable.

(C.A.F.O. 2198/42.)

#### 5997.—Watertight Bulkheads of Petrol-Driven Craft—Inspection of Dockyard and Repair Authorities

(D./N.L. 5958/44.—18 Oct. 1945.)

To reduce the risk of accidents arising in petrol-driven craft due to the diffusion of petrol vapour or methyl-bromide throughout the compartments of such craft the following instructions are to be carefully observed:—

On all occasions when petrol-driven craft are in hand for refit or damage repairs, the appropriate inspecting officers are to examine all main watertight bulkheads for defects which would allow the easy passage of water or diffusion of vapour through the bulkheads. Any defects observed are to be made good immediately.

## 5998.—Hot-cupboards, Pattern 1073 and 1074—Additional Lagging

(D. 04023/45.—18 Oct. 1945.)

As a result of complaints received regarding excess heat in serveries, it has been decided to increase the lagging on hot-cupboards, Patterns 1073 and 1074.

2. The additional lagging and the method of applying are shown on A.F.O. Diagram 375/45.

3. Where space in the servery permits, the Commanding Officers of ships concerned should include an item in the next list of As. and As. to cover the work involved, which is to be carried out by ships' staffs.

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

## 5999.—Aircraft Stores—Barometers, Ref. 6C/378 or 531—Introduction

(N.S. Air 5650/44.—18 Oct. 1945.)

The following item has been introduced for the purpose of testing altimeters and rate of climb indicators :—

Stores Reference No.	Description
6C/378	Barometer, minus 1,000 to plus 50,000 ft. or alternatively
6C/531	Barometer, minus 1,000 to plus 60,000 ft.

2. Delivery of 16 barometers from contractors has been arranged to R.N. Store Depot, Llangennech, but production will be very slow as the nature of the work precludes rapid manufacture.

3. One barometer will be supplied by Llangennech without demand in accordance with the allowances shown in the air store establishments.

4. Owing to the very delicate nature of the barometer and the lengthy period required for manufacture, every precaution should be taken to avoid damage in transit. When conveyed overland, the instrument should invariably be personally conducted.

## 6000.—I.R. Tubing and Fittings for Use with Pneumatic Hand Tools

Aircraft Carriers, "Unicorn," Aircraft Maintenance Ships, Aircraft Component Repair Ships, and Aircraft Engine Repair Ships

(N.S. 28548/45.—18 Oct. 1945.)

With reference to C.A.F.O. 1013/45, Part II, Note (iv), of paragraph 2 of Parts A to E, arrangements have been made for the provision of I.R. Tubing and associated fittings to enable pneumatic hand tools to be employed in connection with the L.P. air supply points being provided for servicing aircraft.

2. C.A.F.O. Diagram 119/45 (2-3) details and sequence of plugs, sockets and I.R. tubing from tool to bulkhead adaptor which is standardized as follows :—

A. Plug end on tool; B. Male socket on end of I.R. tubing screwed into the standard female hose connection; C. I.R. tubing; D. Male plug screwed into the standard female hose connection; E. Female socket screwed on to adaptor spigot. *N.B.*—Only two patterns of item E are required because only two types of spigots,  $\frac{3}{8}$ -in. and  $\frac{1}{2}$ -in. are provided on adaptors, and item D on a  $\frac{1}{4}$ -in. hose length will fit a  $\frac{3}{8}$ -in. item E.

3. All pneumatic hand tools concerned are required to be fitted with an "Instantair" plug end of one of the following patterns :—

(A) (See Diagram)	Pattern 8064	...	...	$\frac{1}{4}$ -in. gas, male, to tool.
	Pattern 8065	...	...	$\frac{3}{8}$ -in. gas, male, to tool.
	Pattern 8069	...	...	$\frac{1}{2}$ -in. gas, male, to tool.
	Pattern 8062	...	...	$\frac{1}{4}$ -in. gas, female, to tool.
	Pattern 8063	...	...	$\frac{3}{8}$ -in. gas, female, to tool.
	Pattern 8068	...	...	$\frac{1}{2}$ -in. gas, female, to tool.

As certain "Desoutter" machines have a female air connection,  $\frac{3}{8}$ -in. B.S.W., an intermediate adaptor,  $\frac{3}{8}$ -in. B.S.W., male, to  $\frac{1}{4}$ -in. gas (B.S.P.), male, has been introduced under subhead B.9, and Pattern No. 667 has been allocated. Ships are to demand the above fittings as required. As the patterns and quantities of these plug ends and intermediate adaptors depend on the types of tools held, the allowances and pattern numbers have not been included in Appendix I.

4. The following I.R. Tubings are being added to the Rate Book for Naval Stores under Subhead E, Item 2c :—

(a)  $\frac{1}{4}$ -in. bore, Pattern 2635.(b)  $\frac{3}{8}$ -in. bore, Pattern 2636.

Particulars of the initial purchase and distribution of these two patterns in addition to the  $\frac{1}{4}$ -in. tubing (existing Pattern C.2441) and fittings for stock at dockyards and naval store depots are shown in Appendix II except for the subhead B.11 items, details of which have already been communicated.

5. The quantities of I.R. tubing, etc., required per adaptor are as follows :—

Per 5-way adaptor—

$\frac{3}{8}$ -in. size ... { One B (socket, Pattern 8083), one C (60-ft. length, I.R. tubing,  $\frac{3}{8}$ -in., Pattern 2636), one D (plug, Pattern 8065), and three E (socket, Pattern 8067).

$\frac{1}{4}$ -in. size ... { Two B (socket, Pattern 8082), two C (60-ft. length, I.R. tubing,  $\frac{1}{4}$ -in., Pattern 2635), two D (plug, Pattern 8064).

$\frac{1}{2}$ -in. size ... { Two B (socket, Pattern 8084), two C (60-ft. lengths, I.R. tubing,  $\frac{1}{2}$ -in., Pattern C.2441), two D (plug, Pattern 8069), and two E (socket, Pattern 8070).

Per 2-way adaptor—

$\frac{3}{8}$ -in. size ... { One B (socket, Pattern 8083), one C (30-ft. length I.R. tubing,  $\frac{3}{8}$ -in., Pattern 2636), one D (plug, Pattern 8065), and one E (socket, Pattern 8067).

$\frac{1}{2}$ -in. size ... { One B (socket, Pattern 8084), one C (30-ft. length I.R. tubing,  $\frac{1}{2}$ -in., Pattern C.2441), One D (plug Pattern 8069), and one E (socket, Pattern 8070).

(Note.—Lengths of I.R. tubing to be fitted with standard connections.)

6. The following Spares will be required for replacement purposes.—20 per cent. of the total number of each size Item C, and 10 per cent. of the total number of each patterns, Items A, B, D and E, necessary to meet requirements of paragraphs 3 and 5 above.

7. Appendix I details the quantities of I.R. tubing plugs, sockets and standard connections which are required as a "first outfit." These quantities provide for the stores required for fitting and spares for replacements. Ships concerned in commission should demand the stores in accordance with the relevant column in Appendix I from their storing yards, when the As. and As. referred to in C.A.F.O. 1013/45 are taken in hand. For ships concerned under construction, warrant yards are to arrange for the relevant quantities shown under Columns B (i.e., spares) to be included in the first outfit of consumable naval stores. Supply to H.M. ships "Beaully Firth", "Moray Firth", "Holm Sound", and "Perseus" has already been arranged.

8. The hoses (I.R. tubing and fittings) are to be fitted up on board by ship's staff both for ships in commission and under construction to suit ship's officers' requirements for length, etc.

9. The first fitting quantities given in Appendix I will be added to Air Store Establishment, B.R.378.

APPENDIX I

Quantities of I.R. Tubing and associated fittings required for employment of pneumatic hand tools for servicing aircraft in Aircraft Carriers, etc.

Pattern No.	Description	Denom-ination	Fleet Carriers				Light Fleet Carriers		Other Ships									
			"Illustrious" Class		"Implacable" Class and "Indomitable"		"Colossus" Class		"Unicorn"		Aircraft Maintenance		Aircraft Component Repair		Aircraft Engine Repair		"Pretoria Castle"	
			4	5	6	7	8	9	10	11								
			A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
	<i>Subhead E.2C</i>																	
	I.R. tubing :—																	
C.2441	Internal diameter, $\frac{1}{2}$ in. × 60 ft. ... ..	Lengths	40	8	56	11	40	8	64	13	44	9	—	—	—	—	32	6
C.2441	Internal diameter, $\frac{3}{8}$ in. × 30 ft. ... ..	"	8	2	9	2	8	2	44	9	24	5	28	6	74	15	8	2
2636	Internal diameter, $\frac{3}{8}$ in. × 60 ft. ... ..	"	20	4	28	6	20	4	32	6	22	4	—	—	—	—	16	3
2636	Internal diameter, $\frac{3}{8}$ in. × 30 ft. ... ..	"	8	2	9	2	8	2	44	9	24	5	28	6	74	15	8	2
2635	Internal diameter, $\frac{1}{4}$ in. × 60 ft. ... ..	"	40	8	56	11	40	8	64	13	44	9	—	—	—	—	32	6
	<i>Subhead B.11</i>																	
	Plugs and sockets for fitting to or for use with the above-mentioned I.R. tubing :—																	
	For $\frac{1}{2}$ -in. tubing :—																	
8084	Socket, male, swivelling, $\frac{1}{2}$ in. ... ..	No.	48	5	65	7	48	5	108	11	68	7	28	3	74	7	40	4
8069	Plug, male, $\frac{1}{2}$ in. ... ..	"	48	5	65	7	48	5	108	11	68	7	28	3	74	7	40	4
8070	Socket, female, swivelling, $\frac{1}{2}$ in. ... ..	"	48	5	65	7	48	5	108	11	68	7	28	3	74	7	40	4
	<i>Subhead B.9</i>																	
	Standard connections for fitting to I.R. tubing :—																	
	For $\frac{1}{2}$ -in. tubing :—																	
3772	Nipples ... ..	"	48	5	65	6	48	5	108	11	68	7	28	3	74	7	40	4
3773	Washers (Subhead E.11) ... ..	"	96	10	130	12	96	10	216	22	136	14	56	6	148	14	80	8
3774	Nuts, union ... ..	"	96	10	130	12	96	10	216	22	136	14	56	6	148	14	80	8
3775	Spigots ... ..	"	96	10	130	12	96	10	216	22	136	14	56	6	148	14	80	8
	For $\frac{3}{8}$ -in. tubing :—																	
3776	Nipples ... ..	"	28	3	37	4	28	3	76	8	46	5	28	3	74	7	24	2
3777	Washers (Subhead E.11) ... ..	"	56	6	74	8	56	6	152	16	92	10	56	6	148	14	48	4
3778	Nuts, union ... ..	"	56	6	74	8	56	6	152	16	92	10	56	6	148	14	48	4
3779	Spigots ... ..	"	56	6	74	8	56	6	152	16	92	10	56	6	148	14	48	4
	For $\frac{1}{4}$ -in. tubing :—																	
3780	Nipples ... ..	"	40	4	56	6	40	4	64	6	44	4	—	—	—	—	32	3
3781	Washers (Subhead E.11) ... ..	"	80	8	112	12	80	8	128	12	88	8	—	—	—	—	64	6
3782	Nuts, union ... ..	"	80	8	112	12	80	8	128	12	88	8	—	—	—	—	64	6
3783	Spigots ... ..	"	80	8	112	12	80	8	128	12	88	8	—	—	—	—	64	6
4085	Clips, Jubilee, size 0, for $\frac{3}{8}$ -in. and $\frac{1}{2}$ -in. tubing	"	152	16	200	20	152	16	368	38	228	24	112	12	296	28	128	12
—	Clips, Jubilee, size 00, for $\frac{1}{4}$ -in. tubing ...	"	80	8	112	12	80	8	128	12	88	8	—	—	—	—	64	6

Column A. Quantity allowed for working purposes.

Column B. Quantity allowed as spare.

APPENDIX II  
The following quantities of I.R. tubing and fittings have been purchased for distribution as shown:—

Pattern No.	Description	Chatham	Portsmouth	Devonport	Rosyth	Lathalmond	Mersey Area	Severn Area	West Riding	Carfin
<i>Subhead B.9</i>										
3776	For 3/8-in. tubing:—									
3777	Nipples ...	150	150	150	150	200	300	700	50	50
3778	Washers (E.11) ...	300	300	300	300	400	400	1,400	100	100
3779	Union nuts ...	300	300	300	300	400	400	1,400	100	100
3780	Spigots ...	300	300	300	300	400	400	1,400	100	100
3781	For 1/2-in. tubing:—									
3782	Nipples ...	200	200	200	200	200	350	850	50	50
3783	Washers (E.11) ...	400	400	400	400	400	700	1,700	100	100
3784	Union nuts ...	400	400	400	400	400	700	1,700	100	100
3785	Spigots ...	400	400	400	400	400	700	1,700	100	100
<i>Subhead E.2</i>										
C.2441	I.R. tubing, 3/8 in., 60-ft. lengths	10,800 ft.	10,800 ft.	10,800 ft.	10,800 ft.	12,000 ft.	24,000 ft.	48,000 ft.	8,400 ft.	8,400 ft.
C.2441	I.R. tubing, 1/2 in., 30-ft. lengths	1,800 ft.	1,800 ft.	1,800 ft.	1,800 ft.	2,100 ft.	3,900 ft.	7,800 ft.	1,500 ft.	1,500 ft.
2635	I.R. tubing, 3/4 in., in 60-ft. lengths	10,800 ft.	10,800 ft.	10,800 ft.	10,800 ft.	12,000 ft.	24,000 ft.	48,000 ft.	8,400 ft.	8,400 ft.
2636	I.R. tubing, 1 in., in 60-ft. lengths	5,400 ft.	5,400 ft.	5,400 ft.	5,400 ft.	6,000 ft.	12,000 ft.	24,000 ft.	4,200 ft.	4,200 ft.
2636	I.R. tubing, 1 1/8 in., in 30-ft. lengths	1,800 ft.	1,800 ft.	1,800 ft.	1,800 ft.	2,100 ft.	3,900 ft.	7,800 ft.	1,500 ft.	1,500 ft.

Superintending Naval Store Officers, Mersey Area and Severn Area, are to arrange shipment of the following quantities to yards abroad:—

Pattern No.	Mersey Area				Severn Area			
	Malta	Alexandria	Gibraltar	Ceylon	Sydney	Simonstown	Durban	
3776	50	50	50	150	150	50	50	
3777	100	100	100	300	300	100	100	
3778	100	100	100	300	300	100	100	
3779	100	100	100	300	300	100	100	
3780	50	50	50	150	150	50	50	
3781	100	100	100	300	300	100	100	
3782	100	100	100	300	300	100	100	
3783	100	100	100	300	300	100	100	
C.2441	4,080 ft.	4,080 ft.	4,080 ft.	12,000 ft.	12,000 ft.	4,080 ft.	4,080 ft.	in 60-ft. lengths
C.2441	660 ft.	660 ft.	660 ft.	2,010 ft.	2,010 ft.	660 ft.	660 ft.	in 30-ft. lengths
2635	4,080 ft.	4,080 ft.	4,080 ft.	6,000 ft.	6,000 ft.	2,040 ft.	2,040 ft.	in 60-ft. lengths
2636	2,040 ft.	2,040 ft.	2,040 ft.	2,010 ft.	2,010 ft.	660 ft.	660 ft.	in 60-ft. lengths
2636	660 ft.	660 ft.	660 ft.	12,000 ft.	12,000 ft.	4,080 ft.	4,080 ft.	in 30-ft. lengths

(C.A.F.O. 1013/45, C.A.F.O. Diagram 119/45 (2-3) and A.F.O. 1608/45.)

### 6001.—Aircraft Stores—Pictorial Transfer for Types H and H II Operating Heads Used in "M" Type Dinghies—Introduction

(A.E./N.S. Air 8408/45.—18 Oct. 1945.)

The undermentioned item is hereby introduced:—

Nomenclature	Stores Ref.	Denomination
Transfer, Pictorial, for H and H II Operating Heads.	6D/1362	Packets of 25

2. This transfer illustrates the correct method of fitting "Cartridge, Electric Actuating" into the cartridge housing of the operating head, and should be applied to all Types H and H II operating heads not having it already affixed.

3. The transfer should be positioned on the rim of the manual head cover so that it does not cover the slot through which the setting of the cutter is indicated.

4. The method of attachment is as follows:—

(i) Moisten transfer until packing paper is easily removed.

(ii) Place in position, and when suitable remove backing paper, and allow transfer to dry.

(iii) Paint over transfer with coat of clear varnish to prevent peeling off.

5. Demands are to be rendered on the appropriate R.N. Store Depot quoting this Order as the authority.

6. Delivery from contractors is expected to commence in November, 1945, and, on receipt of stocks, Superintending Naval Store Officer, Llangennech, should arrange supplies to overseas depots as follows:—

Superintending Naval Store Officer (Air), Ceylon ...	...	12 packets
Superintending Naval Store Officer, Malta...	...	2 packets
Superintending Naval Store Officer, Levant ...	...	2 packets

7. A.S.E. allowances are not considered necessary.

## 6002.—Additional Ammunition Lockers

(N.S. 16034/43.—18 Oct. 1945.)

Details of Additional Ammunition Lockers, etc., now available are shown hereunder.

2. The general instructions contained in A.F.O. 2296/43 will apply.

Pattern No. Allocated	Type of Locker, etc.	To Hold	Drawing No.	Approximate Internal Dimensions			Estimated Weight	May be obtained upon requisition addressed to :—
				Height	Length	Breadth		
7812	Box stowage for Clearing Charges (Bofors).	4 rounds	DNC.2A/1124	12½	14¾	4	20	D.C.W.(S), Bath.
7813	R.U. Locker for Q.F., 4.5-in., 8-cwt. Ammunition.	8 rounds	DNC.2A/1097	26	14	22½	118	D.C.W.(S), Bath.
7814	R.U. Locker for 4-in. Mortar Bomb ...	9 charges	DNC.2A/1115	16½	25	16¾	115	D.C.W.(S), Bath.
7815	R.U. Lockers for Initiator Boxes ...	8 boxes	168/W1359/45	51½	27¾	39 ⅝	445	D.C.W.(S), Bath.
7816	Lockers to hold 128 rounds of Bofors Ammunition.	128 rounds	MCD/016598 modified	36	52	20	685	D.C.W.(S), Bath.

(A.F.Os. 2296/43, 4101/43, 334/44, 2107/44, 5202/44 and 2184/45.)

## 6003.—Loudspeaker Unit, Pattern 12621—Introduction

(N.S. 20681/45.—18 Oct. 1945.)

To provide spare units for loudspeakers, Pattern 12608, the following item has been added to the Rate Book for Naval Stores under Subhead F, Item IC, Part III :—

Pattern	Description
12621 ...	Loudspeaker units for loudspeakers, Pattern 12608.

2. Purchase has been arranged from Messrs. Vitavox Ltd., on C.P.67532/45, for distribution as follows :—

Chatham ...	50	Stroud ...	150	Newcastle ...	50
Sheerness ...	25	Mossley ...	150	Lathalmond ...	25
Portsmouth ...	50	Leeds ...	50	Rosyth ...	50
Devonport ...	50	Carfin ...	100		

It is anticipated that delivery will commence in November, 1945.

3. The following quantities should be shipped to yards abroad :—

Yard	No.	Source of supply
Singapore ...	30	Carfin.
Hong Kong ...	20	Carfin.
Ceylon ...	20	Carfin.
Alexandria ...	20	Preston.
Malta ...	30	Preston.
Gibraltar ...	20	Preston.
Simonstown ...	10	Carfin.

4. Demands for spares, on a basis of 25 per cent. of the number of loudspeakers, Pattern 12608 fitted, should be forwarded to storing yards and depots as necessary by ships in commission. For ships under construction, supply on this basis should be arranged by Warrant and Supplying Yards and depots in the usual manner.

5. The Sea Store Establishments concerned will be amended.

(A.F.O. 463/45.)

## 6004.—Lubricating Oil Priming Pumps—Sound Insulation—As. and As.

Submarines

(D/P. 013461/44.—18 Oct. 1945.)

“S” class, item No. 625; “T” class, item No. 628. Classification “A”

2. The lubricating oil primer motor and pump are to be fitted to a common baseplate sound insulated from the seating in the vessel by six 150-lb. type standard A.R.L. mountings with limit stops incorporated. A typical arrangement of assembled mounting and limit stop is shown on A.F.O. Diagram 380/45 (1).

3. Two flexible pipe connections, as used for telemotor pumps, *i.e.*, the 2-in. bore shown on A.F.O. Diagram 380/45 (2), are to be fitted in both pump suction and discharge pipes. Suitable adaptors should be made for “T” class vessels.

4. The work of manufacturing the baseplate and metal portions of the limit stops, together with fitting in the vessel, is to be undertaken by the refitting authorities.

5. Three spare mountings, with limit stops and two spare flexible pipe connections, are to be provided for each vessel.

6. The standard mountings, rubber portion of limit stops and flexible pipe connections are to be demanded from Capt. (S/M) V, Fort Blockhouse, Gosport, Hants.

7. In “S” class submarines this work is to be carried out in conjunction with the raising of the pump authorized in A.F.O. 308/45.



## Section 4

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

## 6006.—Naval Air Crews—Gloves, Cape Leather, Lightweight—Introduction

(V./1/7189/45.—18 Oct. 1945.)

Gloves, cape leather, lightweight, will shortly be available for aircrews in the following range of sizes :—

Ref.	Size
22c/1061	7½
22c/1062	8
22c/1063	8½
22c/1064	9
22c/1065	9½
22c/1066	10

2. These gloves replace gloves, chamois, Ref. 22c/431-433, but chamois gloves in the possession of flying personnel are to be replaced with the new type only as the former become unserviceable.

3. The new gloves mould to the hand and provide a close and sensitive covering. It is recommended that one size smaller than normal be issued and after a few hours' wear an excellent fit will be obtained.

4. Demands are to be rendered in accordance with paragraph 6 of A.F.O. 5695/44, and issues to aircrews are to be recorded in accordance with paragraph 8.

(A.F.O. 5695/44.)

6007.—Training Instructional Appliances—Still Projectors and Accessories—  
Allocation of Pattern Numbers and Supply of Spares

(N.S. 31752/45.—18 Oct. 1945.)

The still projectors issued for the showing of film strips are dealt with as an item of naval stores under Subhead F3A of the Authorized List.

2. In view of the number of these instruments now in use, it has been decided to allocate pattern numbers to the most common type (the Standard British model, manufactured by Messrs. Ellis & Newton Ltd.) and its accessories as follows :—

Description	Pattern No.
Projector, still, film strip, Standard British type, with lenses, lamp and carrying case.	7770

## Accessories—

Resistance, variable, 110-250 volts, for still projector, Pattern 7770.	7771
---	------

## Spares—

Lamps, electric, projector, Class A1, M.F., medium pefocus cap, 115 volts, 100 watts, for still projector, Pattern 7770.	7774
Lens, 3-in. focal length for still projector, Pattern 7770 ...	7772
Assembly condenser lens, 2-in. diameter, for still projector, Pattern 7770.	7773

3. The following quantities of lamps, Pattern 7774, are being sent to yards abroad from R.N. Store Depot, Neasden, under authority "N.S.31752/45", as follows :—

Yard	Quantity	Yard	Quantity
Alexandria	100	Gibraltar	50
Brisbane	100	Malta	50
Ceylon	250	Simonstown	50
Durban	100	Sydney	250

4. Ships and establishments abroad holding still projectors, Pattern 7770, should demand replace lamps, Pattern 7774, from the nearest depot named in paragraph 3 above: and those in home waters and the United Kingdom should demand them from the Superintending Naval Store Officer, R.N. Store Depot, 54, Neasden Lane, Neasden, London, N.W.10.

5. All resistances, Pattern 7771, lenses, Pattern 7772, and lens assemblies, Pattern 7773, required for replacement purposes by any service should be demanded from Superintending Naval Store Officer, Neasden.

(A.F.O. 5377/44, paragraphs 82 to 84.)

## 6008.—Aircraft—Plastic, Hermetite No. 1310

(N.S. Air 14060/44.—18 Oct. 1945.)

For the purpose of repairing fuel tanks it has been found that "Hermetite" jointing compound, on account of its petrol resisting properties, is superior to compound engine jointing (Ref. 33C/523 and 33C/524) previously used. The "Hermetite" compound is packed in 1-lb. tins and, provided that these are left unopened, may be kept almost indefinitely without deterioration. Allowances to ships and services will be made in accordance with the scales shown :—

B.R. 378

Ref. No.	Description	Maintenance Stock				H.M.S. "Unicorn"	A.R.V. (M)	A.R.V. (C)	A.R.V. (E)	R.N. Air Stations		R.N. Aircraft Repair and Maintenance Yards
		1 Squad	2 Squad	3 Squad	4 Squad					Class A	Class B	
—	Section 33C Plastic, Hermetite, No. 1310.	4	4	8	8	8	8	12	4	4	2	12 (A) 16 (B)

A = Repair yards only.

B = Maintenance yards only.

2. Services concerned should forward demands to their normal source of supply of Air Stores, quoting this Admiralty Fleet Order as authority for supply. Issues to new services will be made with their initial outfit of stores.

3. The following quantities should be despatched to yards abroad from Llangennech as soon as stocks become available to cover the requirements of ships and services attached to foreign stations :—

Malta	Ceylon
14 lbs.	80 lbs.

4. Aircraft Stores Establishments have been amended.

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

## 6009.—Amendments to Books

(E.F.O.—18 Oct. 1945.)

The undermentioned amendments (A.F.Os. P.833-842) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. Volume, 1941, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

2. Demands from Shore Establishments in the Nore, Plymouth and Portsmouth Commands should be addressed as under:—

Nore ... Book Office, Quarry House, Aylestone Hill, Hereford.  
 Plymouth ... Book Office, R.N. Port Library, Devonport.  
 Portsmouth ... Book Office, Fort Southwick, near Fareham, Hants.

- A.F.O. \*P.833/45.—B.R. 377 (Photographic)—Amendment No. 10.  
 \*P.834/45.—B.R. 377 (C)—Firefly—A.S.E.—Amendment No. 27.  
 \*P.835/45.—B.R. 377 (B)—Barracuda—A.S.E.—Amendment No. 25.  
 P.836/45.—B.R. 949—Drill for 4.5-in., Mark I, Q.F., Semi-Automatic Guns on Twin, HA./LA., U.D., Mark III, Mounting—1939—Amendment No. 13.  
 P.837/45.—B.R. 1061—Drill for 4.7-in., Q.F., Mark IX\*\*, Gun, on C.P., Mark XXII, Mounting, and 4.5-in., Q.F., Mark IV, Gun, on C.P., Mark V, Mounting—Amendment No. 5.  
 P.838/45.—B.R. 1201—Drill for Admiralty Fire Control Table, Marks VI and VI\*—1944—Amendment No. 4.  
 P.839/45.—B.R. 1281 (2)—Instructions for Release from the Naval Service, Part II—Amendment No. 3.  
 P.840/45.—B.R. 626—Drill for 4-in., Mark XVI\*, Q.F. Semi-Automatic Guns on H.A. Twin, Mark XIX, Mounting, 1942—Amendment, No. 10.  
 P.841/45.—B.R. 1086A—Coastal Forces Gunnery Handbook, Vol. I—Eyeshooting and Fire Control—Amendment No. 2.  
 P.842/45.—B.R. 1281 (1)—Instructions for Release from the Naval Service, Part I—Amendment No. 7.

\* Exceptionally, A.F.Os. P.833-835/45 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherds Bush, W., who holds the stock of the parent books.

(A.F.O. 5861/45.)

## 6010.—O.U. and B.R. Publications—Distribution during September, 1945

(N.S. 312/45.—18 Oct. 1945.)

- B.R. 70—Signal Letters of British Ships.  
 B.R. 125—Lloyds Register of Shipping. Supplements No. 1, 2, and 3.  
 B.R. 317 (29)—Mining Drill Book. Pamphlet No. 29.  
 B.R. 368—Establishment of Naval Stores for Sloops, Corvettes, etc. Errata No. 14, Establishment Pages, and Errata No. 13 to Form D.129.  
 B.R. 370—Establishment of Naval Stores for H.M. Mooring Vessels. Errata No. 4.  
 B.R. 374—Establishment of Naval Stores for M.T.Bs. Errata No. 4.  
 B.R. 379—Establishment of Naval Stores for 105-ft. Wooden Motor Minesweepers. Errata No. 5.  
 B.R. 751—Army List July/45.  
 B.R. 811 (2B)—Aircraft Torpedo Manual. Part III.  
 B.R. 845—Telephone Operating Procedure.  
 B.R. 913 (14)—Handbook of the Fuzekeeping Clock and Associated Equipment.  
 B.R. 980 (B)—Revised Page 1 to R.T. 351A.  
     Revised Page 1 to R.T. 351B.  
 B.R. 980 (D)—Revised Page 1 to R.T. 384.  
 B.R. 980 (K)—Revised Page 1 to R.T. 429.  
     Revised Page 1 to R.T. 469.

- B.R. 980 (Q) 3—Range Table No. 619 and High Angle Fuze Scale No. 620.  
 B.R. 980 (X)—New Page 1B to R.T. 399.  
 B.R. 980 (X)—Additional Page 3B to R.T. 402B.  
     Additional Page 3B to R.T. 402C.  
     Additional Page 3A to R.T. 581.  
 B.R. 1034—Handbook of Components and Testing Apparatus for Independent Mines.  
 B.R. 1037 (6A)—Manual of Firemanship.  
 B.R. 1048—Handbook of Big Curves of Enemy Moored Mines. Plates 16 and 17.  
 B.R. 1064—Fighter Director Vocabulary.  
 B.R. 1090—Radio Stores Handbook, Parts II, III, V, VII, VIII, IX, XIII and Appendices I and II.  
 B.R. 1095—Power Drive, Mark 5 (Trouble Shooting), Change No. 1.  
 B.R. 1241—Gunnery Lecture Notes for Coastal Forces.  
 B.R. 1258—Combined R/T Procedure.  
 B.R. 1263—Drill for 40-mm., Mark 1, Gun on Single, Mark III, Mounting.  
 B.R. 1301—Small Arms Training, Vol. I. Pamphlet No. 4.  
 O.U. 5365 (E)—Priced Vocabulary of Naval Armament Stores. Errata No. 4.  
 O.U. 5407 (3)—Regulations for the Equipment of R.N. Armament Depots. Appendix XXIV to O.U. 5407A.

## Corrections to O.U. and B.R. Publications

- A.F.O. "P" Series, Nos. 720-724 inclusive—see A.F.O. 4967/45.  
 A.F.O. "P" Series, Nos. 738-742 inclusive—see A.F.O. 5115/45.  
 A.F.O. "P" Series, Nos. 746-751 inclusive—see A.F.O. 5115/45.  
 A.F.O. "P" Series, No. 753—see A.F.O. 5115/45.  
 A.F.O. "P" Series, Nos. 770-778 inclusive—see A.F.O. 5263/45.  
 A.F.O. "P" Series, No. 780—see A.F.O. 5263/45.  
 A.F.O. "P" Series, Nos. 782-791 inclusive—see A.F.O. 5418/45.  
 A.F.O. "P" Series, Nos. 793-798 inclusive—see A.F.O. 5418/45.

## Corrections to Signal Publications, O.U. and B.R. Series

- A.F.O. "S.C." 40/45—Correction No. 9 to B.R. 1021—see A.F.O. "S" 339/45.  
 A.F.O. "S.C." 41/45—Correction No. 2 to N.T.L.—see A.F.O. "S" 339/45.  
 A.F.O. "S.C." 44/45—Correction No. 7 to B.R. 299A—see A.F.O. "S" 353/45.  
 A.F.O. "S.C." 45/45—Correction No. 14 to B.R. 299—see A.F.O. "S" 353/45.

## Miscellaneous Publications

- Naval Aviation News. July 1st and 15th.  
 Naval Aviation News. August 1st and 15th.  
 Inter-Services Aircraft Recognition Journal, Vol. III, No. 13.  
 U.S. A/N Journal of Recognition, No. 23.  
 A.P. 1480A—Silhouettes of Aircraft. A/L No. 124.  
 A.P. 1480I—Silhouettes of Aircraft. A/L No. 31.  
 Large Wall Silhouettes. "Grace II", "Baka", "Norm II", "Dinah 4", "Peggy I", "Rex II", "Firebrand III", "F.R. Fireball".  
 R.N. Medical Bulletin, No. 18.  
 Preliminary Instruction Book for Navy Model T.B.M.5, T.B.M.7 and T.B.K.13, Radio Transmitting Equipment.  
 O.P. 950—Adjustments, etc., for U.S.N., Mark 13, Aircraft Torpedo. 1st Revision.  
 D.N.C. 3—Alcom 312.  
 D.N.C. 3A—Alcom 290, 295, 307.  
 Alcoms—268, 280, 282-286, 296, 300, 305.  
 American Technical Handbooks.  
 Pin Flags for Great Britain, U.S.A., U.S.S.R., China, Japan.  
 Stable Element, Mark 8, Mod. 2 and 3, Mark 830, Oscillograph Wobbulator.  
 E.V.T.—R.A.F. Tutorial Courses.  
 A.N.—16-30 A.P.N. 4-3.  
 O.P. 1062—Amplidyne Control Mechanism for Gun Director, Mark 37.  
 O.P. 1063—Stable Elements, Mark 6.

(A.F.O. 5420/45.)



**6011.—King's Regulations and Admiralty Instructions—1943 Edition—  
Amendment No. 3/45**

(E.F.O.—18 Oct. 1945.)

K.R. 3/45 Amendments to King's Regulations and Admiralty Instructions (B.R. 31, 32 and 32a) is distributed with Admiralty Fleet Orders of this date.

(A.F.Os. 617/45, 1779/45 and 3963/45.)

**6012.—B.R.347.—Establishment of Naval Stores for H.M. Trawlers and Corvettes  
("Flower" Class)—List of Errata No. 3 and Form D.116—List of  
Particulars—List of Errata No. 5.**

(N.S. 15801/45.—18 Oct. 1945.)

Lists of Errata No. 3 to the Establishment of Naval Stores for H.M. Trawlers and Corvettes ("Flower" Class) (B.R.347) and List of Errata No. 5 to the List of Particulars (Form D.116) have been prepared and will be distributed in due course. Small quantities of the latter are being distributed to Yards and if further quantities are required, they may be demanded from the R.N. Store Depot, Park Royal, N.W.10, stating the circumstances in which demanded.

2. One copy of List of Errata No. 3 will be supplied with each copy of the establishment (1945 reprint) issued from Park Royal. Similarly, each copy of Form D.116, List of Particulars (1942 reprint) when supplied from Park Royal (normally to Warrant Yards only) will be accompanied by *three* copies of Lists of Errata Nos. 3, 4 and 5 to this form. (Earlier amendments are incorporated in the 1942 reprint.)

**6013.—Establishment of Naval Stores for British Power Boat, 71 ft. 6 in.  
M.T.Bs.—List of Errata No. 1**

(N.S. 22295/45.—18 Oct. 1945.)

List of Errata No. 1 to the Establishment of Naval Stores for 71 ft. 6 in. M.T.Bs. has been prepared, and will be distributed to services concerned by Director of Stores.

**6014.—R.N. Armament Depot, Bridgend—Address**

(A.S. 11470/45.—18 Oct. 1945.)

A new R.N. armament depot is being established at Bridgend for storage of low risk explosives, as a sub-depot of S.A.S.O., Trecwn.

2. Stores should be consigned to :—

Officer-in-Charge,  
R.N. Armament Depot,  
"S" Section,  
Royal Ordnance Factory,  
Bridgend, Glam.

3. All correspondence, apart from Forms D.80, should be sent to S.A.S.O., Trecwn, copies of important correspondence being also sent to O.C.A.S., Cardiff. Forms D.80 should be sent to the address given in paragraph 2.

**6015.—Correspondence—H.M.S. "Black Bat"—Paying Off**

(M. 09236/45.—18 Oct. 1945.)

H.M.S. "Black Bat", Coastal Forces base at Plymouth, paid off on 16th July, 1945. Coastal Forces in Plymouth are now administered by H.M.S. "Defiance". No further correspondence should be addressed to H.M.S. "Black Bat".

**6016.—Portsmouth Command Book Offices—Transfer**

(M.—18 Oct. 1945.)

The Portsmouth Command C.B., O.U. and B.R. Offices have been removed from Leamington Spa.

2. All future demands for publications should be addressed as follows :—

(a) C.Bs., S.Ps., S.Ds. and C.Ds. to :—

The Book Officer,  
H.M. Dockyard,  
Portsmouth.

(b) O.U.s. and B.R.s. to :—

The Book Officer,  
Fort Southwick,  
Near Fareham,  
Hants.

**6017.—Forms S.450—Certificates of Officers' Conduct and Service**

(C.W. 20055/45.—18 Oct. 1945.)

To meet increasing requests from officers for certificates of their time and conduct, it is necessary that the interval elapsing between the completion of these certificates in H.M. ships and establishments and their dispatch to the Admiralty be greatly reduced.

2. Any books of Form S.450 which are full, and in addition any which are more than one year old, whether full or not, are therefore to be despatched forthwith to the Secretary of the Admiralty (Record Office).

(K.R. and A.I. Art. 601.)

**6018.—Correspondence—Loss of**

(M. 4207/45.—18 Oct. 1945.)

Non-confidential mail posted in the United Kingdom between the 23rd and 27th September, 1945, addressed to H.M.S. "Halcyon" has been reported lost.

2. Duplicates should be forwarded as necessary. Admiralty special bags were not involved in this loss.

**6019.—Air Publications—Cancellation of Demands Over Four Months Old**

*Naval Air Stations, Repair and Maintenance Yards and other Naval Air Shore Establishments.*

(N.S. Air 12030/45.—18 Oct. 1945.)

The system whereby demands for air stores from Naval Air Shore Establishments at home and abroad which remain unsatisfied after four months from the date of demand will be cancelled has been extended to cover Air Publications, Air Diagrams, etc.

2. Any Air Publications or Diagrams demanded before 1st July, 1945, and still required should be re-demanded unless they are shown in A.F.Os. 4662/45 and 5285/45 as not yet published. Books not yet published will be distributed when available without demand.

(A.F.Os. 3533/45, 4662/45 and 5285/45.)

**6020.—Air Publications Distributed during the Week ending 29th September, 1945**

(N.S. Air 8858/45.—18 Oct. 1945.)

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

General Publications		Distribution
A.P. No.	Description	
A.P. 1086, Part 4A (dated 17th June, 1945).	Priced Vocabulary of Royal Air Force Equipment—Cameras and Photographic Equipment.	Initial General
A.P. 2538J, Vol. I (1st edition July, 1945).	Test Kit, Type 7 ... ..	Initial General
A.N. 03-20BA-1 (dated 25th February, 1945).	Handbook of Instructions for Proportional Governor Propeller Controls.	Initial General

## General Publications

A.P. No.	Description	Distribution
Nav-Aer 20R-31 (dated February, 1940).	Handbook of Operation and Installation Instructions—Gyro Horizon and Directional Gyro.	Initial General
Nav-Aer 05-20S-30 (dated 4th October, 1943).	Instructions for Installation, Operation, Maintenance and Overhaul—Climb Indicators.	Initial General
A.N. 05-25-7 (dated 1st June, 1945).	Handbook of Installation, Operation and Service Instructions—Mark 6 Vertical Drift Sights.	Initial General
A.N. 05-30-4 (dated 5th April, 1945).	Handbook of Instructions with Parts Catalogue for Sensitive Altimeter.	Initial General
T.O. 05-40-3 (dated 25th June, 1943).	Handbook of Instructions with Parts Catalogue—Thermocouple Thermometers.	Initial General
A.N. 05-45AE-1 (dated 15th May, 1945).	Operation and Service Instructions for Automatic Pilot, Type G-1.	Initial General
A.N. 05-75-6 (dated 1st March, 1945).	Handbook of Installation, Operation, Service and Overhaul Instructions, with Parts Catalogue—Engine Gage Units.	Initial General

## 6021.—Air Publications Distributed during the Week ending 29th September, 1945

(N.S. Air 8858/45.—18 Oct. 1945.)

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

A.P. No.	Description	Distribution
(i) <i>Airframe and Aero-Engine Publications</i>		
App. "A" 3123 with A.L.s 1A to 8A.	Expediter II ... ..	Restricted (Advance copies)
(ii) <i>Air Diagrams</i>		
A.D. 2092, Sheets 1-7...	T.1154-R.1158, Circuits and Schematics	Initial General
A.D. 2817, Sheets 1-4 ...	Care of Fuel Tanks ... ..	Initial General
A.D. 3989, Sheet 1 ...	Airborne Lifeboat, Mark II ... ..	Initial General
A.D. 4188, Sheet 1 ...	Centaurus General Information ... ..	Initial General
(iii) <i>Miscellaneous</i>		
Poster A.A.P.S.9 ...	"Breaking the Ice" ... ..	Initial General

## 6022.—Air Publications—Allowances of

*Air Stations and Squadrons operating under Centralized Maintenance*

(N.S. Air 8020/45.—18 Oct. 1945.)

Air publications will not be allowed to squadrons operating under Centralized Maintenance, but stations concerned will be allowed up to a maximum of column 3 or 4 of A.P. (N) I, plus column 9 multiplied by the number of training squadrons maintained under this system of maintenance.

2. It is probable, however, that stations will frequently not require the full allowance as above, and initial outfits (e.g. on change of aircraft types) or initial distributions of new books, will therefore be issued on the basis of column 3 or 4 of A.P.(N) I only. Any additional requirements up to the maximum allowance should be demanded from the appropriate R.N. store depot quoting "Centralized Maintenance".

3. The publications are to be accounted for in the stations' naval store account (publications section) and treated as on permanent loan when issued to squadrons, workshops, etc.

4. The stations and squadrons at present concerned are as follows; any future changes in the list are to be communicated through Admiral (Air) to the Admiralty (Director of Stores) and to the Store Depots at Shepherds Bush and Belfast :—

R.N. Air Stations		Squadrons under Centralized Maintenance
Yeovilton ... ..	...	759
Henstridge ... ..	...	761
Hinstock ... ..	...	758
Inskip ... ..	...	766
Crail ... ..	...	711, 785, 786
Arbroath ... ..	...	753
St. Merryn ... ..	...	709, 715, 736
Ronaldsway ... ..	...	710, 713, 747
Easthaven ... ..	...	767
Ratray... ..	...	714, 717, 769

5. As the custody of publications already issued to these squadrons has been transferred to the stations concerned, future amendments are to be supplied direct to the appropriate stations, the distribution lists held by Shepherds Bush and Belfast being amended as necessary.

6. The requisite notation will be made to A.P.(N) 1.

(F.O.N.A.S., No. 1105/27, 22 May 1945.)

(N.A.S. North, No. 1105/1, 10 Apr. 1945.)

(Crail, No. 7950/499, 26 Mar. 1945.)

## 6023.—Resettlement in Civil Life—Careers for Men and Women—Pamphlet—Distribution

(E.F.O. 144/45.—18 Oct. 1945.)

The following pamphlet forming part of the "Career" series was distributed with Admiralty Fleet Orders dated 11th October, 1945 :—

Pamphlet No.	Description
40 ... ..	Surveying

2. The scale of supply is approximately double that for Educational and Resettlement Information orders.

## 6024.—Prospectus of the Forces Preliminary Examination

(E.F.O. 7223/45.—18 Oct. 1945.)

A prospectus of the Forces Preliminary Examination has been published by the Civil Service Commission and is distributed with Admiralty Fleet Orders of this date for the use of Education and/or Resettlement Information Officers.

## Section 6.—SHORE ESTABLISHMENTS

## †6025.—Advisers and Consultants—Appointments to Admiralty Material Departments and Experimental Establishments

(C.E. 53776/45.—18 Oct. 1945.)

The Board has authorized the appointment of a number of advisers and consultants drawn from industry, professional institutions, research associations, universities, etc., with the view to assisting the Heads of Admiralty Material departments and experimental establishments on research, design and development problems where their knowledge of technical advances and production methods can be readily brought to bear.

2. The appointments of the following mentioned gentlemen to act in the capacities shown have already been sanctioned and such further appointments as may be approved will be promulgated in due course :—

Prof. Sir Lawrence Bragg, O.B.E., M.C., F.R.S.	Consultant to H.M. Anti-Submarine Establishment, Fairlie.
Dr. A. J. Philpot, O.B.E. ... ..	Consultant to H.M. Anti-Submarine Establishment, Fairlie.
Sir Wm. Stanier, F.R.S. ... ..	Consultant to Mine Design Department.
Prof. Sir Geoffrey Taylor, F.R.S. ...	Consultant to Mine Design Department.
Prof. N. Feather, F.R.S. ... ..	Consultant to Mine Design Department.
Mr. C. Bentham, M.I.C.E., M.I.M.E., M.I.T.	Consultant to Director of Dockyards.
Dr. S. L. Smith ... ..	Consultant to Director of Naval Construction.
Mr. G. A. Juhlin, M.I.E.E. ... ..	Consultant to Director of Electrical Engineering (for electrical machinery and apparatus).
Dr. P. Dunsheath, O.B.E., M.A., F.Inst.P., M.I.E.E.	Consultant to Director of Electrical Engineering (for electrical cables).
Mr. A. W. Montgomery, B.Sc., M.I.E.E.	Consultant to Director of Electrical Engineering (for thermionic valves).
Mr. A. A. Rowse, M.I.M.E., M.I.C.E., M.I.A.E., M.I.E.E.	Consultant to Director of Compass Department.
Prof. W. Sucksmith, F.R.S. ... ..	Consultant to Admiralty Compass Observatory.
Prof. L. F. Bates ... ..	Consultant to Admiralty Compass Observatory.
Col. Sir Stanley Angwin, D.S.O., M.C., T.D.	Consultant to Admiralty Signal Establishment.
Prof. W. Jackson ... ..	Consultant to Admiralty Signal Establishment.

## 6026.—Local Elections (Service Abroad) Act, 1945—Arrangements for Voting at Local Elections by Admiralty Industrial and Non-Industrial Staff Serving Abroad.

(C.E. 21005/45.—18 Oct. 1945.)

*Candidature at Local Elections.*—The Local Elections (Service Abroad) Act, 1945, facilitates the candidature at local elections of war workers who are abroad and who have completed a war worker's declaration card (see A.F.Os. 4436/44 and 1373/45).

2. The Act provides that in such cases a declaration of acceptance of a nomination need not be attested and can be transmitted by telegram. It also provides that the time within which a declaration of acceptance of office as a member of a local authority in England and Wales may be made, shall be the

period of two months after the date on which the candidate first returns to the United Kingdom after the election or the period of 14 months after the election, whichever is the shorter; similarly a candidate elected to a local authority in Scotland may intimate acceptance of office within one month of his first return to the United Kingdom or within one year of the election, whichever period is the shorter.

3. The Act also enables the Returning Officer at a local election to extend to such period as he thinks reasonable the time within which such a candidate may make a declaration and return of election expenses in cases where this step is required by the existing law.

4. *Proxy Voting at Local Elections.*—A proxy appointed by a war worker for Parliamentary elections will be able to vote on his behalf at a local election for any local government area in which the address to which he has declared is situated, if the voter is entered on the Service Register valid for that election. A proxy appointment is effected by the completion of Parts 1 and 2 of the war workers' declaration card.

5. *Declarations by War Workers.*—Electoral Registration Officers will in future send a notice of receipt of a declaration addressed to the declarant at the address given on Part 1 of his declaration card.

(A.F.Os. 4436/44 and 1373/45.)

## 6027.—Official Residences—Allocation of

(C.E. 21769/45.—18 Oct. 1945.)

With reference to H.D.R., Article 15 (2), in view of the present acute housing shortage and to enable decisions to be given as expeditiously as possible, proposals for allocation of residences to officers not entitled to a house or house allowance as part of their emoluments should be accompanied by full details of the reasons underlying the recommendations.

## 6028.—Firebricks—Shipment

(N.S. 34188/44.—18 Oct. 1945.)

In order to obviate, as much as possible, damage to firebricks during shipment, it has been decided that those patterns which are at present shipped loose should in future be packed.

2. Firebricks should in future be packed for shipment as follows :—

(a) *Throat Bricks (Patterns 391 to 398, 833, 834, 835 and 878 to 883), High Temperature Insulating Bricks, Pattern 857.*—Should be packed with sawdust to prevent any movement in transit in cases approximately 5 cwt. total weight.

(b) *Other Firebricks (not mentioned in (a) above).*—Should be packed tightly with wood wool or fumigated flax rug in stout crates, approximately 5 cwts. total weight. If wood wool or fumigated flax rug is not available for packing, sawdust or granulated cork should be used, in which event packing cases will have to be used. Care in assessing the size of the crate (or case) according to the type of brick will reduce the use of packing materials to a minimum and will make for close stowage; battens should also be used as necessary to achieve this end.

(A.F.O. 6504/44 is cancelled.)

## 6029.—Telephones—General Regulations—Allocation of Hand Microphones

(M.F. 272/45.—18 Oct. 1945.)

The following *amendment* is to be made to A.F.O. 1769/43 :—  
Section I, paragraph (9), sub-paragraph (i) (b). *Amend to read* :—

“(b) will be used by a Civil Servant not below the rank of Staff Officer or equivalent grade, or by a serving officer of the armed forces not below the rank of Lieutenant-Commander, Major, or Squadron Leader”.

(A.F.O. 1769/43.)

**6030.—Workpeople—Adult Civilian Electricians in Admiralty Establishments in England, Wales and Northern Ireland—Pay**

(L.17364/45.—18 Oct. 1945.)

Arrangements should be made, in conformity with an agreement reached on the National Joint Industrial Council for the Electrical Contracting Industry, for the Cost of Living (War) Addition, payable to adult male civilian electricians in fleet establishments, including Naval air stations, in England, Wales and Northern Ireland, who in accordance with specific Admiralty instructions, are paid at rates agreed for electricians in the electrical contracting industry, to be increased from 6d. to 6½d. an hour from the third pay day in October, 1945, for the pay period covered by that pay day.

2. The revised rates for the employees in question from the date mentioned are therefore as follows:—

Standard Rates—		s.	d.
(a) Grade "A" (i.e., London area, defined as within a 12-mile radius of Charing Cross)	... ..	1	11½ an hour.
(b) Grade "B"	... ..	1	8½ an hour.
(c) Grade "C"	... ..	1	7½ an hour.

Cost of Living (War) Addition—		s.	d.
In all cases	... ..	6	½ an hour.

These rates cover a normal 47-hour week, overtime being payable on the total rate (i.e., standard rate plus the cost of living war addition) for any extra time worked.

3. These arrangements do not apply to civilian electrical fitters and electricians who are in receipt of a basic rate plus Admiralty industrial bonus.

4. In any case of doubt, adjustment should not be made without prior reference to the Secretary of the Admiralty (L Branch).

(A.F.Os. 410/42, 3464/42, 5103/42, 1875/43, 5040/43, 5674/43, 114/44, 3913/44, 5367/44 and 5605/44 are cancelled.)

**6031.—Awards to Workmen for Original Proposals and Suggestions of Value—Amounts Available for Distribution—REPORT**

(C.P. Patents 2792/45.—18 Oct. 1945.)

The total sum available for local awards up to an amount of £15 in value in any individual case has been allotted for the financial year 1945 as follows:—

Portsmouth	... ..	£55
Devonport	... ..	£55
Chatham	... ..	£30
Sheerness	... ..	£10
Rosyth	... ..	£20
Portland	... ..	£5
Greenock	... ..	£50
Holton Heath	... ..	£15
Caerwent	... ..	£10
Inspection Departments (Woolwich and Sheffield)	... ..	£10
Compass Observatory, Slough	... ..	£25
R.N. Aircraft Repair Yard, Donibristle	... ..	£15
R.N. Aircraft Repair Yard, Fleetlands	... ..	£15
R.N. Aircraft Workshop, Coventry	... ..	£10
R.N. Aircraft Workshop, Perth	... ..	£10
R.N. Aircraft Workshop, Llangennech	... ..	£10
Industrial Departments, Liverpool	... ..	£15

2. Applications from workmen in other establishments should be forwarded to the Admiralty, but claims emanating from establishments in the vicinity of the dockyards not ordinarily within the jurisdiction of Admiral or Commodore Superintendent are to be dealt with by the Dockyard Awards Committee.

3. Establishments should report if and when the limit of their quota is reached when the question of meeting any further proposed expenditure from savings at other establishments will be considered.

4. The allocation stated above is not to be exceeded without specific Admiralty approval.

(A.F.O. 6118/44.)

**6032.—Works Districts—Alterations in Organization**

*Tyne and Humber, Orkney, Mainland and R.N. Air Station, Rattray*

(C.E.-in-C. 69/51/5/92A.—18 Oct. 1945.)

The following re-organization of the undermentioned Works Districts will take effect as from the 1st November, 1945.

1. The title of Superintending Civil Engineer, Tyne and Humber Works District will lapse and will be substituted by the title of Officer-in-Charge of Works for each of the two following separate Works Districts:—

- (i) Newcastle-on-Tyne and Leeds Works District, with headquarters at 128, Grainger Street, Newcastle-on-Tyne.
- (ii) Immingham Works District, with headquarters at Admiralty Offices, Immingham Docks, Immingham, Lincolnshire.

2. Orkney Mainland Works District will cease to exist and become absorbed in Orkney and Shetland Works District with headquarters on Mainland Orkney. The address will be:—

Superintending Civil Engineer,  
Rockworks, St. Mary's Holm, Kirkwall, Orkney.

- (a) This officer will take over the responsibility for all Vote 10 works matters on mainland from the Royal Marine Engineers as and when the latter are withdrawn.
- (b) The Superintending Civil Engineer, Orkney and Shetland, will continue to act as liaison officer between the Naval authorities and the Royal Marine Engineers remaining in Orkney and will be responsible for works in Shetland and the extreme north of Scotland, including Thurso and Dounreay, as at present.

3. R.N. Air Station, Rattray, will cease to be a separate Officer-in-Charge of Works establishment and will be absorbed by North East Scotland Works District under the Superintending Civil Engineer, North East Scotland, whose address is:—

R.N. Air Station,  
Arbroath,  
Angus.

(A.F.Os. 757/45 and 1651/45 are cancelled.)

