

HPB  
HEAD OF "P" BRANCH

A.F.Os. 5970—6123/44

(See A.F.O. Diagram Issue No. 47/44)

RESTRICTED

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## ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,  
16th November, 1944.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

*H. V. Markham*

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

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

HEAD OF "P" BRANCH

*awards*

## ADMIRALTY FLEET ORDERS

- | No.   | Subject.  |
|-------|---|
| 5968. | Aircraft and Aero-Engines—Preservation—REPORTS. <i>Issued separately on 9th November, 1944. To all Commanders-in-Chief, Flag Officers, Senior Naval Officers, Cap'ns and Commanding Officers of H.M. Ships and Vessels fitted for aircraft, and H.M. Naval Air Stations and Sections, and Air Craft Maintenance and Repair Yards.</i> |

5969. Mess Gear—Consolidated Scales. *Issued separately on 16th November, 1944.*

16th November, 1944.

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

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

5970. Death of the Earl of Strathmore—Message of Condolence to H.M. The Queen.  
 5971. Responsibility for the Training of the R.P. Branch and Co-ordination of Action Information Organization.  
 5972. Canadian Naval Mission Overseas.  
 5973. Situation Reports—Positions of Hospital Ships.  
 5974. Enemy Aircraft Shot Down or Damaged by Ships' Gunfire or Naval Aircraft.

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5975. Honours and Awards—"London Gazette" Supplement of 7th November, 1944.  
 5976. Honours and Awards—Polish Navy.  
 5977. Fleet Destroyers—Increase in Officer Complement.  
 5978. Executive officers R.N.V.R. serving as Auxiliary Vessels Gunnery Officers or as T\* Officers—Transfer to Special Branch.  
 5979. Naval Officers on detached Duty Abroad—Procedure for Claiming Local Compensatory Allowances—Advances of Pay and Allowances Abroad.  
 5980. Naval Air Squadron Safety Equipment Officers—Training and Duties.  
 5981. Short Compass Course for Fighter Pilots and Observers in Naval Air Arm.  
 5982. Pilot and Observer Officers in the Naval Air Arm—Institution of New Form S.206E. for Reporting on and Discontinuance of Forms S.206, S.206d, S.209 and S.210 for these categories.  
 5983. Observers—Confirmation.  
 5984. Supply and Secretariat Branch—Temporary Commissions—Selection of Ratings from Lower Deck.  
 5985. Naval Cadetships at the Royal Naval College (February, 1945 Examination).  
 5986. Submarine Pay.  
 5987. Basic Radar Course for Non-Technical Officers—Alteration to Programme during Christmas Week.  
 5988. Advancement—Disqualification by Break in V.G. Conduct or Venereal Disease after Date of B.13, etc.  
 5989. Coastal Forces—Drafting and Training (Ratings).  
 5990. Combined Operations and General Service Communications Ratings.  
 5991. Landing Ships and Major Landing Craft—Victualling Arrangements, etc., under Operational Conditions when Troops are Embarked.  
 5992. Complement of Writer and Stores Ratings—Scales for Assessing and Measure of Substitution by W.R.N.S. Personnel—REPORTS.  
 5993. R.N. Air Stations—Complements of Writer and Stores Ratings.  
 5994. W.R.N.S. Ratings for Ration Card Duties.  
 5995. H.M. Ships and Establishments bearing Personnel Signed on T.124 and Variants (including the Commissioned Cable Ship Agreement C.S.P.I.X.)—Messing Arrangements.  
 5996. Income Tax—H.M. Forces—Modification in Certain Cases of Basis of Assessment for 1944-45 and Subsequent Years.  
 5997. Income Tax—H.M. Forces—Modification in Certain Cases of Basis of Assessment for 1944-45 and Subsequent Years—Accounting Instructions.  
 5998. Leave.  
 5999. W.R.N.S.—F.A.A. Categories—Drafting.  
 6000. Engineering Ratings nearing Pension—Promotion to Temporary Warrant Rank.  
 6001. Unemployment Insurance Position on Promotion to Permanent Warrant Rank.  
 6002. National Health and Unemployment Insurance—Belgian Personnel Serving on ENG. 6 Agreements.  
 6003. Inspection Sections at Naval Air Stations at Home—Employment and Duties.  
 6004. Travelling Expenses—Cab Fares in London, the Home Ports, etc.  
 6005. Yellow Fever—Protective Inoculation and Vaccination for Personnel Proceeding Abroad.

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 6007. Air Fitters (Instruments).  
 6008. Officiating Ministers of Religion.  
 6009. Payment by Emergency Pay Lists (Form S.1039).  
 6010. Food Rationing—Additional Allowance of Sweets during Christmas, 1944, for Persons under 18 years of age.  
 6011. Clothing for Naval Personnel Proceeding to Australia.  
 6012. Instructional Film, "Castaway" (serial number G.593).  
 6013. Instructional Films—Engineering.  
 6014. Instructional Film, "First Aid in Action"—serial number A.197.  
 6015. The Royal Naval Benevolent Trust—Grand Fleet and Kindred Funds.  
 6016. Trafalgar Day Orphan Fund, 1943.

## 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.)

6017. Aircraft—Gun Installations—Modification to Blast Tubes.  
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 6019. Aircraft—Guns, Hispano, 20 mm.—Gauges Breech Block Guide.  
 6020. Ammunition—Fuzes 198, 400 and 401—Liability to Prematures or Blinds with 12-pdr. 12-cwt. guns—Clamping of Fuzes after Setting.  
 6021. Ammunition—Magazine and Shell Rooms—Sliding Tray Stowages—5.25-in. Shell Testing of Bottle Screws and Modification to Locking Bolts.—As. and As.  
 6022. Ammunition—Pyrotechnics—Cartridges Signal, Pyrotechnics, etc., Packing for Transport.  
 6023. Ammunition—Pyrotechnics—Candles, Smoke, Yellow, Mark V., J. W. & S., Ltd. Lot 73 filled 5/43—Withdrawal—REPORTS.  
 6024. Ammunition—S.A. 20 mm. Oerlikon Practice Lots 880, 884, 890, 892, 896, 897 and 898—Critical Examination—REPORTS.  
 6025. Ammunition—S.A. 20 mm. Oerlikon H.E. Lot N.F.M. 8 B—4—Critical Examination—REPORT.  
 6026. Ammunition—20 mm. Oerlikon—Swiss Manufacture—Withdrawal—REPORTS.  
 6027. Ammunition Supply—Naval Armament Depots—Supply, Tests and Returns of Ammunition to.  
 6028. Ammunition Supply—Ready Use and Magazine Lockers—Generators Smoke No. 18—Grenades Smoke No. 79—3-in. Mortar Smoke Ammunition and 2-in. Mortar Smoke Ammunition—Weather Deck Stowage.  
 6029. Anti-Aircraft Fire Control—F.K.C. System—Gyro Cross Level Correctors, Marks XA and XIA.  
 6030. Ballistics—Q.F. 4-in., Mark XX Guns in Submarines—Ranging of H.E. Shell.  
 6031. Guns—0.50-in. Browning (all types)—Levers, Cocking.  
 6032. Guns—0.50-in. Machine, Browning—Clearance between Locking Piece and Locking Piece Cam.  
 6033. Guns—20 mm. Oerlikon—Barrels, Mark II\* and III\*\* and Doubling Loading Stop Part I, Mark III—Introduction.  
 6034. Gun Mountings—16-in., Mark I, 15-in., Mark I/N, 14-in. Mark II and III, 8-in. Mark I, I\* and II, 6-in. Mark XXI, XXII, XXIII, XXIV—Internal Lagging of Gunhouses—As. and As.  
 6035. Gun Mountings—5.25-in. 4-in. inclusive—Fitted with Q.F. Guns—Adjustment of Semi-Automatic Breech—Operating Gear.  
 6036. Gun Mountings—5.25-in., Marks I, I\* and II to 4-in. C.P., Mark XIX—Hauling Back Gear—Muzzle Adaptors for O.Q.F. 5.25-in., Mark I, O.Q.F., 4.7-in., Marks IX\*\* and XI, O.Q.F., 4.5-in., Marks I and III and O.Q.F., 4-in., Mark XVI\*.  
 6037. Gun Mountings—4.7-in. Twin, Mark XIX, 4.7-in. C.P. XVIII, 4-in. Twin Mark XIX and 4-in. Mark XXIV—Operation of Hand Fuze Setting Tray.  
 6038. Gun Mountings—2-pdr., R.P.50, Mark VI Mountings—Modification to Training Gear.  
 6039. Projectors, Rocket Flare, 2-in.  
 6040. Training Instructional Appliances—Miniature Tracer Firing Range—Servicing of Sound Effects.  
 Torpedo.—(Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)  
 6041. Aircraft Torpedoes—M.A.T. IV—Portable charging set for Topping up Bottles.  
 6042. Exploder Mechanisms—U.S.A., Mark 4 and Mark 8 Type—Periodical Tests and Examinations.  
 6043. Depth Charge Communications—Lamp Box, Pattern No. 10199, for Firing Lamps at Release Positions.  
 6044. Depth Charge Throwers, Marks IV and IV\*—Arcticising Arrangement—Method of Securing the Lagging Around the Exhaust Ports.

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.*

6045. Fuze, Safety, No. 11, Mark II, and No. 100—Precautions when Tightly Coiled.  
 6046. Torpedoes—18-in., Mark XII\*\* B, XII\*\*\*, XV, and 21-in., VIII\*\*, IX—IX\*\*—Modification to Horizontal Rudder Control Gear for "Flush Rudders".  
 6047. Torpedoes—18-in., Marks XII/XV Engines—"DZ" Manufacture—Use of Special Material Piston Rings.  
 6048. Torpedoes—18-in. and 21-in.—Danger of using Excessive Force when Tightening H.P. Air Joints, and Renewal of Washers.  
 6049. Torpedoes—21-in., Marks VIII—IX\*\*, 18-in., Marks XII/XV\*—Summary of Transmission Gear Units.  
 6050. Torpedo Stores—Nose Fittings St. No. T.391 for 18-in., Marks XII—XV Blowing Heads—Modification.

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

6051. Aircraft Carriers—Deperming of—Effect on Aircraft's Compasses.  
 6052. Supply of Wrist Watches, Pattern H.S.8—Supply to Pilots and Observers.

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

6053. Main Engines—Operation of.  
 6054. Accelerators, Type H IV—Fitting of Side Slip Chocks on Deck—As. and As.  
 6055. Accelerators, Type H IV C—Modification to Retracting Valve Lever—As. and As.  
 6056. Diesel Generators, Superior Model, G.D.B.8—Inspection and Maintenance.  
 6057. Flexible Couplings—Gear Tooth Type—Oil Supply to Coupling Teeth.  
 6058. G.M. Quad Unit Model 6051 and 20 kW. G.M. Generating Set—S.W. Pump Impeller Timing Procedure.

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

6059. R.N. Shore Wireless Stations—Diversity Reception Outfit C.D.T.—Introduction.  
 6060. Radar—Performance Meter for Interrogators—Introduction.  
 6061. Radar Sets, Types 271/3Q, 276, 277/AM/S/T/F, 293—Modifications to Rectifier Units in Receiver Panels.  
 6062. Radar, Type 291/U/W—Modification to Receiver, P.25.  
 6063. Signal Flags—Major Landing Craft.  
 6064. W/T Receivers B.28—Interference Suppression—REPORTS.  
 6065. Wavemeter Outfit G.R.—Introduction.

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*Aircraft.*—(*Technical.*)

Aircraft—Guns—Browning 0.50-in.—Clearance between Locking Piece and Locking Piece Cam—(See A.F.O. 6032/44.)

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

6067. Bulkhead No. 64—Additional Stiffening—As. and As.  
 6068. Hinged Watertight Doors—Stops to Limit Travel of Clip Handles.  
 6069. Galvex, Orello and Apexior Anti-Corrosive Paint—Trials of.  
 6070. Corrosion in H.M. Ships—Fitting of Zinc Protectors and Precautions Necessary During Fitting-out Period.  
 6071. Navigation Lighting Control—As. and As.  
 6072. Radio Interference Suppression Equipment—Introduction of A.P. 19442 Suppression Brushgear.  
 6073. D.G. Equipment (*L.C.T.*(4)).  
 6074. Aircraft Equipment—Accounting and Checking Procedure—Temporary Forms—A.44/G—Wildcat IV; A.44/JA—Seafire IB; A.44/JB—Seafire IIC and III; A.44/O—Wildcat VI.  
 6075. A.R.L. Plotting Tables—Fitting of Damping Collars to Prevent Excessive Vibration.  
 6076. Fire Control Instruments—Sponsor Scheme in Home Dockyards.  
 6077. Forward Hydroplane Gear—Housing Cylinder Joint Rings—As. and As.  
 6078. Petrol Filling Pipes and Connections in Hangars.  
 6079. PIM Boards—Introduction and Use of.  
 6080. G.S.A.P. Cameras—16-mm.—Panchromatic Film for.  
 6081. Mulock Ramp Extension—Hoisting Gear.  
 6082. Requisitioned Vessels Returning to Trade—Retention of Existing Compass and D.G. Equipments, including Necessary Generating Set(s)—REPORT.  
 6083. Return of Stores to R.N. Air Store Depots.  
 6084. Sand Trap Sea Chest—Increase of Height—As. and As.  
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(\*All N.S. Orders not included under Section 3.)

6086. Blocks, Geared ½-ton—Allowances.  
 6087. Chevrons for War Service.  
 6088. W.R.N.S. Shoulder Bags.  
 6089. Markings of Drums Containing Lubricating Oils and Greases.

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

6090. A.M.S.Is. and A.M.D.Is.  
 6091. Amendments to Books.  
 6092. B.R. 1048—Handbook of Dip Curves of Moored Mines and Obstructors.  
 6093. B.R. 1095 (Restricted)—Power Drive—Mark 5—Trouble Shooting (O.D. 4690)—Issue.  
 6094. Form O.39B—Abolition.  
 6095. S.1227—Abolition.  
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 6097. S.1561—Abolition.  
 6098. W/T Frequency Supplements—Series W.1 to 4/M.350.  
 6099. Air Publications Distributed during the Week ending 21st October, 1944.  
 6100. Newspapers, Books, Christmas and Greetings Cards, etc.—Despatch to Neutral and Certain other Countries.  
 6101. Pamphlets about the War against Japan.  
 6102. Admiralty Engineer Overseer—North of England District—Change of Appointment.  
 6103. Resident Naval Officer, Padstow—Abolition of Post.  
 6104. Invalided Officers—Pamphlet for the Guidance of.  
 6105. Pamphlet for the Guidance of Invalided Ratings serving on T.124X, T.124T, and Commissioned Cable Ship Agreements.  
 6106. Private Branch Telephone Exchanges, Equipment and Staff—REPORT.  
 6107. H.M.S. "Lancaster Castle" and H.M.S. "Launceston Castle"—Confusion.  
 6108. H.M.S. "Port Quebec"—Confusion with H.M.S. "Quebec".  
 6109. Parcels addressed to Naval Personnel—Loss of.  
 6110. Greek Naval Mail.  
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## SECTION 6.—SHORE ESTABLISHMENTS

6112. Civil Service (Formerly Post Office) Sanatorium Society—Increased Rates of Contribution.  
 6113. Re-employment of Retired Civil Salaried Officers and of Married Women who were formerly Established Civil Servants.  
 6114. War-Time Provisions for the Grant of Special Leave to Non-Industrial Members of the Admiralty Staff.  
 6115. Non-Industrial Staffs—Employment and Conditions of Service of Juveniles.  
 6116. Naval Officers on detached Duty Abroad—Procedure for Claiming Local Compensatory Allowances—Advances of Pay and Allowances Abroad.  
 6117. National Health, Pensions and Unemployment Insurance—Certain War Occupations Outside the United Kingdom—Return.  
 6118. Awards to Workmen for Original Proposals and Suggestions of Value—Amounts Available for Distribution—REPORT.  
 6119. Messengers selected for Appointment as Temporary Clerks Grade III.—Starting Pay.  
 6120. Allocation of Pension—Medical Examination Fee.  
 6121. Register for Control Commissions for Germany and Austria.  
 6122. Firebricks—Packing of.  
 6123. Upkeep of Grounds attached to Naval Establishments at Home—Arrangements for Supply of Fertilizers.

*(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.

### 5970.—Death of the Earl of Strathmore—Message of Condolence to H.M. The Queen

(M. 2671/44.—16 Nov. 1944.)

The following message was sent to H.M. The Queen :—

The Board of Admiralty with humble duty beg to offer Your Majesty on behalf of the Royal Navy and Royal Marines sincere sympathy in the loss which Your Majesty has sustained by the death of the Earl of Strathmore.

The following reply was received :—

I am deeply grateful to the Board of Admiralty and all those on whose behalf they have sent a message of sympathy, which I greatly appreciate.

ELIZABETH R.

### 5971.—Responsibility for the Training of the R.P. Branch and Co-ordination of Action Information Organization

(N./T.S.D. 605/44.—16 Nov. 1944.)

The primary purpose of the Action Information Organization is to present the Command with a clear picture of the strategical and tactical situation. It has, as a secondary function, the direction of weapons—including the air weapon—upon their targets.

2. Their Lordships, have decided that the Navigating Officer shall be responsible for the general conduct of the Action Information Organization as a whole and for the organization required for fulfilling its primary purpose in particular.

3. This decision will impose the following duties upon the Navigation Branch :—

- (i) General responsibility for the instruction and training of R.P. ratings.
- (ii) The collective training of A.I.O. crews.
- (iii) General responsibility that the equipment provided fulfils the primary function of the organization, i.e. the presentation of information to the Command.
- (iv) Co-ordination of the work done by separate users of information (e.g. A.D.R. and T.I.U.) within the general framework of A.I.O.
- (v) General responsibility for all warning Radar.

4. Consequent on this, the Navigating Officer in H.M. ships will carry out the duties laid down in paragraph 3 above.

Chapter XXXIII of K.R. & A.I., referring to the duties of the Navigating Officer, will be amended accordingly.

5. The secondary function of A.I.O. (i.e. the direction of weapons) will be the particular responsibility of the Specialist Officers concerned, who will undertake the training of the crews of the various ancillary organizations within the general framework of the A.I.O. and the development of the relevant equipment, i.e. :—

Fighter Direction Officer	...	Interception plots and the specialized training of the A.D.R. crew.
Gunnery Officer	...	Target indication and training of T.I.U. crew.
Torpedo Officer	...	Torpedo control and training of T.C. crew.
Signals Communications Officer	...	W/T and R/T communication, and training of communications ratings.
Anti-Submarine Officer	...	A/S control and training of the A/S control crew.

6. The Torpedo Officer will continue to be responsible for the maintenance and efficiency of internal communications and other electrical equipment for which he is at present responsible. Similarly, the Radar Officer is responsible for the efficient working of Radar equipment.

7. The Captain, H.M.S. "Dryad," will in future be the co-ordinating authority for the Part II training of R.P. ratings ashore, in addition to carrying out the functions laid down in paragraph 2 of C.A.F.O. 545/44 (Action Information Training Centre—courses and demonstrations). He will consult with the Captain, Radar Training, and the Captain, Fighter Direction School, in regard to basis Radar training and duties in connection with aircraft direction respectively.

(K.R.&A.I., Chap, XXXIII.)

(C.A.F.O. 545/44.)

### 5972.—Canadian Naval Mission Overseas

(M. 2346/44.—16 Nov. 1944.)

The Canadian Naval Mission Overseas (short title, C.N.M.O.) represents the Department of National Defence for Naval Services on the matters described in paragraph 4 hereunder, affecting the Canadian Naval Service Overseas.

2. "Overseas" is defined as meaning "beyond" the limits of the territorial area of the Western Hemisphere and of the areas of Command of Canadian Naval authorities based on the Western Hemisphere.

3. Correspondence is to be addressed "Secretary, Canadian Naval Mission Overseas, 10, Haymarket, London, S.W.1, England". Signals are to be addressed "C.N.M.O."

4. The following is a brief description of the duties and responsibilities in so far as Naval authorities in general are concerned :—

- (a) The Head of the Mission has under his command all Canadian Shore Establishments overseas.
- (b) The Mission will maintain close liaison with the Admiralty in all Naval matters, policy, operational, technical and administrative, and in particular is responsible for ensuring that Naval Service Headquarters is informed, in the early stages, of developments of weapons and equipment, so that Canadian ships can be maintained in the most modern condition.
- (c) The Mission will keep Naval Service Headquarters fully informed regarding proceedings of H.M.C. ships under the operational control of the Royal Navy. To assist C.N.M.O. in this duty all signals and correspondence affecting movements, docking, refitting, leave, action or damage reports of R.C.N. ships operating from United Kingdom ports—other than those of a purely routine nature—are to be repeated to C.N.M.O.
- (d) The Mission is charged with obtaining reports and returns required by Canadian Naval Regulations and Canadian Naval Orders and forwarding them to Naval Service Headquarters.
- (e) The Mission will be responsible for informing Naval Service Headquarters of movements, training and employment of Canadian personnel training with, or on loan to, the Royal Navy or discharged from H.M.C. ships, and making emergency appointments of Canadian officers to and from H.M.C. ships in the United Kingdom.

5. Naval authorities concerned are to ensure that C.N.M.O. is included in the addressees of signals and letters dealing with the above or other subjects concerning H.M.C. ships and that C.N.M.O. is given all facilities to enable it to carry out its duties. The High Commissioner for Canada, Canada House, Trafalgar Square, London, S.W.1, is to be included in the addressees of signals about Canadian Naval casualties.

6. Communications will continue to be passed directly to the United Kingdom Representative, Canadian Department of Munitions and Supply, 28, St. James's Square, London, S.W.1, by Admiralty departments and Naval establishments concerned in the supply of stores and equipment demanded on Canadian Naval Overseas Requisitions.

(A.F.O. 636/44, paragraph 3, is amended.)

(A.F.Os. 3250/43, 1902/44 and 4988/44 are cancelled.)

## 5973.—Situation Reports—Positions of Hospital Ships

(M. 1971/44.—16 Nov. 1944.)

Hospital ships are instructed to broadcast their positions at certain times; in the Atlantic this is at 1200Z daily to the authorities mentioned in M.A.R.I. (Mercantile Atlantic Routeing Instructions), Section 1, paragraph 9.

2. Authorities issuing situation reports, are to originate a separate message which is to be broadcast in P/L, giving 2000Z positions of any hospital ships in their area.

3. All messages relating to hospital ships are to be classified not higher than "RESTRICTED".

\*5974.—Enemy Aircraft Shot Down or Damaged by Ships' Gunfire or Naval Aircraft  
(G.D. 0912/44.—16 Nov. 1944.)

Casualties to enemy aircraft by ships' gunfire are as follows from 12th April, 1940, to 31st October, 1944 :—

	Confirmed	Probable	Damaged
*By H.M. Ships ... ..	682	223	331
*By H.M. Ships and merchant ships jointly	164	29	21
By merchant ships and fishing vessels ...	149	48	120
	995	300	472
Last reported totals (30th Sep. 1944) ...	994	300	472
Increases ... ..	1	—	—

\* Including units of the Netherlands, Norwegian, Greek, Polish and French naval forces serving with the Royal Navy.

Confirmed	Probable	Damaged
	<i>H.M. Ships</i>	
H.M.S. "Prosperous" (1)	Nil	Nil
	<i>H.M. Ships and Merchant Ships Jointly</i>	
Nil	Nil	Nil
	<i>Merchant Ships and Fishing Vessels Jointly</i>	
Nil	Nil	Nil

*Enemy Aircraft Shot Down by Naval Aircraft*

The results are as follows from the beginning of the war to 31st October, 1944 :—

	Confirmed	Probable	Damaged
Present totals ... ..	277	44	165
Last reported totals (30th Sept. 1944) ...	269	44	165
Increases ... ..	8	—	—

2. Casualties are assessed in the Admiralty in accordance with the rules laid down in C.A.F.O. 1898/40, which are the same as those employed by the Royal Air Force and the Army.

(C.A.F.O. 1898/40.)

(A.F.O. 5381/44 is cancelled.)

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

## ✓ 5975.—Honours and Awards—"London Gazette" Supplement of 7th November, 1944

(H. &amp; A.—16 Nov. 1944.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

7th November, 1944.

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

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

Captain George Roland Gordon Allen, D.S.O., O.B.E., R.N. (Ret.),  
for distinguished service in the planning of operations which led to the capture of the Island of Elba.

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

Temporary Lieutenant Percy Ellis Croisdale Pickles, R.N.V.R. (Scarborough),  
for great bravery and devotion to duty in rescuing the wounded and in damage control.

ADMIRALTY,

Whitehall,

7th November, 1944.

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

For outstanding courage, skill and devotion to duty in successful patrols in H.M. Submarine "Universal" :

*To be a Companion of the Distinguished Service Order*

Lieutenant Cecil Gordon. R.N. (Trevone, Cornwall).

*The Distinguished Service Cross*

Temporary Lieutenant Ronald Coates Walker, R.N.V.R. (Hull).

*The Distinguished Service Medal*

Acting Chief Petty Officer Robert Dannatt, P/JX.283275 (Hull).

Petty Officer William Bennett, C/JX.150767 (London).

Temporary Acting Petty Officer Walter Edward Garnham, D/SSX.23807 (Swansea).

Temporary Acting Petty Officer Telegraphist Norman Cochrane, P/JX.156654 (Chester).

Engine Room Artificer Third Class Robert Williams, P/MX.59350 (North Shields).

Able Seaman Albert Teft, D/JX.190704 (Boston).

*Mention in Despatches*

Lieutenant Edward John Bethell Marsden-Smedley, R.N. (Ashover).

Stoker Petty Officer Thomas Ernest Deacon, C/KX.84144 (Coventry).

Temporary Acting Leading Seaman Ivor George Bearne, D/SSX.20857 (Exmouth).

Temporary Acting Leading Stoker Francis Edward Evetts, P/KX.128236 (Birmingham).

Temporary Acting Leading Stoker Robert John James Gritton, P/KX.145097 (Walker-on-Tyne).

For distinguished services in operations, carried out in the face of determined opposition from the enemy, which led to the capture of the Island of Elba :

*Bar to the Distinguished Service Cross*

Temporary Acting Lieutenant-Commander Ian Charles Alexander Ferguson, D.S.C., R.N.V.R. (Tunbridge Wells).

Temporary Acting Lieutenant-Commander James Alfred Scott-Wilson, D.S.C., R.N.V.R. (Birmingham).

Temporary Lieutenant John Reginald Pitt, D.S.C., R.N.V.R. (Barton-on-Sea).

*The Distinguished Service Cross*

Commander Christopher Simpson, R.N. (Ret.).  
 Lieutenant-Commander Robert Fortescue Phillimore, M.B.E., R.N.  
 Temporary Lieutenant Ronald Boyce Antoney, R.N.V.R. (Southampton).  
 Temporary Lieutenant Harold Athur Picton-Warlow, R.N.V.R. (Ridgewell).  
 Surgeon Lieutenant John Malcolm Couchman, B.M., B.Ch., M.R.C.S., L.R.C.P.,  
 R.N.  
 Temporary Sub-Lieutenant Frank Englefield Tyrrell, R.N.V.R. (Beaconsfield).

*The Distinguished Service Medal*

Petty Officer Samuel Lamont, D/SSX.27986 (Coleraine, Co. Derry).  
 Petty Officer Francis Sidney Smith, P/J.95954 (Southampton).  
 Acting Temporary Petty Officer Wallace Victor Stanley, C/JX.241463 (Dover).  
 Petty Officer Telegraphist Kenneth Frederick John Martin, D/JX.140233 (Devizes).  
 Petty Officer Engineman Archibald Kiel Smith, LT/KX.114664 (Arbroath).  
 Engine Room Artificer Cyril Rimmer, D/MX.73566 (Ashton-under-Lyne).  
 Leading Seaman William Whiteside, LT/JX.221337 (Fleetwood).  
 Temporary Acting Leading Seaman Claude Walter George Baumber, C/SSX.25991  
 (Upper Holloway).  
 Temporary Acting Leading Seaman John Knowler Beard, R/JX.216927 (Marple,  
 Cheshire).  
 Motor Mechanic Fourth Class Lewis Leeder, D/MX.116673 (Islington).  
 Able Seaman Frederick Baker, P/JX.193349.  
 Able Seaman Philip Hugh Bridge, P/JX.385669 (Tufnell Park).  
 Able Seaman Arthur Henry Fairey, P/JX.236399 (Irthlingborough).  
 Able Seaman Henry John Goddard, C/JX.279669 (Plumstead).  
 Able Seaman George Walter Kemp, D/JX.367066 (Hull).  
 Able Seaman Thomas Maguire, D/JX.287608.  
 Able Seaman Victor William Robert Parsons, C/JX.374660 (Dagenham).  
 Able Seaman Malcolm David Slyfield, P/JX.325864 (Horsham).  
 Able Seaman Russell William Taylor, P/X.297130 (Leicester).  
 Able Seaman Cyril Woodall, P/JX.161762 (Birmingham).  
 Telegraphist Edward Routledge, D/JX.321762 (Glasgow).  
 Stoker First Class Stanley Jones, D/K.151685 (Bootle).  
 Sick Berth Attendant Michael Fay, D/MX.71839 (Liverpool).  
 Marine Lawrence Kings, Ch/X.108873 (Cullercoats, Northumberland).

*Mention in Despatches (Posthumous)*

Temporary Sub-Lieutenant Alen Davis, R.N.V.R. (Northampton).  
 Temporary Sub-Lieutenant Alan Burnet Hodgson, R.N.V.R. (Whitton).  
 Temporary Sub-Lieutenant Edward Armstrong MacDonald, R.I.N.V.R.  
 Petty Officer John Arthur Beecham, D/JX.155277.  
 Petty Officer Kenneth John Bevis, P/JX.154966 (Birmingham).  
 Acting Leading Seaman Terence Palmer, D/X.203813.  
 Able Seaman Desmond Gordon Anthony O'Connor, JX.608040.  
 Able Seaman George E. Lewendon, C/JX.324818 (Reading).

*Mention in Despatches*

Acting Captain Errol Concannon Lloyd Turner, D.S.O., R.N.  
 Acting Temporary Lieutenant-Commander John Ivester Lloyd, R.N.V.R. (Leighton  
 Buzzard).  
 Lieutenant John Macro Allot Wilson, R.N.  
 Temporary Lieutenant John Joseph Coupe, R.N.V.R. (Liverpool).  
 Temporary Lieutenant Percy Kenneth Dawes, R.N.V.R. (Alfreton, Devon).  
 Temporary Lieutenant Christopher St. John Cecil Harland, R.N.V.R. (Ealing).  
 Temporary Lieutenant Edward Albert Hawkesworth, R.N.V.R.  
 Temporary Lieutenant John Christopher Howard, R.N.V.R. (Glasgow).  
 Temporary Lieutenant John Basil Lukin, R.N.V.R.  
 Temporary Lieutenant Donald McLean, R.N.V.R.  
 Temporary Lieutenant David Kenneth Phibbs, R.N.V.R. (Pinner).  
 Temporary Lieutenant (E) Leonard Frederick Green, R.N.V.R.  
 Temporary Surgeon Lieutenant Alexander Crampton Smith, M.B., Ch.B., R.N.V.R.  
 Temporary Surgeon Lieutenant Trevor Alan Morris Johns, B.M., B.Ch., R.N.V.R.  
 Temporary Sub-Lieutenant Alan John Godfrey, R.N.V.R.

Temporary Acting Sub-Lieutenant Peter Ian Herman, R.N.V.R. (Bridlington).  
 Temporary Sub-Lieutenant Stuart Robert Igor Knox, R.N.V.R. (Nayland, Suffolk).  
 Temporary Sub-Lieutenant Peter Rowell, R.N.V.R. (Newcastle-on-Tyne).  
 Temporary Lieutenant Reginald Charles Lane, D.S.C., R.M.  
 Chief Yeoman of Signals William Frank Sweet, P/J.46354 (Brighton).  
 Chief Petty Officer Telegraphist Leslie Francis Medhurst, P/J.68177.  
 Petty Officer Joseph Dawson, P/JX.137767 (Sheffield).  
 Yeoman of Signals W. Kennedy.  
 Yeoman of Signals Gordon Keith Pearson, D/J.106640.  
 Engine Room Artificer Fourth Class Robert James Kipps, P/MX.78714 (Fairfield).  
 Petty Officer Motor Mechanic Thomas Rimmer, C/MX.109255 (St. Helens).  
 Acting Petty Officer Motor Mechanic William Spouse, C/MX.124224 (Burnmouth,  
 Scotland).  
 Sergeant (Temporary) Stanley Llewellyn Elphick, R.M., Ch/X.1108 (Wainscott,  
 Kent).  
 Leading Seaman Kenneth Turner, C/JX.226114 (Leytonstone).  
 Acting Leading Seaman John Whittingham, C/JX.188139 (Bolton).  
 Leading Motor Mechanic Edward Herbert Tolhurst, C/MX.502806 (Lambeth).  
 Leading Wireman William Percival Bateman, D/MX.103267 (Kenton).  
 Leading Wireman Thomas Hamsher, D/MX.98923 (Birmingham).  
 Marine (Acting Temporary Corporal) Roy Dyson, R.M., Ply/X.108969 (Rochdale).  
 Marine (Acting Temporary Corporal) Frank Harwood, R.M., Ply/X.4321 (Derby).  
 Marine (Acting Temporary Corporal) Eric Charles Keane, R.M., Ply/X.105309 (Ply-  
 mouth).  
 Corporal (Temporary) Charles Henry Hills, R.M., Po/X.4029 (Portslade).  
 Marine (Acting Temporary Corporal) Alan Wolstenholme, R.M., Ply/X.105749  
 (Ringley).  
 Able Seaman Donald Baldwin, C/JX.406791 (Tring).  
 Able Seaman Charles Alexander Brennan, C/JX.374527 (Plumstead).  
 Able Seaman Clarence Albert Brind, D/JX.213610 (Newquay).  
 Able Seaman Francis John Darvill, C/JX.378307 (Tooting).  
 Able Seaman Alfred Gregory, D/JX.284318 (Salford).  
 Able Seaman Robert Griffiths, D/JX.416142 (Manchester).  
 Able Seaman Ronald George Grove, C/JX.368333 (Evesham).  
 Able Seaman Raymond Robert Halfacre, P/JX.369904 (Launceston).  
 Able Seaman Alfred Joseph Jeynes, C/JX.351290 (Northampton).  
 Able Seaman Henry Dunn Archibald McArthur, P/JX.276301.  
 Able Seaman John Ashley McMahon, D/JX.153957 (Knock-in-Saw, Kilmarnock).  
 Telegraphist Harry Ashton, D/JX.340333 (Shaw, Lancs).  
 Signaller Brian Hinchliffe Field, D/JX.246755 (Scathby, Yorks).  
 Stoker First Class Thomas Lionel Blunden, D/KX.159057 (Bristol).  
 Stoker First Class Thomas McWilliams, D/KX.138440 (Manchester).  
 Stoker First Class Frank Rowley, P/KX.141137.  
 Seaman Robert Clement Smith, LT/JX.383083 (Coventry).  
 Seaman Gunner Owen Williams, LT/JX.203813 (Holyhead).  
 Marine Rex Grainger, R.M., Ply/X.110051 (Birmingham).

For courage, resolution and skill in H.M. Ships "Blencathra",  
 "Hambledon", "Laforey", "Liddesdale", "Loch Killin", "Starling",  
 "Tenacious", "Termagant", "Tumult", "Ulster" and "Wilton" in  
 anti-U-boat operations:

*Bar to the Distinguished Service Cross*

Commander Norman Winder Duck, D.S.C., R.N.R.  
 Lieutenant-Commander Norman Lanyon, D.S.C., R.N.  
 Lieutenant-Commander John Percival Scatchard, D.S.C., R.N.

*The Distinguished Service Cross*

Lieutenant-Commander Stanley Darling, R.A.N.V.R. (Sydney).

*The Distinguished Service Medal*

Leading Seaman Charles Stephen Henry Morgan, C/JX.150167 (Belvedere).  
 Acting Leading Seaman Cecil Percy Scrivener, P/SD/X.1436 (St. Leonards-on-Sea).  
 Acting Leading Seaman Ulysses Roland Thomas, D/J.98075 (Plymouth).  
 Able Seaman Henry Gent, D/SSX.25324 (Manchester).

*Mention in Despatches (Posthumous).*

Captain Harold Thomas Armstrong, D.S.O., D.S.C., R.N. (West Meon).  
 Paymaster Lieutenant Geoffrey Charles Stuart Whiteroft, R.N.V.R.  
 Able Seaman Ronald Palmer, C/JX.188127.

*Mention in Despatches*

Lieutenant-Commander William Spooner Donald, D.S.C., R.N.  
 Lieutenant-Commander David Franks Townsend, R.N.  
 Lieutenant Cecil Julian Bateman, R.N.  
 Lieutenant Richard Newman Howard, R.N.  
 Lieutenant George Gosselin Martin, R.N.  
 Lieutenant Dudley Lester Syms, R.N. (Glasgow).  
 Lieutenant Louis George Toone, R.N.  
 Lieutenant William Boyd Taylor, R.N.R. (Liverpool).  
 Temporary Lieutenant George Colin Trentham, R.N.V.R. (Nether Whitacre).  
 Temporary Lieutenant Kenneth Baillien Myer, R.A.N.V.R. (Melbourne).  
 Sub-Lieutenant Thomas Alexander Wells, R.N.  
 Engine Room Artificer Third Class Maurice Clifford Hart, D/MX.56455 (Devonport).  
 Leading Seaman William John Bullock, C/JX.150089 (Walsall).  
 Leading Seaman Gordon Herbert Steer, P/JX.304629 (Salisbury).  
 Acting Leading Seaman Denis Howard Carr, P/JX.167724 (Streatham).  
 Acting Leading Seaman Leslie George Somerfield, P/L/DX.3423 (Bristol).  
 Able Seaman Charles Henry Carter, P/JX.295196 (Sunderland).  
 Able Seaman Gordon Wallace Reid, P/JX.382717 (Enfield).  
 Able Seaman William James Stretch, D/MD/X.2566 (Liverpool).  
 Able Seaman Frederick John Sutton, C/SSX.17453.  
 Able Seaman John Henry Swanick, D/JX.253235 (Birkenhead).

For outstanding skill and determination in close engagements with the enemy, while serving in Light Coastal Craft:

*The Distinguished Service Cross*

Temporary Sub-Lieutenant Fred Alan Gilpin, R.N.V.R. (Skegness).  
 Temporary Acting Sub-Lieutenant Ronald Stewart Smith, R.N.V.R. (Sutton).

*The Distinguished Service Medal*

Acting Chief Motor Mechanic Percival Rankin, P/MX.125719.  
 Petty Officer Motor Mechanic Cyril Albert John Joseph, P/MX.124990 (Sidecup).  
 Acting Leading Seaman William Henry Jones, C/JX.317442 (East Ham).  
 Leading Telegraphist Leonard James Pegler, C/JX.182434 (Poynton).  
 Leading Motor Mechanic Arthur Richard Hayter, P/MX.117918 (Newport, I.O.W.).  
 Telegraphist Lennard Mears, C/JX.322643 (Hayes).  
 Stoker First Class Charles Lydon, D/KX.525894 (Dalton-in-Furness).

*Mention in Despatches*

Temporary Lieutenant Ralph Morris Cole, R.N.V.R. (Westbury-on-Trym).  
 Temporary Lieutenant Peter Maxwell Davies, R.N.V.R. (Haywards Heath).  
 Temporary Lieutenant Edward Spencer Good, R.N.V.R. (Berwick).  
 Temporary Lieutenant Albert Hazen Moore, R.N.V.R. (Swarthmoor).  
 Temporary Lieutenant Robert Varvil, D.S.C., R.N.V.R. (Hopeman).  
 Temporary Sub-Lieutenant Bernard Shearman, R.N.V.R.  
 Temporary Lieutenant David Copey, R.M.  
 Chief Petty Officer Motor Mechanic Ronald Amos Rawson Barley, P/MX.117033 (Leicester).  
 Petty Officer Ernest James Kent, C/SSX.22199 (Manchester).  
 Petty Officer Motor Mechanic John Hurst Lacey, P/MX.101921 (Stapleford).  
 Acting Leading Seaman Donald Fraser Collins, P/JX.189369 (Worthing).  
 Leading Stoker Walter William Lovelock, P/KX.137237 (Southampton).  
 Able Seaman Albert Barrett, C/JX.316158 (Wanstead).  
 Able Seaman George Apprentice Chandler, P/JX.427320 (London).  
 Able Seaman John Hunt, C/JX.346890 (Bolton).  
 Able Seaman Andrew Marshall, D/MD/X.2835 (Liverpool).  
 Stoker First Class Eric Osborne, P/KX.158868 (Sheffield).

For outstanding services in various operations in the Mediterranean:

*The Distinguished Service Cross*

Acting Lieutenant-Commander Hector Albert Valentine Selth, R.N.V.R.  
 Temporary Lieutenant Christopher Frederick Robert Hilton, R.N.V.R.  
 Temporary Lieutenant Edwin Joseph Gregg, R.A.N.V.R.

*The Distinguished Service Medal*

Chief Yeoman of Signals John William Boakes, C/J.97150 (Rainham).  
 Ordnance Mechanic Fourth Class Selwyn Samuel Sylvester, P/MX.117149 (Brown-hills, near Walsall).  
 Telegraphist Alan Halliday, P/JX.381656.  
 Signalman Ronald Lewis Frederick Lawrence, P/JX.232978 (Morden).

*Mention in Despatches*

Temporary Lieutenant Frank Alfred Griffiths Banner, R.N.V.R. (Finchley).  
 Temporary Lieutenant Eric Neil Skreuder, R.N.V.R. (Kingston, Surrey).  
 Temporary Sub-Lieutenant Robert Ballantine, R.N.V.R. (Northwood).  
 Acting Temporary Sub-Lieutenant David York Roberts, R.N.R.  
 Chief Electrical Artificer George Alfred Percival Lord, C/M.37918 (Birkenhead).  
 Leading Seaman Stanley Alfred Took Wright, C/JX.316003 (Dagenham).  
 Leading Motor Mechanic Richard Thomas Kebell, C/MX.116843 (Mitcham).  
 Able Seaman James Stanley Cunningham, D/JX.131692 (Liverpool).

For good services in a defensively equipped Merchant Ship off the coast of Normandy:

*The Distinguished Service Medal*

Acting Able Seaman Bernard Collins, C/JX.639546 (New Cross).

For distinguished services while operating with the Royal Air Force in successful attacks on the enemy:

*The Distinguished Flying Cross*

Acting Temporary Lieutenant-Commander John Blackwood Harrowar, R.N.R.  
 Temporary Sub-Lieutenant (A) Trevor Noel Hunter, R.N.V.R.  
 Temporary Sub-Lieutenant (A) Rohan Nicholas Wadham, R.N.V.R.

For good services during enemy air attacks in the Mediterranean.

*Mention in Despatches*

Temporary Lieutenant Peter Henry Gray, R.N.V.R. (Earls Court).  
 Leading Motor Mechanic George Clive Tiffin, C/MX.99852 (Braintree).  
 Able Seaman Reginald George Burridge, C/J.103647 (Leeds).  
 Able Seaman John Quick, C/JX.395228 (St. Albans).  
 Able Seaman John William Vigrass, D/JX.346122 (Macclesfield).  
 Carpenter Joseph Davis, R.229603 (Glasgow).  
 Diesel Greaser Lawrence Hamilton, 23058 (Ardrossan).

For good services in H.M.S. "Ulster Queen" during the assaults on Sicily, Salerno and Anzio:

*Mention in Despatches*

Temporary Lieutenant-Commander George Donald Patrick Townsend, D.S.C., R.N.R. (Helens Bay, Northern Ireland).  
 Acting Lieutenant-Commander Laurence Sydney Lee, R.N.V.R. (Loughton).  
 Acting Temporary Lieutenant-Commander George Clark Tozer, R.N.V.R. (Bedford).  
 Yeoman of Signals James Lowe, D/J.99616 (Tavistock).  
 Leading Seaman Arthur Frederick Davies, P/JX.262641 (Hove).  
 Leading Seaman James MacVey, P/JX.264505 (Glasgow).  
 Able Seaman Thomas Walter Hemmings, D/SSX.24953 (Bristol).  
 Able Seaman Malcolm Alexander McPherson, P/JX.406561 (Duffield, Derby).

For skill in shooting down an enemy aircraft:

*Mention in Despatches:*

Seaman Alfred Henry Capper, LT/JX.260464.

For courage and skill in H.M.S. "Retalick" in maintaining the fire of their gun in the face of heavy fire from the enemy:

*Mention in Despatches*

Able Seaman James Sturrock Lorimer, P/ESDX.1782 (Dundee).  
 Acting Able Seaman Ernest George Pearson, C/JX.406607 (Wimbledon).

For courage, leadership and devotion to duty when their ship was torpedoed off the Normandy coast :

*Mention in Despatches*

Temporary Lieutenant Ronald Charles Weyman, R.C.N.V.R.  
Acting Engine Room Artificer Fourth Class Thomas William Morris, C/MX.97864.

For leadership and skill in opening up the ports of Civita Vecchia and Piombino in co-operation with the U.S. Military Authorities :

*Mention in Despatches*

Commander Charles Stewart Lockhart, D.S.C., R.N.

For good services to the wounded :

*Mention in Despatches*

Temporary Surgeon Lieutenant-Commander John Watson Buchanan, M.D., Ch.B., R.N.V.R. (Edinburgh).

For good services in damage control :

*Mention in Despatches*

Shipwright Third Class Clifford Hathway, D/MX.66531.

The KING has been graciously pleased to give unrestricted permission for the wearing of the Insignia of the following Honour conferred by the Presidium of the Supreme Council of the Union of Soviet Socialist Republics for distinguished service in connection with the invasion of Normandy :—

*Order of Ushakov, First Class*

Admiral Sir Bertram Home Ramsay, K.C.B., K.B.E., M.V.O.

The following *amendment*, where underlined, is made to A.F.O. 4444/44 :—

*The Distinguished Service Medal*

✓ Petty Officer Frederick Shepherd Smith, C/JX.143074.

**5976.—Honours and Awards—Polish Navy**

(H. & A. 958/44.—16 Nov. 1944.)

The King has been graciously pleased to approve the following award :—

*The Distinguished Service Cross*

Lieutenant-Commander Tadeusz Witold Jekiel, Polish Navy.

For outstanding services in the operations which led to the successful attack on the coast of Normandy.

2. This Award will not be gazetted.

**5977.—Fleet Destroyers—Increase in Officer Complement**

(N. 7397/44.—16 Nov. 1944.)

It has been approved to increase the officer complement in Fleet destroyers later than the I class to the following :—

- 1 Commanding Officer
- 1 First Lieutenant
- 3 Lieutenants or Sub-Lieutenants
- 1 Gunner (T)
- 1 Sub-Lieutenant or Midshipman

(Plus any officers borne, additional, for training)

2. This approval involves the addition of one officer to complement. For the present the addition will be allowed "for war only".

3. Amendments to Schemes of Complement should be made as under :—

H.M. Ships "Jervis", "Milne", "Onslow", "Quilliam" and "Rotherham" and Destroyers of "J" and "K" classes, "Lookout" and "Loyal", "Marksman" Class, "Opportune", "Obedient", "Obdurate", "Orwell", "Onslaught", "Oribi" and "Offa", and "Paladin", "Quadrant" and "Racehorse" Classes, issued with Admiralty Letter N./D.P.S. 542/41/M of 19 November, 1941 ;

H.M. Ships "Saumarez", "Troubridge", "Grenville" and "Kempenfelt" and Destroyers of "Savage", "Tumult", "Ulster", "Valentine" and "Wager" Classes, issued with Admiralty Letter N. 6706/43 of 14 July, 1943 ; and

H.M. Ships "Myngs", "Zephyr", "Caesar", "Cavendish", "Chequers", "Chieftain", "Constance", "Cossack", "Crescent" and "Crusader", when employed as Captain (D)'s. Ships, and Destroyers of "Zambesi", "Caesar", "Cossack" and "Crescent" Classes, issued with Admiralty Letter N. 12879/43 of 23 March 1944 :—

Additions allowed in War Only.

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

**5978.—Executive Officers R.N.V.R. Serving as Auxiliary Vessels Gunnery Officers or as T\* Officers—Transfer to Special Branch**

(C.W. 8746/44.—16 Nov. 1944.)

It has been approved that Executive Officers R.N.V.R. serving as Auxiliary Vessels Gunnery Officers or T\* Officers (i.e., officers appointed in lieu of Commissioned Gunners (T) or Gunners (T) on completion of a T\* course) who are precluded by the nature of their duties from obtaining a Watchkeeping Certificate, may, should they so elect, transfer to the Special Branch Ex.S. Category on the conditions already approved for officers specializing in Signals.

2. In the case of Temporary Acting Lieutenants R.N.V.R., transfer will be in the rank of Temporary Lieutenant (Sp) (Ex.S) with seniority of date of promotion to Temporary Acting Lieutenant. Temporary Sub-Lieutenants will transfer in the rank of Temporary Sub-Lieutenant (Sp) (Ex.S) with original seniority as Temporary Sub-Lieutenant.

3. It will be open to officers who obtain a Watchkeeping Certificate at a subsequent date, to apply for re-transfer to the Executive Branch in the rank of Temporary Lieutenant.

(A.F.Os. 5866/42 and 5443/43.)

**5979.—Naval Officers on Detached Duty Abroad—Procedure for Claiming Local Compensatory Allowances—Advances of Pay and Allowances Abroad**

(C.W./D.N.A. 25654/44.—16 Nov. 1944.)

Difficulty is being experienced in verifying the eligibility for allowances, e.g., Colonial, Field and Subsistence allowances, of officers borne for pay in Home Establishments such as H.M.S. "President I," D.N.A.4A (Admiralty Pay List) and Civil Establishment Branch II, Admiralty, on the officers' return from detached duty abroad, and in future the following procedure is to be adopted. The procedure for officers with pay accounts in H.M.S. "Copra" remains as laid down in A.F.O. 2827/44.

2. *Before the officer proceeds abroad* the Head of his Department should provide him with a series of Forms S.542 sufficient to cover the several stages of his journey (the Route Order being properly completed and the form showing where the holder is borne for pay), and should provide the home paying authority (see paragraph 1) with the following information :—

- (a) The date of the officer's departure and skeleton itinerary.
- (b) Inclusive dates of leave granted prior to departure and his address whilst on leave.
- (c) To what date his lodgings (if any) have been retained and paid for.
- (d) A statement that the officer *has been directed* to forward his pay book (S.43a) to the establishment on which he is borne for pay (see paragraph 1), in order that it may be brought up to date before his departure.

3. The officer should retain the S.542s on which to record his travelling expenses, and claim allowances covering the period of absence from the United Kingdom. For each visit to a port or other area abroad he is to state the circumstances (e.g. lack of accommodation in kind, etc.) in which the claim is made, and the claim is then to be presented at the earliest possible date to the local



Service authorities or Base Supply Officer. The latter should certify thereon whether or not food or accommodation was, or could have been, provided other than at the officer's own expense, and insert the amount of each allowance payable, taking account of any local arrangements.

4. Such claims are not to be paid abroad but are to be forwarded through the usual channels on return to the United Kingdom for settlement through the Ledger or Salary Books of the Home Establishment.

5. Advances of pay are to be dealt with as follows :—

(1) *Officers borne for pay on Ships' Books.*

The advances are to be dealt with as transfers of cash.

(2) *Officers borne on the Admiralty Pay List.*

The advances are to be paid on Cash Vouchers (Code 14—A.F.O. 633/44), each voucher being endorsed "Communicated to the Director of Navy Accounts, Branch 4A (APL), Harrow, for recovery," a copy of the voucher being used for this purpose. The classification of the advance should be 1A1 (or 1B1 in the case of Royal Marine officers).

(3) *Officers borne on the books of Civil Establishments, Branch II, Admiralty, or on the salary books of other Home Establishments.*

The advances are to be paid on Cash Vouchers (Code 5—A.F.O. 633/44), each voucher being endorsed "Communicated to C.E. Branch II, Salary Section, Bath (or other Paying Officer concerned) for recovery," a copy of the voucher being used for this purpose.

6. All advances made by authorities other than the Pay Establishment at home should be reported as early as practicable to the Home Establishment and noted in the officer's Pay Book. It should be clearly stated in the notification to the Home Establishment and in the pay book whether this advance is made on account of :—

(a) Pay, or

(b) Travelling expenses (including subsistence and local compensatory allowances).

7. The terms of this Order should be brought to the notice of all officers borne for pay on the books of Home Establishments who are proceeding abroad on detached duty. Copies of the Order are held in C.W. Branch II (Room 521, Telephone No. Whitehall 9444, Ext. 521 or 522), Queen Anne's Mansions, St. James' Park, S.W.1, and may be obtained on demand.

#### 5980.—Naval Air Squadron Safety Equipment Officers—Training and Duties

(C.W. 53305/44.—16 Nov. 1944.)

The Commanding Officer of each first line, training or ancillary squadron is to appoint an officer as Safety Equipment Officer of the squadron. In the case of squadrons at home, the officer selected for this duty is to undergo the short Safety Equipment Course at the R.N. Safety Equipment School, R.N. Air Station, Eastleigh, at the first opportunity.

2. The Squadron Safety Equipment Officer will be responsible to the squadron commander for :—

(a) The organization and efficiency of the Squadron Safety Equipment Section and the work of the Squadron Safety Equipment ratings.

(b) The care and maintenance of the Squadron Safety Equipment in a serviceable and up-to-date condition.

(c) The training of the squadron aircrews in the operational use of safety equipment and survival apparatus.

3. For the purpose of carrying out paragraph 2(c), he will arrange for the necessary lectures, drills and demonstrations to be given by the Ship or Station officers of the Medical, Safety Equipment, and P. & R.T. Branches.

4. Short courses in safety equipment (one week) are available under S.M.A.C.5(4) on application by signal to :—

Naval Air Station, Eastleigh, (R) F.O.N.A.S.

(S.M.A.C. 5(4).)

#### 5981.—Short Compass Course for Fighter Pilots and Observers in Naval Air Arm

(C.W. 19076/44.—16 Nov. 1944.)

With the introduction of vertical corrector magnets and several new compasses, more particularly the D.R. and R.I. compasses, it has been found necessary to institute a short compass course.

2. The course is designed to give the officers under instruction sufficient knowledge of the various compasses in use to enable them to understand their characteristics and to correct them properly.

3. It is intended that where practicable at least one officer in each squadron should undergo the course.

4. The course is given at the Admiralty Compass Observatory, Slough. It starts at 0900 on Mondays and is of two weeks' duration. The dates of courses are given hereunder.

5. Applications for the course which is open to Observers and Fighter Pilots are to be forwarded by signal to the Admiralty, repeated to the Administrative authority, to reach Admiralty not later than two weeks before the desired course. Applications should state whether accommodation is required at Slough.

Course No.	Starts	Ends
4 ...	20th November, 1944	2nd December, 1944
5 ...	15th January, 1945	27th January, 1945
6 ...	12th February, 1945	24th February, 1945
7 ...	12th March, 1945	24th March, 1945
8 ...	9th April, 1945	21st April, 1945
9 ...	7th May, 1945	19th May, 1945
10 ...	4th June, 1945	16th June, 1945

#### 5982.—Pilot and Observer Officers in the Naval Air Arm—Institution of New Form S.206E, for Reporting on and Discontinuance of Forms S.206, S.206d, S.209 and S.210 for these Categories.

(C.W. 21030/44.—16 Nov. 1944.)

It has been found that the information given on Forms S.206 is insufficient in detail to ensure that the best selection is made of Pilots and Observers for air commands and for specialization.

2. It has, therefore, been decided from the 1st February, 1945, to introduce a revised form for reporting on these officers. The new form has been numbered S.206E, and while giving most of the information normally required by Form S.206 it has been adapted to meet the special requirements for Pilots and Observers.

3. On the introduction of the new form it will no longer be necessary to render reports on Forms S.206 and S.206d for Pilots and Observers, except in the case of R.N. officers in the zone for naval promotion on whom Forms S.206 will still be required at the usual times in addition to the new Forms S.206E.

4. Form S.206E is to be completed, so far as applicable, in accordance with the general instructions in force for Forms S.206, and is to be completed by the Commanding Officer of the ship or establishment on whose books the Pilot or Observer is borne, and rendered to the Admiralty half-yearly, viz., on the 1st February and 1st August. It is appreciated that, consequent upon the frequent move round of squadrons, Commanding Officers will often have insufficient knowledge of the officers concerned, and in this connection it is, therefore, important that the professional assistance and views of the Squadron Commander or other officer concerned should be sought in the completion of these reports.

5. In addition to the half-yearly reports referred to in paragraph 4, a signal is to be made to the Admiralty by Commanding Officers on the 1st May and 1st November, giving the names of any officers recommended for promotion to Squadron Commander or above; nil reports are required.

6. On the introduction of the new Form S.206E it will no longer be necessary for Forms S.209 and S.210 to be rendered annually on all Observers and Pilots, and these two forms will, therefore, be abolished forthwith, and therefore should not be rendered on 31st December, 1944.

7. Commanding Officers of ships and naval air establishments at home are to demand their requirements of Forms S.206E from the R.N. Store Depot, Park Royal, N.W.10, while those abroad should demand from the Superintending Naval Store Officers at yards and fleet bases abroad in accordance with A.F.O. 2697/42.

8. King's Regulations and Admiralty Instructions will be amended as necessary

(K.R. & A.I., Art. 365 (2) and (12) and Appendix XXII.)

(A.F.O. 2697/42.)

(A.F.O. 4998/44 is cancelled.)

### 5983.—Observers—Confirmation

(C.W. 47804/44.—16 Nov. 1944.)

While it is essential that all Observers should be fully competent in their W/T duties, it is not intended in future to lay down a set standard to be attained before an officer is appointed as a confirmed Observer. Commanding Officers should accordingly report to the Admiralty the names of any Acting Observers serving under their command whom they consider to be fully competent to carry out the full W/T duties of an Observer and recommend for confirmation.

2. K.R. & A.I. will be amended.

(K.R. & A.I., Article 334, and Appendix XII, Part 4, Section i (6).)

(A.F.O. 2120/42.)

### \*5984.—Supply and Secretariat Branch—Temporary Commissions—Selection of Ratings from Lower Deck

(C.W. 51708/44.—16 Nov. 1944.)

The following instructions consolidate those in Section V of A.F.O. 1163/43 and subsequent amendments which describe the procedure for the recommendation, selection and training of candidates for temporary commissions in the Supply and Secretariat Branch. Attention is particularly directed to certain modifications, promulgated for the first time in this Order, which are underlined.

2. Forms C.W.1 (T) are only to be started for H.O. and Reserve Ratings of the Supply and Secretariat Branch. (See C.A.F.O. 424/43 for the conditions under which R.F.R. ratings, and ratings who have not re-engaged for pension, may be recommended.)

3. After three months' sea service, and provided they have obtained leading rate, candidates are eligible to appear before a preliminary selection board. (Supply Branch ratings of the Patrol Service, who have qualified professionally for such advancement, and ratings of branches other than the Supply Branch for whom C.W. forms were started prior to 28th January, 1943, are exempted from the leading rate requirement.) For the purpose of reckoning the qualifying period of sea service only time spent in a seagoing ship (other than a depot ship) or in combined operations ships and craft and coastal forces vessels will count. Periods during which ships are refitting or repairing will not count, and where it is anticipated that the refit or repair will take more than three weeks, C.W. candidates are to be sent to their depot at once for re-drafting to sea to complete their sea time.

4. Preliminary selection boards are to be held in individual ships where commanded by an officer of the rank of Lieutenant-Commander or above; in other cases flotilla or squadron boards are to be held. They are to consist of three officers, of whom one should be the Commanding Officer in the case of ship boards, otherwise an officer of the rank of Commander R.N., or above; the other two officers are to be Supply Officers, one of whom is to be an officer of the rank of Commander (S), whenever possible of the Royal Navy. Preliminary selection boards are to be held as necessary, and the results reported to the Admiralty (C.W. Branch) immediately.

5. Ratings who pass a preliminary selection board should be discharged to R.N. Barracks, Chatham, so as to arrive by the Friday before the Admiralty selection board is due to sit. This selection board will sit at Chatham on the first Monday and following days, as necessary, in March, June, September and

December. Candidates are to be discharged to H.M.S. "Pembroke" for pay, should take their full kits with them, and be accompanied by all relevant documents. The Admiralty selection board will consist of three senior Supply Officers. Candidates who are not selected will be discharged to their depots.

6. Candidates rejected by the Admiralty selection board may appear before a second board after an interval of at least six months provided they are again recommended by a preliminary selection board. (Ratings who have already appeared twice before the date of this Order will be allowed to make the third appearance to which they were entitled under the old regulations.)

7. Ratings who have failed before the Admiralty selection board on a second occasion, and ratings who fail before the passing-out board, may not ordinarily be recommended again for a commission in the Supply or any other branch until they have completed a further twelve months' service (including six months' sea service). A new Form C.W.1 (T) should not be started until the rating has completed the additional period of qualifying service and is considered to have developed officer-like qualities to an extent well up to the average of C.W. ratings.

Where, however, a rating shows exceptional zeal and improvement, a new Form C.W.1 (T) may be started, and the rating interviewed by a preliminary selection board any time after six months' further service. The Form C.W.1 (T) should bear a reference to this A.F.O., quoting this paragraph.

Ratings recommended in accordance with this paragraph may appear before the Admiralty selection board on one occasion only.

8. Candidates who pass the Admiralty selection board will undergo an eleven weeks' course in H.M.S. "King Alfred". After eight weeks as cadet ratings they will be examined and will appear before a passing-out board, which will determine finally their suitability for promotion to officer. Those promoted will undergo the remaining three weeks of the course, and those rejected will be discharged to their depots.

9. Where ratings under training in H.M.S. "King Alfred" are outstanding, the Commanding Officer may bring them before the passing-out board before completing the full course. If the board does not consider them fit for immediate promotion to officer they will remain to complete the full course, and then come before the board again. If a rating is considered incapable of completing the course successfully he may be brought before the passing-out board at any time, and if the board fail him, the provisions of paragraph 7 of this order will apply.

10. The results of the Admiralty selection boards, and the passing-out boards are to be reported at once to the Admiralty (C.W. Branch) and to the depots.

(A.F.O. 1163/43 and C.A.F.O. 424/43.)

(A.F.O. 1163/43, Section V, A.F.Os. 5446/43, 5692/43 and 2164/44, are cancelled.)

### \*5985.—Naval Cadetships at the Royal Naval College (February, 1945 Examination)

(C.W. 36555/44.—16 Nov. 1944.)

The next examination for Cadetships at the Royal Naval College will be held in February, 1945.

2. Candidates must have been born on or between 1st August, 1931, and 30th November, 1931, and their completed application forms must be received by the Admiralty not later than 10th January, 1945.

3. The educational test is the Common Examination for entrance to Public Schools, in the following subjects:—

English	Latin or Science
History	Arithmetic, Algebra and Geometry
Geography	French

4. About twenty-five ordinary cadetships will be offered, and in addition ten scholarships will be offered for competition to boys from Grant-aided Secondary Schools. Up to ten scholarships will also be available for other boys who do at least as well in the examination as the boys from the Grant-aided Secondary Schools who obtain scholarships. The fees for boys who are awarded scholarships vary according to the parents' means. In cases of small incomes all fees and expenses may be remitted; in other cases the inclusive fee ranges from £1 to £65 a term.

5. Application forms and detailed regulations may be obtained from the Secretary of the Admiralty (C.W. Branch).

## 5986.—Submarine Pay

(N. 22614/44.—16 Nov. 1944.)

Their Lordships have had under consideration the conditions under which Submarine pay is paid to Naval ratings.

2. The following amendments to K.R. & A.I., Appendix XVII, Part 3, No. 99, have been approved as a wartime measure:—

Part crews of submarines, including submarines in immediate (but not other) reserve, and ratings definitely drafted to boats in lieu of others sick:—

			Payable continuously	
			s.	d.
Ratings above A.B. and equivalent ratings	...	...	5	3 a day
A.Bs. and equivalent ratings	...	...	4	6 a day
Ordinary seamen and equivalent ratings	...	...	3	9 a day
Boys	...	...	2	7½ a day

Ratings under training, and other ratings not belonging to the submarine branch, when actually at sea in submarines for the performance of specific duty—

	For each day at sea in submarine		For each day not at sea in submarine	
	s.	d.	s.	d.
Ratings above A.B. and equivalent ratings	5	3	Nil	
A.Bs. and equivalent ratings	4	6	Nil	
Ordinary seamen and equivalent ratings	3	9	Nil	
Boys	2	7½	Nil	

The foregoing increase of 1s. 6d. a day has retrospective effect from 26th October, 1943.

Ratings qualified for service in submarines and employed in the submarine branch, including those undergoing courses in schools (see 1615)—

	For each day at sea in submarine		For each day not at sea in submarine	
	s.	d.	s.	d.
Ratings above A.B. and equivalent ratings	5	3	4	0
A.Bs. and equivalent ratings	4	6	3	6
Ordinary seamen and equivalent ratings	3	9	3	0
Boys	2	7½	2	3

The foregoing increase of 1s. 6d. a day has retrospective effect from 12th September, 1944.

In depot ships the regulating coxswain, D.S.E.A. coxswain, the periscope E.R.A., S.D. instructors, T.D. instructors and all other submarine ratings borne for instructional and administrative duties will not be eligible for the increase of 1s. 6d. a day, except for each day at sea in a submarine. Their submarine pay will be as follows:—

	For each day at sea in Submarine		For each day not at sea in submarine	
	s.	d.	s.	d.
Ratings above A.B. and equivalent ratings	5	3	2	6
A.Bs. and equivalent ratings	4	6	2	0

*New Construction.*—Men borne for duty in new submarines under construction are not to be paid the higher-rate of submarine pay prior to the date on which the installation of main batteries is completed. See 1615.

(K.R. & A.I., Appendix XVII, Part 3, No. 99.)

## 5987.—Basic Radar Course for Non-Technical Officers—Alteration to Programme During Christmas Week

(T.S.D. 702/44.—16 Nov. 1944.)

In Christmas week the Basic Radar Course for Non-Technical officers (C.A.F.O. 2238/44) will start on Wednesday, 27th December, instead of Monday the 25th.

(C.A.F.O. 2238/44.)

## \*5988.—Advancement—Disqualification by break in V.G. Conduct or Venereal Disease after date of B.13, etc.

(N.17891/44.—16 Nov. 1944.)

Attention is called to the fact that, according to Art. 409, Cl. 1 and Art. 417, K.R. & A.I. a man must be eligible for advancement in all respects at the time the authority for advancement (B.13) is acted on in the ship. Even though the break in V.G. conduct or contraction of venereal disease occurred after the date of the B.13, if a man is ineligible on these grounds at the time his advancement is considered by his Commanding Officer, he is not to be advanced and the B.13 is to be returned to depot.

2. During the war, the period between the date of B.13 (i.e., the effective date of advancement) and its receipt in the man's own ship is, for various reasons, much greater than in peace time, and hardship may sometimes arise in such cases, in that a man would have been actually advanced to the higher rating many months earlier had the B.13 reached his ship in reasonable time. After careful consideration, Their Lordships have decided that normally the rules referred to in paragraph 1 of this order must be adhered to. Application for the advancement to be made in accordance with the B.13, notwithstanding a subsequent break in V.G. conduct, will only be considered in very exceptional circumstances when the delay in the receipt of the B.13 is very great and, in consequence, the penalty excessive in proportion to the offence committed. When submitting such cases for consideration, Commanding Officers should express an opinion as to whether, if the man had held the higher rating at the time of his offence, he would have been disgraced. Exceptions will not be made when a man is ineligible due to venereal disease.

3. The same principle applies where advancements are made by Commanding Officers without Depot authority under A.F.O. 6376/42, i.e., the man must be qualified by V.G. conduct (or not ineligible on account of venereal disease) on the actual as well as on the effective date of advancement.

(A.F.O. 6376/42.)

## 5989.—Coastal Forces—Drafting and Training (Ratings)

(N. 3977/44.—16 Nov. 1944.)

As part of a process of re-integrating coastal forces more closely with the general service, the drafting arrangements for coastal forces ratings have recently been reorganized, involving the following changes in present organization and practice.

2. The Admiralty department now dealing with coastal forces manning and drafting policy is the manning department under Assistant Chief of Naval Personnel (Director of Personal Services).

3. No more ratings are being drafted to coastal forces by quota.

4. Wastage due to the discharge of ratings from coastal forces to general duties will be replaced by the depot concerned or the station drafting authority.

5. Wastage due to other causes is not to be replaced.

6. Applications made by H.M.S. "Hornet", or Captains, coastal forces abroad, to the appropriate drafting authorities (Commodores, R.N. Barracks at home, Cs.-in-C. abroad) for replacement of wastage referred to in paragraph 4 are to be met as follows:—

(a) Reliefs are to be men with at least one year's seagoing service, and fully qualified substantively and non-substantively, e.g., if a Leading Seaman (C.F.) A.A.3 (L.C.) is discharged to general duties, the relief should be a Leading Seaman A.A.3.

(b) It is desired to secure that the overall proportion of C.S. and S.S. ratings in coastal forces shall be about 20 per cent. of the present strength, and H.O. ratings are not to be drafted to coastal forces unless and until this proportion is exceeded. It is realized that this proportion will be difficult of attainment in certain branches, e.g., engine room, but it is desired that it should be attained as soon as possible in all categories.

7. The following specialist non-substantive training, for coastal forces only, is to cease:—

A.A.2 (L.C.)  
A.A.3 (L.C.)  
Q.O. (L.C.)  
H.S.D. (C.F.)  
S.D. (C.F.)

8. The present arrangement under which R.N.P.S. ratings are drafted for service in 72-ft. H.D.M.Ls. is not changed.

#### 5990.—Combined Operations and General Service Communications Ratings

(N. 20714/44.—16 Nov. 1944.)

When, owing to advancement, the number of W/T 3, V/S 3 and higher non-substantive rates among C.O. personnel on a station exceeds the aggregate allowed by authorized complements, the Station Drafting Authorities are to revert the surplus to general service and draft Ordinary Signalmen or Telegraphists in lieu. H.M.S. "Copra" (Drafting) and (Pay) should be informed of the particulars of the ratings concerned and the base to which the pay accounts and service documents should be sent for those transferred to general service. The Ordinary Signalmen or Telegraphists drafted in lieu will become C.O. personnel, their accounts being transferred to H.M.S. "Copra".

#### 5991.—Landing Ships and Major Landing Craft—Victualling Arrangements, etc., Under Operational Conditions when Troops are Embarked

(V. 7/N. 17167/44.—16 Nov. 1944.)

It has been agreed with the War Office that when Army personnel are embarked in landing ships tank, the Army units will provide cooks and orderlies as necessary to supplement and assist the ship's staff in the preparation, cooking and serving of meals, under the supervision of the appropriate senior naval ratings.

2. The provision of food and cooking equipment in L.S.T. for all embarked personnel will remain a Naval responsibility.

3. The U.S. Authorities have agreed to the application of similar arrangements when American military personnel are embarked in British L.S.T. for passage.

4. The Commanding Officers of L.S.T. are to make it their special responsibility, in conjunction with the senior military officers concerned, that adequate cooking and messing arrangements are made for their military passengers.

(A.F.Os. 2032/44 and 2674/44.)

(A.F.O. 5022/44 is cancelled.)

#### 5992.—Complement of Writer and Stores Ratings—Scales for Assessing and Measure of Substitution by W.R.N.S. Personnel—REPORTS

Naval Shore Establishments at Home and Abroad (Excluding Royal Marine Establishments)

(N./D.P.S. 1090/44/M.—16 Nov. 1944.)

The following instructions serve to consolidate and amend orders promulgated in A.F.Os. 3930/44, 4466/44, 5006/44 and 5519/44, which are cancelled. Reference to this order should be substituted for A.F.O. 3930/44 wherever the latter appears in Schemes of Complement. A.F.O. 5993/44 indicates the applicability of this order to Naval Air Stations.

##### Section A—Scales for Complements

2. The complements of Writer and Stores staffs in shore establishments at home and abroad including combined operations bases but excluding Royal Marine establishments are to be regulated according to the scales set out in the following tables. Specific Admiralty authority is required to any exception (existing and future schemes of complement which show fixed numbers of Writer and/or Stores ratings constitute "Specific Admiralty authority"). Additions to staff over and above the numbers allowed by scale which have been approved for individual establishments may be retained.

3. The staffs for pay offices are calculated to allow for all duties in connection with pay accounts, including cash account duties, travelling expenses, correspondence, etc.

4. (a) In calculating the numbers allowed under Table I for pay office staffs, an officer's full pay account may be reckoned as five-thirds of a rating's account,

and each officer and rating borne for victuals only may be reckoned as one-quarter of a rating's full pay account.

(b) In calculating the numbers allowed under Table I for Commodore's, Captain's and Service Certificate offices, each officer and rating borne for victuals only may be reckoned as one-quarter of a rating's full pay account.

5. In some cases the full numbers allowed by these scales will not be found necessary, and in such cases a note to this effect is to be included in the return referred to in paragraphs 9 and 16.

6. Complements assessed on these scales may be used for the award of difference of pay to Naval and W.R.N.S. personnel in accordance with existing regulations.

7. The tables, which are printed at the end of this Order, cover:—

Writer Staffs (including R.N. Barracks):

Pay Offices ... ..	} Tables I and IA
Commodore's Offices ... ..	
Captain's Offices ... ..	
Service Certificate Offices ... ..	

Stores Staffs (but see Notes):

Naval Establishments and Bases (excluding staff for tenders) ... ..	Table II
Staff for large tenders at Naval Bases ... ..	Table III
Staff for small tenders at Naval Bases ... ..	Table IV

Notes.—(i) Stores staffs for R.N. Barracks, Portsmouth, Chatham, Devonport and Lee-on-Solent will be dealt with separately.

(ii) Stores and Writer Staffs for the following duties at R.N. Air Stations are given in A.F.O. 5993/44.

- (a) Naval and Air Stores.  
(b) Training squadrons attached.  
(c) Storage sections.

(iii) The scales in Tables II and IV are to be applied to landing craft as follows for the purpose of assessing stores staffs:—

##### Victualling

Major landing craft with complements of 25 or under and all landing barges. 2 craft = 1 small tender

Major landing craft with complements over 25. Each craft = 1 small tender

Minor landing craft ... .. To be dealt with under Table II

##### Clothing and Implements

All craft to be dealt with under Table II.

##### Naval Stores

Major landing craft and barges ... Each craft = 1 small tender

Minor landing craft ... .. 3 craft = 1 small tender

(iv) Where necessary, W.R.N.S. ratings may be employed on the following scale for the additional duties arising in connection with the issue of food ration cards to Naval personnel. The scale does not apply to Bases abroad.

Where the total numbers of Naval personnel borne on the books of the establishment or base does not exceed 1,000 ... .. 1 Wren Writer (General)

For each additional 1,000 borne ... .. Add 1 Wren Writer (General)

Wherever possible, however, the duties in question are to be performed by existing staffs or by available supernumeraries; and additions as above, particularly at establishments or bases where numbers are small, should be made only when it is evident that the volume of work necessitates an increase in staff.

##### Section B.—Substitution by W.R.N.S. Personnel in Shore Establishments at Home

8. The complements assessed in accordance with scale, and complements of establishments specifically authorized, are subject to the following substitution of Naval ratings by W.R.N.S. personnel in all establishments at home. The measure

of substitution shown is a minimum. Fifty per cent. of an odd number may be calculated in favour of allowing a male rating.

- (a) *Writers*.—100 per cent. to be replaced by Wrens.  
 (b) *Leading Writers*.—75 per cent. to be replaced by Leading Wrens.  
 (c) *C.P.O. and P.O. Writers*.—50 per cent. to be replaced by Chief Wrens and P.O. Wrens.

*Notes*.—(i) If desired a proportion of W.R.N.S. ratings of the Shorthand-Typist, Typist (or Writer (General)) categories may be borne in lieu of an equivalent number of Writer (Pay) or Writer (General) ratings allowed by scale.

(ii) The staffs of Pay Offices and Captain's Offices should be considered separately when applying substitution.

(d) *Stores Assistants*.—All those employed on clothing and implement duties and 50 per cent. of the total of those employed on Naval stores and victualling duties to be replaced by Wrens.

(e) *Leading Stores Assistants*.—All those employed on clothing and implement duties (but see Notes) and 50 per cent. of the total of those employed on Naval stores and victualling duties to be replaced by Leading Wrens.

(f) *Stores C.P.Os. and Stores P.Os.*—All those employed on clothing and implement duties (but see Notes) and 25 per cent. of the total of those employed on Naval stores and victualling duties to be replaced by Chief Wrens or P.O. Wrens.

*Notes*.—(i) Where four or more Leading Stores Assistants are allowed for clothing and implement duties, one may be retained for charge of working parties and similar duties. Where four or more Stores Chief or Petty Officers are allowed for clothing and implement duties, one may be retained for general charge. In bases and establishments with less than four such ratings, applications for the retention of one Stores C.P.O. or P.O. will be considered in exceptional circumstances where the turn-over of cash clothing justifies it. Where the employment of a working party to handle heavy bales, etc., is justified and cannot be arranged from existing resources, applications may be submitted for the addition of civilians or seamen, preferably the former, for this purpose with consequent reduction in the number of W.R.N.S. Stores ratings allowed.

(ii) If desired a proportion of Leading Wrens or Wrens of the Shorthand-Typist, Typist or Writer (General) categories may be borne in lieu of an equivalent number of W.R.N.S. Stores ratings allowed by scale. Chief and P.O. Wrens of the three categories referred to may not be borne in lieu of equivalent W.R.N.S. Stores ratings.

9. Complements calculated on the above scales and substitution by W.R.N.S. personnel are to be automatically adjusted by depots (working in conjunction with Superintendents, W.R.N.S.) on receipt of a report which is to be rendered by each establishment to its manning port on the penultimate Friday of each month. The report is to be made in the form shown in the Appendix to this Order and a copy is to be sent to the Superintendent, W.R.N.S., of the Command in which the establishment is situated. Any necessary adjustments in numbers of Naval and Wren ratings in an establishment with a fixed complement are also to be made by the depot in conjunction with the Superintendent, W.R.N.S., concerned.

10. Substitution on the above basis is also to be applied at home to Writers serving in offices of Flag and Naval Officers-in-Charge, drafting and other similar officers in Naval shore establishments, and should be carried out so far as is possible in staffs of Commanders-in-Chief and Flag Officers Commanding ashore, and in regulating staffs in depots and bases who are employed mainly on clerical work.

11. This increased substitution has been made possible by the larger number of experienced W.R.N.S. ratings available and by the standardization and centralization of their training.

12. No period of turn-over is permissible for centrally trained W.R.N.S. ratings.

13. All substitution of Writer and Stores ratings by W.R.N.S. ratings is to be strictly on a head for head basis.

14. The extent of the substitution directed in paragraph 8 is not regarded as a maximum and replacement on a greater scale can probably be effected. The position in each establishment should be frequently reviewed and proposals forwarded as necessary. In this connection it must be pointed out that W.R.N.S. personnel, like Naval ratings, are to be regarded as available for work as and when required and should not be restricted to any special limitation of hours or to daytime work only.

*Section C.—Substitution by W.R.N.S. Personnel in Establishments abroad*

15. The employment of Wrens at bases abroad is under constant review at the Admiralty. Where approval for their employment exists, substitution is to be effected on similar conditions to those for establishments at home, as and when accommodation becomes available and W.R.N.S. personnel can be drafted.

16. Reports of complements borne and allowed, calculated on the scales set out in Tables I-IV, and the substitution by W.R.N.S. personnel (if any) are to be rendered by each establishment to its manning port (in suitable form, similar to the Appendix to this Order) on 1st April and 1st October in each year. If Wrens are borne, a copy is to be sent to the Director, W.R.N.S.

TABLE I  
Complements of Writer Ratings for Bases

Duty	Details	Ch. and P.Os. (a)	Leading Writer	Writer
Pay Offices	Up to 400 full pay accounts...	—	1	1
	Up to 800 full pay accounts...	1	1	2
	Up to 1,200 full pay accounts	1	2	3
	Up to 1,600 full pay accounts	2	2	4
	Up to 2,000 full pay accounts	3	3	5

When a unit of 2,000 accounts has been formed, the scale should start again at the beginning.

Duty	Details	Ch. and P.Os. (a)	Leading Writer	Writer
Commodore, Captain and Service Certificate offices (b).	Under 300 full pay accounts	—	—	—
	301-500 full pay accounts ...	—	1	—
	501-1,000 full pay accounts	—	1	1
	1,001-1,500 full pay accounts	—	1	2
	1,501-2,000 full pay accounts	1	1	2

Sliding scale additional to the above to be at the rate of 1 Writer, 1 Leading Writer, 1 Writer, 1 P.O. Writer in that order for each 750 accounts.

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

(b) This scale does not apply to Coastal Force bases.

TABLE IA  
Special Scale for Coastal Force Bases (Captain's Office)

	P.O. Wren Writer	Leading Wren Writer	Wren Writer
Each base with one flotilla or less attached ...	—	(a)1	(a)1
Each base with over one flotilla but not more than three flotillas attached.	—	1	2
Each base with no Captain's secretary appointed and with over three flotillas but not more than five flotillas attached.	1	—	3
Each base with a Captain's secretary appointed and with over three flotillas but not more than five flotillas attached.	—	1	2

A sliding scale addition of one rating (P.O. Wren Writer, Leading Wren Writer, Wren Writer, in that order) for each two flotillas or part of two flotillas above five flotillas, may be made to the above numbers. These additions will apply whether or not a Captain's secretary is appointed.

Notes.—(a) If service certificates are not kept by the coastal force staff, substitute one Wren Writer for one Leading Wren Writer at bases with not more than one flotilla.

(b) For the purpose of this scale, parts of flotillas or single boats must be added together to form whole flotillas of the normal size.

(c) Naval Writer ratings are to be employed, under the same scale, where the conditions do not permit the employment of Wrens or where there is at present no authority for their employment (e.g. at certain stations abroad).

TABLE II

## Complements of Stores Ratings for Bases

Accounts carried: Large ships' accounts, i.e. S.83, Part I; S.83, Part II; S.1050, etc.; also reserves of all kinds of stores.

Numbers Victualled	Victualling Duties			Clothing and Implement Duties*			Naval Store Duties		
	S.C.P.O. and St. P.O.	L.S.A.	S.A.	S.C.P.O. and St. P.O.	L.S.A.	S.A.	S.C.P.O. and St. P.O.	L.S.	S.A.
150- 250 ...	—	—	1	1	—	1	—	1	—
251- 500 ...	1	—	1	1	—	2	—	1	1
501- 750 ...	1	—	2	1	1	2	—	1	2
751- 1,000 ...	1	—	2	1	1	2	1	1	2
1,001- 1,400 ...	1	1	2	1	1	3	1	1	2
1,401- 1,700 ...	1	1	3	2	1	3	1	1	3
1,701- 2,000 ...	2	1	3	2	1	4	1	1	3
2,001- 2,400 ...	2	1	3	2	1	4	1	1	4
2,401- 2,800 ...	2	1	4	2	2	4	1	1	4
2,801- 3,200 ...	2	1	4	2	2	4	2	1	4
3,201- 3,600 ...	2	2	4	2	2	5	2	1	4
3,601- 4,000 ...	2	2	4	2	2	5	2	1	5
4,001- 4,400 ...	2	2	5	3	2	5	2	1	5
4,401- 4,800 ...	2	2	5	3	2	5	2	2	5
4,801- 5,200 ...	3	2	5	3	2	6	2	2	5
5,201- 5,600 ...	3	2	5	3	2	6	2	2	6
5,601- 6,000 ...	3	2	6	3	3	6	2	2	6
6,001- 6,400 ...	3	2	6	3	3	6	2	2	7
6,401- 6,800 ...	3	3	6	3	3	7	2	2	7
6,801- 7,200 ...	3	3	6	3	3	7	2	2	8
7,201- 7,600 ...	3	3	7	3	3	8	2	2	8
7,601- 8,000 ...	3	3	7	3	3	8	3	2	8
8,001- 8,400 ...	3	3	8	3	4	8	3	2	8
8,401- 8,800 ...	3	3	8	3	4	8	3	2	9
8,801- 9,200 ...	3	4	8	3	4	9	3	2	9
9,201- 9,600 ...	3	4	8	3	4	9	3	3	9
9,601-10,000 ...	3	4	9	3	4	10	3	3	9

and thereafter 1 S.A. for every 800 or part of 800 in excess of:—

- (a) Victualling duties ... 10,400  
 (b) Clothing and Implement duties 10,400  
 (c) Naval Store duties ... 10,000

\* The staffs for Clothing and Implement duties are to be assessed on the numbers borne for victuals plus the numbers on Lodging and/or Provision allowances and/or billeted.

TABLE III

## Large Tenders (Destroyers, etc.)

No. of Ships	Victualling Accounts			Loan Clothing and Mess Trap Accounts		
	S.C.P.O. and St. P.O.	L.S.A.	S.A.	S.C.P.O. and St. P.O.	L.S.A.	S.A.
5- 10	1	—	1	—	1	1
11- 15	1	—	2	—	1	1
16- 20	1	—	2	1	1	1
21- 30	1	—	2	1	1	2
31- 40	1	1	2	1	1	2
41- 50	1	1	2	1	1	3
51- 60	1	1	3	1	1	3
61- 70	1	1	3	1	1	4
71- 80	2	1	3	1	1	4
81- 90	2	1	3	1	2	4
91-100	2	1	4	1	2	4
101-110	2	1	4	1	2	5
111-120	2	1	5	1	2	5
121-130	2	1	5	2	2	5
131-140	2	2	5	2	2	5
141-150	2	2	5	2	2	6

and thereafter 1 S.A. for every 20 or part of 20 tenders in excess of:—

- (a) Victualling Accounts ... 160  
 (b) Loan Clothing, etc. ... 170

In addition, Muster Staffs are allowed as follows:—

- Above 20 tenders ... 1 S.C.P.O. or St. P.O.  
 40 tenders and above ... 2 S.C.P.O. or St. P.O.

TABLE IV

## Small Tenders (Trawlers, etc.)

No. of Tenders	Victualling Duties			Clothing and Implement Duties			Naval Store Duties		
	S.C.P.O. and St. P.O.	L.S.A.	S.A.	S.C.P.O. and St. P.O.	L.S.A.	S.A.	S.C.P.O. and St. P.O.	L.S.A.	S.A.
10- 20 ...	1	—	2	—	—	*	1	—	1
21- 30 ...	1	—	2	1	—	1	1	1	1
31- 50 ...	1	1	2	1	—	1	1	1	2
51- 70 ...	1	1	2	1	—	2	1	1	3
71- 90 ...	1	1	3	1	—	2	1	2	3
91-110 ...	1	2	3	1	—	2	1	2	4
111-130 ...	1	2	3	1	1	2	1	2	5
131-150 ...	1	2	4	1	1	2	1	3	5
151-170 ...	1	2	4	1	1	3	1	3	5
171-190 ...	1	2	5	1	1	3	2	3	5
191-210 ...	1	2	5	1	1	4	2	3	5
211-230 ...	2	2	5	1	1	4	2	3	6
231-250 ...	2	2	5	2	1	4	2	3	6

and thereafter 1 S.A. for every 40 or part of 40 tenders in excess of:—

- (a) Victualling duties ... 250  
 (b) Clothing and Implement duties 270  
 (c) Naval Store duties ... 250

\* Clothing and Implement duties to be carried out by Victualling Staff.

Note.—Fifty per cent. of the number of "S.C.P.Os. and St. P.Os." produced by totalling those allowed by Tables II, III and IV, under each of the following two groups, may be C.P.Os. :—

- (i) Victualling and Naval Store Duties.  
 (ii) "Clothing and Implement Duties" and "Loan Clothing and Mess Trap Accounts"

In each group an odd rating is always to be a Petty Officer.

H.M.S. " " } Appendix  
 194 } Monthly Report of Writers and Stores  
 Ratings borne.  
 (A.F.O. 5992/44.)

- (a) No. of open accounts—(i) Officers borne for full pay .....  
 (ii) Ratings borne for full pay .....  
 (iii) Officers and ratings borne for victuals only .....
- (b) (i) Numbers victualled in the base, excluding tenders.....  
 (b) (ii) Numbers on lodging and/or provision allowances and/or billeted .....
- (b) (iii) Numbers victualled in attached major landing craft and all landing barges .....
- (b) (iv) Numbers victualled in attached minor landing craft .....
- (c) Number of tenders (excluding landing craft) of large type of complement of 40 or more .....
- (d) (i) Number of tenders (excluding landing craft) with small complements, i.e. under 40 .....
- (d) (ii) Number of major landing craft with complements over 25 .....
- (d) (iii) Number of major landing craft with complements of 25 or under and all landing barges .....
- (d) (iv) Number of minor landing craft .....
- (e) Number of Writer and Stores Branch ratings allowed and borne.....

	Pay Office		Captain's and S.C. Office			
	Allowed	Borne	Allowed	Borne		
C.P.O. Writer ... ..						
Chief Wren Writer ... ..						
P.O. Writer ... ..						
P.O. Wren Writer ... ..						
Leading Writer ... ..						
Leading Wren Writer ... ..						
Writer ... ..						
Wren Writer ... ..						
	Victualling		Naval Stores		Clothing	
	Allowed	Borne	Allowed	Borne	Allowed	Borne
S.C.P.O. ... ..						
Chief Wren ... ..						
Stores P.O. ... ..						
P.O. Wren ... ..						
L.S.A. ... ..						
Leading Wren ... ..						
S.A. ... ..						
Wren ... ..						

(f) Numbers allowed additional to scale (*vide* paragraph 2 of A.F.O. 3931/44) are included in the numbers shown as allowed in (e) above, and the authorities for such additions are as follows :—

Commanding Officer.

The Commodore, R.N. Barracks.  
 The Superintendent, W.R.N.S.

(A.F.O. 5993/44.)  
 (A.F.Os. 3930/44, 4466/44, 5006/44 and 5519/44 are cancelled.)

651/45  
**5993.—R.N. Air Stations—Complements of Writer and Stores Ratings**

(N/O.P.S. 1090/44/M.—16 Nov. 1944.)

With reference to A.F.O. 5992/44 the complements of Writer and Stores staffs of R.N. air stations at home and abroad are to be regulated according to the scales set out below. These scales consolidate those shown in A.F.Os. 3931/44, 4465/44 and 5006/44, which are cancelled. Reference to this Order should be substituted for A.F.O. 3931/44 wherever the latter appears in Schemes of Complement.

2. At R.N. air stations where W.R.N.S. personnel are not available for any reason, Naval ratings are to be borne in lieu of W.R.N.S. ratings allowed by these scales :—

- (A) Pay Office Staffs.  
 (B) Captains' Office Staffs.  
 (C) Victualling and Clothing Staffs.

These staffs are allowed in accordance with the instructions and scales shown in A.F.O. 5992/44, with the addition of one Wren Writer (General) to Captains, Office Staffs, over and above the scale allowance. The staff for ration card duties allowed in A.F.O. 5992/44 paragraph 7 note (iv) is also allowed in R.N. Air Stations at home

The rating allowed in the first column under Victualling duties in Table II of A.F.O. 5992/44 may be a Stores C.P.O. when the numbers victualled are between 751 and 1700.

Where pay accounts are carried at another station, the number of such accounts is the basis for calculating the staff by scale for the Captain's and Service Certificate Office. These accounts are to be disregarded in applying the scale at the station bearing the accounts.

(D) Naval and Air Stores Staff

No. of aircraft attached to the Station	S.C.P.O.	St. P.O.	L.S.A.	S.A.	Total Ratings
1-24 ... ..	—	1	3	3	7
25-47 ... ..	—	2	3	4	9
48-60 ... ..	—	2	4	6	12
61-84 ... ..	1	2	4	8	15
85-108 ... ..	2	1	5	9	17
109-120 ... ..	2	1	6	11	20
121-144 ... ..	2	1	7	13	23
145-156 ... ..	2	1	8	13	24
157-168 ... ..	2	1	9	13	25
169-180 ... ..	2	2	9	14	27
181-192 ... ..	2	2	10	14	28
193-204 ... ..	2	2	10	16	30
205-216 ... ..	2	2	11	16	31
217-228 ... ..	2	2	11	18	33
229-240 ... ..	3	2	11	18	34
241-252 ... ..	3	2	12	19	36
253-264 ... ..	3	2	12	20	37
265-300 ... ..	3	2	13	20	38
301 and upwards ... ..	3	2	13	21	39

Notes.—(i) Add 1 L.S.A. or S.A. alternately for each outstation; this rating to be employed either at the outstation or at the parent station, as desired.

(ii) Add 1 L.S.A. or S.A. alternately for each two (or part of two) types of aircraft attached to the station after the first 10 types.

(iii) A civilian is allowed as Barrack Storekeeper in addition to the above. Add 1 Wren Naval Stores for each 1,000 (or part of 1,000) borne for victuals after the first 550 borne for victuals. If one or more civilian labourers are borne for duty with Barrack Storekeeper a corresponding number of Wrens is to be reduced. This does not apply to R.N. Barracks, Lee-on-Solent.

(iv) Substitution by W.R.N.S. ratings (on a head for head basis) to be effected up to the maxima as follows, as and when practicable, R.N. ratings being borne at other times:—

Stores C.P.O. ... 50 per cent., 85-144; Nil, 145-228; 33 per cent. thereafter.

Stores P.O. ... 50 per cent. throughout.

L.S.A. ... 50 per cent. throughout.

S.A. ... 50 per cent., 1-108; 67 per cent. thereafter.

(v) At stations where a civilian is allowed for duty in the Publications Office reduce 1 S.A. or 1 Wren.

(vi) One or two Wren Writers (General) may be borne in lieu of one or two S.As. if desired.

(vii) Additional 1 L.S.A. (General Service), 2 S.A. (General Service) and 2 Wrens Naval Stores, allowed to R.N. Air Station, Hatston, only for duty with Home Fleet stores, etc.

(viii) One or two civilians may be borne for duty in connection with the receipt, issue and custody of petrol, lubricants and other inflammable stores. If borne reduce one or two Stores Assistants from the above scale.

(ix) Stores ratings for Workshops are included in the above scale.

(E) Training Squadrons Attached

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

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

(F) Storage Sections

Number of aircraft attached to station	R.N.			W.R.N.S.
	St. P.O.	L.S.A.	S.A.	Writer (General)
1- 47 ...	—	1	1	—
48- 84 ...	1	—	1	1
85-120 ...	1	—	2	1
121-156 ...	1	1	2	1
157 upwards ...	1	1	3	2

Notes.—(i) Stores staff may be all W.R.N.S. Air Stores on a head for head basis, except the Stores P.O., or the L.S.A. when only "1-47" aircraft are attached.

(ii) Storage Sections with a very high output compared to their average holding may be allowed additional supply ratings on application, each case being considered on its merits.

(A.F.O. 5992/44.)

(A.F.Os. 3931/44 and 4465/44 are cancelled.)

5994.—W.R.N.S. Ratings for Ration Card Duties

See AFO 2025/46 Royal Marine Establishment at Home

(N/D.P.S. 1090/44/M.—16 Nov. 1944.)

Where necessary, W.R.N.S. ratings may be employed on the following scale in R.M. establishments at home for the additional duties arising in connection with the issue of Ration Cards to R.M. personnel. The scale does not apply abroad.

Where the total number of R.M. personnel on the books of the Establishment does not exceed 1,000 ... 1 Wren Writer (General).

For each additional 1,000 borne ... Add 1 Wren Writer (General).

2. Wherever possible, however, the duties in question are to be performed by existing staffs or by available supernumeraries, and additions as above, particularly at Establishments where the numbers are small, should be made only when it is evident that the volume of work necessitates an increase in staff.

5995.—H.M. Ships and Establishments Bearing Personnel Signed on T.124 and Variants (including the Commissioned Cable Ship Agreement—C.S.P.1.X)—Messing Arrangements.

See AFO 6241/44

(V. 2/6009/44.—16 Nov. 1944.)

The following is a consolidation and revision of existing instructions regarding the messing arrangements for personnel signed on T.124 Agreement and its variants (including the Commissioned Cable Ship Agreement C.S.P.1.X).

2. Personnel signed on T.124 and its variants (T.124X, T.124T and the Commissioned Cable Ship Agreement C.S.P.1.X) are entitled to free messing under the following arrangements:—

3. Officers.—In vessels where the officers' mess is composed mainly of officers signed on the above agreements, the appropriate zonal rate of victualling allowance plus mess subscription of 1s. 0d. is to be credited to the mess in respect of each member. A refund of 1s. 0d. a day is, however, to be charged on the ledger against each R.N., R.N.R. and R.N.V.R. officer not serving under any of the agreements mentioned above. The amount recovered on the ledger is not to exceed 30s. 0d. for each complete calendar month.

In M/S and A/S trawlers in which the above arrangements for the messing of officers are in force, officers who are liable for mess subscription at the rate of 1s. 0d. a day are not entitled to receive payment of difference of mess subscription on the occasions when a unit or group officer is carried.

4. In vessels where the officers' mess is composed mainly of R.N., R.N.R. and R.N.V.R. officers, and is conducted to a wardroom standard or where specific Admiralty approval for the maintenance of a wardroom standard of messing has been given, the appropriate zonal rate of victualling allowance plus mess subscription of 1s. 6d. a day is to be credited to the mess in respect of each member. A refund of 1s. 6d. a day is, however, to be charged on the ledger against each R.N., R.N.R. and R.N.V.R. officer not serving under any of the agreements mentioned above.

5. Gun-room and Warrant Officers may be paid difference of mess subscription where appropriate in accordance with K.R. and A.I., Article 617.

6. When officers signed on the above agreements are messed in officers' messes of H.M. ships and establishments in which the normal Naval victualling arrangements



are in operation, they should be victualled and the mess may take additional credit in respect of mess subscription at the following rates :—

Wardroom messes ... ..	1s. 6d. a day.
Gun-room messes ... ..	1s. 3d. a day.
Warrant Officers' messes ... ..	1s. 0d. a day.

In no circumstances should mess subscriptions be charged against them on the ledger or the difference of mess subscriptions paid.

7. When officers signed on the above agreements are victualled in officers' messes in receipt of special victualling allowance (*vide* A.F.O. 4882/44), they should be credited with the current rate of special victualling allowance plus the appropriate mess subscription.

Provision allowance is payable under the conditions laid down in K.R. and A.I., Article 1673.

8. As from the date of the introduction of these arrangements on board Admiralty cable ships, payment of the special rate of Cable Ship Officers' victualling allowance of 5s. 0d. a day is to cease.

9. *Ratings*.—Ratings signed on the above agreements are to be messed or receive allowances in lieu as General Service ratings and are to receive the spirit ration or grog money in lieu in the normal manner.

(A.F.O. 4882/44.)

(A.F.Os. 195/40, 3106/40, 3805/40, 1100/42 and 3493/44 are cancelled.)

**5996.—Income Tax—H.M. Forces—Modification in Certain Cases of Basis of Assessment for 1944-45 and Subsequent Years**

(D.N.A/C.W. 47651/44.—16 Nov. 1944.)

Under the Income Tax (Offices and Employments) Act, 1944, the principle of "Pay as you Earn" is applicable to all emoluments chargeable under Schedule E, with the exception of the pay, pensions or other emoluments payable in respect of service in or with the Armed Forces of the Crown.

2. Representations have been made to the Admiralty that it would be advantageous if the full "Pay as you Earn" system could be introduced for the Navy. One of the principal arguments which has been advanced is that it would obviate hardship which may be entailed by the existing system when for any reason an officer or man suffers a reduction in taxable emoluments, but nevertheless has to pay tax on the higher emoluments earned in the preceding financial year.

3. The Admiralty are satisfied that the introduction of the "Pay as you Earn" system for Service personnel would be impracticable. Section 5 of the above-mentioned Act contains, however, a provision which entirely removes the hardship referred to in paragraph 2 and in fact gives Service personnel a valuable advantage.

4. The following is an extract from a statement by the Chancellor of the Exchequer in the House of Commons on 10th February, 1944 :—

"When we were discussing this matter last year, I told the House that we could not extend "Pay as you Earn" to the Armed Forces because of the practical difficulties in wartime, with very large forces scattered over many different theatres of war, of making a change in the existing system. The forces, however, are not left entirely out of account in the Bill, for, as Hon. Members will have seen, I propose to give them the benefits of "Pay as you Earn" in a rather different way. The forces already pay as they go, to the extent that the tax chargeable on them is paid over the Income Tax year and not many months in arrear, as has hitherto been the case in most employments in civil life. If, therefore, the man in the forces were brought on to the "Pay as you Earn" system the chief advantage that he would derive would be that his tax liability would be adjusted to any fall in pay which had the effect of bringing his pay for the current year below that for the preceding year. This happens in some cases where an acting rank is held for a time and then relinquished, and in order to meet this situation, and in view of the impossibility of putting the forces fully on a "Pay as you Earn" basis, we have included a clause in this Bill to give relief by reducing the Schedule E assessment on the service pay to the amount of the actual pay of the Income Tax year if that is lower than the pay of the preceding year."

5. Accordingly, where for any reason the taxable pay and allowances for 1944-45, or any subsequent year are less than those of the preceding year, the individual will be assessed to tax on the *current*, instead of the preceding year's emoluments. *This concession will have particular application to officers and men who were in receipt of Japanese Campaign Pay and suffer a reduction in income on leaving the area in which it is paid.*

6. In A.F.O. 5997/44, issued concurrently, Supply Officers have been instructed to apply this concession provisionally in cases where it seems evident that the emoluments for any current financial year will be less than those for the preceding year.

7. It should be clearly understood, however, that the true tax liability for the year will not be determined until the actual (as distinct from the estimated) emoluments for the year are known. *To avoid subsequent heavy tax arrears, officers and men are urged in their own interest to ensure that the provisional assessment for any year in which the concession is being operated is immediately increased if their pay and allowances are increased, e.g. by reason of promotion, advancement, commencement to draw taxable allowances, etc.*

(A.F.O. 5997/44.)

**5997.—Income Tax—H.M. Forces—Modification in certain cases of basis of assessment for 1944-45 and subsequent years—Accounting Instructions**

(D.N.A/C.W.47651/44.—16 Nov. 1944.)

The following instructions are issued concerning the concession notified in A.F.O. 5996/44 issued concurrently.

2. Where it is reasonably certain that the gross taxable naval emoluments for a current year will be less than those for the preceding year, Supply Officers should institute, or adjust, provisional tax charges on the basis of the estimated current year's emoluments.

3. When this is done, the following action should be taken :—

- The number of this A.F.O. should be inserted in brackets after the "Provisional" Tax notation figure "(a)" on the ledger, and should be carried forward to subsequent ledgers, and quoted on all pay documents.
- A report should be made to D.N.A. Branch 4A, notifying that the arrangement is being provisionally applied.
- Immediately after the end of the financial year the total of the actual gross taxable naval emoluments for that year should be reported to D.N.A. Branch 4A.

4. Supply Officers should ensure that if the taxable emoluments of a taxpayer to whom the concession is being provisionally applied are increased, the provisional tax charges are also increased. When the amount of the increase is such that the taxable emoluments are likely to exceed those for the prior year, the provisional charges should be revised on the basis of the prior year's emoluments, and D.N.A. 4A should be informed that the application of the concession under this A.F.O. has been cancelled.

(A.F.O. 5996/44.)

See AFO 3722/45. See AFO 2+06/45. See AFO 390/46.  
" " 1976/45. \*5998.—Leave See AFO 1635/40.  
" " 4-08/45 (M. 2529/44.—16 Nov. 1944.) " 3503/46.

The question of the grant of leave to officers and men is one which constantly engages the attention of Their Lordships. Rigid rules cannot be laid down, but the instructions which follow form a general guide to administrative authorities.

2. *Seagoing ships*.—(a) Ships based on and regularly working from ports in the United Kingdom.—Subject to the war-time exigencies of the Service a minimum of 14 days' leave a year should be given to seagoing ships permanently based in home waters. Leave is not to be restricted by any maximum when circumstances allow of more being given, and as much leave should be granted as conditions permit, subject to the proviso at (d).

(b) Home Fleet ships and other ships which may be employed at home or abroad.—When in home waters leave will be given as and when circumstances

Cancelled by AFO 3841/46.

permit, with no restriction on the number of days that may be granted in any one year, subject to the proviso at (d).

(c) If operational requirements or employment away from the United Kingdom have prevented grant of leave it is the intention that officers and men shall receive leave on not less than the foreign service scale shown in paragraph 3 below as soon as opportunity arises, e.g. when a long refit in the United Kingdom becomes due, or on paying off, or on the return of individual men to depot, subject to the proviso at (d).

(d) Where ships are due to reduce complement or pay off on conclusion of leave, leave in excess of the maxima laid down for foreign service in paragraph 3 is not to be granted without prior Admiralty approval.

(e) *Ships ordered to proceed abroad.*—When H.M. ships in Home waters are ordered abroad except on purely temporary service, whenever possible leave will be granted prior to sailing.

When this is done, such leave may be regarded as drafting leave for the purpose of the issue of free railway warrants.

3. *Foreign service leave.*—The war-time scale of foreign service leave is 7 days' leave for each 6 months abroad, plus one day's leave per month for broken periods of less than 6 months. This scale is subject to a maximum of 21 days (extended to 28 days when period abroad is 4 years or more). Whenever drafting requirements permit, foreign service leave should be granted in accordance with the full scale but men should be warned that leave in excess of the above maxima is subject to recall.

4. *Stationary ships, shore bases and shore establishments at home.*—General instructions as to leave to be granted from shore establishments at home, including training establishments, have been issued by the Admiralty to Commanders-in-Chief. Subject to the general rules indicated in these instructions it is intended that leave shall be given at the discretion of administrative authorities in accordance with orders issued by Commanders-in-Chief, with a minimum of 14 days a year. Leave on the full peace-time scale must not necessarily be expected.

5. *Drafting leave.*—Although the exigencies of war will sometimes render drafting leave impracticable, endeavour is to be made by drafting authorities to grant it in accordance with the following scale subject to the exigencies of the service:—

Men drafted abroad or to ships earmarked for foreign service ... 14 days.  
Men drafted to seagoing ships based in home waters ... 7 days.

If a man has received long leave of 7 days or more within one month of draft, this may be taken into account at the discretion of the drafting authority when deciding the number of days drafting leave to be granted.

6. Re-engaging leave may be given when practicable, and otherwise may be deferred.

7. *Survivors' leave.*—The survivors from a ship sunk will be given 14 days' leave on return to their home port depot. This cannot be in addition to foreign service leave due, since drafting requirements make such extended leave impracticable; nevertheless, survivors should be given every possible consideration in respect of extensions of foreign service leave as mentioned in paragraph 3 above.

8. *Leave abroad.*—Local leave granted by Commanders-in-Chief on the station during a period of foreign service will not, for the period of the war, be deducted from foreign service leave due on return to the United Kingdom, and details of such leave need not be noted on conduct sheets (K.R. & A.I., Art. 650, Cl. 3 (iv)). This arrangement does not, however, apply to officers and men permitted to take their foreign service leave abroad.

9. *Air crews in operational squadrons.*—While it is impossible under war conditions to lay down hard and fast rules, the minimum leave for members of air crews of operational squadrons should be 42 days a year spread out as much as possible over the year. This forms part of separate instructions issued by Admiralty Letter to Commanders-in-Chief regarding measures to be taken to maintain the efficiency and health of naval air crews in first line squadrons. The minimum of 42 days includes leave taken abroad, and does not affect the scale of foreign service leave due which is governed by paragraph 3 of this Order.

(A.F.Os. 4944/43 and 4359/44 are cancelled.)

(N. 27903/44.—16 Nov. 1944.)

*See AFO 4438/45*  
*" " 673/45*

The drafting of W.R.N.S. ratings belonging to categories instituted solely or principally for duty with the Air Arm, is controlled from the office of the Commodore, R.N. Barracks, Lee-on-Solent, and for this purpose a Chief Officer, W.R.N.S., is appointed additional to his staff as W.R.N.S. Drafting Officer (Air). The Drafting of W.R.N.S. ratings of these categories serving on foreign stations is controlled by the senior W.R.N.S. Officer on the Commander-in-Chief's Staff.

2. The special W.R.N.S. categories at present serving are as follows:—

* Aircraft Checker	† Meteorological Photographic Assistant
Aircraft Direction	* Q.O. (A)
† Air Mechanic (L)	† Radio Mechanic (ARM)
† Air Mechanic (A)	† Radio Mechanic (AWM)
† Air Mechanic (E)	† Radio Mechanic (ACM)
† Air Mechanic (O)	Safety Equipment Assistant
Air Stores	Safety Equipment Worker
Air Synthetic Trainer	Vision Tester
Bomb Range Marker	† Maintenance (Air)
Cine Gun Assessor	
† Fabric Worker	

\* Obsolescent categories.

† Categories to which allocations have ceased.

3. W.R.N.S. personnel for training or drafting in the special F.A.A. categories will be obtained from W.R.N.S. Central Training Depots.

4. Advancement procedure will be as generally laid down for W.R.N.S. ratings, and rosters will be maintained by the Commodore, R.N. Barracks, Lee-on-Solent, to whom Form S.507 (W) is normally to be forwarded direct by Commanding Officers of establishments. Where, however, there is divergence of opinion about the recommendation of any particular rating, the Form S.507 (W) and a report from the appropriate W.R.N.S. administrative officer stating her views briefly are to be forwarded to the Commodore, R.N. Barracks, Lee-on-Solent, through the Superintendent W.R.N.S. of the Command from which the recommendation is received.

5. As an exception to the general rule governing the drafting of W.R.N.S. ratings, the W.R.N.S. Drafting Officer (Air) will act under the orders of the Commodore, R.N. Barracks, Lee-on-Solent. She will, however, maintain liaison with the Superintendents W.R.N.S. in the various Commands on matters relating to welfare and accommodation and is also authorized to communicate with Director W.R.N.S. on such matters.

(A.F.Os. 4864/42, 352/43, 1901/43 and 5007/44.)

(A.F.Os. 5648/42 and 1317/43 are cancelled.)

*AFO 6264/45*

**\*6000.—Engineering Ratings Nearing Pension—Promotion to Temporary Warrant Rank**

(C.W. 59258/44.—16 Nov. 1944.)

In order to meet immediate requirements and to widen the zone of selection it has now been decided that active service ratings who are within five years of completing time for pension may be recommended for promotion to Temporary Acting Warrant Officer under the conditions laid down in A.F.O. 1107/40.

2. The limitation whereby active service ratings should not be recommended unless within three years of pension is cancelled.

3. It will be necessary for those recommended to be qualified for promotion to Warrant Rank in accordance with the provisions of K.R. & A.I., Article 313, omitting the examination laid down in K.R. & A.I., Appendix XII, Part 16, and the educational qualification laid down in K.R. & A.I., Article 313, Clause 1 (d).

4. The age limit of 40 may be disregarded. All candidates must, however, have passed for Chief E.R.A. or Chief Mechanician.

5. Employment will be seagoing and recommendations should be accompanied by a medical certificate of fitness and a copy of the candidate's service certificate. Recommendations for suitable candidates should be forwarded as early as practicable to the Secretary of the Admiralty.

(K.R. & A.I., Article 313, Appendix XII, Part 16.)

(A.F.O. 1107/40.)

(A.F.O. 5127/42 is cancelled.)

#### 6001.—Unemployment Insurance Position on Promotion to Permanent Warrant Rank

(P.M. 2997/44.—16 Nov. 1944.)

The additions shown below should be made to A.F.O. 3919/43, and necessary action taken by Supply Officers.

Insert new paragraphs 43A (a) and (b).

43A. (a) *Promotion to permanent warrant rank.*—On promotion of a rating to permanent warrant rank, the Supply Officer upon whose books the officer is last borne for pay as a rating, should immediately render form U.L.3XS to cover the period of lower deck service then concluding. The form should be sent direct to the Ministry of Labour and National Service, C. & R.O., Acton, London, W.3, a red ink notation being made in the top right-hand corner of the form as follows:—"Promoted to Permanent Warrant Rank".

(b) It is notified that while a permanent warrant officer is ineligible for the free credit of Unemployment Insurance contributions in respect of his permanent warrant officer service, the credit accumulated in respect of his lower deck service nevertheless remains effective for a minimum period of 74 weeks, which may be extended by the period of service as a permanent warrant officer (and/or by sickness) up to a maximum of 178 weeks after promotion, and a claim for Unemployment Benefit could be made within that time should the permanent warrant officer concerned leave the service.

(A.F.O. 3919/43.)

#### 6002.—National Health and Unemployment Insurance—Belgian Personnel Serving on ENG. 6 Agreements

(D.N.A. 31002/44.—16 Nov. 1944.)

No deductions in respect of National Health or Unemployment Insurance should be made from the pay of Belgian personnel serving under the above-mentioned Agreements unless and until a decision issued by the Ministry of Health is produced by a seaman stating that he is required to be insured under ordinary arrangements.

2. In the case of foreign domiciled seamen serving in vessels registered or owned in the United Kingdom, contributions are, however, payable by employers in respect of National Health Insurance and Unemployment Insurance. Such payments in connection with the Belgian personnel whose wages are paid by Base Supply Officers, etc., will be made by the Director of Navy Accounts (Branch 5A) and a return containing the following particulars is to be forwarded to that Department as soon as possible after the end of each quarter:—

(a) Name and official number of the vessel on which the men are employed.

(b) Names of the men.

(Note.—Young men aged 18 to 20 and boys aged 16 to 17 and 15 to 16 are to be shown separately.)

(c) Period of employment during the quarter covered by the return.

3. Base Supply Officers, etc., who have not already done so are to furnish an immediate report to the Director of Navy Accounts (Branch 5A) containing full particulars of any deductions which have already been made from the pay of such men, in order that the necessary adjustments may be made with the appropriate Ministries. No refunds in respect of contributions erroneously charged should, however, be made to the men pending the receipt of further instructions.

(A.F.O. 4664/40 is cancelled.)

#### 6003.—Inspection Sections at Naval Air Stations at Home—Employment and Duties

(A.279/44.—16 Nov. 1944.)

In order to improve the standard of maintenance of Naval aircraft, it has been decided to supply for the time being a small party, specially trained for inspection duties, to each Naval air station at home carrying out major inspections. This party will form the Inspection Section, and, apart from carrying out inspection duties, will assist the Air Engineer Officer in the training of the remaining personnel for maintenance inspection.

2. The party will consist normally of 1 officer, to be known as Aircraft Maintenance Inspection Officer, 1 A.A. (1st, 2nd or 3rd Class), 1 L.A.F.(A), 1 L.A.F.(E), and 1 L.A.F.(L).

3. The Aircraft Maintenance Inspection Officer will be directly responsible to the Air Engineer Officer and will carry out such inspection duties as are required by him.

4. Instructions for the guidance of Aircraft Maintenance Inspection Officers will be prepared by the Director of Aircraft Maintenance and Repair, Admiralty, and issued to Air Engineer Officers through the administrative authority.

5. Commanding Officers are to keep the whole question of aircraft inspection constantly under review with a view to dispensing with these additional appointments as soon as an adequate number of maintenance ratings become sufficiently experienced in their work.

#### 6004.—Travelling Expenses—Cab Fares in London, the Home Ports, etc.

(C.W. 57873/44.—16 Nov. 1944.)

The following should be substituted for the table of cab fares for Londonderry shown in A.F.O. 4847/44.

<i>Londonderry</i>		<i>Taxis</i>
<i>City Side Only</i>	Between any place within the City Boundary on the City Side of the River Foyle and any other place within the City Boundary on the City Side of the River Foyle.	For the first two passengers 2s. 6d. For each additional passenger 1s.
<i>Waterside Only</i>	Between any place within the City Boundary, in the Waterside, and any other place within the City Boundary in the Waterside.	
<i>City Side and Waterside Jointly</i>		
Between any place within the City Boundary, on the City Side of River, and within the City Boundary on the Waterside, or vice-versa:—		
	For not more than two passengers ... ..	3s.
	For each additional passenger ... ..	1s.

Return Fares to be One-half of Above (Additional)

provided that where the hiring takes place between the hours of 10 o'clock p.m. and 8 o'clock a.m., or where any hiring is not completed prior to 10 p.m., the addition of one-half the original fare shall be allowed and paid.

For every five minutes during which the taxi-cab shall be kept waiting 4d.

by the hirer thereof, or for any part of such distance or time.

For each bicycle ... .. 6d.

For each packet of luggage carried outside the taxi-cab ... .. 3d.

The cards indicating fares chargeable will be displayed inside taxi-cabs in a conspicuous position.

(A.F.O. 4847/44.)

#### 6005.—Yellow Fever—Protective Inoculation and Vaccination for Personnel Proceeding Abroad

(M.D.G. 41140/44.—16 Nov. 1944.)

All personnel proceeding abroad to areas where yellow fever is endemic are to be inoculated against the disease. Personnel proceeding to shore establishments in West Africa or to ships based on West Africa and all personnel joining the Eastern

Fleet by air by whatever route, must be inoculated against yellow fever before leaving the United Kingdom. Personnel flying from the west to the east coast of Africa and from any endemic area to Gibraltar should invariably be inoculated and carry a certificate to that effect in order to avoid quarantine restrictions.

2. Immunity develops in about 10 days after inoculation and whenever possible this period should elapse before sailing from the United Kingdom.

In order to comply with Quarantine Regulations of India, personnel proceeding to that country or to Ceylon by air, must be inoculated at least 14 days prior to departure.

3. Inoculation against yellow fever should precede vaccination against small-pox if possible, and there should be an interval of not less than five days between the two.

4. Inoculations against plague, cholera, typhus or inoculation with T.A.B.(T) can, if necessary, be given at the same time as inoculation against yellow fever.

5. In cases where delay cannot be accepted the procedure laid down in paragraph 3 should not be followed, and inoculations against yellow fever and vaccination against small-pox must be done at the same time.

6. While there is no scientific evidence to indicate that the taking of alcohol immediately before or immediately after yellow fever inoculation has a deleterious effect, it is certainly desirable that persons should not take alcohol for a period of 24 hours before and after inoculation.

7. Inoculation against yellow fever can be carried out in London by arrangement with the Medical Department, Admiralty, or at any Naval establishment, provided notice is given so that the vaccine may be obtained.

8. The attention of medical officers is drawn to the rapidity with which this vaccine becomes inert if not stored at a temperature of 4° C. or under. For this reason vaccination should be carried out wherever possible at the hospital or sick quarters at which the vaccine is stored. When this is not done the vaccine, if practicable, should be collected from the storage depot on the day on which it is required.

9. Deterioration even under optimum storage conditions is rapid. Two months after date of manufacture, the dosage on the label should be marked down to one-half (i.e., 10-dose ampoules counting as a 5-dose ampoule). After three months' storage the vaccine should be discarded.

10. Stocks of yellow fever vaccine are held at the following establishments, replenishments for which are obtainable by application to Medical Director-General—

Royal Naval Barracks, Portsmouth.  
 Royal Naval Hospital, Haslar.  
 Royal Naval Hospital, Chatham.  
 Royal Naval Hospital, Plymouth.  
 Royal Naval Auxiliary Hospital, Barrow Gurney, near Bristol.  
 Royal Naval Auxiliary Hospital, Kingseat, Aberdeen.  
 Royal Naval Sick Quarters, St. Paul's Eye Hospital, Old Hall Street, Liverpool.  
 Royal Naval Sick Quarters, Victoria Road, Swansea.  
 Naval Offices, St. Enoch Hotel, Glasgow.  
 H.M. Naval Base, North Shields.  
 Royal Naval Medical Depot, Dunfermline.  
 H.M. Naval Base, Londonderry.  
 R.N. Sick Quarters, 24, Cathedral Road, Cardiff.  
 H.M. Dockyard, Gibraltar.  
 H.M. Naval Base, Algiers.  
 R.N. Medical Depot, Rinningill, Lyness, Orkney.

11. When the vaccine is required it should be demanded from the most convenient place, specifying the exact quantities of vaccine and distilled water (if necessary) required. The smallest ampoule of dried vaccine requires the addition of 1.5 c.c.s. of distilled water and is sufficient for three inoculations. Ampoules containing 5, 10 and 20 doses are also available.

12. It is most important that notation be made in pay books as well as on medical history sheets. The notation made in pay books should be restricted to "Inoculation in accordance with C.A.F.O. 515/42".

The Medical Officer giving the inoculation will also keep a record of each certificate granted. This should be initialled by the officer or rating concerned as evidence that he has received the certificate.

Certificates are valid for four years, which is the estimated duration of immunity.

13. Details of methods of preserving the vaccine, and the technique of injection, which should be rigidly adhered to, is described in Article 7 of R.N. Medical Bulletin, No. 1.

(C.A.F.O. 515/42.)

(A.F.O. 5407/44 is cancelled.)

#### 6006.—Hurt Certificates—Use of Army Form B.117

(M.D.G. 28976/44.—16 Nov. 1944.)

Instances have occurred when Medical Officers have been requested to issue Hurt Certificates to R.N. and R.M. personnel from information contained on Army Form B.117, "Report on Injuries."

2. If Army Forms B.117 are properly completed by a competent authority they may be accepted as giving title to the issue of a Naval Hurt Certificate if the requirements of K.R. & A.L. Article 1419 are fulfilled.

3. The Hurt Certificate issued in such circumstances should be completed so far as is possible and the original B.117 left attached to it.

#### 6007.—Air Fitters (Instruments)

(N. 15446/44.—16 Nov. 1944.)

Men for the Instruments Section of the Air Fitter Branch are selected under approved arrangements by the Commodore, R.N. Barracks, Lee-on-Solent. They are not recruited separately and must have some years' civilian experience of watch, clock or instrument making or repairing. They are employed in the Naval Air Arm in lieu of Air Fitters (L) up to one-fifth of the number borne in any air station or repair yard. They are eligible for normal advancement to Petty Officer and Chief Petty Officer Air Fitter (Instruments). They will not normally be eligible for transfer to Air Artificer.

2. Before being rated, candidates will be required to pass a test at the School of Aircraft Maintenance after which they will undergo a course of instruction to be followed by an examination. The syllabus for this examination will be found in Appendix I to this Order.

3. No accelerated advancement will be granted on the results of the Air Fitter (Instruments) course, but Air Fitter qualified as Air Fitter (L) and subsequently transferred to Air Fitter (Instruments) may count accelerated advancement gained prior to transfer.

4. Application for advancement may be made after twelve months' service as Air Fitter. If, through no fault of his own, a candidate has been unable to complete the Instrument Course by the time he has served twelve months and provided he can pass the technical examination for Leading Rate within three months of completion of course, advancement may be ante-dated to date of application, less any accelerated advancement gained. E.T.1 is an essential qualification.

#### APPENDIX I

##### Examination Syllabus for Advancement from Air Fitter (Instruments) to Leading Air Fitter (Instruments)

(a) Practical examination to be divided into two parts:—

*Part 1.*—Calibration of instruments to include: Altimeter A.S.1, boost gauge, oil pressure indicator and directional gyro.

*Part 2.*—To make a small fitting applicable to instrument work involving the use of hand tools and watchmaker's lathe.

(b) Theoretical examination to be an Oral examination of two parts:—

*Part 1.*—On the construction and operation of all types of aircraft instruments.

*Part 2.*—The calibration of testing equipment and its uses.

All four parts to be given equal marks and a passing standard of 70 per cent. in each part. The fact that a candidate is especially good in one part is not to offset weakness in another subject.

(A.F.Os. 2800/41 and 1481/44.)

(A.F.O. 3389/43 is cancelled.)

See AFO 4097/45.

## 6008.—Officiating Ministers of Religion

(C.E. 58997/44.—16 Nov. 1944.)

The following appointments have been approved :—

*Roman Catholic*

Clydebank ... .. Rev. James Dolan,  
Holy Redeemer,  
Clyde Street, Clydebank.

Scarborough (W/T Station, Royal School of Music, W.R.N.S. Establishment). Rev. Maurice Hardy,  
St. Peter's,  
Castle Road,  
Scarborough.

Culham (R.N. Air Station) Rev. Edward Leicester,  
Bridge House,  
Dorchester-on-Thames,  
Oxford.

*Church of Scotland and the Free Churches*

Evanton ... .. Rev. A. Campbell,  
Kiltearn Manse,  
Evanton.  
(Church of Scotland.)

Ayr (R.N.A.S.) ... .. Rev. G. M. Dunn,  
St. Nicholas Manse,  
Prestwick, Ayr.  
(Church of Scotland.)

(Appointment to date from 6th September, 1944.)

H.M.S. "Foliot I" ... .. Rev. G. H. McCormick,  
51, Haddington Road,  
Devonport.  
(Methodist.)

H.M.S. "Mercury" ... .. Rev. W. T. Croxford,  
Wesley House,  
Heath Road,  
Petersfield.  
(Methodist.)

Dale ... .. Rev. J. O. Urmson,  
The Manse,  
Priory Road,  
Milford Haven.  
(Methodist.)

H.M.S. "Ferret" ... .. Rev. Herbert Irvine,  
4, Dacre Terrace,  
Londonderry.  
(Methodist.)

Alsager ... .. The appointment of the Rev. G. K. Eustice,  
Donnington, Alsager, has been extended to  
include all personnel of the Church of Scotland  
and the Free Churches.

*United Board*

Burnham-on-Crouch ... .. Rev. E. S. Earle,  
Denham, Essex Road,  
Burnham-on-Crouch.

Methodist ... .. Rev. J. L. Pritchard,  
20, Beaconfield Street,  
Hartlepool.

2. The usual facilities are to be afforded.

## 6009.—Payment by Emergency Pay Lists (Form S.1039)

(D.N.A. 30955/44.—16 Nov. 1944.)

Attention is directed to the instructions on the cover of pads of Forms S.1039 (Emergency Pay Lists) that the original copy of the Pay List is to be accompanied by a certificate of payment on Form S.1040. It is important that in completing Form S.1040 the source of supply of the cash used is shown as provided on the form.

## \*6010.—Food Rationing—Additional Allowance of Sweets during Christmas, 1944 for Persons under 18 Years of Age

(V. 11/8067/44.—16 Nov. 1944.)

The additional ration of eight ounces of sweets authorized by the Ministry of Food for civilians under 18 years of age, during the period 10th December, 1944, to 6th January, 1945, will also be available to R.N. and W.R.N.S. ratings and R.M. ranks who are eligible by reason of their age.

2. Such personnel who are on provision allowance or on leave during this period, and who consequently are supplied with food ration cards R.B.12S, should take their ration card, together with their naval pay book, to the local food office, where they will be given coupons for the extra sweets.

3. In cases of extended leave, the holder should present the stub of his R.B.12S when applying for an R.B.12 at any food office.

4. Personnel who are service-victualled will be able to draw the above-mentioned extra sweets through the normal N.A.A.F.I. supply arrangements, and Supply Officers should inform N.A.A.F.I. canteen managers as soon as possible of their requirements, in order that the necessary allocations may be made.

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

## 6011.—Clothing for Naval Personnel proceeding to Australia

See AFO 1954/45 (V/1/7501/44.—16 Nov. 1944.)  
" " 2098/45

Naval ratings (including air ratings) drafted in future for service on shore in Australia, are to be supplied gratuitously with two khaki bush shirts and two pairs of khaki shorts per man in lieu of the Naval pattern white tropical shirts or singlets and shorts. The men should be supplied with white shoes in the normal way. Naval air ratings should be supplied in addition with :—

2 pairs khaki drill trousers	} (gratuitous issue)
2 pairs hose tops	
1 pair web anklets	
1 khaki sun helmet (on personal loan).	

2. These articles should be issued to ratings concerned before leaving this country and drafting establishments should demand supplies of khaki clothing, hose tops and web anklets from one of the following:

The Superintendent, Royal Victoria Yard, Deptford, S.E.8.  
Superintending Victualling Store Officer, H.M. Naval Victualling Depots,  
South Western Area, Launceston.  
Superintending Victualling Store Officer, H.M. Naval Victualling Depots,  
Southern Area, Thatcham.  
Victualling Store Officer, H.M. Naval Victualling Depots, Kilmarnock.

3. Ratings serving on shore in Australia, other than air ratings, should be supplied gratuitously with the following articles if and when they are sent to areas where anti-malarial precautions are necessary :—

2 pairs khaki drill trousers
2 pairs hose tops
1 pair anklets.

4. Naval ratings, including air ratings, serving on shore in Australia, are to be supplied gratuitously with two white tropical shirts or singlets and two pairs white tropical shorts if and when drafted for service afloat.

5. A notation of the clothing issued in accordance with the foregoing instructions is to be made in the ratings' pay books.

6. The cost of replacement of all the articles, except sun helmets, is to be met from ratings' Kit Upkeep Allowance, and the following articles are to be paid for at the fleet issuing prices current for the corresponding items of Naval kit shown below:—

	Corresponding item of Naval kit
Bush shirt	Shirt, tropical
Trousers, drill	Trousers, duck
Shorts, drill	Shorts, tropical.

The issuing prices for hose tops and web anklets are 2s. and 4s. 7d. a pair respectively.

7. The long sleeves of the khaki shirts are on no account to be cut off, since they are essential for protection against mosquitos in malarial areas.

8. The range of sizes of khaki shirts, shorts and trousers is shown in the Appendix to this Order.

9. Naval officers appointed for service on shore in Australia should include the following in their kit:—

- Normal blue uniform
- No. 10 dress (for shore-going)
- Khaki tropical dress (working rig) plus khaki trousers (for wear in malarial districts)
- White tropical dress (in case drafted to sea)

Officers should be given clothing coupons on the basis authorized by A.F.O. 5817/43, Appendix C, for the full outfit of white clothing, to enable them to provide themselves with necessary white and khaki clothing before leaving this country. It is inadvisable to rely on being able to obtain clothing from civilian outfitters in Australia and officers should replenish their kits as necessary before leaving England. This applies more particularly to articles which are not obtainable from service stocks.

## APPENDIX

## Sizes—Khaki Drill Shorts and Trousers

Size of trousers and shorts	Waist	Height
Ex Small	27 in. to 28 in.	5 ft. 1 in. to 5 ft. 2 in.
1	28 in. to 29 in.	5 ft. 3 in. to 5 ft. 4 in.
Small	29 in. to 30 in.	5 ft. 1 in. to 5 ft. 2 in.
2	30 in. to 31 in.	5 ft. 3 in. to 5 ft. 4 in.
4		5 ft. 5 in. to 5 ft. 6 in.
7		5 ft. 7 in. to 5 ft. 8 in.
3		5 ft. 3 in. to 5 ft. 4 in.
5		5 ft. 5 in. to 5 ft. 6 in.
10	31 in. to 32 in.	5 ft. 9 in. to 5 ft. 10 in.
8		5 ft. 7 in. to 5 ft. 8 in.
6	32 in. to 33 in.	5 ft. 5 in. to 5 ft. 6 in.
11		5 ft. 9 in. to 5 ft. 10 in.
13	33 in. to 34 in.	5 ft. 11 in. to 6 ft. 0 in.
9		5 ft. 7 in. to 5 ft. 8 in.
16	34 in. to 35 in.	6 ft. 1 in. to 6 ft. 2 in.
12		5 ft. 9 in. to 5 ft. 10 in.
14	35 in. to 36 in.	5 ft. 11 in. to 6 ft. 0 in.
17		6 ft. 1 in. to 6 ft. 2 in.
15	37 in. to 38 in.	5 ft. 11 in. to 6 ft. 0 in.
18		6 ft. 1 in. to 6 ft. 2 in.

## Shirts, Bush

Size	Breast	Height
1	33 in. to 35 in.	5 ft. 3 in. to 5 ft. 5 in.
2	35 in. to 37 in.	
3	38 in. to 40 in.	5 ft. 6 in. to 5 ft. 8 in.
4	37 in. to 39 in.	
5	40 in. to 42 in.	5 ft. 9 in. to 6 ft. 0 in.
6	42 in. to 44 in.	

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

## 6012.—Instructional Film "Castaway" (Serial No. G.593)

(N.T. 5101/44.—16 Nov. 1944.)

A U.S. naval training film entitled "Castaway" is now available for K.N. instructional purposes, and copies will be distributed without demand in accordance with paragraph 3 below.

2. The film has a running time of 65 minutes approximately, and illustrates in detail the things a pilot should and should not do when shot down in the Pacific theatre of war.

3. Distribution will be as follows:—

	No. of Copies	
	35mm.	16mm.
(a) Copies on permanent loan:—		
R.N.A.S., Eastleigh ...	3	—
R.N.A.S., Yeovilton...	1	—
R.N.A.S., Henstridge ...	—	1
R.N.A.S., Crail ...	1	—
R.N.A.S., Ronaldsway ...	—	1
R.N.A.S., Inskip ...	—	1
R.N.A.S., St. Merryn ...	1	—
R.N.A.S., Easthaven ...	1	—
R.N.A.S., Fearn ...	1	—
R.N.A.S., Machrihanish ...	1	—
R.N.A.S., Hatston ...	1	—
R.N.A.S., Arbroath ...	1	—
R.N.A.S., Burseough ...	—	1
R.N.A.S., Eglinton ...	—	1
R.N.A.S., Maydown ...	1	—
R.A.N.A.S. (I.O.) ...	2	2
F.O.N.A.S. ...	1	1
R.A.N.A.S. (N) ...	1	1

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

Lyness Library ...	2	2
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
Londonderry Library ...	1	1
Trincomalee Library...	2	2
Colombo Library ...	2	2

(c) Duplicating facilities:—

F.O.C.R.I.N.—negative.

4. Application for copies on temporary loan should be made to the film libraries in accordance with A.F.O. 5377/44 (paragraphs 107 and 108).

(A.F.O. 5377/44.)

6013.—Instructional Films—Engineering

(N.T. 5085/44.—16 Nov. 1944.)

A series of engineering instructional films, produced by the U.S. Navy, will shortly be available, and copies will be issued without demand to the following film libraries :—

	No. of Copies	
	35mm.	16mm.
Scapa Library	1	1
Rosyth Library	1	1
Greenock Library	1	1
Liverpool Library	1	1
Chatham Library	1	1
Portsmouth Library (H.M.S. "Collingwood")	1	1
Devonport Library	1	1
London Library	1	1
Londonderry Library	1	1
Trincomalee Library	1	1
Colombo Library	1	1

2. The titles of the films in this series are as follows :—

G.603 Cooper Besemer Diesel Engine Maintenance :—

- Part 4.—Bearing Re-assembly.
- Part 5.—Bench Work (Part 1).
- Part 6.—Bench Work (Part 2).
- Part 7.—Bench Work (Part 3).
- Part 8.—Bench Work (Part 4).
- Part 10.—Engine Re-assembly (Part 1).
- Part 11.—Engine Re-assembly (Part 2).
- Part 12.—Engine Re-assembly (Part 3).
- Part 13.—Fuel System (Part 1).
- Part 14.—Fuel System (Part 2).

G.604—Shipbuilding Skill :—

- Part 1.—Outside Machinist.

G.567—Shipbuilding Skill :—

- Part 1.—Sheet Metal Work—Vaned Elbow Layout.
- Part 4.—Sheet Metal Work—The Transition Piece.

3. Application for copies of these films on temporary loan should be made to film libraries in accordance with A.F.O. 5377/44, paragraphs 107 and 108.

(A.F.O. 5377/44.)

6014.—Instructional Film, "First Aid in Action"—Serial No. A.197

(N.T. 5170/44.—16 Nov. 1944.)

An instructional film entitled "First Aid in Action" (serial No. A.197), has now been completed, and copies will be issued without demand as follows :—

	No. of Copies	
	35mm.	16mm.
(a) Copies for re-issue on temporary loan :—		
Libraries :—		
Scapa	2	2
Rosyth	2	2
Greenock	2	2
Liverpool	2	2
Chatham	2	2
Portsmouth (H.M.S. "Collingwood")	2	2
Devonport	2	2
London	1	1
Londonderry	1	1
Trincomalee	2	2
Colombo	2	2
Malta	1	1

No. of Copies  
35mm. 16mm.

Authorities :—

F.O., East Africa	1	1
C.-in-C., South Atlantic	1	1
F.O.L.E.M....	1	1
F.O.G.M.A.	1	1
F.O.C., West Africa	1	1

(b) Duplicating facilities :—

N.S.H.Q., Ottawa } Negatives.  
F.O.C.R.I.N. }

B.A.D., Washington—duplicating positive print.

2. The film has a running time of approximately 35 minutes, and copies should be obtained on temporary loan by application to the holders in paragraph 1 (a) above, in accordance with A.F.O. 5377/44 (paragraphs 107 and 108).

3. "First Aid in Action" (serial No. A.197) supersedes the old film "First Aid in the Royal Navy" (serial No. A.78), which is now considered obsolete, and all copies should be returned to S.N.S.O., R.N. Store Depot, 54, Neasden Lane, London, N.W.10.

4. Medical officers generally are to ensure that the new film, "First Aid in Action", is shown to ALL officers and ratings as soon as possible. This film, however, is to be used as an additional aid to training in first aid, and is NOT to take the place of lectures and practical exercises, which remain of paramount importance, and MUST continue.

5. The attention of Medical Officers generally is drawn to the film "Life Begins Again" (serial No. D.539, A.F.O. 690/44 refers), which deals with the rehabilitation of casualties. This film may usefully be shown to personnel who have seen "First Aid in Action", in order to reassure them that eventual complete recovery from wounds is not only the aim, but also the achievement of medical and first-aid personnel.

(A.F.Os. 690/44 and 5377/44.)

\*6015.—The Royal Naval Benevolent Trust—Grand Fleet and Kindred Funds

(N. 23702/44.—16 Nov. 1944.)

A.F.O. 5644/44 is to be amended as follows :—

Paragraph 5, line 9. Delete the words "the King Alfred" and substitute the words "King George's".

(A.F.O. 5644/44.)

\*6016.—Trafalgar Day Orphan Fund, 1943

(P.M. 3546/44.—16 Nov. 1944.)

Trafalgar Day Orphan Fund, 1943.

	£	s.	d.
The collection amounted to	28,399	7	10
Interest on deposit	53	14	10
Interest on 3 per cent. Defence Bonds	7	16	0
	28,460	18	8

Less :

	£	s.	d.
Stamps on Admiralty drafts and surcharges	10	0	
Postage	1	15	7
	2	5	7
	£28,458	13	1

The usual details of sources of the subscriptions, apportioned under the various commands, are not published as contributions were forwarded direct or via Fleet and Base Supply Officers, depending on movements of ships. Any such details required will, however, be furnished by the Command Supply Officer, Portsmouth, so far as available, and requests for the information may be addressed direct to him.

2. The sum of £28,458 13s. 1d. is being distributed as follows:—

Home	No. of Children	Amount	
		£	s. d.
R.N. and R.M. Orphan Home, Portsmouth ... ..	99	5,785	4 7
Nazareth House, Southsea ... ..	38	2,220	11 10
Services House, Southsea ... ..	46	2,688	1 9
Mayfield House, Edinburgh ... ..	64	3,739	18 11
Royal Sailors' Orphan Girls' School and Home, Hampstead.	24	1,402	9 7
Pembroke House, The Nore ... ..	100	5,843	13 4
St. Vincent's Orphanage, Torquay ... ..	7	409	1 2
Royal United Services' Orphan Home for Girls, Devonport.	31	1,811	10 9
Nazareth House, Plymouth ... ..	33	1,928	8 2
British Seamen's Orphan Boys' Home, Brixham ...	45	2,629	13 0
		£28,458	13 1

3. The distribution has been made on an equal basis for every naval and marine child maintained in the homes.

4. The approximate totals during the past ten years have been:—

	£
1934 ... ..	3,038
1935 ... ..	2,889
1936 ... ..	3,150
1937 ... ..	3,583
1938 ... ..	3,980
1939 ... ..	4,222
1940 ... ..	8,755
1941 ... ..	19,397
1942 ... ..	20,756
1943 ... ..	28,458

5. The Committee of the Fund, consisting of the Commanders-in-Chief, The Nore, Plymouth and Portsmouth, wish to take this opportunity of thanking all those who have subscribed to, and organized entertainments in aid of, the Fund.

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

#### 6017.—Aircraft—Gun Installations—Modification to Blast Tubes

*Wildcat and Hellcat aircraft*

(G. 681/44.—16 Nov. 1944.)

To ensure a positive connection of blast tube to the barrel and prevent damage to the mainplane due to the blast tube coming off during firing, all blast tubes of Wildcat, and outboard guns of Hellcat aircraft (including blast tubes which have been modified in accordance with A.F.O. 2471/44) are to be modified as follows:—

*Nature of modification* ... Manufacture of retaining plate and attachment of blast tube.

*Drawing* ... .. A.F.O. Diagram No. 393/44.

*By whom to be done* ... Air Ordnance Artificer personnel.

*Degree of urgency* ... At first opportunity.

Requirement for each blast tube modification:—

Item 1. Retaining plate, 1.

Item 2. Connecting stud, 1.

Item 3. Jubilee slip, size No. 2, 1.

2. *Manufacturing instructions.*—(a) *Preparing the blast tube.* Remove from the blast tube the connecting arm and small positioning stud, side locking bolts with nuts (with blast tubes previously modified, remove the 4 rivets, steel leaf spring, and locking stud).

On the centre line of the blast tube, midway between the gripping lugs A—B, drill a  $\frac{5}{16}$ -in. hole for the connecting stud (blast tubes previously modified will have this hole).

(b) Cut an additional slot similar to the existing side slots, in the rear of the blast tube and 180 degrees from the  $\frac{5}{16}$ -in. hole

(c) *The Retaining Plate, Item 1.*—Obtain a  $\frac{1}{16}$ -in. thickness piece of mild steel of the required width and length per diagram. Drill a  $\frac{1}{4}$ -in. hole,  $\frac{7}{16}$  in. from the rear end

Turn over the front end at 1  $\frac{5}{8}$  in. to leave a gap of  $\frac{1}{16}$  in.

(d) *The Connecting Stud, Item 2.* To be turned to size shown, rivet to the underside of the retaining plate and finish off the riveted part with a shallow riveting snap.

(e) *Jubilee Clip, size 2, Item 3.* Partially unscrew the clip and insert it between the turned-over end of the retaining plate.

3. *Fitting the Blast Tube to the Gun.* Slide the retaining plate and jubilee clip over the blast tube, engage the connecting stud in the holes of the blast tube and barrel casing, hold in position, locate the screw of the jubilee clip in the most convenient position, and screw up the clip tight.

4. Jubilee clips are to be checked for tightness at each daily inspection, and should be exchanged at each Group "F."

(A.F.O. 2471/44. A.F.O. Diagram 134/44, and Admiralty Messages R.278 and R.447 are cancelled.)

#### 6018.—Aircraft—Guns, Browning, 0.50-in.—Bendix Hydraulic Gun Chargers

(A.S. 03499/44.—16 Nov. 1944.)

Bendix hydraulic gun chargers and the bracket assemblies for securing the charger to the gun, are naval armament stores and should be demanded from the Armament Supply Department.



2. The complete assembly for Browning 0.50-in. guns is R.A.F. Reference 108A/66 and the nomenclature is:—

Gear, machine gun firing:—

Aircraft:—

Gun, cal. 0.50:—

Chargers, hydraulic assembly.

3. The stores should be accounted for under the sub-assemblies, etc. shown in paragraph 4 below, and demands should be rendered accordingly. Where the whole sub-assembly is not required for replacement purposes, demands should be rendered only for the particular components required. The Appendix to this Order and A.F.O. Diagram 397/44(1-2) show the components of the sub-assemblies. On receipt of demands for components, R.N. armament depots should dismantle sub-assemblies as necessary and account for the components separately.

4. The following are the sub-assemblies with details of fixing screws which should be accounted for separately:—

R.A.F. Ref. No.	U.S. Part No.	Item
		<i>Section 108A</i>
N.I.V.	78034	Gear, M.G., firing, aircraft gun, cal. .50-in. :—
		Chargers, hydraulic
		Chargers, hydraulic:—
N.I.V.	78031	Brackets, front mounting, assembly
N.I.V.	78004	Brackets, rear mounting, assembly
N.I.V.	78005	Levers, assembly
93	78061	Screws, front, bracket retaining
94	78062	Screws, front and rear, bracket retaining
95	78063	Screws, rear bracket retaining

5. All outstanding demands for chargers, bracket assemblies, or components of brackets should be considered cancelled. Revised demands for this item, to complete aircraft should be rendered to Director of Armament Supply (A.17) (except for aircraft in the eastern theatre) pending further instructions. Demands to complete aircraft in the eastern theatre should be forwarded to Naval Armament Supply Officer, Colombo. Spare chargers, brackets, etc., will not be allowed to H.M. Ships, R.N. air stations, repair yards, etc., for the present.

6. Any stocks of the above items held by naval store depots in U.K. should be returned to one of the following:—

Superintending Armament Supply Officer,

R.N. Armament Depot,

Priddy's Hard, Gosport, Hants.

Armament Supply Officer,

R.N. Armament Depot,

Bandeath, Stirling.

Deputy Armament Supply Officer,

R.N. Armament Depot,

Kingswinford, Staffs.

Naval store depots abroad should arrange transfer to the nearest R.N. Armament Depot.

7. The Provisional Armament Publication No. 26, describes these hydraulic chargers as "Hydraulic loading Mechanisms (Bendix Type)"

8. Valves, gun charging, hydraulic, for .50-in. and 20-mm. (U.S. stock number I-V-430 or later types) are a cockpit installation and should be demanded from Director of Stores.

9. Any stocks of the valves remaining at R.N. armament depots at home after meeting outstanding demands should be transferred to Naval Store Depots, Stafford or Perth. Any outstanding demands which cannot be met should also be transferred. R.N. armament depots abroad should take similar action and transfer remaining stock or demands to the nearest naval store depot.

*Charger, Hydraulic*

*R.A.F. Ref. No. 108A/N.I.V., U.S. Part No. 78034*

R.A.F. Ref. No.	U.S. Part No.	Item	No. required per assembly
		<i>Section 108A</i>	
		Gear M.G., firing, aircraft:—	
		Gun, cal. .50:—	
		Charger, hydraulic:—	
72	78013	Bearing, trip mechanism ...	1
67	78040	Bushing and tube assembly (consisting of one tube, R.A.F. Ref. 108A/104—U.S. Part No. 78042 and one bushing, R.A.F. Ref. 108A/103—U.S. Part No. 78041).	1
69	78043	Collar and rod (consisting of one collar, R.A.F. Ref. No. 108A/105—U.S. Part No. 78045 and one rod, R.A.F. Ref. 108A/106—U.S. Part No. 78044).	1
76	78056	Cup piston ...	1
70	78035	Cylinder (consisting of one plug, R.A.F. Ref. 108A/109—U.S. Part No. 78038, one sleeve, R.A.F. Ref. No. 108A/108—U.S. Part No. 78037 and one tube, R.A.F. Ref. No. 108A/107—U.S. Part No. 78036).	1
77	78053	End cylinder ...	1
80	78058	Lock retainer ...	1
83	78014	Pin, bearing ...	1
87	112-S-22	Pin, cotter, $\frac{1}{8}$ -in. $\times$ $\frac{3}{8}$ -in. ...	1
89	78047	Pin, pull tube ...	1
90	78048	Piston (consisting of one end, R.A.F. Ref. 108A/113—U.S. Part No. 78050, one lug, R.A.F. Ref. 108A/114—U.S. Part No. 78051 and one tube, R.A.F. Ref. 108A/112—U.S. Part No. 78049).	1
82	390215	Plug, $\frac{3}{8}$ in. (for transit only) ...	1
81	78046	Plunger, trip mechanism ...	1
91	78057	Retainer, piston ...	1
92	78055	Ring, locking ...	1
99	78054	Spring, guide ...	1
97	78059	Spring, main ...	1
102	78060	Washer, pull mechanism ...	1

## Lever Assembly

R.A.F. Ref. 108A/N.I.V.—U.S. Part No. 78005

R.A.F. Ref. No.	U.S. Part No.	Item	No. required per assembly
		<i>Section 108A</i>	
		Gear, M.G., firing, aircraft :—	
		Gun, cal. .50 :—	
		Charger, hydraulic :—	
72	78013	Bearing, trip mechanism ...	1
78	78006	Latch, trip mechanism ...	1
79	78009	Lever, trip mechanism ...	1
83	78014	Pin, bearing ...	1
88	78007	Pin, pivot, for latch ...	1
96	78012	Screw, spring retaining ...	1
98	79621	Spring, clip... ..	1
100	79576	Springs, secondary ...	2
101	78010	Spring, trip mechanism ...	1
102	78060	Washer, pull mechanism ...	1

## Front Mounting Bracket Assembly

R.A.F. Ref. 108A/N.I.V.—U.S. Part No. 78031

R.A.F. Ref. No.	U.S. Part No.	Item	No. required per assembly
		<i>Section 108A</i>	
		Gear, M.G., firing, aircraft :—	
		Gun, cal. .50 :—	
		Charger, hydraulic :—	
74	78033	Bracket, front, bearing trip mechanism.	1
71	78023	Cap and plug, front and rear bracket (consisting of one cap, R.A.F. Ref. No. 108A/110—U.S. Part No. 78205, and one plug, R.A.F. Ref. 108A/111—U.S. Part No. 78026).	1
73	78206	Cap, bracket, front and rear bracket.	1
68	78015	Clamp, front and rear bracket ...	1
84	78029	Pin, cap ninge ... ..	1
85	78030	Pin, clamp hinge ... ..	1
87	112-S-22	Pins, cotter, $\frac{1}{8}$ in. $\times$ $\frac{5}{8}$ in. ...	3
		<i>Used with sub-assembly but accounted for separately.</i>	
93	78061	Screw, front bracket retaining ...	1
94	78062	Screw, front and rear bracket retaining.	1

## Rear Mounting Bracket Assembly

R.A.F. Ref. 108A/N.I.V.—U.S. Part No. 78004

R.A.F. Ref. No.	U.S. Part No.	Item	No. required for assembly
		<i>Section 108A</i>	
		Gear, M.G., firing, aircraft :—	
		Gun, cal. .50 :—	
		Charger, hydraulic :—	
75	78028	Bracket, rear, bearing trip mechanism.	1
71	78023	Cap and plug, front and rear bracket (consisting of one cap, R.A.F. Ref. No. 108A/110—U.S. Part No. 78205, and one plug, R.A.F. Ref. 108A/111—U.S. Part No. 78026).	1
73	78206	Cap, bracket, front and rear bracket.	1
68	78015	Clamp, front and rear bracket ...	1
84	78029	Pin, cap hinge ... ..	1
85	78030	Pin, clamp hinge ... ..	1
87	112-S-22	Pins, cotter, $\frac{1}{8}$ in. $\times$ $\frac{5}{8}$ in. ...	3
		<i>Used with sub-assembly but accounted for separately.</i>	
94	78062	Screw, front and rear bracket retaining	1
95	78063	Screw, rear bracket retaining ...	1

## 6019.—Aircraft—Guns, Hispano, 20 mm.—Gauges Breech Block Guide

(A.S./G. 5663/44.—16 Nov. 1944.)

A number of 20 mm. Hispano gauges breech block guide, R.A.F., Ref. 8D/2393, have been issued to the Naval Air Service.

2. These gauges are *not* now allowed to H.M. ships (except H.M.S. " Unicorn " and aircraft maintenance ships), R.N. air stations or squadrons.

3. Any gauges, Ref. 8D/2393, held other than by H.M.S. " Unicorn " are to be returned to the appropriate R.N. armament depot immediately.

(C.B. (R) 4252/42.)

## 6020.—Ammunition—Fuzes 198, 400 and 401—Liability to Prematures or Blinds with 12-pdr., 12 cwt. Guns—Clamping of Fuzes after Setting

(G. 022034/44.—16 Nov. 1944.)

Attention is drawn to A.F.O. P.794/44 amendment to B.R. 233 (1942), concerning instructions for clamping fuzes Nos. 198, 400 and 401 after setting and before fuzed shell are fired from 12-pdr., 12 cwt. guns.

(B.R. 233/1942.)

## 6021.—Ammunition—Magazine and Shell Rooms—Sliding Tray Stowages—5.25-in. Shell—Testing of Bottle Screws and Modification to Locking Bolts—As. and As.

H.M. Ships P.E.R.Os., P.S.Os. and Dockyards concerned

(G. 020267/44.—16 Nov. 1944.)

A recent accident, due to the failure of the supporting system to a 5.15-in. sliding tray equipment has been traced to the parting of a faulty bottle screw nut which caused the locking bolts to bend, thus allowing the top and bottom trays to close together.

2. This accident could not have occurred had the lower tray been maintained slightly heavier than the upper tray—a procedure which should be adopted throughout loading or unloading of stowages.

3. In future, all first fitting or replacement bottle screws for 5.25-in. sliding trays are to be subjected to a tensile test load of 2 tons before fitting.

4. As a further safeguard, it is approved for the locking bolt housing for "Dido" Class stowages to be modified as shown on A.F.O. Diagram 392/44 (Drawing DNC 7/A 1032). Ships concerned should insert an Item Classification A in their current list of As. and As. to cover the work involved.

**6022.—Ammunition—Pyrotechnics—Cartridges, Signal, Pyrotechnics, etc., Packing for Transport**

(A.S./G. 010554/43.—16 Nov. 1944.)

Investigation into the cause of a recent fire at a R.N. armament depot has disclosed the fact that pyrotechnics have, on occasion, been returned loose in sacks.

2. Attention is therefore directed to the instructions in Article 265, N.M. & E.R. Under no circumstances are pyrotechnics to be returned in other than their authorized packages. Where the appropriate packages are not available they should be obtained from the depot to which the pyrotechnics are being returned.

(A.F.O. 349/44.)

**6023.—Ammunition Pyrotechnics—Candles, Smoke, Yellow, Mark V, J. W. & S. Ltd., Lot 73, filled 5/43—Withdrawal—REPORTS**

(A.S. 02686/44.—16 Nov. 1944.)

All Candles, Smoke, Yellow, Mark V, filled J. W. & S. Ltd., Lot 73, filled 5/43, are to be returned to the nearest Naval Armament Depot and others drawn in lieu.

2. Any held in depots or landed are to be set aside and quantities concerned reported to Director of Armament Supply (B.103).

**6024.—Ammunition—S.A., 20-mm., Oerlikon Practice Lots 880, 884, 890, 892, 896, 897 and 898—Critical Examination—REPORTS**

(A.S./C.I.N.O. 11701/44.—16 Nov. 1944.)

Sixty rounds each of Oerlikon practice ammunition of Lots 880, 884, 890, 892, 896, 897 and 898 are urgently required for firing trials.

2. Commanding Officers of H.M. ships at home and abroad should report by signal to the Admiralty (D.A.S. branch B.89), particulars of any of this ammunition on board.

3. Naval Armament Depots at home and abroad are to set aside, if available, 60 rounds of each of the lots referred to, and report by signal to D.A.S. (Branch B.89), when disposal instructions will be given.

**6025.—Ammunition—S.A. 20 mm. Oerlikon H.E., Lot N.F.M. 8-B-4—Critical Examination—REPORT**

(A.S. 13842/43.—16 Nov. 1944.)

One box of 20 mm. Oerlikon H.E. ammunition of Lot N.F.M. 8-B-4 is required for investigation concerning a missfire report.

2. Commanding Officers of H.M. ships at home and abroad should report by signal to the Admiralty (D.A.S. Branch B.89) particulars of any of this ammunition on board.

3. Naval armament depots at home and abroad are to set aside, if available, one box of the ammunition referred to and report particulars by signal to Director of Armament Supply (B.89), when disposal instructions will be given.

**6026.—Ammunition—20 mm. Oerlikon—Swiss Manufacture—Withdrawal—REPORTS**

(A.S/G. 2627/44.—16 Nov. 1944.)

It has been decided that 20 mm. Oerlikon ammunition of Swiss manufacture is to be withdrawn from service.

2. If in its original package the ammunition can be identified by the marking "Ammunition de Surete Class C" in red. If otherwise packed or removed from its package its identity can be established by the following :—

Marked on base of cartridge case—

- (1) Contractors' initials.
- (2) Material lot number.
- (3) Lot number of complete round.
- (4) Initials of filler.
- (5) Date of filling (year only, *i.e.*, 39)

Shell and projectiles have no stamping.

3. All Oerlikon ammunition of Swiss manufacture on board H.M. ships is to be returned to the nearest Naval armament depot or Officer in Charge of Armament Supply at the first opportunity and other ammunition drawn in lieu.

4. D.E.M.S. Staff Officers are to arrange for similar action to be taken in merchant ships.

5. Details of stocks of Swiss ammunition at Naval armament depots or subsequently received are to be reported to D.A.S. (Branch B.107) for disposal.

**6027.—Ammunition Supply—Naval Armament Depots—Supply, Tests and Returns of Ammunition to**

(A.S. 13317/44.—16 Nov. 1944.)

A number of cartridges, Q.F., 4-in., Mark XVI\*, H.E., fuzed 230, size S.C. 103 of Lot R.N.C. 2631, remade at Lodge Hill, August 1944, have been found to be incorrectly stencilled as being filled with Lot R.N.C. 2031.

2. No special action is required to examine stocks of these cartridges for correctness of Lot number, but steps are to be taken to ensure that as the cartridges pass through for examination at N.A. depots, any found stencilled R.N.C. 2031 are to be restencilled R.N.C. 2631.

**6028.—Ammunition Supply—Ready Use and Magazine Lockers—Generators, Smoke, No. 18—Grenades, Smoke, No. 79—3-in. Mortar Smoke Ammunition and 2-in. Mortar Smoke Ammunition—Weather Deck Stowage.**

(G. 018066/44.—16 Nov. 1944.)

Lockers as enumerated below are now available for weather deck stowage of the above ammunition :—

- (a) Locker to hold 8 boxes of generators, smoke, No. 18, grenades, smoke, No. 79, or 3-in. mortar smoke ammunition, to drawing D.N.C. 2A/1095.
- (b) Locker to hold 6 boxes of 2-in. mortar smoke ammunition to drawing D.N.C. 2A/1094.
- (c) Locker to hold 4 boxes of 2-in. mortar smoke ammunition to drawing D.N.C. 2A/1032.

2. Lockers required to stow the outfit allowances should be demanded from D.C.W.(S), Pulteney Hotel, Bath, and copies of the drawings may be obtained from Curator of Drawings, Admiralty, Bath.

3. The Admiralty Pattern numbers allocated to these lockers are as follows :—

- (a) 7799
- (b) 7797
- (c) 7800

respectively, and should be quoted in all demands.

**6029.—Anti-Aircraft Fire Control—F.K.C. System—Gyro Cross Level Correctors, Marks XA and XIA**

H.M. Ships "Zambesi", "Cambrian", "Zephyr", "Cassandra", "Zealous", "Zebra", "Caesar", "Barfleur", "Chevron", "Cockade", "Trafalgar", "Hogue", "Armada", and W.E.Ss.

(G. 021951/44.—16 Nov. 1944.)

It has been discovered that in certain early deliveries of gyro cross level correctors, Marks XA and XIA, the drive of director cross level training correction into the training hunter is in the wrong sense. The instruments affected as fitted in the ships mentioned above carry the following serial numbers :—

659750	659817	659751
659813	659818	659752
659814	658053	659753
659815	659748	
659816	659749	

2. Commanding Officers or W.E.Ss., as applicable, should arrange for the necessary modification. The change consists of reversing a bevel wheel as shown on A.F.O. Diagram No. 402/44 (D.N.O. 6333). In most of the instruments affected the wheel will be found to have been fitted in both positions so that the necessary taper pin hole will be ready drilled for the correct position. To gain access to the interior of the instrument for carrying out the work, the whole of the top and sides of the instrument can be removed when one union in the lubrication system is unscrewed.

3. In addition to the above modification, the training correction dial should be re-engraved to reverse the words "right" and "left".

**6030.—Ballistics—Q.F., 4-in., Mark XX Guns in Submarines—Ranging of H.E. Shell**

(G. 08518/44.—16 Nov. 1944.)

At ranges up to 8,000 yards, British 4-in. H.E. shell, Mark XVIII B.N.T., with inert tracer, fuze No. 230, may be expected to range short of 4-in. H.E. shell of Messrs. Vickers Armstrong's designs No. 28196 G.L. and No. 27574 G.L. by about 35 yards.

2. The fuze settings given in Range Table No. 470 are applicable to 4-in. H.E. Mark XVIII B.N.T. shell, fuze No. 400, when fired from Q.F., 4-in., Mark XX guns.

**6031.—Guns—0.50-in. Browning (all Types)—Levers, Cocking**

(A.S. 11368/44.—16 Nov. 1944.)

Various types of cocking lever for 0.50-in. Browning guns are being issued to service.

2. The levers bear either U.S. Part Numbers B.9718 or B.9718A. The number is followed by a further serial number which differs for each type of lever (e.g. B.9718-1, B.9718-2, B.9718-3 or B.9718A-1, B.9718A-2, B.9718A-3, etc.).

3. Levers bearing either Part Number B.9718 or B.9718A are interchangeable, irrespective of serial numbers.

4. Levers for Naval air service guns should be accounted for as :—

Guns, Browning 0.50-in. aircraft :—

107K/21 ... Levers, cocking (U.S., Part No. 9718).

107K/N.I.V. ... Levers, cocking (new pattern) (U.S., Part No. 9718A), and levers for "deck" guns as :—

Guns, Browning 0.50-in. :—

Levers, cocking (U.S., Part No. 9718).

Levers, cocking (U.S., Part No. 9718A).

5. When available levers, Part No. 9718A, should be issued in lieu of lever, Part No. 9718.

**6032.—Guns—0.50-in. Machine, Browning—Clearance between Locking Piece and Locking Piece Cam**

(A.S./G. 1867/44.—16 Nov. 1944.)

The following action is to be taken :—

Gun ...	...	0.50-in. Browning (aircraft and deck).
Part affected ...	...	Locking piece and locking piece cam.
Purpose ...	...	To prevent faulty locking due to insufficient engagements between the locking piece and its slot in the breech block
Action ...	...	Check the clearance between the locking piece and the locking piece cam in the following manner :—
		(a) Strip the gun and unscrew the barrel until its rear face is level with or below the level of the barrel extension.
		(b) Re-assemble the gun without breeching up and with the breech block fully forward, in which position the locking piece should be right home in its slot. Measure the clearance with feelers between the base of the locking piece and the locking piece cam.
		(c) If the clearance is 0.040-in. or more, attempt to reduce it by interchange of locking pieces or cams. Failing this the gun should be returned to the appropriate R.N. armament depot, and a serviceable gun demanded in lieu.

By whom to be done... H.M. ships, R.N. air stations, etc.  
Repair yards and R.D.U.s.  
Base staffs (for D.E.M.S. and auxiliary craft).  
R.N. Armament Depots.

Degree of urgency ... (a) Aircraft guns—

In service ... At every Group F operation.

At R.N. Armament Depots. Repairable guns when passing through the factory. Serviceable restricted guns do not require checking.

(b) Deck guns—

In service ... At frequent intervals by O.A.s and by base staff only for D.E.M.S.

At R.N. Armament Depots. During repair and overhaul only.

(A.F.O. 4372/44 is cancelled.)

**6033.—Guns—20-mm. Oerlikon—Barrels, Marks II\* and III\*\*, and Double Loading Stop, Part I, Mark III—Introduction**

(A.S./C.I.N.O. 8941/44.—16 Nov. 1944.)

A number of Mark II and III\* Oerlikon barrels with incorrectly tapped holes for double loading stop, Part I, have been repaired by fitting a modified double loading stop held in position by a securing screw, and accepted into service.

2. The repaired barrels are designated Mark II\* and III\*\* and the modified double loading stop, Part I, is designated Mark III.

6034.—Gun Mountings—16-in., Mark I, 15-in., Mark I/N, 14-in., Marks II and III, 8-in., Marks I, I\* and II, 6-in., Marks XXI, XXII, XXIII, XXIV—Internal Lagging of Gunhouses—As. and As.

“King George V” Class, “Nelson”, “Rodney”, “Warspite”, “Queen Elizabeth”, “Valiant”, “Renown”, “Kent” and “London” Classes, “Norfolk”, “Leander”, “Arethusa”, “Southampton”, and “Fiji” Classes, H.M. Ships “Belfast” and “Swiftsure” (1 turret), Dockyard and Repair Authorities concerned.

(G. 09803/44.—16 Nov. 1944.)

*Introduction.*—The conditions inside gunhouses of all ships fitted with the above mountings have been giving concern for a considerable period, and the matter has been investigated in collaboration with the R.N. Personnel Research Committee. Several forms of lagging, ventilation, desiccation, cooling and heating have been tried in the last 18 months with varying success.

2. Lagging offered the best simple palliative, which would be of equal assistance in extremes of temperature and humidity. It has the advantage that anything that can be done later retrospectively in the way of increased heating, cooling or air conditioning will be simplified and assisted.

3. Investigations into the form the lagging should take to meet the exacting requirements of gear attached to armour, subject to vibration, shock, damp, heat and salt water have shown that the method described herein is likely to meet requirements.

4. *Lagging used and its effect.*—Trials at sea in 6-in. turrets lagged internally with four layers of asbestos cloth Ad. Pattern 18A, secured to the gunhouse roof and walls by suitable adhesives and finally coated with a proprietary water paint have given the following results:—

*In cold weather:—*

(a) With existing heating in use, the inside air was 23½° F. warmer than the external air as compared with 14° in a similar turret without insulation.

(b) The inner surface temperature was 15.3° F. above the dew point compared to 9.3° F. in the uninsulated turret. Sweating did not occur.

*In warm weather:—*

(a) With sun of sufficient power to raise the outside surface temperature of the gunhouse to a maximum of 115°, the inside surface temperature was scarcely affected and at no time rose above the inside air temperature which at the maximum above was 75° F.

5. It has been decided that lagging as described in paragraph 4 should be fitted at the first opportunity to all ships carrying the mountings quoted. Action is being taken to lag turrets of similar marks under construction and mounted in ships being completed.

6. To get the work done in the shortest possible time in the greatest number of ships, one of the guiding principles of the investigations was to find, if at all practicable in their results, materials already known to the service or in any case proprietary articles widely distributed. The materials should be of such a nature that with practice the work could be done by ship's staff.

7. The approved method uses common materials and all are now rate book articles. The application can be done by ships' staffs. It will not be easy at first but bearing in mind the advantages to be derived from its application it will be worth the effort. Most men at one time or another have done some paper hanging in the house. The methods and materials described below are very similar and proficiency will soon be acquired. Turret crews should be encouraged to do their own turrets as they will benefit the sooner thereby. The work might well be undertaken at cruising stations under certain conditions.

8. Additional advantages of this form of lagging are:—

(i) If damaged at drills, etc., or small sections become detached or worn they can readily be replaced or renewed by ship's staff. Small stocks of materials should be maintained on board for this purpose.

(ii) If sections become detached after an external glancing blow from a splinter, etc., they will not injure personnel beneath and can easily be disposed of.

(iii) Large sections are unlikely (and should be avoided) because of the existing fittings, beams, cable runs, etc.

(iv) The work can be done a section at a time, but in general one layer should be completed before the next is applied.

9. *Procedure.*—A contract has been placed with Messrs. Newalls Insulation Co., Ltd., to lag the above turrets of all ships refitting in the United Kingdom as and when they become available. Dockyards and repair establishments should make contact with the firm's local representatives when a ship comes in hand, for the work to be done on high priority.

10. Stocks of material are being provided at home dockyards, etc., and certain bases abroad (*see* paragraph 19 for distribution, etc.) and should be supplied to the contractor as a free issue.

11. Ships refitting in Royal or Dominion yards abroad should be lagged by the yard concerned in accordance with the instructions herein, subject to material and labour being available.

12. Ships unlikely to be in hand for refit for a considerable time should obtain the materials from the nearest storing depot (*see* paragraph 19) and do the work themselves as opportunity offers.

13. If the work cannot be completed during the refit, the ships concerned should be supplied with sufficient material to complete the work as opportunity offers.

14. The lagging of turrets of ships refitting in U.S.A. is under review with B.A.D.

15. Commanding Officers of ships concerned should include an item, Classification A\*, in their current list of As. and As. to cover the work involved, quoting this A.F.O.

16. *Topweight compensation* will be required as follows on the basis of the areas and weights given in the following paragraphs and on a total added weight not exceeding 1.7-lb. per sq. ft. of area covered:—

“Queen Elizabeth” Class	...	5-tons	} preferably at upper-deck level.
H.M.S. “Renown”	...	3½-tons	
Other capital ships	...	Nil (at present).	

“Kent”, “London” and “Norfolk” Classes:—

4-turret ships	...	133-tons/ft. above a 23-ft. W.L.
3-turret ships	...	100-tons/ft. above a 23-ft. W.L.

“Leander” Class:—

4-turret ships	...	93-tons/ft. above a 20-ft. W.L.
3-turret ships	...	70-tons/ft. above a 20-ft. W.L.

“Southampton” Class:—

4-turret ships	...	80-tons/ft. above a 25-ft. W.L.
3-turret ships	...	60-tons/ft. above a 25-ft. W.L.

“Fiji” Class:—

4-turret ships	...	80-tons/ft. above a 25-ft. W.L.
3-turret ships	...	60-tons/ft. above a 25-ft. W.L.

“Arethusa” Class:—

3-turret ships	...	50-tons/ft. above a 22-ft. W.L.
H.M.S. “Belfast”	...	Nil.

Proposals for providing the required compensation should be forwarded by the ships concerned. No work is to be undertaken until the compensation is approved. The weight per sq. ft. of material actually to be fitted is to be checked and reported if greater than that stated above.

17. *Surface areas of turrets.*—The following are the approximate surface areas of the various turrets under consideration:—

(a) 16-in. Mark I	...	...	...	2,000-sq. ft.
(b) 15-in. Mark I/N	...	...	...	1,500-sq. ft.
(c) 14-in. Mark III (Quad.)	...	...	...	2,000-sq. ft.
(d) 14-in. Mark II (twin)	...	...	...	1,500-sq. ft.
(e) 8-in. Marks I and I*	...	...	...	960-sq. ft.
(f) 8-in. Mark II	...	...	...	1,050-sq. ft.
(g) 6-in. twin, Mark XXI	...	...	...	790-sq. ft.
(h) 6-in. triple, Mark XXII	...	...	...	1,125-sq. ft.
(j) 6-in. triple, Mark XXIII	...	...	...	1,050-sq. ft.
(k) 6-in. triple, Mark XXIV	...	...	...	1,050-sq. ft.

18. *Materials required:—*

Asbestos cloth, Ad. Pattern 18A	...	...	Subhead E, Item 2
Asbestos twine, Ad. Pattern 28	...	...	Subhead E, Item 2
Texylon emulsion 25, Ad. Pattern 3560	...	...	Subhead E, Item 6
White Matrol paint, Ad. Pattern 3561	...	...	Subhead E, Item 6
Flintkote (Indasco Asphalt Emulsion), Ad. Pattern 860.	...	...	Subhead E, Item 8

From the quantities used in specified cases, shown in Appendix A (6-in. triple Mark XXIII mounting) and Appendix B (14-in. quadruple Mark II and twin Mark III mountings) and the approximate surface areas of turrets in paragraph 17 above, a fair estimate of the materials required for each ship can be obtained.

19. *Distribution of stocks.*—The undermentioned materials (excepting the asbestos cloth and twine) have been requisitioned for purchase for delivery as indicated:—

Pattern	Description	Denom.	Mersey	Chatham	Rosyth	Portsmouth	Devonport	Severn
3560	Texylon emulsion 25 in 56-lb. container—							
	Home trade	Tons	—	8	8	8	8	—
	Shipment	Tons	6	—	—	—	—	18(a)
3561	White Matrol paint in 56-lb. containers—							
	Home trade	Tons	—	2	2	2	2	—
	Shipment	Tons	1	—	—	—	—	4(a)
18a	Asbestos cloth, $\frac{1}{8}$ -in.(b)	Yards	15,400	10,000	10,000	10,000	10,000	24,600(a)
28	Asbestos twine (b)	Lbs.	56	—	—	—	—	56
860	Flintkote (Indasco Asphalt Emulsion).	Galls.	—	75	75	75	75	—

(a) Includes quantities to be shipped from Severn Area to Ceylon and Durban as follows:—

Pattern	Description	Denom.	Ceylon	Durban
3560	Texylon emulsion 25 in 56-lb. shipment containers.	Tons	6	6
3561	White Matrol water paint in 56-lb. shipment containers.	Tons	1½	1½
18A	Asbestos cloth, $\frac{1}{8}$ -in.	Yards	4,600	4,600
860	Flintkote (Indasco Asphalt Emulsion)	Galls.	60	60

(b) Instructions to obtain these quantities under the standing contract were given to Superintending Naval Store Officers concerned in N.S. Postal Message B.27495, dated 11th August, 1944.

20. *Procedure for demanding.*—The materials required should be demanded from the S.N.S.O. at the nearest dockyard.

21. *Instructions for application of insulation.*—*Object.*—To lag the greatest possible surface area of the turret without removing existing fittings, cable runs, etc. Therefore, until experience and proficiency have been gained the more readily accessible areas should be done first. Care should be taken to keep lagging of vent plates in roof, etc., separate from surrounding "solid" structure.

*Directions.*—(i) Clean turret sides and roof or any structural steel work to be insulated. Smooth away rough edges. Paint adhering well to the walls may be left but all doubtful cases must be chipped until a good foundation is obtained.

(ii) Apply one coat Flintkote of heavy painting consistency. Allow surface to become tacky.

(iii) Apply one coat of Texylon adhesive.

(iv) Apply immediately the first layer of asbestos cloth in pieces not too large, pressing the cloth into position with a 12-in. long × 2-in. dia. wooden roller.

(v) Apply another layer of Texylon to the outside of the layer of cloth already in position. This can be done at once or as convenient.

(vi) Apply second layer of asbestos cloth in similar manner to (iv) above but with the warp running the opposite way to the warp in the first layer.

(vii) Apply third and fourth layers of adhesive and cloth as above.

(viii) The last layer of cloth should be applied in larger pieces and all joints broken throughout. This gives added strength and helps binding.

(ix) A coat of Texylon to be applied finally on the outside of the last layer. All edges of cloth around obstructions and cut-outs to be well coated with Texylon and joints of the last layer to be sewn together with asbestos twine using a large bent needle.

(x) When starting the roof, cut the asbestos cloth lengthwise through the centre which will make the cloth 20-in. wide. Roll a suitable length of this material on to another 2-ft. long 2-in. dia. wooden roller. One man unrolls the cloth on to the roof while a second man follows, pressing the cloth into position with the 12-in. roller. If the cloth is well rolled on and pressed into position with the roller, there is no need to use any supports to hold the insulation in position until the adhesive has set. The last layer to be fitted athwartships.

(xi) After insulation is dry coat surface with two coats white matrol water paint except portions which may have to be painted pea-green water paint, *i.e.*, L.D.S. cabinet.

*Note.*—Oil paints must never be used on the lagging or the benefit will be lost.

22. *Tools required for two men:—*

- 1 pair tailor's shears (7-in. blocks, 13-in. overall).
- Two 5-in. long needles (can be bent by heating).
- Two 6-in. flat brushes for applying Texylon.
- One 4-in. flat brush for applying Flintkote.
- 1 wood roller, 12-in. long × 2-in. dia. with handle.
- 1 wood roller, 24-in. long × 2-in. dia. to roll cloth on roof.
- 2 flat brushes for applying Matrol paint.
- 1 bucket for fresh water for cleaning men's hands and to keep brushes pliable.

23. Texylon emulsion, white Matrol paint and Flintkote are being added to the Rate Book for Naval Stores under the pattern numbers indicated in paragraph 18.

APPENDIX A

*Materials required for the insulation of 6-in. Gun Turret with four layers, Ad. Pattern 18A Asbestos Cloth—6-in. triple, Mark XXIII mounting*

Total area to be covered	...	...	...	1,050-sq. ft. (one layer)
Pattern No. 18A asbestos cloth	...	...	...	10 rolls—approx. 1,272-lb.
Texylon Emulsion 25	...	...	...	4-cwt.
White Matrol paint	...	...	...	128-lb.
Asbestos twine	...	...	...	½-lb.
Flintkote (Indasco Asphalt Emulsion)	...	...	...	2½-gall.

Brushes, etc., as suggested, and as required in accordance with the number of men employed.

Quantities are for one turret only. Total weight, approximately 17-cwt.

*Note.*—One roll of cloth (42-in. wide) is 40-yd. long.

## APPENDIX B

*Materials required for the insulation of one in No. 14-in. Gun Turret with four layers, Ad. Pattern 18A Asbestos Cloth—14-in., Mark III (quadruple), mounting*

Total area covered with one layer ... ..	2,123-sq. ft.
Total area covered with four layers ... ..	8,492-sq. ft.

*Materials used :—*

Ad. Pattern 18A asbestos cloth ... ..	25 rolls
Approximate weight of cloth required ... ..	2,812.5-lb.
Texylon Emulsion 25 ... ..	8-cwt.
Flintkote (Indasco Asphalt Emulsion) ... ..	11-gall.
Asbestos sewing twine ... ..	4-lb.
White Matrol paint ... ..	5½-cwt.

Brushes, etc., as required, in accordance with the number of men employed.  
Total weight, approximately 39-cwt.

*Materials required for the insulation of one in No., 14-in. Gun Turret with two layers, Ad. Pattern 18A Asbestos Cloth—14-in., Mark II (twin) mounting*

Total area covered with one layer ... ..	1,637-sq. ft.
Total area covered with two layers ... ..	3,274-sq. ft.

*Materials used :—*

Ad. Pattern 18A asbestos cloth ... ..	10-rolls
Approximate weight of cloth required ... ..	1,125-lb.
Texylon Emulsion 25 ... ..	4-cwt.
Flintkote (Indasco Asphalt Emulsion) ... ..	7-gall.
Asbestos sewing twine ... ..	2-lb.
White Matrol paint ... ..	4½-cwt.

Brushes, etc., as required, in accordance with the number of men employed.

*Note.*—Two layers only were used in this instance. Quantities of asbestos cloth and Texylon should be approximately doubled to do turret with approved four layers.

**6035.—Gun Mountings—5.25 in.-4 in. Inclusive—Fitted with Q.F. Guns—Adjustment of Semi-automatic Breech-operating Gear**

*Ships, Dockyards and Overseers concerned.*

(G. 013314/44.—16 Nov. 1944.)

A number of cases of failure of breech buffer bodies has recently occurred, particularly in 5.25 in., Mark I and 4.5 in., Mark III guns.

2. Investigations into these failures point to the cause, in at least some cases, being the incorrect adjustment of the stop face of the semi-automatic cam of the breech-operating gear, which tends to give the breech block a greater travel than the designed figure.

3. When gun mountings employing the tripper-cam type of semi-auto gear are built it is usual for the stop face of the cam to be left over-size until the gun has finally been fitted, when the stop face should be finally adjusted to give the breech its correct opening under the action of slow run-out of the gun.

4. The figures for the correct breech opening for the various guns concerned under the action of slow run-out are contained in the relevant mounting handbooks.

5. As some mountings may not have been correctly adjusted before despatch from makers' works, all ships concerned should check the breech opening, by means of the hauling-back gear provided, at an early date and, if necessary, adjust the stop faces of their semi-auto cams as requisite to give the correct movement.

6. The mountings principally concerned are 5.25 in., Marks I and II; 4.7 in., Marks XVIII, XIX, XX and XXII; 4.5 in., Marks II, III, IV and V, and 4 in., Mark XIX. The 4.7 in., Mark IX\*\* guns fitted in 4.7 in., Marks XVIII and XXII mountings are not fitted with breech buffers, but it is considered desirable that they should be checked in the same way as the others to ensure correct operation of breeches.

**6036.—Gun Mountings—5.25-in., Marks I, I\* and II, to 4-in., C.P., Mark XIX—Hauling, Back Gear—Muzzle Adaptors for O.Q.F., 5.25-in., Mark I, O.Q.F., 4.7-in., Marks IX\*\* and XI, O.Q.F., 4.5-in., Marks I and III, and O.Q.F., 4-in., Mark XVI\*.**

(G. 015854/44.—16 Nov. 1944.)

In order to facilitate manufacture, loose barrels are now being made with a parallel portion instead of the usual "swell" at the muzzle end. When guns with muzzle swell are exchanged for the new type it will be found that the muzzle clamp of the hauling back gear will require an adaptor bush to enable the clamp to be firmly secured.

2. Muzzle adaptors to suit O.Q.F., 4.7-in., Mark IX\*\*, guns in 4.7-in. C.P., Mark XXII mountings have been manufactured and are available for supply to ships on demand, from G.M.O., Parkhead, Glasgow.

3. Ships armed with O.Q.F., 4.7-in., Mark XI, O.Q.F., 4.5-in., Marks I or III, and O.Q.F., 4-in., Mark XVI\* guns should insert an item in defects lists to cover manufacture by refitting yards, quoting this A.F.O.

4. Details for manufacture are given in A.F.O. Diagram 390/44.

5. As slip test gear is not carried in ships armed with O.Q.F., 5.25-in., Mark I guns, but is incorporated in the "D" set of spare gear, Yards holding such "D" sets should manufacture one adaptor for each set of slip test gear, as shown on A.F.O. Diagram 390/44

6. Ships armed with O.Q.F., 5.25-in., Mark I guns should also arrange for manufacture of one adaptor to be available for use with the appropriate slip test gear that may be borrowed from Yards.

**6037.—Gun Mountings—4.7-in., Twin, Mark XIX, 4.7-in. C.P.XVIII, 4-in., Twin, Mark XIX, and 4-in., Mark XXIV—Operation of Hand Fuze-setting Tray**

*C.Os. of ships concerned*

(G. 019894/44.—16 Nov. 1944.)

Hand fuze-setting trays of a design originally produced for 4.7-in., C.P.XVIII mountings are now being provided for 4.7-in., twin, Mark XIX, mountings, 4-in., Mark XXIV, mountings, and certain 4-in. twin, Mark XIX, mountings.

2. The following points in connection with the use of these trays are promulgated for information :—

- Accurate fuze-setting with these trays depends entirely on the engagement of the studs in the fuze key with the slots in the fuze.
- To obtain satisfactory engagement, the round must be placed in the tray red mark uppermost.
- The round must be slid along the tray, without undue force, in such a manner as to ensure the red mark entering the key in line with the setting stud.
- The required fuze is set by rotating the round on the tray rollers in a clockwise direction looking from the base of the round.
- It is most important that force should not be used. If it is, and the alignment of red mark and setting stud is not correct, a wrong fuze-setting will almost certainly result.

3. Relevant mounting handbooks will be amplified in due course

**6038.—Gun Mountings—2-pdr., R.P.50, Mark VI Mountings—Modification to Training Gear**

(G. 022302/44.—16 Nov. 1944.)

- (a) *Ships and authorities concerned* H.M. Ships "King George V", "Howe", "Formidable", "Implacable", "Sussex", G.M.O., Barrow.
- (b) *Type and Mark of mounting* 2-pdr., R.P.50, Mark VI Mountings, Reg. Nos. 172 to 194 inclusive.
- (c) *Part of mounting affected* ... Training power drive friction clutch.
- (d) *Purpose of modification* ... Instances have recently occurred of excessive overshoot, oscillation, and poor braking when training 2-pdr., R.P.50, Mark VI mountings, particularly at high speeds. Investigation revealed that springing of the clutch sleeve was taking place, resulting in uneven pressure on the bearing surfaces such that the clutch rendered at torques much below that for which the gear was designed, viz., 80 lb./ft.
- (e) *Nature of modification* ... New and much stiffer sleeves are being manufactured and will be supplied to ships concerned without demand. Fitting of the new sleeve involves minor modifications to adjacent parts of the gear. Necessary drawings and instructions for fitting will be supplied with the new sleeves.
- (f) Messrs. Vickers-Armstrongs, Ltd., Drawing No. 49974 G.B., which is included in Ships' Officers' sets of drawings, shows the existing arrangement. The sleeve concerned is indicated as item 3/43644.
- (g) *By whom to be done* ... Ships' staffs.
- (h) *Degree of urgency* ... To be incorporated in current production for all future mountings Reg. No. 195 onwards. Mountings in service as early as possible.
- (i) This modification is to be treated as a defect.

**6039.—Projectors, Rocket Flare, 2 in.**

*Coastal Force Bases*

(G. 021136/44.—16 Nov. 1944.)

From reports recently received from Coastal Force craft, it appears desirable to strengthen the rear plate carrying the projectile back stops of 2-in. rocket flare projectors.

- Strengthening may be carried out by welding two short lengths of  $\frac{1}{2}$ -in. by  $\frac{1}{2}$ -in. by  $\frac{1}{2}$ -in. angle iron to the back of the plate as shown on A.F.O., Diagram 397/44.
- This modification should be undertaken by base staff wherever necessary.

**6040.—Training—Instructional Appliances—Miniature Tracer Firing Range—Servicing of Sound Effects**

(G.D. 0573/44.—16 Nov. 1944.)

When defects beyond the capacity of base staffs occur in the sound effects of miniature tracer firing ranges, the assistance of the Cinema Maintenance Organization is to be obtained.

2. The Cinema Maintenance Organization will only do minor servicing, and will not undertake any work which requires the dismantling of fixed components. If more complicated defects are discovered by the Cinema Maintenance Organization, the apparatus should be returned to British Acoustic Films, Ltd., Woodger Road, Shepherd's Bush, London, W.12, by the Establishment concerned.

3. Defective sound apparatus is not to be returned from abroad. If defects cannot be made good locally, replacements of defective parts are to be demanded.

**6041.—Aircraft Torpedoes—M.A.T. IV—Portable Charging Set for Topping Up Bottles**

(T. 09280/44.—16 Nov. 1944.)

A.F.O. diagram 398/44 (1-2) gives details of a set for topping up the bottles of M.A.T. IV in dispersed stowages which has been made up and found most useful by one of H.M. aircraft carriers.

2. If desired, ships and air stations may make up these sets, quoting this Order in support of the demand for the cylinder and stop valve and the pressure gauge.

3. To guard against the bottle bursting, should it be accidentally dropped, the bottle is not to be charged to more than 1,000 lbs./sq. in., which will be found sufficient to top up about 25 tails.

4. The bottle is to have "Maximum Charge 1,000 lbs./sq. in." stencilled on it in  $\frac{1}{2}$ -in. white letters.

5. B.R. 811(3) will be amended.

**6042.—Exploder Mechanisms—U.S.A., Mark 4 and Mark 8 Type—Periodical Tests and Examinations**

(T. 09290/44.—16 Nov. 1944.)

The existing regulations in Ordnance Pamphlet 663 specify that Mark 4, Mod. 1 exploders should be tested on receipt in a ship or Naval air station. (This test is applicable to Mark 4 and Mark 8 type exploders.)

2. In addition to the test on receipt, the following periodical tests and examinations should be carried out:—

*Six-monthly.*—Six months after receipt and six months after each annual test the exploder is to be given a visual examination for rust and verdigris. If either rust or verdigris is found to be present in any quantity the exploder is to be given a test similar to the annual test.

*Annually.*—Twelve months after receipt and thereafter at twelve-monthly intervals the exploder is to be given a proving test as laid down in O.P. 663, Chapter V.

3. In order to gain information of the troubles, if any, which are likely to be experienced with these exploders, ships and establishments supplied with 22.4-in., Mark 13, and Mods. torpedoes, should report to the Admiralty (D.T.M.) through their administrative authority on 30th June, 1945, giving the following information:—

- Percentage of exploders showing signs of rust and verdigris at the six-monthly examination.
- Percentage of exploders that failed proving test as laid down in O.P. 663, Chapter V, either on receipt or at annual test.
- Causes of failures in (a) and (b).
- Any recommendations.



4. The British method is to use an air jet in place of an electric motor during tests on the pistol.

5. To arm the exploder for test purposes, by revolving the impeller, ship's staffs should arrange for the necessary air pressure and jet to revolve the impeller by air pressure.

6. The minimum pressure of air required for this purpose is 160 lb./sq. in. and the jet is to be made up with a short length of bronze flexible air hose, St. No. 8044, with approximately 4 ins. of copper piping, size 0.25-in. external and 0.15-in. internal, St. No. 2044, connected to flexible pipe by nut union, St. No. 1270.

(A.F.Os. 4828/43 and 5491/43 are cancelled.)

**6043.—Depth Charge Communications—Lamp Box, Pattern No. 10199, for Firing Lamps at Release Positions**

(T. 01637/44.—16 Nov. 1944.)

Reports have been received from sea indicating that in some cases difficulty is being experienced in bright sunlight, seeing the lamp light in lamp box A.P. 10199

2. The lamp at present being fitted in these boxes is lamp A.P. No. 629M (4.8 watts). Lamps A.P. No. 629M should be exchanged for lamps A.P. No. 9897 (10 watts). This should be done forthwith. Future demands for box, Pattern No. 10199, should be accompanied by demands for lamp, A.P. No. 9897, instead of lamp A.P. No. 629M.

3. All lamp boxes, A.P. No. 10199, are supplied with a spectacle arrangement which comprises at one end a red disc which is moved over the bulls-eye for use by night and at the other end a brass shade for use by day. The interior surface of the brass shade should be finished "matt black" when supplied, but it has been discovered that one manufacturer has omitted this. This has created an additional difficulty and commanding officers should ascertain whether or not this is the case in the lamp boxes fitted in their ships and should arrange for the omission to be rectified by ship's staff.

4. Sufficient experience has now been gained to establish the fact that Depth Charge Firing Lamp Boxes, Pattern No. 10199, when fitted with lamps, Pattern No. 9897, and having the whole of the exterior painted "matt black," are completely effective under the most adverse conditions of brilliant sunlight.

5. Commanding officers are therefore requested to have all such lamp boxes completely painted "matt black," including the spectacle arrangement for night use. This work is to be done by ship's staff.

6. All new manufacture of Depth Charge Firing Lamp Boxes will have these modifications incorporated during manufacture.

(A.F.O. 3838/44 is cancelled.)

**6044.—Depth Charge Throwers, Marks IV and IV\*—Arcticising Arrangement—Method of Securing the Lagging Around the Exhaust Ports**

(T.2039/44.—16 Nov. 1944.)

It has been found that the lagging around the exhaust ports on Mark IV and IV\* Depth Charge Throwers is damaged by the exhaust blast on firing.

2. All ships fitted with Mark IV and IV\* Throwers which have been arcticised are to secure the lagging around the exhaust ports in the following manner:—

- (i) 18 gauge (0.048) M.S. plate, 3 in. wide, cut to the lengths required, is to have triangular teeth not longer than  $\frac{1}{4}$  in. cut along one side. A.F.O. Diagram 404/44.

(ii) Insert the straight edge of the plate under the asbestos lagging around the exhaust port, and bend it over to form a metal edging to the lagging.

(iii) Press in the triangular teeth.

(iv) Secure the lagging in close contact with the barrel of the thrower with a few turns of 16 S.W.G. copper wire above and below the exhaust ports. A.F.O. Diagram No. 404/44.

**6045.—Fuze, Safety, No. 11, Mark II, and No. 100—Precautions when Tightly Coiled**

(T. 02601/44.—16 Nov. 1944.)

Fuze, safety, No. 100 has been superseded by fuze, safety, No. 11, Mark II for supply to H.M. Ships. Fuze, safety, No. 100 will continue to be the normal supply to shore establishments for use on land until stocks are exhausted. When requiring fuze safety for use under water, shore establishments should clearly specify this on their demands, so that fuze, safety, No. 11, may be supplied if available.

2. Fuze, safety, No. 9 has also been superseded by fuze, safety, No. 11, Mark II, but will remain in ships' outfits until detonator No. 25 is completely superseded by detonator No. 6, Briska, for safety fuze; this will be when primer, C.E., Demolition, Mark III has superseded primer, C.E., demolition, Mark I.

3. Trials have shown that where a delay of more than five minutes is required and fuze, safety, No. 11 of a length greater than 10 feet is coiled tightly, so that the coils are in close contact with one another and inserted in a container, the heat generated is sufficient for "short circuiting" across the coils to take place. This greatly reduces the time taken for the fuze to burn.

4. In any mechanism, therefore, requiring fuze, safety, No. 11 to be burnt when coiled inside a container, no length greater than 10 feet (giving a maximum burning time of approximately five minutes) is to be used. When so used inside any form of container the turns of the coils must be not less than four inches in diameter, while adjacent turns must be separated by a layer of asbestos or other non-inflammable material so as not to be in close contact with one another. The fuze must be burnt from the outside coil towards the centre, and the container must be vented by at least a  $\frac{1}{8}$ -in. diameter hole to enable the burnt gases to escape.

5. Safety fuze coiled thus inside a container is to be confined to use in air or in depths not greater than 6-ft. of water.

6. For general demolition work, safety fuze, when coiled, should never be enclosed in a container.

(C.A.F.O. 1924/44 is cancelled.)

**6046.—Torpedoes—18-in., Marks XII\*\*B, XII\*\*\*, XV, and 21-in., VIII\*\*, IX-IX\*\*—Modification to Horizontal Rudder Control for "Flush Rudders"**

(A.S. 9486/43.—16 Nov. 1944.)

When the 18-in. Marks XII-XV\* and the 21-in. Mark VIII\*\* torpedoes are required for use as M.T.B.T. torpedoes, and when the 21-in. Marks IX-IX\*\* torpedoes are required for running with "TX" filled warheads, the controlling gear in the torpedoes must provide for flush rudder locking on discharge. This has been effected by filling up the gap in the trunk bar

2. In torpedoes already modified for flush rudder locking one of three different methods has been adopted:—

(a) To sweat a filling piece in the trunk bar (see A.F.O. Diagram 394/44 (1))

(b) To fit an extension piece to widen the locking lever (see A.F.O. Diagram 394/44 (2)).

(c) To fit an extension screw to widen the locking lever (see A.F.O. Diagram 394/44 (3)).

3. To standardize future modification the method shown at (c) in paragraph 2 is to be adopted; methods (a) and (b) are not now to be used. Current manufacture controlling gears for 18-in. Marks XII-XV\*, 21-in. Mark VIII, and 21-in. Mark IX type torpedoes have the extension screw fitted and left long for adjustment; the stowage hole in the locking lever is also provided.

4. In the case of the 18-in. type torpedoes it has been decided that the wide gap trunk link St. No. 5679A is no longer required for aircraft torpedo use, and future manufacture will therefore revert to the narrow gap trunk link St. No. 5679. Torpedoes fitted with the narrow gap link require no modification to give flush rudder locking.

5. Torpedoes 18-in. Marks XII-XV\* and 21-in. Mark VIII\*\* will be modified by torpedo depots before issue for M.T.B. services; the 21-in. Marks IX-IX\*\* torpedoes will be modified under classification D.I. Torpedoes on board should be modified as required, but the H.R.C.G. of 21-in. Marks IX-IX\*\* torpedoes should only be finally adjusted for "flush rudder" when actually required to run with the "TX" filled warhead; the extension screw is left in the stowage position when "flush rudders" is not a requirement.

(A.F.Os. 156/43 and 5096/43 are cancelled.)

**6047.—Torpedoes—18-in., Mark XII/XV Engines—"DZ" Manufacture—Use of Special Material Piston Rings**

(A.S. 0917/44.—16 Nov. 1944.)

Early manufacture 18-in., Mark XII/XV, "DZ" engines have been fitted with piston rings cast from a special material; experience has shown that the performance of engines so fitted is below standard and deteriorates on successive runs. The rate of wear of these piston rings is expected to be much higher than is the case with standard service pattern rings, St. No. 6147, and replacement may be necessary at a much shorter interval.

2. All 18-in., Mark XII/XV, "DZ" engines of serial number 1983 and onward are fitted with rings made from service-pattern material; in addition the following earlier engines have also been so fitted:—

708	1663	1880 to 1882 inclusive
709	1668	1886 to 1890 inclusive
711	1684	1899 to 1902 inclusive
713	1691	1905
729	1706	1909
731	1708	1910
733	1710	1912 to 1924 inclusive
735	1718	1926 to 1928 inclusive
738	1719	1933
1338	1724	1941
1342	1725	1944 to 1947 inclusive
1344	1731	1950
1347	1744 to 1846 inclusive	1951
1350	1848 to 1853 inclusive	1955
1352	1855	1962
1356	1856	1967 to 1970 inclusive
1358	1858 to 1862 inclusive	1972
1457	1864	1973
1458	1868	1975 to 1977 inclusive
1463	1870	1979
1606	1875	1981
1617	1876	

3. As torpedo engines of "DZ" manufacture are overhauled, careful attention should be paid to the piston rings fitted in engines of serial numbers other than those quoted.

**6048.—Torpedoes—18-in. and 21-in.—Danger of using Excessive Force when tightening H.P. Air Joints, and renewal of Washers**

(T. 09201/44.—16 Nov. 1944.)

The use of excessive force in tightening the union nuts of H.P. air pipe joints may cause the pipe collars to expand to such an extent that the collars become embedded in the threads of the nuts; in addition there is a danger of the nut fracturing owing to the increased material stress.

2. The attention of all concerned should be drawn to the necessity for avoiding excessive force, especially on the smaller pipe joints, as tests have shown that quite a reasonable force will enable a perfect H.P. air joint to be made.

3. In future manufacture pipes, the diameter of the collars will be slightly reduced to give an increased clearance between the collar and the union nut.

4. Additionally, it has now been decided that a new washer is to be used on every occasion of re-making a pipe joint in which a copper washer is employed. The new washer is always to be annealed immediately before being used.

5. These precautions should ensure that a good joint can be made without the application of excessive force.

6. The number of washers allowed per spare gear chest will be increased to allow for this change in policy.

7. Until this increase becomes effective, ships and establishments should demand the washers they require from the nearest torpedo depot.

(A.F.O. 3410/44 is cancelled.)

**6049.—Torpedoes—21-in., Marks VIII-IX\*\* ; 18-in., Marks XII-XV\*—Summary of Transmission Gear Units**

(A.S.D. 414/44.—16 Nov. 1944.)

New designs of 18-in. and 21-in. transmission gear units incorporating gears with involute teeth and built-up shafts are now in use in current manufacture 18-in. and 21-in. torpedoes; these designs are also suitable for use as replacements in earlier manufacture torpedoes 18-in., Marks XII/XV or 21-in., VIII/IX types. They are designated generally as:—

(i) The "Morris" design,  
and

(ii) The "R.N.T.F. Involute" designs.

2. The "Morris" design 18-in. transmission gearing has "built-up" propeller and crown wheel shafts; the 21-in. design has a "built-up" propeller shaft and the crown wheel connection to the shaft is a straight spline joint. Both types have involute tooth form gear wheels. (See D, List 1, and C, List 2 attached.)

The "R.N.T.F. Involute" designs are threefold; in the 18-in. transmission the only feature differing from the standard existing R.N.T.F. transmission is the involute form of gear tooth. (See B, List 2 attached.) In the 21-in. transmission there is an intermediate R.N.T.F. involute type in which the only feature differing from the existing standard R.N.T.F. transmission is the involute gear tooth form; the later R.N.T.F. involute design, for all current and future manufacture, has a straight spline crown wheel connection to the propeller shaft in addition to the involute form of tooth. (See "C" and "E" respectively on attached List 1.)

3. The "built-up" sections forming the "Morris" design shafts are (i) the forward end of the 18-in. and 21-in. propeller shafts, and (ii) the crown wheel on the 18-in. crown wheel shaft; efficiency of performance is achieved by the built-up portions being a driving fit in one another. The final 21-in. "R.N.T.F. Involute" design propeller shaft differs from the "Morris" 21-in. propeller shaft only in as much as the forward end is not a "built-up" type; the heads of both shafts have, however, been reduced in length to give more "pump" aft on the centre tube housing.

4. The lists Nos. 1 and 2 in this Order indicate all the components forming the various transmission assemblies now in use for current 21-in. and 18-in. services :—  
Referring to List 1:—

The assemblies A and B are the original T.F. designs with T.F. form tooth and bayonet jointed crown wheel connections; the assembly C is an intermediate stage in which involute toothed wheels were used but the bayonet jointed crown wheel connection was retained. Each of these assemblies is now obsolete; future manufacture will be as in Columns D and E only.

Referring to List 2:—

The assembly A is the original T.F. design with T.F. form tooth, and becomes O.F.M.; future manufacture will be as in columns B and C only.

5. The degree of interchangeability of each of the components forming these various assemblies is indicated on the lists 3 and 4 in this Order and spare gear replacements will be made accordingly.

6. Existing Stamp Number parts have, where possible, been utilized in the new designs but the following components will become obsolescent:—

Item	Stamp Numbers
Shafts crown wheel... ..	6120
Shafts, propeller ... ..	5313
Shafts, sleeve ... ..	4662 and 5551
Wheels, crown ... ..	6375
Collars, crosshead, mitre wheel ...	5125
Crossheads, complete ... ..	8038, 8642 and 5454
Wheels, mitre, tail ... ..	8041
Washers ... ..	2335 and 4666
Bushes, propeller L.H. ... ..	1676
Bushes, propeller R.H. ... ..	4385
Keys, propeller shaft ... ..	940
Keys, sleeve shaft ... ..	538

7. The components of the new design transmission gear units are accounted for as follows:—

Section V.

Component	Morris		R.N.T.F. Involute	
	18-in.	21-in.	18-in.	21-in.
Shaft, propeller ... ..	8704	8910	*6121	11764
Shaft, sleeve ... ..	8706	8911	8706	8911
Shaft, crown wheel ... ..	8705	Not fitted	6120A	Not fitted
Crossheads, complete ... ..	8707	8912	8707	8912
Wheel, crown ... ..	Not fitted	8913	—	8913
Washers, thrust, for crosshead ...	Not fitted	8914	—	8914

\* Common to original T.F. design.

8. The 21-in. "Morris" and the 21-in. "R.N.T.F. Involute" designs use a split washer on the forward side of the crown wheel housed in a recess in the propeller shaft. On assembly of the gear into 21-in., Mark VIII or IX type torpedoes, the propeller shaft requires to be pulled so far aft that the stop pins in the thrust washer, St. No. 2316, disengage from the holes in the small end of the afterbody. To assist the correct location of these pins in their respective holes and to prevent movement of the washer when the propeller shaft is again pushed forward into position, an additional stop pin has now been provided in the small end of the afterbody, as shown in the A.F.O. Diagram 395/44; the pin is of such length that it does not stand proud of the thrust washer. A corresponding aperture is now provided in the thrust washer and cuts through the perimeter so that the stop pin is easily seen when the split washer is fitted to the shaft. To facilitate assembly, the two holes in the small end are now countersunk 0.23 diameter with a 90° angle cutter or drill, to provide a "lead-in" for the existing stop pins in the thrust washer.

All washers, St. No. 2316, will be modified as above and after modification will be accounted for as:—

Washers, thrust, fixed, aft propeller ... .. St. No. 2316A.

List 1

(69139)

Item	Original R.N.T.F. Designs		New Designs	
	A	B	C	D
	21-in., VIII**	21-in., VIII*-VIII*E 21-in., IX-IX**	21-in., IX**	21-in., IX** "R.N.T.F. Involute"
	Stamp No.	Stamp No.	Stamp No.	Stamp No.
1 Propeller shaft... ..	5313	5313	5313	11764
2 Sleeve shaft ... ..	4662	4662	8911	8911
3 Crosshead, complete ... ..	8038 (including 8041, 8042, 8039, 272, 4407), 6375	8642 (including 5125, 5207, 623, 272, 4407), 6375	8912 (including 8042, 8039, 272, 4407).	8912 (including 8042, 8039, 272, 4407).
4 Crown wheel ... ..	580 4421	580 4421	As 6375, but with involute teeth.	8913
5 Washer, locking ... ..	2333 special	2333 special	2333 special	Not fitted
6a Washer, distance ... ..	4494, 4483, 2316A,	4494, 4483, 2316A,	4494, 4483, 2316A,	Not fitted
6b Washer, distance ... ..	2387 special	2387 special	2387 special	2333 special
7 Washer, thrust ... ..	for spare gear.	for spare gear.	for spare gear.	for spare gear.
8 Washer, thrust, fixed, forward, propeller.	8128	4666	8128	2316A, 2387 special for spare gear.
9 Washer, thrust, loose, forward, propeller.	8127 special	2335 special	8127 special	2387 special for spare gear.
10 Key for propeller shaft	for spare gear.	for spare gear.	for spare gear.	8128
11 Key for sleeve shaft	8130	940	8130	8127 special for spare gear.
12 Bush, propeller, L.H.	8129	538	8130	8130
13 Bush, propeller, R.H.	8131	1676	8131	8129
14 Nut, sleeve shaft (with keep screw).	8132	4385	8132	8131
15 Nut, propeller shaft (with keep screw and plate).	4386	4386	4386	8132
	4290B	4290B	4290B	4386
				4290B

## 18-in. Transmission Gearing Assemblies

Item	Original R.N.T.F. Design		T.F. Design, with involute teeth		"Morris" Design	
	A	B	C			
1 Propeller shaft ...	Stamp No. 6121	Stamp No. 6121	Stamp No. 8704	Stamp No. 6121	Stamp No. 8704	Stamp No. 8705
2 Crown wheel shaft ...	6120	6120	8705	As 6120, but with involute teeth = 1620A	8705	8706
3 Sleeve shaft ...	5551	5551	8706	8707 (including 8732, 8733, 4407, 5207, 5367.	8706	8707 (including 8732, 8733, 4407, 5207, 5367.
4 Crosshead, complete ...	5454 (including 8732, 8733, 4407, 5207, 5367.	5454 (including 8732, 8733, 4407, 5207, 5367.	8707 (including 8732, 8733, 4407, 5207, 5367.	6000 special for spare gear.	8707 (including 8732, 8733, 4407, 5207, 5367.	6000 special for spare gear.
5 Washer, distance ...	5996	5996	5996	5997, 5998, 5999 special for spare gear.	5996	5997, 5998, 5999 special for spare gear.
6 Washer, thrust, fixed ...	5354	5354	5354	5997, 5998, 5999 special for spare gear.	5354	5997, 5998, 5999 special for spare gear.
7 Washer, thrust, loose ...	11745	11745	11745	5997, 5998, 5999 special for spare gear.	11745	5997, 5998, 5999 special for spare gear.
8 Key ...	11746	11746	11746	5997, 5998, 5999 special for spare gear.	11746	5997, 5998, 5999 special for spare gear.
9 Bush, propeller, L.H. ...	11744	11744	11744	5997, 5998, 5999 special for spare gear.	11744	5997, 5998, 5999 special for spare gear.
10 Bush, propeller, R.H. ...	11743	11743	11743	5997, 5998, 5999 special for spare gear.	11743	5997, 5998, 5999 special for spare gear.
11 Nut, sleeve shaft (with keep screw) ...						
12 Nut, crown wheel shaft (with keep screw) ...						

List 2

List 3.

21-IN. TRANSMISSION GEARING  
Interchangeable Components

Item	Stamp Nos.
Propeller shafts ... ..	8910 with 11764
Sleeve shafts ... ..	4662 with 8911
Crown wheels ... ..	6375 with 6375 involute tooth type
Crossheads, complete ... ..	8038 and 8642 with 8912
Washers thrust, fixed forward propeller ... ..	4666 and 8128
Washers, thrust, loose forward propeller ... ..	2335 with 8127
Bushes, propeller, R.H. ... ..	4385 with 8132
Keys for sleeve shaft ... ..	538 with 8129
Bushes, propeller, L.H. ... ..	1676 with 8131
Keys for propeller shaft ... ..	940 with 8130

List 4.

18-IN. TRANSMISSION GEARING  
Interchangeable Components

Item	Stamp Nos.
Crown wheel shafts ... ..	6120 with 6120A.
Propeller and crown wheel shafts as a unit.	{ 6121 and 6120 } or { 6121 and 6120A } or { 8704 and 8705 }
Sleeve shafts ... ..	5551 with 8706
Crosshead ... ..	5454 with 8707

Notes

(i) Shafts, crown wheel, St. No. 6120 or 6120A, must be mated with shafts, propeller, St. No. 6121.

(ii) Shafts, crown wheel, St. No. 8705, must be mated with shafts, propeller, St. No. 8704.

(A.F.Os. 5290/42, 3430/43, and 4199/43 are cancelled.)

6050.—Torpedo Stores—Nose Fittings St. No. T.391 for 18-in. Marks XII—XV  
Blowing Heads—Modification  
(A.S.11822/44.—16 Nov. 1944.)

Where nose fitting St. No. T.391 is used in blowing heads 18-in. XII and XV types "C", "D" or "F" fitted to 18-in., Marks XII or XV type torpedoes, torpedoes may be caused to sink at the end of the run by the failure of the blank closing the after end of the hollow centre of the nose fitting, which results in the flooding of the head after blowing.

2. Nose fittings St. No. T.391 already carried by Aircraft Carriers, N.A. Stations and M.A.T.M.U.'s are to be modified temporarily as follows:—

Remove existing blank from base of fitting. Manufacture new blank of same diameter  $\frac{1}{4}$ -in. thick—Naval brass with chamfered edge. Silver solder new blank in place, running a good fillet round the chamfered edge.

3. Nose fittings St. No. T.391 before issue from a Torpedo Depot are, however, being fitted with a screwed and sweated plug in lieu of existing closing blanks. This modification is being carried out under Classification "C"

4. Aircraft Carriers, N.A. Stations and M.A.T.M.U.s. concerned are to exchange Fittings St. No. T.391 carried for Fittings modified as in paragraph 3 above by arrangement with the nearest Torpedo Depot.

5. Until modified fittings St. No. T.391 become available, practice running with Aircraft torpedoes should, if possible, be carried out with 18-in., Mark XII and XV B or E type blowing heads or, if "K" type blowing heads must be used, with nose fittings St. No. T.384.

6. Nose fitting St. No. T.391 may, like Fitting St. No. T.384, affect the depth-taking of torpedoes when fired from M.T.Bs., and neither of these fittings is to be used in blowing heads on 18-in., Mark XII and XV M.T.B.T. torpedoes. For practice running from M.T.Bs. under these conditions a metal point St. No. T.604C or a lifting eye bolt St. No. T.53A is to be used in the nose of the blowing head.

("R" message 314R dated 3 Aug. 1944 is cancelled.)

**6051.—Aircraft Carriers—Deperming of—Effect on Aircraft's Compasses**

(C.D. 642/44.—16 Nov. 1944.)

Though there is no definite evidence, a possibility does exist that the magnetism of aircraft embarked in an aircraft carrier may be disturbed while the ship is being depermed. Should such disturbance take place, a change of deviation in the aircraft's compasses would result.

2. If possible, therefore, all aircraft should be disembarked before deperming.
3. If this is not practicable, any effect of deperming may be minimized by parking the aircraft, whether in the hangar or on the flight deck, as far as possible from the deperming coils, the aim being that no part of the aircraft should be within 5 ft. of the coils.
4. The aircraft should not then be moved until the back-flashing process has been completed.
5. Investigation into the matter is proceeding.

**6052.—Supply of Wrist Watches, Pattern H.S.8—Supply to Pilots and Observers**

(H.C. 7183/44.—16 Nov. 1944.)

The authorized issue of wrist watches to pilots and observers of the Fleet Air Arm has hitherto been restricted, on account of shortage of supplies, to First Line squadrons and N.O.T.U.s. Stocks, however, are now such that demands from the following services can be met in the order shown:—

- (1) T.B.R.
- (2) Night Fighter Training.
- (3) F.R.U.

2. Arrangements have also been made for stocks to be held at the under-mentioned Chart and Chronometer depots:—

Alexandria.	Gibraltar.
Freetown.	Kilindini.

3. Demands are to be made on Form H.405.

(A.F.O. 5695/44.)

**6053.—Main Engines—Operation of***L.C.I.(L.) and L.C.H.*

(D./D.C.O.M. 5009/44.—16 Nov. 1944.)

The following amendment is to be made to A.F.O. 4263/44:—  
Paragraph 3 (v).

Delete table and substitute:—

Number of Engines/Quad.	4	3	2	1
Pitch (astern) ... ..	34 in.	30 in.	26 in.	20 in.

(A.F.O. 4263/44.)

**6054.—Accelerators, Type H IV—Fitting of Side Slip Chocks on Deck—As. and As.***"Smiter" Class Escort Carriers*

(D. 15823/44.—16 Nov. 1944.)

When aircraft are loaded on to the accelerator in the above-mentioned ships, and the wheel guides withdrawn, heeling of the ship and side winds cause the aircraft undercarriage wheels to slide athwartships, thereby throwing additional loads on the hold-down unit which may result in premature break-out of the aircraft.

2. In order to remove this danger, side slip chocks are to be fitted in accordance with A.F.O. diagram No. 399/44.
3. One set of side slip chocks and sixteen deck sockets will be supplied to all ships in home waters without demand. The Commanding Officers of vessels

operating outside home waters are to arrange for manufacture and fitting by ship's staff, with local assistance if necessary.

4. In operation, the side slip chocks are to be placed in the appropriate position for the type of aircraft being launched, and are to remain in place on the inner sides of the undercarriage wheels when the wheel-guides are spread. They do not require to be removed between launches as they do not interfere with the loading of the aircraft.

5. This work is to be carried out by ship's staff at the first opportunity, and a covering item included in the next list of alterations and additions.

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

**6055.—Accelerators, Type H.IV C—Modification to Retracting Valve Lever—As. and As.***Escort Carriers, "Smiter" Class*

(D.17726/44.—16 Nov. 1944.)

To prevent possible injury to personnel and damage to accelerators due to the retracting valve lever being accidentally pushed in before firing, the following modification is to be made:—

With the retracting lever "full out" drill a hole in the bracket at the base of the forward side of the lever so that when a locking pin is inserted any movement of the retracting lever is prevented by the pin being hard up against the guide (N.A.F. Drawing No. 88994/5) as shown in A.F.O. Diagram No. 401/44.

2. The pin is to remain in place except when retracting.
3. The work of manufacturing and fitting the locking pin is to be carried out by ships' staff on receipt of these instructions.
4. An item is to be added to the class list of approved As. and As. to cover the work involved.

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

**6056.—Diesel Generators, Superior Model GDB.8—Inspection and Maintenance***(L.S.T. (2))*

(D.18883/44.—16 Nov. 1944.)

If the above-mentioned diesel generators are to give satisfactory service it is of the utmost importance that a regular routine of inspection and maintenance shall be adhered to. The schedule shown in A.F.O. Diagram 403/44 has been compiled to provide in a convenient form a guide to the essential inspections and maintenance of these engines. The more important components only are referred to in the schedule, and the daily and periodic routines as detailed in the maker's Instruction Manual are to be carefully followed.

2. The rotation of work has been planned on the assumption that:—
  - (a) One generator is always running except for such periods that the ship may be refitting or taking light and power from some other source.
  - (b) Two generators must be *running* at all times when under way in order to meet any load conditions that may arise. In harbour a second generator should be available as a standby.
  - (c) Except during periods of exceptional operational requirements of which due notice would be given, the third generator can be laid up for top and major overhauls.

3. A record of running hours is to be kept on form S.360. By planning the periods of running it can be arranged that each generator in turn is laid up for top or major overhaul. Normal maintenance work such as renewal of oil, changing of filters, etc., on either of the two running generators can be done as opportunity occurs. The amount of refitting required when an engine is laid up can be reduced by making use of all opportunities which occur between top and major overhauls for refitting accessible parts.

4. The periods between overhauls given in the schedule are the maximum for high speed diesel engines if these engines are to give continuous service. Engineer

officers are to report to their Commanding Officers when they are falling in arrears with their maintenance and when machinery is due for major overhaul involving work, e.g., reconditioning of crankshafts, machining of piston rings, grooves, etc., beyond the capacity of the ship's staff.

5. The reference number of this A.F.O. should be inserted in the heading of A.F.O. Diagram 403/44.

#### 6057.—Flexible Couplings—Gear Tooth Type—Oil Supply to Coupling Teeth

*"Black Swan" Class Sloops and Emergency Destroyers so fitted*

(D. 019568/44.—16 Nov. 1944.)

A recent case of failure of a flexible coupling of the gear tooth type has been attributed primarily to inadequate lubrication of the coupling teeth. Lack of precision in machining the oilways allowed the centralizing ring to blank off the oil passages in the coupling hub. It was also found that the end closing ring had sheared its locking screw and unscrewed from the sleeve.

2. All couplings of this type are to be examined at the first convenient opportunity and modified, if necessary, at each end, in accordance with A.F.O. Diagram No. 387/44.

(C.S. Taranto, 21 Aug., 1944, No. 11/E/810.)

(This Order to be retained until complied with.)

#### 6058.—G.M. Quad Unit, Model 6051 and 20 kW. G.M. Generating Set—S.W. Pump Impeller Timing Procedure

(L.C.I.(L), L.C.H., L.C.Q.)

(D/D.C.O.M. 5198/44.—16 Nov. 1944.)

A number of impeller failures in the salt water circulating pumps of the main and auxiliary engines of the above-mentioned craft have been attributed to incorrect timing of the pumps on assembly. The following assembling procedure is promulgated to ensure correct impeller timing.

2. The same type of salt water pump is used for both the Quad unit and the 20 kW. generating sets; the method of assembling the neoprene impellers, however, is slightly different.

3. *Timing procedure—quad unit.*—After the Woodruff keys are placed on the pump shafts and the reassembly is completed except for placing the drive and driven gear and the neoprene impellers on the shaft:—

(a) Place the pump adaptor in a vice with the two shafts side by side in a horizontal plane.

(b) Press the driven gear (the offset one) on to its shaft.

(c) Rotate the shafts so that the Woodruff keys face each other in a horizontal plane.

(d) Start the wide faced gear (drive gear), hub end first, on to the end of shaft with key and keyway in line until teeth are about to strike driven gear. *Note.*—The gears will not mesh when so placed.

(e) Without disturbing the drive shaft rotate the driven gear  $1\frac{1}{2}$  teeth counter clockwise (viewed from drive gear end), at which position the gears will mesh.

Tap drive gear onto shaft sufficiently to mesh gears, then remove adaptor and gear assembly from vice, support lower end of shaft and press gear right home.

(f) Replace hexagonal nuts and washers.

(g) Drive the neoprene impellers on to the shafts and over the keys until a 0.003-in. feeler will just pass between the impellers and gear plate.

(h) Slip on the pump housing and fasten down with screws.

(i) Replace the grease cup in the pump housing.

4. *Timing procedure—20 kW. generating set.*—Follow the instructions for assembling the Quad pumps except operation (e) which in this case is as follows:—

Without disturbing the drive shaft, rotate the driven shaft clockwise  $1\frac{1}{2}$  gear teeth (viewed from the drive gear end), at which position the gears

will mesh. Tap drive gear on to shaft sufficiently to mesh gears, then remove adaptor and gear assembly from vice, support lower end of shaft and press gear right home.

5. Due to a manufacturing error, a certain number of impellers have been supplied as spares with incorrectly located keyways, i.e., the keyway is several degrees out in its relation to the impeller lobes.

The degree of error is not easily visible but can be detected during assembly of a pump. After completing step (g) above, the shafts should be rotated to test for binding. If binding does occur, it indicates mistiming. If such is the case, one impeller only should be removed, reversed end for end, and then retested. If the degree of error in keyway location relative to impeller lobes is alike for both impellers, the binding will have been eliminated.

If reversal of one impeller does not eliminate the binding, both impellers should be discarded and another pair fitted.

#### 6059.—R.N. Shore Wireless Stations—Diversity Reception Outfit CDT—Introduction

*R.N. Shore Wireless Stations*

(N.S. 35710/44.—16 Nov. 1944.)

Outfit CDT is a triple (or double) Diversity Reception equipment employing three (or two) Marconi receivers, Type C.R.150.

2. Notes on Diversity Reception and its advantages, together with details of different aerial layouts, are contained in A.S.E. Preliminary Specification No. B.186/42. Layouts of Diversity Aerials should, however, be arranged so that the total length of coaxial cable between an aerial and the receiver does not exceed 1,000 ft.

3. The outfit consists of the following main units, in a common frame suitable for mounting on a bench suitably constructed to support the weight:—

Pattern No.	Description	Quantity
57520	Receiver, Type C.R.150	3
57521	Receiver supply unit, Type 901	3
57522	Common oscillator unit	1
57523	Diversity combining unit	1
53869	Bridge, audio frequency Des.1	1
57525	Framework, supporting, for outfit CDT	1

4. These pattern numbers are not marked on the units, and recipients are to arrange to stencil them on the back of each unit before the outfit is put into service.

5. Full inter-unit cabling is provided with the outfit.

6. The output from bridge, audio frequency, Pattern 53869 (commonly known as V.F. bridge, Type RB.150), is limited to D.C. pulses suitable for the operation of either an undulator associated with a high speed recording outfit, or the reperforator of a direct printing outfit, the maximum speeds obtainable being as follows:—

Pattern No.	Instrument	Speed (words per minute)
5509	Relay, Creed (25 + 25 ohms)	250 maximum
W.6750	Undulator (20 + 20 ohms)	250 maximum
1478	Relay, Creed (1,600 + 1,600 ohms)	150 maximum
6310	Undulator (1,000 + 1,000 ohms)	150 maximum

7. When working into direct printing equipment it should be borne in mind that whilst the reperforator section of the equipment is able to deal with traffic at the rate of approximately 200 w.p.m., the ultimate speed of traffic handling is limited by the Page printer, the maximum speed of which is approximately 80 w.p.m.

8. The output from Diversity Combining Unit, Pattern 57523, is "single-tone", i.e., a 1,000 c/s note for "mark" and a silence for "space". The outputs simultaneously available are:—

(a) Headphones, impedance 600 ohms (jack) ... 1 mW

(b) To line impedance 600 ohms or bridge (terminals) ... 1 mW.

If suitable amplifiers are available the output from the terminals can also be put into line either for remote audio-frequency reception or for operation of a bridge, audio frequency, Pattern 53869.

9. Three separate outputs, also workable simultaneously, are obtainable from any one of the receivers, Type C.R.150, as follows:—

- (a) Headphones, 600 ohms (2 pairs via 2 jacks) ... .. 1 mW.
- (b) Loudspeaker, 2 to 3 ohms (jack) ... .. 200 mW.
- (c) Line, impedance 600 ohms, also for input to combining unit (terminals) ... .. 1 mW.

10. The overall frequency range of receiver, Type C.R.150, is from 2–60 Mc/s in five bands switched by a single control on the front panel. The standard Naval Rhombic aerial system (outfit ARN) normally used for diversity reception is, however, designed to cover the frequency band 6–21 Mc/s, although it may be used from 5–25 Mc/s without serious loss of input.

11. The equipment is designed to operate from single phase A.C. mains at 200–250 volts, 50 c/s, taps being provided on the mains input transformers in the equipment so that the actual mains input can be selected within the range quoted. The total consumption from the mains is approximately 0.4 kVA.

12. The overall weight of the complete equipment is 531 lb.

13. The overall dimensions are:—

- (a) Height ... .. 2 ft. 7 ins.
- (b) Width ... .. 5 ft. 0½ ins.
- (c) Depth ... .. 1 ft. 6 ins.

14. The Establishment List for Outfit CDT is List E.790.

15. The Installation Specification for Outfit CDT is A.S.E. No. B.542.

16. As supplies of Outfit CDT are strictly limited, allocations to services are made by the Admiralty. Demands for the supply of this equipment for first fitting should, therefore, be initiated by Commanders-in-Chief, and forwarded to the Admiralty for consideration.

#### 6060.—Radar—Performance Meter for Interrogators—Introduction

(R.E. 03175/44.—16 Nov. 1944.)

A performance meter for Types 242, 242M, 243Q and 244 will shortly be introduced. This will enable the operator to test the performance of the set whether I.F.F. responses are present or not. One performance meter will be fitted to each interrogator in a ship.

2. Ships concerned are to insert an A. and A. item for each interrogator Type 242, 242M, 243Q and 244 fitted, "To fit Performance Meter to Interrogator Type..... fitted with Radar Type....., classification A\*", quoting this Order as authority.

3. The main items required for the performance meter installation are:—

(a) Pattern 53874 Performance Meter Design 2. This is mounted on a tray in the office and connected to the 180 volt power supply by Pattern 54934 Connection.

(b) Test Aerial and lead. This varies with the different applications of the interrogator as shown below:—

- (i) Type 242 with Type 291. Pattern W6757 Aerial Unipole is fitted on the conical dipole.
- (ii) Type 242 with Type 271. Pattern 57862 Aerial Unipole is mounted on Type 242 aerial pedestal 19S. (Pattern 54119 Aerial may be supplied in lieu).
- (iii) Type 242 with Types 272/3/6/7 and 293: Type 244 and Type 243Q. Pattern W8414 or Pattern 53216 Aerial Unipole is mounted on the Interrogator Aerial Pedestal 19TM or 19W. The two aerials are identical except that the length of the feeder of Pattern W8414 is 90 feet and Pattern 53216 is 120 feet.
- (iv) Type 242 with Type 275. Pattern 54119 is mounted on the director.

4. Stores required will in future be supplied with new fittings of interrogators. Base pools will be supplied with performance meter stores as the production permits. Stores for retrospective fitting should be demanded from these base pools, quoting this Order as authority.

5. The handbook RH626 for the performance meter is available. Fitting out information is contained in Specification B482. No separate Establishment List has been issued but stores required are included in the Establishment Lists for the interrogators.

#### 6061.—Radar Sets, Types 271/3Q, 276, 277/AM/S/T/F, 293—Modifications to Rectifier Units in Receiver Panels

(R.E. 03136/44.—16 Nov. 1944.)

Types 271/3Q.—Rectifier Unit Design R. (C.B. 4231B, page 20).

Condensers C2, C3, C4, C5, C6, 2mF, Pattern W.2676, are to be replaced by condensers 2mF, Pattern 52121.

2. Types 276/7, 293.—Rectifier Unit S.E.6 (H.546A, page 22).

(a) Condensers C3, C4, C5, C6, 2mF, Pattern W.2676, are to be replaced by condensers 2mF, Pattern 52121.

(b) Condenser C2, 8mF, Pattern W.680°, is to be replaced by condenser 8mF, Pattern 50761.

3. The necessary stores are to be demanded from S.N.S.O. Haslemere, or S.N.S.O. Colombo, quoting this Order as authority.

4. The work is to be carried out by ship's staff assisted by base staff where necessary, or by Fitting Officers when sets are being installed.

#### 6062.—Radar, Type 291/U/W—Modification to Receiver P.25

*Cancelled by AFO 5336/44.* (R.E. 02922/44.—16 Nov. 1944.)

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

- (i) Remove condenser C.49, Pattern W.2574, capacity 0.0005 mfd. This condenser is in parallel with C.48 of the same capacity and is mounted on a paxolin strip at the rear of chassis underneath B.S. Condenser C.48 must not be disturbed.
- (ii) Care must be taken that all the I.F. screening cans are in position. In several cases the screening can covering V.4 and its associated circuit has been missing.
- (iii) Delete condenser C.49 from circuit diagram figure 12 and figure 12A, sheet 2.

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

(Admiralty General Messages 719A and 824A are cancelled.)

(A.F.O. 5671/44 is cancelled.)

#### 6063.—Signal Flags—Major Landing Craft

(N.S. 20516/44.—16 Nov. 1944.)

The outfit of signal flags to be carried by major landing craft has been revised and is detailed in the appendix hereto. In addition to the flags listed, each craft is to carry the naval flags necessary to make its individual distinguishing signal.

2. Bases should arrange for supply of additional flags to craft attached, and for flags surplus to requirements to be returned to store.

3. Supply to craft under construction is to be arranged by storing yards in the usual manner.

4. The establishment of stores will be amended.  
*Appendix*

Pattern No.	International Code Flag	Quantity
603	A	2 No.
602	B	1 No.
672	C	2 No.
673	D	1 No.
674	E	2 No.
675	F	1 No.
676	G	1 No.
659	H	1 No.
615	I	2 No.
612	J	1 No.
628	K	2 No.
613	L	1 No.
605	M	1 No.
622	N	2 No.
619	O	1 No.
632	P	2 No.
621	Q	1 No.
660	R	1 No.
620	S	1 No.
630	T	2 No.
623	U	1 No.
618	V	1 No.
609	W	1 No.
624	X	2 No.
608	Y	1 No.
610	Z	1 No.
657	1	2 No.
644	2	2 No.
649	3	2 No.
662	4	2 No.
658	5	2 No.
652	6	2 No.
666	7	2 No.
651	8	2 No.
655	9	2 No.
667	0	2 No.
677	1st Sub.	2 No.
678	2nd Sub.	2 No.
680	3rd Sub.	2 No.
661	Answering Pendant	3 No.
645	Church Pendant (Naval Code)	1 No.

#### 6064.—W/T Receivers B.28—Interference Suppression—REPORTS

(N.S./R.E. 12468/44.—16 Nov. 1944.)

Pattern 56703, noise limiter, design 1, has been introduced to reduce interference caused to receivers B.28 by Radar, static and certain navigational aids. In operation, it limits the level of interference to that of the wanted signal. Whilst most effective on interference of low repetition frequencies (e.g., type 279), it will be found satisfactory up to P.R.Fs. of about 500 (e.g., type 291), and can deal with a number of sources of interference simultaneously.

2. Bulk supplies of noise limiters, Pattern 56703, will be distributed to bases by Superintending Naval Store Officer, Haslemere, and ships and services are to demand requirements on their normal storing yards. One noise limiter, Pattern 56703, should be demanded for each receiver B.28, Pattern W.2835A held, and arrangements are to be made for installation of the unit by ships or base W/T staffs. Fitting instructions are included with each unit.

3. To obtain the best results from the limiter it is desirable that the following adjustments be used :—

- (i) Limiter switched on.
- (ii) A.V.C. switched in.
- (iii) H/F gain control at maximum position.
- (iv) Passband switch in "6000" position.
- (v) L/F gain as low as possible for required signal strength.

4. Ships already fitted with R.I.S. equipment, are to compare the suppression obtained by R.I.S. with that obtained with the limiter. When R.I.S. does not give materially better suppression, the R.I.S. equipment fitted to receiver B.28 is to be returned to :—

Naval Store Officer,  
Castle Mill,  
Oldham.

5. Ships are to forward reports on the performance of the limiters after one month's use. The report should be forwarded through the appropriate administrative authority with a copy direct to Admiralty Signal Establishment.

6. This limiter is being introduced into production models of receiver B.28 in due course.

7. Similar limiters are being developed for certain other receivers and will be introduced when available.

(A.F.O. 5325/44 and A.G.M. 807A are cancelled.)

#### 6065.—Wavemeter Outfit GR—Introduction

*Corvettes and above*

(R.E. 12588/44.—16 Nov. 1944.)

Wavemeter outfit GR has been introduced to provide a simple means of checking or adjusting the frequency setting of W/T receivers to a spot frequency.

2. Its major component is a Monitor G99, which is based on the R.A.F. Monitor, Type 2.

3. The essential difference between the Monitor G99 and the R.A.F., Type 2, is that steps have been taken in the G99 to suppress the dangerous radiation which takes place from the R.A.F. model. This latter is to be returned to store on receipt of Wavemeter Outfit GR.

4. It has been approved to supply on the following basis :—

##### Wavemeter Outfits GR—

To all aircraft carriers	2 in No.
To all other ships down to and including "Flower" class corvettes	1 in No.

##### Pattern 55611 Coupling Units

One cabling unit should be fitted to each aerial feeder from the aerial or aerial exchange to the H/F receivers in the B.R.R. (or main receiving office), and also in the case of aircraft carriers in the Aircraft Direction Room. These are to be fitted so far as possible adjacent to the receivers so that the Monitor G99 can be plugged in without the operator having to leave his seat.

5. Ships concerned are to demand stores from S.N.S.O.(H) in accordance with paragraph 4 above.

6. The Wavemeter Outfit GR is a portable unit, and should normally be removed from its storage box before use, but ships' staffs are to fit the Pattern 55611 coupling units in the main office aerial feeders and in the Aircraft Direction Room in aircraft carriers in accordance with A.F.O. Diagrams 405/44 (1-3) (A.S.E. Drawing Nos. 40250 and A and B).

7. Admiralty will issue separate instructions covering new construction ships.

8. Operating instructions are included in each Wavemeter Outfit.

9. *Crystals*.—No special provision has been made for crystals for use in this outfit as it is considered that the crystals already supplied to ships for normal communication purposes will prove adequate.



**6066.—Asdic Installation—Establishment Lists—Errata**

(N.S.019290/44.—16 Nov. 1944.)

Lists of errata to Asdic Establishment Lists as detailed hereunder have been prepared and copies will be distributed to the services concerned by the Superintending Naval Store Officer, R.N. Store Depot, Copenacre, Hawthorn, Wiltshire.

<i>Errata No. and Date</i>	<i>Establishment List and Date.</i>	<i>Types</i>
1—3rd Oct, 1944 ...	A/S 100—11th May, 1944	Attack Teacher A/S.345 in Ships Shore Establishments and Mobile A/S Training Units
1—3rd Oct., 1944 ...	Supplement to—11th May, 1944. List A/S. 100	Attack Teacher A/S. 345.

**6067.—Bulkhead No. 64—Additional Stiffening—As. and As.**

1940 "S" Class Submarines

(D. 017764/44.—16 Nov. 1944.)

Item No. 551, Classification A.

2. Reports received from 1940 "S" class submarines, converted to carry emergency oil fuel in No. 4 main tank, indicate that No. 64 bulkhead between this tank and No. 3 main tank is subject to "panting" when under variations of pressure during compensating for oil fuel or blowing main tanks.

3. To eliminate this trouble additional bulkhead stiffeners as indicated in A.F.O. Diagram No. 389/44 should be fitted.

4. The work involved is to be carried out at the first convenient opportunity

5. These instructions are not applicable to vessels under construction, where No. 3 main tanks are fitted to carry oil fuel.

(Admiral (Submarines), 3 Aug. 1944, No. 1495/S.M. 471, 18 Sep. 1944, No. 1820/S.M. 471.)

(This Order to be retained until complied with.)

**6068.—Hinged Watertight Doors—Stops to Limit Travel of Clip Handles**

Commissioned Ships and New Construction

(D. 17911/44.—16 Nov. 1944.)

Stops and retaining washers, in accordance with A.F.O. Diagram No. 400/44 are to be fitted to existing hinged watertight doors to ensure that the clip handles do not foul the door and are always in the correct position, when the door is open, for immediate closing.

2. In commissioned ships the work is to be carried out by the ship's staff, the stops and washers being obtained from the dockyards if necessary.

3. Watertight doors being supplied to new construction ships generally incorporate these modifications, but where this has not been done arrangements are to be made for the Shipbuilder to fit the stops and retaining washers, provided no delay in completion is involved.

(R.A.C., 15th C.S., 14 Nov., 1943, No. 113/170.)

(A.F.O. 2649/44 is cancelled.)

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

**6069.—Galvex, Orello and Apexior Anti-Corrosive Paints—Trials of**

H.M. Ships "Rocket", "Roebuck", "Relentless", "Eggesford", "Stevenson" and "Wensleydale"

(D. 8971/44.—16 Nov. 1944.)

It has been decided to conclude the trials of Galvex, Orello and Apexior on the above-mentioned ships.

2. The areas of the hulls of these ships that were coated with these special anti-corrosive paints should at future dockings be coated with the same make of protective compositions used on the remainder of the hulls.

(A.F.O. 2990/43 is cancelled.)

**6070.—Corrosion in H.M. Ships—Fitting of Zinc Protectors and Precautions Necessary During Fitting-out Period**

H.M. Dockyards, W.P.Ss. New Construction and Existing Ships

(D. 11547/44.—16 Nov. 1944.)

As a result of experiment work undertaken at The University of Cambridge and the Chemical Research Laboratory, Teddington, the practice of fitting zinc protectors on the exterior of hulls of H.M. ships has been under review, and it has been decided to continue the present practice of fitting such protectors on rudders, and on hulls in the vicinity of bronze propellers or other non-ferrous underwater fittings.

2. *Metallic Contact.*—To be of use in preventing hull corrosion, it is necessary that effective metallic contact between the zinc protectors and the steel hull should be provided as follows:—

- Zinc protectors are to be fastened to the steel by means of bright steel bolts or screws.
- Where bolts are used they should be prevented from slacking back by means of copper wire threaded through the heads.
- Zinc protectors are *not* to be painted.
- When supply position permits the steel fastenings and copper wire should be tinned.

3. *Seacocks.*—Where non-ferrous seacocks are seated on the outer bottom, zinc protectors are to be fitted in the orifice whether the gratings and fastenings are made of steel or non-ferrous metal.

Where non-ferrous seacocks are seated on the inner bottom, zinc protectors are to be fitted inside the shipbuilder's tube at the top, and as close to the seacock as possible. They are also to be fitted inside the orifice at the lower end of the tube near the outer bottom, whether the gratings are made of steel or non-ferrous metal.

Zinc protectors should also be fitted on the outer bottom round the orifices of discharge overboard fittings which are below the deep waterline when these fittings are made of non-ferrous metal.

4. *Gratings.*—Galvanised steel gratings with fastenings of bright steel (the threads of which should be well greased) are preferred at the lower end of the shipbuilder's tube in order to minimize hull corrosion. Such gratings should be coated with the normal anti-corrosion and anti-fouling compositions used for the hull.

5. It has been found that zinc protectors fitted on rudders in cages and without screw connections are ineffective in ensuring the necessary intimate metallic contact between the zinc and the rudder plating and they should be replaced and fitted as outlined in paragraph 2 above, at the first convenient opportunity, the matter being dealt with as a defect.

6. Experience has shown that it is during the fitting-out period before the protective paint on the hull has consolidated, that many of the troubles due to corrosion arise, and it is during this period that special care is necessary to prevent stray electrical currents arising which might lead to subsequent corrosion troubles. In particular great care must be taken at this stage to prevent stray currents from welding sets and other electrical apparatus, and also to ensure that the hull itself is effectively earthed so that return currents do not pass through the water in contact with the ship.

7. Another possible source of corrosion trouble during the fitting out period arises from the galvanic currents due to the interaction of steel hulls and bronze propellers. The currents arising from these dissimilar metals are held to be a major source of corrosion troubles, and it is, therefore, desirable that in those instances in which it can be conveniently arranged the propellers should not be in position during the fitting-out period, but should be added during the docking prior to trials. When propellers are left off, the whole of the exposed portion of the shaft is to be coated with Detel D.M.U. and Detel Red (A) (c) (see A.F.O. 4505/44). When fitting the propeller the Detel protectives may be removed by Detel stripping solution.

(A.F.O. 4505/44.)

(A.F.O. Diagram 193/41 is cancelled.)



## Part C

Col. 1	2	3	4	5	6
2F	195	105U/18	Generator, engine driven ... ..	No.	1
5B	199	105J/9		Accumulators, 12 v. ... ..	No.
or	or	or	Sight, M.G., relative speed reflector type		No.
6B	200	105J/14		Bomb carriers ... ..	
or	or	or	Mark IIS or Mark II* or Mark II or Mark VIII		No.
6aB	—	5J/2294		No.	
20A	257	8B/2350	No.		1
or	or	or		No.	
21A	258	8B/2361	No.		1
or	or	or		No.	
—	S.1	8B/1124	No.		1
22A	—	108/20		No.	

Form A.44/JB—Seafire IIC and III—Column 1 refers to Appendix "A", Serial No. 1308.

## Part B

Col. 1	2	3	4	5	6
—	—	—	Engine, Merlin 45, 46, 50, 50A, 55 or 55M, Serial No. ....	No.	1
1A	24	7H/1669	Guns, Browning, 0-303 in., No. 4, Mark I*.	No.	4
7A	31	26AJ/22157	Ammunition boxes (for 350 rounds) ...	No.	4
20A	33	7G/601	Guns, Hispano, 20-mm. :—	No.	2
or	or	or	No. 10, Mark II* } <i>Seafire IIC only</i>		
20aaA	33	7G/470	No. 5, Mark II* } <i>Seafire IIC only</i>	No.	2
or	or	or	No. 2, Mark V, <i>Seafire III only</i>		
20aA	33	7G/786	Ammunition boxes (for 120 rounds) <i>Seafire III only</i> .	No.	2
30aA	38	—	Cockpit cover ... ..	No.	1
2D	96	27D/2088	Engine and spinner cover. } <i>Seafire IIC only</i>	No.	1
3D	97	27D/2098			
or	or	or	Set of 3 for <i>Seafire IIC only</i>	Set	1
3aD	97	27D	Set of 4 for <i>Seafire III only</i>		
4D	98	27D/2099	Undercarriage covers { Port ... ..	No.	1
4aD	98a	27D/2100	Starboard ... ..	No.	1
4bD	98b	27D/2101	Rear view mirror, Type B ... ..	No.	1
13D	239	27H/2017	Compass, Type P-8 ... ..	No.	1
53C	240	6A/726	Compass correction card ... ..	No.	1
—	—	—	Compass deviation card ... ..	No.	1
1D	243	6F/183	Safety harness :—	No.	1
or	or	or	Type K ( <i>Seafire IIC only</i> )		
1aD	243	6F/201	Type Q.K. ( <i>Seafire III only</i> )	No.	1
47A	245	7B/982	Signal pistol, No. 4, Mark I* ... ..		
7aA	262	36DD/	Engine data card... ..	No.	1
—	—	—	or	No.	1
14D	298	26AJ/	Engine data plate ... ..		
16D	300	27F/1870	Control locking device ... ..	No.	1
41C	374	6A/1072	Pump, windscreen de-icing ... ..	No.	1
or	or	or	Mark IIB, lum. ... ..	No.	1
42C	375	6A/1104			
or	or	or	Mark IIC, lum. ... ..	No.	1
S.71	6A/579	or	or		
or	or	or	Mark II, lum. ... ..	No.	1
S.72	6A/1002	or	or		
or	or	or	Mark IIA, lum. ... ..	No.	1
S.73	6A/1150	or	or		
or	or	or	Mark IID, lum. ... ..	No.	1
S.73	106A/322	or	or		
—	—	—	Mark IV, lum. ... ..	No.	1

Col. 1	2	3	4	5	6
—	—	—	Communication radio *.....	No.	1
—	—	—	*.....	No.	*
—	—	—	*.....	No.	*
—	—	—	Beacon receiver *.....	No.	1
—	—	—	I.F.F. *.....	No.	1
—	—	—	Radar *.....	No.	*
—	—	—	*.....	No.	*
—	—	—	Any other radio *.....	No.	*
—	—	—	*.....	No.	*
—	—	—	*.....	No.	*
—	—	—	Crystals, Ref. No.....	No.	*
—	—	—	Ref. No.....	No.	*
—	—	—	Ref. No.....	No.	*
—	—	—	Ref. No.....	No.	*
—	—	—	Ref. No.....	No.	*
—	—	—	Ref. No.....	No.	*

## Part C

Col. 1	2	3	4	5	6
11F	143	5U/188	Generator, engine driven ... ..	No.	1
—	195	8B/2350			
—	or	or	Sight, M.G., relative speed, reflector type, Mark II*	No.	1
—	196	8B/2361			
46aA	196	8B/2522	Accumulator, 12 v., Type D ... ..	No.	1
5B	295	5J/2284			

Form A.44/JA—Seafire IB—Column 1 refers to Appendix "A", Serial No. 1280

## Part B

Col. 1	2	3	4	5	6
—	—	—	Engine, Merlin 45, 46 or 50, Serial No. ....	No.	1
1A	1	7H/1669	Guns, Browning, 0-303-in., No. 4, Mark II*.	No.	4
10A	8	26AJ/22156	Ammunition boxes (for 350 rounds) ...	No.	2
11A	9	26AJ/22157	Ammunition boxes (for 350 rounds) ...	No.	2
13A	11	7G/1	Guns, Hispano, 20-mm., No. 1, Mark I	No.	2
14A	19	7G/233	Magazines, Mark IA, No. 3 ... ..	No.	1
or	or	or			
15A	20	7G/359	Magazines, Mark IA, No. 4 ... ..	No.	1
16A	20	7G/232	Magazines, Mark IA, No. 7 ... ..		
or	or	or	Cockpit cover ... ..	No.	1
17A	22	7G/360	Engine and spinner cover ... ..	No.	1
2D	96	27D/2088	Propeller blade covers (set of 3) ...	Set	1
3D	97	27L/2098	Port undercarriage cover ... ..	No.	1
4D	98	27D/2099	Starboard undercarriage cover ... ..	No.	1
4aD	98a	27D/2100	Rear view mirror, Type B ... ..	No.	1
4bD	98b	27D/2101	Compass, Type P-8 ... ..	No.	1
13D	239	27H/2017	Compass correction card ... ..	No.	1
54C	240	6A/726	Compass deviation card ... ..	No.	1
1D	243	6F/183	Safety harness, Type K ... ..	No.	1
41A	245	7B/982	Signal pistol, No. 4, Mark I* ... ..	No.	1
7aF	262	36DD/	Engine data card ... ..	No.	1
—	—	—	or		
—	—	—	Engine data plate ... ..	No.	1

Col. 1	2	3	4	5	6	
14D	298	26AJ/	Control locking device ... ..	No.	1	
19D	300	27F/1870	Pump, windscreen, de-icing ... ..	No.	1	
42C	374	6A/1072	} Clock	No.	1	
or	or	or				Mark IIB, lum. ... ..
43C	375	6A/1104				or
or	or	or				Mark IIC, lum. ... ..
S.71	6A/579	or				or
or	or	or				Mark II, lum. ... ..
S.72	6A/1002	or				or
or	or	or				Mark. IIA, lum. ... ..
S.73	6A/1150	or				or
S.73	106A/322	or				Mark IID, lum. ... ..
			or			
			Mark IV, lum. ... ..			
			Communication, radio *.....	No.	1	
			*.....	No.	*	
			*.....	No.	*	
			Beacon receiver *.....	No.	1	
			L.F.F. *.....	No.	1	
			Radar *.....	No.	*	
			*.....	No.	*	
			Any other radio *.....	No.	*	
			*.....	No.	*	
			*.....	No.	*	
			Crystals, Ref. No.....	No.	*	
			Ref. No.....	No.	*	
			Ref. No.....	No.	*	
			Ref. No.....	No.	*	
			Ref. No.....	No.	*	
			Ref. No.....	No.	*	

## Part C

11F	143	5U/188	Generator, engine driven ... ..	No.	1
31A	195	8B/2350	} Gunsight, relative speed, reflector type, Mark IIS or	No.	1
or	or	or			
32A	196	8B/2361	or		
or	or	or	Gyro gunsight, Mark IID		
36aA	—	8B/2522	} Accumulator, 12 v., Type D ... ..	No.	1
5B	295	5J/2254			

Form A.44/O—Wildcat VI—Column 1 refers to draft Appendix "A", No. 1550. Before an aircraft is despatched to a contractor for repair, overhaul, modification, etc., the item numbers should be checked with the final version if issued.

## Part B

Col. 1	2	3	4	5	6
—	—	—	Engine, Wright R-1820-56 or R-1820-56W, Serial No. ....	No.	1
1A	1	107K/482	} Guns, Browning, 0.50 in. ... ..	No.	4
16A	5	Grumman 16612			
15A	6	Grumman 16611	} Boxes, ammunition ... ..	No.	2
26c		6A/726			
or		or	} Compass { Type P-8 ... ..	No.	1
27c		6A/1672			
37c	128	88-B-610	Chartboard, non-magnetic, Mark IIA	No.	1
39c	129	88-B-770	Plotter ... ..	No.	1
34c	131	88-C-150	Airspeed calibration card ... ..	No.	1
35c	132	88-C-200	Compass deviation card ... ..	No.	1
25c	133	88-C-580	Clock ... ..	No.	1

Col. 1	2	3	4	5	6
—	176	NAF.68723	} Safety harness:— Pilot type lap and shoulder ... ..	No.	1
14D		or			
18D	177	6F/198	or		
21D	179	Grumman 10465.22	Type Q ... ..	No.	1
—	207	Liberty 749	Control locking device ... ..	No.	1
—	208	Grumman 16039	Rear view mirror ... ..	No.	1
2D	211	Grumman 10438	Jury cables ... ..	No.	2
4D	212	Grumman 10019	Jury struts ... ..	No.	2
3D	213	Grumman 10018-1	Cockpit cover ... ..	No.	1
109E	259	Grumman 23466	Engine and propeller hub cover ... ..	No.	1
—	343	ES.678824-1	Wing butt covers ... ..	No.	2
24A	343	7B/810	Homing decode cards ... ..	No.	3
10D	—	7B/982	} Signal Pistol { No. 4, Mark I	No.	1
1F	—	27N/12			
			No. 4, Mark I*		
			Fire extinguisher, hand type ... ..	No.	1
			Engine data plate ... ..	No.	1
			or		
			Engine data card ... ..	No.	1
			Communication radio *.....	No.	1
			*.....	No.	*
			*.....	No.	*
			Beacon receiver *.....	No.	1
			L.F.F. *.....	No.	1
			Radar *.....	No.	*
			*.....	No.	*
			Radio altimeter *.....	No.	*
			*.....	No.	*
			*.....	No.	*
			Any other radio *.....	No.	*
			*.....	No.	*
			*.....	No.	*
			Crystals, Ref. No.....	No.	*
			Ref. No.....	No.	*
			Ref. No.....	No.	*
			Ref. No.....	No.	*
			Ref. No.....	No.	*
			Ref. No.....	No.	*

## Part C

2F	65	Eclipse 1308-1-A	} Generator, engine driven ... ..	No.	1
or	or	or			
3F	65	Eclipse 1273-1	} Gunsight, reflector type, Mark VIII ... ..	No.	1
19A	76	2-5-3114			
4B	117	NAF.1062-11A	} Battery, 24 v. ... ..	No.	1
—	—	or			
		5J/2294	or		
			Accumulators, Type D ... ..	No.	2
			Bomb carriers ... ..	No.	1
			R.P. installation, complete ... ..	Set	1

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

## 6075.—A.R.L. Plotting Tables—Fitting of Damping Collars to Prevent Excessive Vibration

*Ships, Dockyards and Bases concerned*

(D. 16063/44.—16 Nov. 1944.)

Reports have been received indicating that severe vibration of the A.R.L. plotting table has been experienced in destroyers of the older classes and it is possible that similar trouble has occurred in other ships.

2. Trials show that a marked improvement can be obtained by reducing the resilience of the rubber mountings of tables affected, by fitting collars of the type shown on A.F.O. Diagram No. 391/44.

In all ships in which excessive vibration of the A.R.L. plotting table or tables occurs, the matter should be treated as a defect and an item should be included in the next defect list for collars to A.F.O., Diagram No. 391/44, to be fitted at the earliest opportunity.

3. The collars should be manufactured and fitted by dockyards and bases as necessary. The height of collar used should be a minimum consistent with damping out abnormal vibration, since some resilience must be retained to protect the table against shock. In this connection it is recommended that comparatively new tables be fitted with collars  $\frac{5}{8}$ -in. high and older tables where the resilient mountings have "aged" be provided with  $\frac{11}{16}$ -in. or  $\frac{1}{2}$ -in. collars.

(C.-in-C., W.A. 12 Nov., 1943, No. W.A.4990M; 5 Dec., 1943, No. W.A.4990M)

(C.-in-C., The Nore, 30 Nov., 1943, No. 5642/309M)

(Commodore (D) W.A., 17 July, 1944, No. D.W. 13(9)M).

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

#### 6076.—Fire Control Instruments—Sponsor Scheme in Home Dockyards

*H.M. Ships and Dockyards*

(D. 014425/44.—16 Nov. 1944.)

The following items should be added to the schedule published with A.F.O. 2271/43:—

Item No.	Item	Sponsor.	Storekeeping Dept.
24C	Gyro rate unit (T.S. operated type) ... ..	E.E.M.	S.N.S.O.
76	Transit ... ..	E.E.M.	S.N.S.O.
77A	Remote power control equipment—fitted on director or gun mounting.	M.E.D.	M.E.D.
77B	Remote power control equipment—fitted on fixed structure.	E.E.M.	S.N.S.O.

(A.S., Portsmouth, 1 Jun., 1944, Y.L. No. 3824.)

(A.F.O. 2271/43 and 341/44.)

#### 6077.—Forward Hydroplane Gear—Housing Cylinder Joint Rings—As. and As. "U" and "S" Class Submarines

(D./P. 010391/44.—16 Nov. 1944.)

Item No.—"U" Class, 538. Item No.—"S" Class, 552. Classification "A".

2. Arrangements are to be made for the steel joint rings fitted to the housing cylinders and covers of "U" and "S" class submarines equipped with "Oleo" systems of oil and glycerine with water to be replaced with joint rings of manganese bronze.

3. The joint rings should be made from a cast quill of ample dimensions, the end portions of which should be discarded to ensure the finished ring is of sound material and free from porosity.

4. The work is to be carried out by the depot ship staff if convenient or at the next refit. The lists of special stores are to be amended accordingly.

5. Separate instructions have been issued by the Admiralty for vessels under construction where applicable.

(Admiral (Submarines) 16 Sep., 1944 No. 1798/S.M.479.)

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

#### 6078.—Petrol Filling Pipes and Connections in Hangars

*Aircraft Carriers*

(D./P. 02790/44.—16 Nov. 1944.)

Consideration has been given to the fitting of overhead petrol filling pipes and hoses in the hangars of aircraft carriers and it has been decided that the additional fire risk involved is unacceptable and all petrol connections and flexible hoses are to be kept below a line 8 ft. from the hangar deck.

2. It is known that in certain ships permanent overhead pipes and/or arrangements for tripping petrol hoses overhead, have been fitted. In view of the fire risk involved, these fittings are to be removed and the original petrol connections below the 8 ft. level replaced at the first opportunity.

3. The C.Os. of ships concerned should insert an item in their lists of As. and As. to cover the work involved, which should be carried out by ships' staffs with dockyard assistance as necessary.

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

#### 6079.—PIM Boards—Introduction and Use of

(M. 011915/43.—16 Nov. 1944.)

An instrument, to be known as the PIM Board, is being introduced into the Naval service for use in L.C.G.(L)s. and L.C.G.(M)s. It provides a quick means of calculating bearing and range to a target in indirect fire, once the position of the craft in terms of co-ordinates is known.

2. A detailed description of the instrument, together with its method of use, is contained in a pamphlet which is issued with each board.

3. The board may be used for calculating:—

(a) The bearing of a target from:—

- (i) a previously recorded zero line, or
- (ii) the fore-and-aft line of the craft, or "zero" on the turret bearing scale.

(b) The range to the target, and

(c) Subsequent switches and alterations in range.

Conversely, it may be used for the deduction of co-ordinates of targets to which switch and range are known.

4. The PIM Board will be dealt with as an item of Naval Stores, and an A.F.O. giving supply arrangements will be promulgated shortly.

#### 6080.—G.S.A.P. Cameras—16 mm.—Panchromatic Film for

(A.C.R.D. 1900/43.—16 Nov. 1944.)

Supplies of Panchromatic film for G.S.A.P. cameras are now available and are being dealt with under Subhead F.3A of the Rate Book for Naval Stores. The following pattern numbers have been allocated:—

Pattern No.	R.A.F. Ref. No. or U.S.A.A.F. Stock No.	Description
8301	14B/2378 ... ..	Film, cine, high speed, perforated panchromatic, 16 mm., by 50 ft., wound in magazine, Pattern 8300 (Ref. 14B/935).
8301A	14B/2377 ... ..	Film cine, high speed, perforated panchromatic, 16 mm., by 50 ft., for reloading magazine, Pattern 8300 (Ref. 14B/935).
8301B	U.S.A.A.F. Stock No. 7400—276350, Type 3, Class A.	Film, cine, perforated panchromatic, 16 mm., by 50 ft., for reloading magazine, Pattern 8300 (Ref. 14B/935).
8300	14B/935 ... ..	Magazine film, 16 mm.

Note.—Film, Pattern 8301B, is packed loose in boxes of 50 lengths, which must only be opened in a dark room.

2. Stocks of the above items are held only by the S.N.S.O., R.N. Store Depot, Stanley Mills, Stroud, Gloucestershire, to whom demands should be rendered on the basis given in paragraphs 3 and 4 below.

3. Film magazines, Pattern 8300, are allowed on the scale of three in number for each G.S.A.P. camera held. As magazines are in short supply it is most important that those held in excess of this allowance should be returned to R.N. Store Depot, Stroud, without delay.

4. Lengths of film for reloading magazines will be satisfied by the supply of either Pattern 8301A or 8301B according to availability. Reloading should be effected by the method already promulgated in Instructional Leaflet No. PH. 82.

**6081.—Mulock Ramp Extension—Hoisting Gear***L.C.T.(3), L.C.T.(4) and L.C.T.(5)*

(N.S./D.C.O.M.0184/44.—16 Nov. 1944.)

The special steel wire rope strops used in handling Mulock ramp extensions in the above craft will in future be made of 1½-in. steel wire rope instead of ¾-in. steel wire rope.

2. The establishment of stores will be amended.

*(R.A.M.L.Cs. M.707/10.—25 Sep. 1944.)**(A.F.O. 2383/44.)***6082.—Requisitioned Vessels returning to Trade—Retention of Existing Compass and D.G. Equipments, including necessary Generating Set(s)—REPORT***See AFO 7301/46* (S.D.G. 158/44.—16 Nov. 1944.)

The following instructions apply to all requisitioned merchant vessels and fishing craft which are released from R.N. Service and return to Trade.

**(a) Merchant Vessels other than Fishing Craft**

2. Subject to the remarks in paragraph 5 below, the existing H.M. type D.G. installation (including such Admiralty supply generators as are considered essential) is to be retained and remain in operation for D.G. purposes. The existing Admiralty compass equipment is also to be retained.

3. No modification to the existing D.G. installation is required, except that arrangements are to be made to ensure that the coils are adequately protected where they pass through the holds and machinery spaces.

4. Any electric generating set(s) supplied by the Admiralty which are surplus to requirements are to be removed and where possible reconditioned locally. After completion of the work involved a report is to be forwarded to the Admiralty, Bath, giving details of the set(s) concerned and requesting disposal instructions.

5. Instances may arise, however, in which it is considered undesirable for the existing D.G. and compass equipment to be retained. D.G. authorities are to report such instances to Admiralty, S.D.G., Bath (copy to Director of Compasses, Slough), for decision as to whether the D.G. equipment is to be removed or not.

**(b) Fishing Craft**

6. In the case of trawlers and fishing vessels, Admiralty fittings to be removed are to include D.G. equipment, Admiralty compass corrector coils and their equipment.

7. The retention or removal of the electric generating sets supplied by the Admiralty shall be determined according to circumstances, as under:—

(a) In vessels which had no electrical installation originally, the Admiralty supplied electric generating set; switchboard, regulator and spares are to be removed unless the owners' representatives state in writing that they wish to retain the equipment.

(b) In vessels which have had a generating set supplied by the Admiralty in addition to the original "owners" set, the Admiralty-supplied set, regulator and spares are to be removed.

(c) In vessels which have had the original generating set of about 2 to 5 kW. replaced by an Admiralty supplied set of 6 to 8 kW., the latter should not be removed unless the owner makes an application in writing and a suitable smaller set can be allocated by the Admiralty. It should be noted that suitable small sets for replacement may not be available immediately or indeed at all. As it is not desired to manufacture new machines for this purpose, owners may eventually have to be informed that they are to accept the larger set.

(d) In vessels which have had the original 6 to 8 kW. steam generating set replaced by an Admiralty-supplied 15-kW. steam set, the latter should be removed with control panels, regulator and spares and replaced by a reconditioned 6 to 8 kW. steam set returned under (b) above, or by a set supplied by the Admiralty. The application for the generating set should be by wire and should state the size of set and the date by

which it is required, the name of the ship and the delivery instructions. The larger generating set should not be removed until the smaller one is available.

In vessels which have had the original 6 to 8 kW. oil-driven generating set replaced by a 15-kW. oil-driven set, the 15-kW. set is to be retained unless the owners make a specific request in writing for the replacement by the smaller set.

- (e) All electric generating sets removed are to be dealt with as stated in paragraph 4 above.

8. Such trawlers and fishing vessels are to be degaussed by wiping.

*(A.F.O. 1252/44 is cancelled.)***6083.—Return of Stores to R.N. Air Store Depots**

(N.S. Air 13650/44.—16 Nov. 1944.)

Attention is drawn to the necessity for ensuring that material returned to air store depots consists of air stores only and that other stores (e.g., naval, victualling and armament stores) are not included.

2. In order to avoid damage to stores being returned and to save unnecessary work at depots, the following procedure is to be adopted:—

(a) All stores to be labelled and carefully packed.

(b) Inflammables, corrosives, etc., to be clearly marked accordingly and packed separately.

(c) Triplicate copies of forms S.331 to be enclosed in cases and endorsed with case numbers.

*(A.F.Os. 1983/44 and 4297/44.)***6084.—Sand Trap Sea Chest—Increase of Height—As. and As.***L.C.I.(L)*

(D. 017453/44.—16 Nov. 1944.)

In order to facilitate the cleaning of the sand tanks from which the sea suction is taken in the above-mentioned craft, it has been approved to increase the height to the coaming of the access hatch, as shown on A.F.O. Diagram No. 406/44.

2. Commanding Officers should insert an item in the next list of As. and As. to cover the work involved.

*(B.A.D., 3 Jul. 1944, No. S.R. 3195/44.)**(This Order is to be retained until complied with.)**See AFO 3872/45* **6085.—Stores for Tropical Service.***H.M. Ships (including Landing Ships all types)*

(N.S. 019060/44.—16 Nov. 1944.)

All H.M. Ships (including Landing Ships, all types) proceeding to or operating in tropical or semi-tropical waters are to carry the following naval stores:—

(a) Sprayers, insecticide, Pattern Vessels with complement of 100 or more  
5017 (for sleeping, living and and all landing ships:—  
working spaces). 3 per 100 personnel (minimum of  
3 sprayers per ship).

Other vessels with complement less than  
100:—  
2 per vessel.

(b) "Four Oaks Maney" hand Vessels with complement of 100 or more  
sprayers (permanent Naval and landing ships:—  
stores, subhead B, item 10). 2 per 100 personnel (minimum of  
2 sprayers per ship).

Other vessels with complement less than  
100:—  
1 per vessel.

- (c) Liquid insecticide ... .. As required.  
 (d) Netting, mosquito, Pattern A quantity based on  $4\frac{1}{2}$  yards for each member of the complement.  
 T.329, 108 in. wide.

2. With regard to paragraph 1 (d) above, arrangements are being made for supply of manufactured hammock mosquito nets on the basis of one for each member of ships' complements and an A.F.O. will be issued in due course when these become available. Until these new type hammock mosquito nets are available, the quantity of netting at paragraph 1 (d) above will be sufficient to provide for each member of the complement (3 yards per person) and 50 per cent. in addition for replacements and special purposes. When hammock nets are eventually supplied, ships concerned will then require a quantity of netting, Pattern T.329, 108 in. wide, on the basis of  $1\frac{1}{2}$  yards only for each member of the complement for repair of nets and special purposes.

3. Ships concerned in commission should demand their requirements from their storing yard or depot in accordance with paragraph 1 of this Order. It should be noted, however, that Sprayers, Pattern 5017, liquid insecticide, and mosquito netting, are already allowed by Establishment, and the quantities already available on board should be taken into consideration before demands are rendered. Supply to ships concerned under construction should be arranged by the warrant yards and supplying yards or depots concerned.

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

### Section 4

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

### 6086.—Blocks, Geared $\frac{1}{2}$ -ton—Allowances

R.N. Air Stations—Class "A"

(N.S. 31826/44.—16 Nov. 1944.)

One half-ton geared block, Pattern 4016, is to be allowed to each R.N. air station (Class "A") for use in the motor transport section.

2. Stations concerned, except Stretton, not already supplied should forward demands to their Storing Yards or Depots. Arrangements for the supply of the block to R.N. Air Station, Stretton, have been made at Admiralty.

(F.O.N.A.S. No. 6296/629/7—25 Aug., 1944.)

### 6087.—Chevrons for War Service

(V. 8/1987/44.—16 Nov. 1944.)

Chevrons for war service can be obtained from the Victualling Yards as single chevrons and in sets of two, three, four and five. It is intended that individuals with two or more years' qualifying service on first issue should be supplied with the appropriate set and that the issue on completing each additional year's qualifying service should also be a complete set. It is not intended that single chevrons should be issued to make up the set when individuals become entitled to an additional chevron.

2. If chevrons are required in excess of the issues authorized gratuitously (A.F.O. 7/44, paragraph 9), they may be drawn on repayment. The issuing price for each chevron or set of chevrons is one penny.

(A.F.Os. 3747/43, 7/44 and 5508/44.)

(A.F.Os. 877/44 and 1414/44 are cancelled.)

### 6088.—W.R.N.S. Shoulder Bags

(V/I/3375/43.—16 Nov. 1944.)

Sufficient supplies of W.R.N.S. Shoulder Bags are now available to enable a gratuitous issue to be made to all W.R.N.S. ratings now serving who have not previously received a bag, and to new entrants.

2. Demands should be forwarded to D.W.R.N.S. in accordance with paragraph 9 of A.F.O. 1048/44.

3. A.F.O. 1048/44 as amplified by A.F.O. 3209/44 is to be amended as follows:—

All classes, A, B, C and D—Free Issue:—

After "1 Bag, utility"

delete "(subject to the provisions of A.F.O. 3209/44)".

4. The date of issue to a rating should be noted in her pay book.

5. The stock position does not yet permit the issue of shoulder bags on repayment either to officers or to ratings. Officers are permitted to carry shoulder bags of navy or black cloth or leather purchased privately provided they conform approximately in appearance to the standard pattern.

(A.F.O. 1048/44.)

(A.F.O. 3209/44 is cancelled.)

### 6089.—Markings of Drums containing Lubricating Oils and Greases

Dockyards, Bases and R.N. Store Depots

(N.S. 13162/44.—16 Nov. 1944.)

It has been reported that oils and greases were supplied to one of H.M. ships by an R.N. store depot without any indication on the drums as to the contents.

2. All containers should be painted in accordance with details specified below and, where necessary, a metal tally should be wired to the receptacle.

Description of Oils, etc.	Distinguishing Colour of Drums	Remarks
Admiralty compound oil	Blue body, with yellow ends.	Description of oil, quantity, etc., to be stencilled on one end of drum.
Heavy filtered mineral oil	Black ... ..	
Special mineral lubricating oil.	Green ... ..	
Internal combustion engine oil.	Green, with white band around middle and across each end.	
O.E. 30 H.D. lubricating oil.	Dark grey ... ..	
Linseed, raw ... ..	Grey ... ..	Description of oil, quantity, etc., to be stencilled on one end of drum.
Linseed, boiled ... ..	Grey, with red ends ... ..	
Olive oil ... ..	Blue ... ..	Description of oil, quantity, etc., to be stencilled on one end of drum.
G.S. mineral lubricating oil.	Yellow, with green band around middle.	
Rapeseed for lighting ... ..	} Brown ... ..	Description of oil, quantity, etc., to be stencilled on one end of drum.
Mineral sperm ... ..		
Mineral oil, non-freezing ... ..		
Neatsfoot oil ... ..		
Train oil ... ..		
Sperm oil ... ..		
All other descriptions of lubricating and lighting oils, etc.	} Black ... ..	Description of contents, quantity, etc., to be stencilled on drums.
Mineral tar ... ..		
Vegetable tar, when issued to ships.	Blacked with coal tar ... .. Blacked with coal tar, with white ring.	Description of contents, quantity, etc., to be stencilled on drums.

AFO 1286/45

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

## 6090.—A.M.S.Is. and A.M.D.Is.

(E.F.O.—16 Nov. 1944.)

(1) There are no Admiralty Merchant Shipping Instructions (A.M.S.Is.) for distribution with this issue of A.F.Os.

(2) Admiralty Merchant-Ship Defence Instructions (A.M.D.Is.) 1431-49/44 are being distributed concurrently with this issue of A.F.Os.

(A.F.Os. 5350/44 and 5940/44.)

## 6091.—Amendments to Books

(E.F.O. 16 Nov. 1944.)

The undermentioned amendments (A.F.Os. P.792-797/44) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. Volume 1941, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

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

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

**A.F.O. \*P.792/44.**—B.R. 377—(General) A.S.E.—Amendment No. 18.

**P.793/44.**—B.R. Form U2(D) (1944)—Amendment No. 4.

**P.794/44.**—B.R. 233 (1942)—Drill for 12-pdr., 12-cwt., Gun on HA/LA., Marks VIII\* and IX Mountings—Amendment No. 5.

**P.795/44.**—B.R. 292(1)—Addendum No. 1 to B.R. 292—Instructions for Maintenance of Naval Ordnance and Gun Mountings—Amendment No. 4.

**P.796/44.**—B.R. 632(C)—Gunnery Training Manual, Volume III—Amendment No. 23.

**P.797/44.**—B.R. 1203—Instructions for the Inspection of Naval Armament Stores—Amendment No. 17.

\* *Exceptionally A.F.O. P.792 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a Askew Road, Shepherd's Bush, W., who holds the stock of the parent book.*

(A.F.O. 5941/44.)

## 6092.—B.R. 1048—Handbook of Dip Curves of Moored Mines and Obstructors

(T. 2363/43.—16 Nov. 1944.)

Additional plates, Nos. 10 to 15 have been issued for insertion in B.R. 1048, together with a revised list of contents, dated July, 1944.

2. Ships and authorities holding copies of this book should ensure that the contents agree with the revised lists.

## 6093.—B.R. 1095 (Restricted)—Power Drive—Mark 5—Trouble Shooting (O.D. 4690)—Issue

(G. 3075/44.—16 Nov. 1944.)

The above-mentioned U.S. publication, which deals with Mark 5 power drives fitted to U.S. twin and quadruple Bofors equipments, has been taken into the Naval Service and added to the B.R.I.—B.R. and I.D. Catalogue.

2. Copies are now available and issues will be made by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, N.W.10, without demand (except to H.M. ships) to holders of B.R.1018, as follows:—

	Copies
Capital ships, cruisers ... ..	2*
Fleet carriers, C.V.Es, depot ships ... ..	2*
Frigates, D.Es. ... ..	1*
H.M.S. "Excellent" ... ..	2

	Copies
Captain, R.N. Gunnery School, Chatham ... ..	2
Captain, H.M. Gunnery School, Devonport ... ..	2
H.M.S. "Vernon" ... ..	1
C.O. A.A. Gunnery School, Ainsdale ... ..	2
C.O., Northern A.A. Range, Stromness ... ..	2
G.E.O., R.N. Base, Lyness ... ..	1
Captain in Charge, R.M.E. College, Devonport ... ..	1
Dockyards, home and abroad ... ..	2

\* Ships fitted with the equipment.

3. Ships fitted with the equipments named in paragraph 2 of this Order, not already carrying this handbook, should demand copies from the S.N.S.O., Park Royal, N.W.10, on the scale quoted in paragraph 2 above.

4. Ships already holding the book should insert the token number "B.R.1095" on the covers of their copies, and after the word "Restricted" add "For Official Use Only".

(A.F.O. 5707/44 is cancelled.)

## 6094.—Form O.39B—Abolition

(Sta. 10343/44.—16 Nov. 1944.)

The following has been abolished:—

O.39B. Workshop Torpedo Routine Record 21-in., U.S.A. Torpedoes (Record of Air Vessel Inspection and Tests).

## 6095.—S.1227—Abolition

(Sta. 10356/44.—16 Nov. 1944.)

The following has been abolished:—

S.1227. Form I. Forecasting Position of Aircraft Carriers during Flying Operations.

## 6096.—S.1524—Abolition

(Sta. 10372/44.—16 Nov. 1944.)

The following has been abolished:—

S.1524. Progress Sheet—Technical Training in Civilian Establishments.

## 6097.—S.1561—Abolition

(Sta. 10348/44.—16 Nov. 1944.)

The following have been abolished:—

S.1561. Poster—A/S—A/C can defect the U-boat (large and small).

## 6098.—W/T Frequency Supplements—Series W.1 to 4/M.350

(E.F.O. 271/44.—16 Nov. 1944.)

Four W/T Frequency Supplements Series W1, W2, W3 and W4/M. 350 for May, June and July 1945 are distributed with Admiralty Fleet Order publications dated 16th November, 1944, on the following basis:—

(a) Series W.1.—Optimum Frequency Band Tables. With a few exceptions restricted to Commanders-in-Chief on shore on the scale of one copy each. Dominion Naval Boards, Signal Schools and Training Bases concerned are however supplied with additional copies.

(b) Series W.2.—Frequency Guide for the Atlantic Ocean and Mediterranean Zone Scheme.

Series W.3.—Frequency Guide for the Indian Ocean and Mediterranean Zone Scheme.

Series W.4.—Frequency Guide for Shore-Ship Communication in the Indian Ocean.

Distributed on the scale of one copy to Commanders-in-Chief, Flag Officers-in-Charge and Commanding Officers of H.M. ships and vessels down to and including escort trawlers: to British and Allied ocean-going merchant ships fitted with H/F transmitters and to neutral ships similarly fitted when sailing in British and Allied interests.

(A.F.Os. 3601 and 4322/44.)

(A.F.Os. 757/44 and 2687/44 are cancelled.)



**6099.—Air Publications Distributed During the Week Ending 21st October, 1944**  
(N.S. Air 10848/44.—16 Nov. 1944.)

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

(i) *Airframes and Aero-Engines*

- | <i>Air Publication No.</i>                  | <i>Description</i>   |
|---|--|
| To. 02-10DC-2 (dated 20th Nov. 1941).       | Handbook of Service Instructions for Pratt and Whitney R.1340-AN1 engine—Initial General Distribution.   |
| To. 02-10DC-3 (dated 6th Aug. 1944).        | Overhaul Instructions for Pratt and Whitney R.1340-AN1 engine—Initial General Distribution.  |
| AN 01-85FB-2 (dated 15th Apr. 1944).        | Erection and Maintenance Manual for F6F-3, F6F-5 aircraft (Hellcat I and II)—Restricted Distribution (advance copies).   |
| Nav-Aer 01-25RA-14 (dated 20th Apr. 1944).  | Maintenance Parts Breakdown List for SB.2C-1 aircraft (Helldiver I)—Restricted Distribution (advance copies).  |
| Nav-Aer 01-190F-508 (dated 15th Apr. 1944). | Maintenance Parts Breakdown List for FM.1 and FM.2 aircraft (Wildcat V and VI)—Restricted Distribution (advance copies).   |
| B.R.377(B).                                 | Aircraft Stores Establishment for R.N. Air Stations (Barracuda aircraft)—Initial General Distribution.<br>Provisional Pilot's Notes for Hellcat II—Restricted Distribution (advance copies).<br>Maintenance Parts Breakdown List with separate Index (Corsair IV) (dated 24th Feb. 1944)—Restricted Distribution (advance copies).<br>Carrier Allowance List for TBM-1 and TBM-1C (Avenger II)—Initial General Distribution.<br>Stress Analysis for UC.43 aircraft (Traveller)—Restricted Distribution (advance copies). |

(ii) *Other Technical Publications*

- | <i>Air Publication No.</i>           | <i>Description</i>  |
|--------------------------------------|---|
| TO-00-1 (dated 1st Aug. 1944).       | Index of Technical Publications and Information—Restricted Distribution (advance copies).   |
| TO-03-20-18 (dated 25th May 1944).   | Inspection, Repair and Disposition of Damaged Aluminium-Alloy Propellor Blades—Restricted Distribution (advance copies).  |
| TO-03-50B-5 (dated 25th Apr. 1944).  | Modification of Oxygen Masks Type A-8 Series—Restricted Distribution (advance copies).  |
| TO-03-50-28 (dated 6th Apr. 1944).   | Use of Thread Compounds on Oxygen Fittings and Connections—Restricted Distribution (advance copies).  |
| TO-03-50-29 (dated 25th Apr. 1944).  | Relocation of Filler Valve Plug Assembly Chain—Oxygen Equipment—Restricted Distribution (advance copies).   |
| TO-08-50-12 (dated 20th July 1944).  | Signal Corps Cords, Cordage and Cable for Aircraft Radio—Restricted Distribution (advance copies).  |
| TO-13-5-27 (dated 5th May 1944).     | Addition of Webbing to Harness of Parachutes, types S-1, AN6510, AN6511, AN6513-1, 1A, A3—Restricted Distribution (advance copies).   |
| TO-19-1-108 (dated 8th Apr. 1944).   | Replacement of Head Gasket and Lower Gasket of Oxygen Purifier Assembly Type A3—Restricted Distribution (advance copies).   |
| AN-05-40-B-6 (dated 15th June 1944). | Handbook of Instructions with Parts Catalogue for Navy and Army Types Single and Dual Electrical Ratio Type Thermometer Indicators (Hickok)—Restricted Distribution (advance copies). |
| AN.05-55A-1 (dated 20th June 1944).  | Handbook of Operation and Service Instructions for D.C. Selsyn Position Indicators and Transmitters—Restricted Distribution (advance copies).   |
| AN.11-10-25 (dated 30th June 1944).  | Handbook of Instructions with Parts Catalogue for the Adaptor for Calibre .50 Machine Guns, Type E-11—Restricted Distribution (advance copies).                                       |

- Nav-Aer 03-5AD-519 (dated May 1944).—Preliminary Handbook of Instructions for Main Engine-Driven Generator, Navy Type NEA-5—Restricted Distribution (advance copies).
- Nav-Aer 03-10-511 (dated 1st July 1944).—Self-Sealing Fuel Cell Fitting Replacement Catalogue—Restricted Distribution (advance copies).
- Nav-Aer 04-10-503 (undated).—Care and Maintenance of Airplane Tyres—Restricted Distribution (advance copies).
- Nav-Aer 05-1-508 Interchangeable Types and Recommended Spares List (dated Jan. 1944) for Kollsman Instruments—Restricted Distribution (advance copies).  
Hamilton Propellers Interchangeability and Replenishment List—Initial General Distribution.

(iii) *Air Diagrams*

- | <i>Air Diagram No.</i>              | <i>Description</i>   |
|-------------------------------------|--|
| Air Diagram 4162 (dated June 1944). | Engine Publication relating to A.P.1464 Series—Initial General Distribution. |

(iv) *Miscellaneous*

- | <i>TEE EMM</i>                          | <i>Description</i>            |
|---|-------------------------------|
| TEE EMM (dated Oct. 1944) Vol. 4, No. 7 | Initial General Distribution. |

**6100.—Newspapers, Books, Christmas and Greeting Cards, etc.—Despatch to Neutral and certain other Countries**

(N.L./N.I.D. 8505/44.—16 Nov. 1944.)

Statutory Rule and Order No. 347 of 1944, prohibits, except under permit, the despatch by post of newspapers, books or other printed matter, including Christmas cards, greeting cards and calendars, manuscripts or typescript publications, or cuttings or portions from any of the above; maps, plan sketches, drawings, prints, photographs, or other descriptive or pictorial representations or literature for the blind; postage or revenue stamps, gramophone records, or sound tracks; impressions of any die, seal or stamp of or belonging to or used, made or provided by or on behalf of His Majesty; any goods or commodities, or sample post packets from Great Britain to Northern Ireland or from Great Britain or Northern Ireland to Eire or to the following countries:—

<u>Afghanistan</u>	<u>Lichtenstein</u>
<u>Albania</u>	<u>Lithuania</u>
<u>Andorra</u>	<u>Luxembourg</u>
<u>Belgium</u>	<u>Monaco</u>
<u>Bulgaria</u>	<u>Norway</u>
<u>China</u>	<u>Persian Gulf ports of Bahrein, Dubai, Kuwait, Muscat and Sharja.</u>
<u>Cyrenaica</u>	<u>Poland</u>
<u>Czechoslovakia.</u>	<u>Portugal</u>
<u>Denmark</u>	<u>Rumania</u>
<u>Egypt</u>	<u>San Marino</u>
<u>Eritrea</u>	<u>Saudi Arabia</u>
<u>Estonia</u>	<u>Somalia</u>
<u>Ethiopia</u>	<u>Spain</u>
<u>Finland</u>	<u>Sweden</u>
<u>France</u>	<u>Switzerland</u>
<u>Gibraltar</u>	<u>Tangier</u>
<u>Greece</u>	<u>Thailand (Siam)</u>
<u>Holland</u>	<u>Tibet</u>
<u>Hungary</u>	<u>Tripolitania</u>
<u>Iceland (C)</u>	<u>Turkey</u>
<u>Irak</u>	<u>Union of Soviet Socialist Republics</u>
<u>Iran</u>	
<u>Italy</u>	
<u>Japan</u>	<u>Vatican City</u>
<u>Latvia</u>	<u>Yemen</u>
<u>Liberia</u>	<u>Yugoslavia</u>

or to any dependencies of any such territories other than Dutch Guiana and the Dutch West Indies.

2. Such articles may be despatched only by newsagents, stationers, dealers or booksellers possessing the necessary permit. Individuals wishing to despatch any of the above should, therefore, place their order with their newsagent, stationer, dealer or bookseller, together with a list of the names and addresses of those to whom the articles are to be sent.

3. Single Christmas cards, single calendars or New Year greeting cards may, however, be despatched by post from Great Britain to Northern Ireland or from Great Britain or Northern Ireland to Eire on or after the 2nd day of December, 1944, and before the 1st day of January 1945.

4. This Order does not apply to correspondence addressed to and intended for members of H.M. Forces serving Overseas, or British and Allied subjects interned in a foreign country.

5. The despatch of Christmas cards bearing photographs of H.M. ships is forbidden if they are addressed to any neutral country, either by individuals or under permit.

(A.F.O. 5032/43 is cancelled.)

### 6101.—Pamphlets about the War against Japan

(D.S.C.—16 Nov. 1944.)

The following pamphlets are being distributed with A.F.Os. dated 16th November, 1944.

2. Distribution is based on a sliding scale depending on the number of copies of "The Ditty Box" supplied to ships and establishments. Copies of these pamphlets are not being distributed to authorities normally receiving less than ten copies of "The Ditty Box".

"The Far East." (The Royal Institute of International Affairs.)

"South East Asia and the South Pacific Islands." (The Royal Institute of International Affairs.)

"Fact and Fiction in Japanese Imperialism." (The Royal Institute of International Affairs.)

"Post-war Treatment of Japan."

(A.F.O. 5640/44, paragraph 7.)

### 6102.—Admiralty Engineer Overseer, North of England District—Change of Appointment

(E.-in-C.—16 Nov. 1944.)

Engineer Captain G. J. B. Barry, R.N. (Retd.) has been appointed to relieve Captain (E) H. C. Treherne, R.N., as Admiralty Engineer Overseer, North of England District, as from 25th October, 1944.

2. Correspondence should continue to be addressed to:—

Admiralty Engineer Overseer,  
North of England District,  
20, Saville Row,  
Newcastle-on-Tyne.

3. The existing telegraphic address and telephone number remain unchanged.

### 6103.—Resident Naval Officer, Padstow—Abolition of Post

(M.2680/44.—16 Nov. 1944.)

The office of the Resident Naval Officer, Padstow, was closed down on 31st October, 1944.

2. All communications regarding movement of ships to and from Padstow should be addressed to the Flag Officer-in-Charge, Falmouth.

### 6104.—Invalided Officers—Pamphlet for the Guidance of

(P.M. 2812/43.—16 Nov. 1944.)

A pamphlet (B.R. 1082) is now available for distribution to Naval, Marine and W.R.N.S. officers who are invalided from the Service. Information is given on a variety of subjects affecting the change-over from Service to civilian life e.g., pay and allowances, disability compensation, post-discharge medical treatment, civilian identity, and ration cards, clothing coupons, national health and unemployment insurances, and opportunities for civilian employment.

2. Officers should receive a copy of the pamphlet on the occasion of the Board of Survey at which the recommendation for invaliding is made.

3. Supplies will be available on demand from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

### 6105.—Pamphlet for the Guidance of Invalided Ratings Serving on T.124X, T.124T and Commissioned Cable Ship Agreements

(P.M. 135/44.—16 Nov. 1944.)

A pamphlet No. BR. 1097 has been prepared for the guidance of ratings serving on the above-named agreements, who are about to be invalided. This contains information which will be of assistance in the change-over from service to civilian life, brief particulars being given regarding leave prior to discharge, disability compensation, civilian clothing coupons and identity cards, National Health and Pensions and Unemployment Insurance, opportunities for employment in civil life, and training for new trades or occupations.

2. Ratings will receive a copy of the pamphlet before leaving the Medical establishment at which invaliding takes place.

3. The following Medical establishments will receive copies:—

R.N.H. Chatham.  
R.N.H. Plymouth.  
R.N.H. Haslar.  
R.N.H. Portland.  
R.N.H. Port Edgar, South Queensferry, West Lothian.  
R.N.A.H. Newton Abbot, Devon.  
R.N.A.H. Barrow Gurney, Bristol.  
R.N.A.H. Kingseat, Newmachar, Aberdeenshire.  
R.N.A.H. Invergordon, Ross-shire.  
R.N.A.H. Seaforth, Liverpool, 21.  
R.N.A.H. Woolton, Liverpool, 18.  
R.N.A.H. Minterne Magna, Nr. Dorchester.  
R.N.A.H. Knowle, Fareham, Hants.  
R.N.A.H. Kilmacolin, Renfrewshire.  
R.N.A.H. Sherborne, Dorset.  
R.N.A.H. Durdham Down, Bristol, 6.  
R.N.A.H. Rainhill, Lancashire.  
R.N.A.H. Southport, Lancashire.  
R.N.A.H. Londonderry, Northern Ireland.  
R.N.A.H. East Anglia, St. Margaret's Road, Lowestoft.  
R.N.S.Q. Grimsby.  
R.N.S.Q. Liverpool.  
R.N.S.Q. Cullercoats.  
R.N.S.Q. Stranmillis, Belfast.  
R.N. Patrol Service Depot, Lowestoft.  
E.M.S. Hospital Meanskirk, Newton Mearns, Glasgow.  
E.M.S. Hospital Horton, Epsom.

4. Other establishments requiring copies should demand them direct from Royal Naval Store Depot, Park Royal, N.W.10, but it is requested that demands be restricted to a minimum.

## 6106.—Private Branch Telephone Exchanges, Equipment and Staff—REPOET

(M.011792/44.—16 Nov. 1944.)

All naval and civil establishments in the United Kingdom equipped with private branch telephone exchanges installed and maintained by the G.P.O. are to submit a report in the form indicated in paragraph 7, showing the equipment and staff employed.

2. Reports in the case of switching centres and switchboards in the establishments of Commanders-in-Chief, Flag Officers Commanding and Flag Officers-in-Charge, and of Flag Officer Naval Air Stations and Commodore N.A.S. (N), are to be forwarded each month, and in other cases every three months.

3. The report should state the position on the 15th of the month and should be addressed—

Director of Signal Division,  
Section 7 (P.B.X. Return),  
Admiralty, London, S.W.1,

to arrive not later than the 22nd of the month.

4. Establishments equipped only with a  $\frac{3+9}{12}$  switchboard or a smaller switchboard which does not necessitate the attendance of a full time operator are not required to furnish reports.

5. The initial return, which should show the position on 15th December, 1944, should give, in reply to item 12, a complete list of all private wires connected to the switchboard. (A private wire should be regarded for this purpose as a circuit not connected to a public G.P.O. exchange.)

6. Reports should be forwarded in respect of operational switchboards as well as of administrative switchboards.

7. Specimen return :—

Monthly } Naval telephone return.  
Quarterly }

Station..... G.P.O. Exchange and Telephone No.....

- (1) Type of switchboard (see Note (i)).....
- (2) (a) Number of extension equipments 

Working	Fitted
---------	--------

 (See Note (ii))  
(b) Number of exchange line and private wire equipments
- (3) Number of positions ... ..
- (4) Maximum number of operating staff employed at one time (see Note (iii)) ... ..
- (5) Total number of W.R.N.S. switchboard operators employed .....
- (6) Total number of L/Wren switchboard operators employed .....
- (7) Total number of P.O. switchboard operators employed .....
- (8) Total number of civilian staff employed ... ..
- (9) Total number of W.R.N.S. (G.D.) employed ... ..
- (10) Details of any other staff employed ... ..
- (11) Details of telephone privacy equipment (scramblers). Give official titles and extension numbers of users ... ..
- (12) Details of all P.Ws. provided or ceased since last return. In all cases quote G.P.O. circuit number and name of distant terminal ... ..

## Notes

(i) This should be the standard G.P.O. Code, e.g., C.B.  $\frac{10+50}{65}$  C.B.9, P.M.B.X.1A, etc., and if not known, should be obtained from the local telephone manager.

(ii) The entries under "Fitted" should show the total number of jacks or indicators, on the switchboard, including working lines.

(iii) This item should be the number of switchboard positions staffed during the busiest time of the day.

(A.F.Os. 871/43 and 1760/43 are cancelled.)

## 6107.—H.M.S. "Lancaster Castle" and H.M.S. "Launceston Castle"—Confusion

(M. 2584/44.—16 Nov. 1944.)

Several instances have occurred of correspondence for H.M.S. "Lancaster Castle" and H.M.S. "Launceston Castle" being sent to the wrong ship, in some cases due to incorrect spelling of the ships' names. In order to avoid unnecessary delay and confusion special care is to be taken when addressing correspondence to these ships.

## 6108.—H.M.S. "Port Quebec"—Confusion with H.M.S. "Quebec"

(M. 2504/44.—16 Nov. 1944.)

A considerable number of letters received in H.M.S. "Quebec" are found on opening, to contain correspondence for H.M.S. "Port Quebec." Care is to be taken when addressing correspondence to these ships, and it should be noted that the correct postal address of H.M.S. "Quebec" is "Commanding Officer, G.P.O. Box 2, Inverary, Argyllshire."

## 6109.—Parcels Addressed to Naval Personnel—Loss of

(M. 2191/44.—16 Nov. 1944.)

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

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

3. In the event of the contents of a parcel being received loose or unaddressed in the mails, Fleet Mail Officers are to ensure that such articles are returned promptly to the Returned Letter Section, G.P.O., London, for record and disposal.

(A.F.O. 5600/44 is cancelled.)

## 6110.—Greek Naval Mail

(M. 1962/44.—16 Nov. 1944.)

The Greek Naval Commander-in-Chief has requested that all mail intended for the Royal Hellenic Navy should be addressed "Greek Naval Mail", and authorities are to arrange for correspondence to be addressed accordingly. R.N. authorities overseas are to consign mail so addressed to the office of the Greek Naval Commander-in-Chief, Alexandria.

2. Mail addressed "Greek Naval Mail" which is received or posted in the United Kingdom will be forwarded from the G.P.O. London with other naval mails to the appropriate location.

## 6111.—W.R.N.S.—Medical Examination of C.W. Candidates—Amendment to Form S.1530

(C.W. 40642/44.—16 Nov. 1944.)

In order that Medical Officers can state whether W.R.N.S. ratings recommended for promotion in Communications categories are considered fit to work underground, the note in Section IV of Form S.1530 (revised January, 1944) is to be amplified to read :—

"If recommended for Communications, Plotting or Cypher, fitness to work underground should be stated."

Pending reprint, this amendment should be made in manuscript.

2. It is accordingly essential that in future Section VIII of Form S.1530 should be completed before the form is passed to the Medical Officer.

## Section 6.—SHORE ESTABLISHMENTS

### 6112.—Civil Service (formerly Post Office) Sanatorium Society—Increased Rates of Contribution

(C.E. 58146/44.—16 Nov. 1944.)

The Civil Service (formerly Post Office) Sanatorium Society have intimated that, in order to effect urgently needed economies in accounting arrangements and to render all members eligible to participate in the benefits of the Society's Necessitous Cases Fund, serving subscribers who contribute less than 4s. 4d. (weekly paid members) or 5s. (salaried members) per annum, shall have their subscriptions increased to those amounts as from the 1st January, 1945. Subscriptions for "man and wife" will similarly be increased to 8s. 8d. and 9s. per annum respectively.

2. Under present conditions a great deal of work would be involved and a good deal of paper used if all the affected contributors to the Society were required to furnish amended authorities for the increased deductions. It has, therefore, been agreed with the Society that, as an exceptional measure, the specific authority of contributors need not be sought. Deductions from the salaries or wages of contributors, both non-industrial and industrial, in the Admiralty service should accordingly be made at the revised rates quoted (in the absence of any notification to the contrary, see paragraph 3 below), with effect from the first pay day falling after the 31st December, 1944.

3. Any contributors who wish to withdraw their authorities, which is the only alternative to agreeing to the increased rate of deduction, should do so by notifying their Paying Officers and the Society's local representatives at least 30 days before the first pay day falling after the 31st December, 1944. In the absence of such notifications, it will be assumed that they wish to continue as contributors and to pay the increased rates.

4. This arrangement has been made by H.M. Treasury, after consultation with the Society, and if any contributor, after deductions at the revised rate have been made, challenges the right of the Establishment to make such deductions, the complaint should be referred to the Admiralty (C.E. Branch II, or Labour Branch, as appropriate). The matter will then be settled by H.M. Treasury direct with the headquarters of the Society.

5. The contents of this Order should be brought to the notice of staff affected and, in addition, Establishments are asked to grant to the Society's representatives reasonable facilities for giving publicity to the revised arrangements.

(Cash Duties Instructions, Article 69.)

(Copies of this Order suitable for posting on Notice Boards may be obtained on application to the Editor of Fleet Orders.)

### 6113.—Re-employment of Retired Civil Salaried Officers and of Married Women Who Were Formerly Established Civil Servants

(C.E. 55293/44.—16 Nov. 1944.)

The following conditions relate to the employment of:—

- (a) Officers recalled from the retired list.
- (b) Officers who remain in employment on formal retirement.
- (c) Married women formerly established civil servants who are recalled after having been retired on marriage.
- (d) Married women formerly established civil servants who remain in employment after marriage.

2. *Pay, Increments and Promotion.*—(a) Officers recalled from the pension list after a period of retirement, if re-employed in their old grades, will receive pay at the full consolidated rate of salary payable at the date of retirement or at the current minimum of the grade if greater. If re-employed in a lower grade they will receive pay at the maximum of the grade in which they are re-employed. Where, owing to provincial differentiation, a different scale is payable for the grade from that applicable to the office from which officers retired to pension,

no adjustment, either upwards or downwards, will be made in respect of provincial differentiation. The retiring salary will be paid provided that it is not less than the minimum or more than the maximum of the current scale of the grade applicable to the office in which re-employed. Should that be the case, the minimum or maximum, as the case may be, will be paid. If, however, they are re-employed in a lower grade they will receive pay at (i) the maximum of the current scale applicable to the office of re-employment, if it is less than the rate previously enjoyed or (ii) at the rate previously enjoyed with incremental progression on the scale of the grade in which re-employed. Officers recalled after a period of retirement are not eligible to receive increments on the salary scale. They will, however, be eligible for promotion on the terms applicable to established officers as regards method of selection, trial and pay (including class to class increase where applicable to established staff) but without any effect on their temporary status and they will become eligible for increments from the date of promotion.

(b) Officers whom it is desired to retain in the service after attaining the age of 60 should be given the option whether they wish to remain in their established capacity or whether they wish to be formally retired and re-employed in a temporary capacity. If they elect to retire and be re-employed without a break (but see sub-paragraph (h) below), they will remain eligible to receive further increments in their present scales. They will also be eligible for promotion and incremental progression under the usual conditions for established officers. Established officers cannot be retained in pensionable employment beyond the age of 65 except with special approval. Normally, officers attaining the age of 65 would be required formally to retire.

(c) Married women formerly established civil servants who are recalled after a period of retirement on marriage will be graded and paid as temporary employees.

(d) Married women who are retained for full-time employment on marriage without a break (but see sub-paragraph (h) below), will be eligible to retain their existing scale of pay and increments in their former established grade (including London scale where already held by evacuees). Should the rate of salary appropriate to temporary staff of the grade and in the office in which an officer is re-employed be at any time more favourable, the higher rate may be paid. If, however, they are re-employed in a lower grade they will receive pay at (a) the maximum of the current scale applicable to the office of re-employment if less than the rate formerly enjoyed or (b) at the rate formerly enjoyed with incremental progression on the scale of the grade in which re-employed. They will be eligible for promotion subject to the usual conditions applicable to established officers. Officers retained under these conditions who resign from one Government Department to take up similar duty in another may be allowed to retain their established rates of pay and conditions of service, provided the transfer is made without a break (but see sub-paragraph (h) below).

(e) On marriage, officers may be granted three days' marriage leave with pay and may be allowed in addition to take any annual (restricted) leave due to them. If no annual leave is due they may be allowed leave without pay up to three days to provide a total period of six days' leave. Marriage leave must be granted strictly in accordance with this arrangement, otherwise there will be a break in service which forfeits title to marriage leave with pay.

(f) Officers on loan from other Government Departments will, on being retained on marriage, become in all respects employees of the retaining Department and will cease all connection with their former Department.

(g) Married women who are in receipt of pay on the established scale should be conditioned to the hours of attendance and overtime arrangements of the grade in which they are serving. This does not affect the position of women officers re-employed after marriage at temporary rates of pay, including those who at any time elect to receive such rates in preference to the established rates. The hours of attendance and overtime terms of the latter officers should be those applicable to temporary staff.

(h) In the case of officers in categories (b) and (d) of paragraph 1 above, breaks in service not exceeding three months duration will not be regarded as involving forfeiture of established conditions of services as regards pay, increments and overtime, provided that the break was not caused by the dismissal of the officer

for misconduct or inefficiency or by resignation from duty without reasonable notice or in the face of objection by the former employing Government Department, and that service is resumed in the same or an equivalent grade (though not necessarily in the same Department). If service is resumed in a subordinate grade, the officer may receive the maximum rate for that grade, if it is less than the rate previously received, or may be allowed the incremental progression appropriate to the lower grade. The overtime conditions of the lower grade will in this case apply.

(i) Officers who resign on marriage whilst absent from their Department on war service may be allowed continuity under these arrangements if they resume service within three months of the date of their leaving the forces, etc. The period of absence subsequent to resignation from the Department on marriage but before resumption of Civil Service duties will not reckon for incremental purposes.

(j) The new rule about breaks in service contained in sub-paragraph (h) above may be applied as though it had been operative during the war period, subject to the following two conditions:—

(1) Adjustments are to be made only on application from the officer concerned being lodged before 31st January, 1945.

(2) Revision of the rate of pay will become effective only as from 1st July, 1944.

(k) Officers concerned should, as from 1st July, 1944, have their rate of salary brought to the point which it would have reached had their normal increments proceeded without any break, and their incremental dates will thereafter be the date which they would have had if their normal increments had proceeded without any break.

3. *Pension and Marriage Gratuity.*—Temporary re-employment will not be recognized as a ground for increasing superannuation awards or for the purpose of paying or increasing marriage gratuities. During re-employment pension will be temporarily suspended or abated in accordance with the provisions of the Superannuation Acts.

Where an amount of pension has been allocated, whether under option A or option B, any necessary adjustment will be made on the amount of pensions payable or, if this is not practicable, by deduction from pay.

Civil Service war bonus, as appropriate, will be issuable as an addition to the pay of re-employed officers. For the purpose of calculating bonus the remuneration will, however, be regarded as their total emoluments, including any pension allocated or in issue. The amount of bonus payable will (under present circumstances) be ignored when assessing the profits of former and present offices for the purpose of adjusting or suspending pensions under Section 20 of the Superannuation Act, 1834, except in any special cases where it would otherwise be to an officer's advantage.

4. *Leave.*—Subject to the exigencies of the service, leave on full pay will be allowed at the rate in force for established officers of corresponding rank and service, but married women re-employed in purely temporary grades will be eligible only for the rate appropriate to those grades. At present leave is restricted for all grades.

5. *Sick Leave.*—Re-employed officers (whether recalled or retained on formal retirement) and married women formerly established officers are not eligible for the sick pay privileges they formerly enjoyed but subject to the usual conditions, as to certification, etc., sick leave will be granted under the conditions appropriate to temporary and unestablished officers but with waiver of qualifying periods. Pensioners (including those formally retired) may, however, receive sick pay at their pension rate if more favourable. The normal regulations relating to National Health Insurance deductions will apply but no such deduction will be made from sick pay at pension rates.

6. *Designation.*—Re-employed officers and established women retained on marriage and in receipt of established rates of pay will be designated according to the appropriate established grade with the prefix "Temporary", e.g., Temporary Departmental Clerical Officer.

Married women, formerly established civil servants, who are not in receipt of established rates of pay will be designated according to the appropriate temporary grade, e.g., Temporary Typist or Temporary Clerk, etc.

7. *Travelling and Subsistence Rates.*—(a) *Officers called up from retirement.*—(i) Those appointed to a station where billeting arrangements are not in force who are unable to attend daily from their home:—

Married men, or those with responsibilities equivalent to married men, who were residing with their families or dependants at the time of appointment, will be eligible while they continue to maintain them elsewhere than at their place of duty, for an allowance to meet the extra cost of their board and lodgings, i.e., on a lodging allowance basis, within the following maxima limits:—

Class A	...	...	...	...	...	47s. 0d. a week
Class B	...	...	...	...	...	45s. 6d. a week
Class C	...	...	...	...	...	38s. 6d. a week
Class D (1)	...	...	...	...	...	38s. 6d. a week
Class D (2)	...	...	...	...	...	31s. 6d. a week

(ii) Those appointed to a station where billeting arrangements are in force who are unable to attend daily from their homes will be dealt with under the billeting regulations broadly on the following lines:—

Married men, or those with responsibilities equivalent to married men, who were residing with their families or dependants at the time of appointment, will be provided with a free billet covering lodging and two meals a day, so long as they maintain their families or dependants separately away from the billeting area; alternatively they may make their own arrangements and receive in lieu of free billeting an allowance of £1 1s. a week.

(iii) Officers in (i) and (ii) above who are joined by their families at their place of duty will be dealt with under the limited removal regulations for temporary transfer, i.e., provided it can be certified that the officer will, so far as can be foreseen, continue to serve at the station for the duration of the war, the officer may be refunded the bare cost of removal and in addition will be eligible to receive an allowance within a maximum of £1 1s. a week to meet unavoidable continuing liabilities for rent and/or extra cost of accommodation at their place of duty over that formerly incurred.

(iv) Officers will be refunded their travelling expenses at third class rates on taking up appointment, and when sent on detached duty from their station will be eligible for payment of subsistence allowance in accordance with current regulations.

(b) *Officers formally retired and re-employed with established rates of pay.*—Such officers will continue to be eligible for allowance under the same conditions as were appropriate to them before formal retirement.

8. *Period of Employment.*—Subject to a satisfactory standard of health and efficiency being maintained employment will continue for such period as the Admiralty may determine. Normally, the appointment of an officer whose health and efficiency do not remain satisfactory will be terminated without notice at Admiralty discretion. In other cases suitable notice will be given.

(A.F.O. 2949/44 is cancelled.)

#### 6114.—War-time Provisions for the Grant of Special Leave to Non-Industrial Members of the Admiralty Staff

(C.E. 15925/44.—16 Nov. 1944.)

The allowance of unpaid special leave which may be granted to a married woman when her husband is on leave from H.M. Forces or the Merchant Navy may be increased from 14 to 28 days when the husband, after service abroad for more than one year, is granted leave in excess of 14 days.

2. Paragraph 10 of A.F.O. 4434/44 should be regarded as amended accordingly.

(A.F.O. 4434/44.)

#### 6115.—Non-Industrial Staffs—Employment and Conditions of Service of Juveniles

(C.E. 58487/44.—16 Nov. 1944.)

Paragraph 5 of A.F.O. 5120/44 (paragraph 9 of extracts from E.O.C. 634) gave authority for the payment by the Admiralty of the fees of juveniles under 16 years of age attending any private classes held by local Education Authorities, for example, classes in English, in Arithmetic, in Typewriting, Shorthand, etc.

2. Boys and girls between 16 and 18 years of age and over should be encouraged to continue their education at evening classes. Normally fees are payable by the individual. In some cases in the provinces, however, the fees fixed by the local Education Authority for evening classes in English, that is to say, classes which are designed to improve the individual's use of the English language and appreciation of its literature, may be substantially more than those payable in London. In any case where the fee for such English classes exceeds 2s. 6d. per term, the excess over 2s. 6d. may be paid by the Admiralty.

3. The general arrangements for juveniles under 16 who attend day classes set out in paragraphs 5-9 of A.F.O. 5120/44 may be applied to juveniles of 16, in so far as it is necessary to enable them to complete the term in which they attain the age of 16.

(A.F.O. 5120/44.)

**6116.—Naval Officers on Detached Duty Abroad—Procedure for Claiming Local Compensatory Allowances—Advances of Pay and Allowances Abroad**

(C.W./D.N.A. 25654/44.—16 Nov. 1944.)

Attention is drawn to A.F.O. 5979/44 in Section II of this issue.

**6117.—National Health, Pensions and Unemployment Insurance—Certain War Occupations outside the United Kingdom—Return**

(C.E. 937/44.—16 Nov. 1944.)

Provision has been made for safeguarding the National Insurance position of insured persons who become engaged in certain "war occupations" outside the United Kingdom. Detailed instructions concerning (A) National Health Insurance and Contributory Pensions, and (B) Unemployment Insurance, are given below.

**(A) National Health Insurance and Contributory Pensions**

2. Employment by the Admiralty outside the United Kingdom, Eire or the Isle of Man in a civilian capacity (excluding employment under Yard Craft Agreements or as officers and men in Royal Fleet Auxiliaries) whose position in Insurance remains unaltered by the "war occupation" provision, is scheduled as a war occupation under the National Health Insurance and Contributory Pensions (War Occupations) Regulations, 1939, framed under the National Health Insurance and Contributory Pensions (Emergency Provisions) Act, 1939, and Health and Pensions Insurance contributions are payable in respect of all persons engaged in such employment, provided—

- (a) the employee was at the date of entry into the war occupation insured or treated as insured under the National Health Insurance Acts and/or the Contributory Pensions Acts; and
- (b) the employment, if it were in the United Kingdom, would be insurable under the National Health Insurance Acts. For this purpose the rate of remuneration is to be regarded as the rate which would be paid for the same work in the United Kingdom.

3. Admiralty employees who are compulsorily insurable by virtue of the National Health Insurance and Contributory Pensions (Emergency Provisions) Act, 1939, subject to the provisions of paragraph 2 (a) and (b), above, are:—

- (i) All insured persons (not being Yard Craft employees or officers, etc., Royal Fleet auxiliaries) who proceed abroad on or after 3rd September, 1939;
- (ii) All persons already serving abroad on 3rd September, 1939, not being Yard Craft employees, etc., who were on that date insured as voluntary contributors for National Health Insurance and/or Contributory Pensions purposes, *vide* Appendix VIII, Sections D and E, Cash Duties Instructions (1932), or who not having become voluntary contributors were insurably employed up to or beyond 27th December, 1937.

4. It appears that some cashiers and paying officers have experienced difficulty in determining the extent to which civilian non-industrial staff serving abroad in war occupations are compulsorily insurable under the arrangements detailed above and the following additional notes are issued for guidance.

5. In order to make an employee compulsorily insurable while serving in a war occupation abroad, the following conditions must be satisfied:—

- (a) The employment must be such as would, if it were in the United Kingdom, be compulsorily insurable under the National Health Insurance Acts, and
- (b) The employee must, at the date of entry into the war occupation, have been insured or treated as insured under the National Health Insurance Acts or the Contributory Pensions Acts, or both.

6. In view of paragraph 2 (b), established non-industrial civil servants who are serving abroad, even if their salary is less than £420, are not compulsorily insurable for health or pensions insurance purposes since they are not, while serving at home, insurable under the National Health Insurance Acts, but only under the Pensions Acts.

7. Attention is drawn to Ministry of Health Memorandum 344 (B) X, which explains the special arrangements under which insured persons who enter war occupations abroad in respect of which their employers are not liable to pay contributions may safeguard their insurance rights by voluntary payment of contributions.

No deductions from salary or wages are to be made on account of National Insurance for personnel not compulsorily insurable. Payment of voluntary contributions should be made by the person concerned either—

- (a) by arranging himself for cards to be stamped at the appropriate rate on his behalf by a relative or friend in the United Kingdom, or
- (b) by a direct remittance of cash to the Ministry of Health at the address given in paragraph 11(c) below, in which case the individual concerned should furnish the Ministry of Health at the time of payment with full details of the period for which the payment is being made and rate at which the contributions are being paid, together with the name of his Approved Society and Membership number therein, and/or his Voluntary Insurance Pension number, and should quote reference X2D/W.O.

8. The following table shows the extent to which various Admiralty grades are insurable while serving in war occupations abroad:—

Compulsorily insurable for Health and Pensions Insurance purposes (provided the conditions of paragraph 2 (a) are satisfied.)

- (a) All manual workers.
- (b) Temporary and unestablished non-industrial staff whose emoluments do not exceed £420 per annum.
- (c) All manual workers (hired or established as workmen) serving in acting salaried grades whose emoluments do not exceed £420 per annum.

Not compulsorily insurable for Health and Pensions Insurance purposes—no action required to be taken by Cashier.

- (a) All established non-industrial civil servants.
- (b) Temporary or unestablished non-industrial staff whose emoluments exceed £420 per annum.
- (c) Manual workers (hired or established as Workmen) serving in acting salaried grades whose emoluments exceed £420 per annum. (Subject to provisions of Article 240 of Cash Duties Instructions.)

9. For compulsorily insurable employees, the weekly rates of contribution are as follows:—

<i>Men</i>	...	1s. 5d. (4d. for Health Insurance and 1s. 1d. for Pensions), of which 6½d. is recoverable from wages.
<i>Women</i>	...	1s. 0d. (3½d. for Health Insurance and 8½d. for Pensions), of which 5d. is recoverable from wages.

(*Note.*—Officers and Members of Voluntary Aid Detachments and the Queen Alexandra's Royal Naval Nursing Service, and Reserve, are insurable to the extent stated in A.F.O. 2994/44. They are not subject to the provisions of the National Health Insurance and Contributory Pensions (Emergency Provisions) Act, 1939.)

Deductions from pay in respect of the employees' contributions should be brought to account in the Cash Account under the heading "Private Individuals—Ministry of Health (War Occupations)".

Contributions are payable for each week of the war occupation, except for any contribution week during the whole of which an employee has been absent—

- (i) through incapacity due to sickness, vaccination or injury,
- (ii) on leave without pay for that week, or
- (iii) partly for reasons given in (i) and the remainder on public holidays or on leave of any kind (with or without pay).

10. Payment of compulsory contributions to the Ministry of Health is to be effected by the Schedule system, and no stamps are to be affixed to Health and Pensions Insurance Cards. The schedule periods will be six-monthly, coinciding with the Insurance periods, viz., from the first Monday in January and July of each year.

As soon as possible after the end of each half year a return is to be forwarded to the Director of Navy Accounts, Branch 5, in the following form:—

*National Health Insurance and Contributory Pensions (Emergency Provisions) Act, 1939*

Contributions for the half-year ended.....

Name in full (Surname first) in alphabetical order	Home Address	Name of Approved Society	Member- ship Number	Contributions				(9)
				Weeks	No.	Rate	Amount	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	
							£ s. d.	
							Total .. £	

I hereby certify that the above is true and correct to the best of my knowledge and belief.

Signed.....  
H.M.....  
Date.....  
Cashier.

The return of contributions due is to be accompanied by a statement on the following lines:—

*National Health Insurance and Contributory Pensions (Emergency Provisions) Act, 1939.*

Contributions for the Half Year ended.....

With reference to the accompanying return, the total sum shown thereon, viz., £ s. d. is made up as follows:—

	£	s.	d.
Admiralty contributions ... ..			
Employees' contributions ... ..			
	£		

The sum of £ s. d. (employees' contributions, as shown above) has been taken on charge in the undermentioned cash accounts under the heading of "Private Individuals—Ministry of Health (War Occupations)":—

	£	s.	d.
..... Quarter 194			
..... Quarter 194			
..... Quarter 194			
	£		

The sum of £ s. d. (Admiralty contributions, as shown above) is correctly chargeable against the following votes:—

	£	s.	d.
Vote.....			
Vote.....			
Vote.....			

Signed.....

Establishment.....

Date.....

Cashier.

In Column (5) of the return the number of the weeks (in relation to the insurance period) in respect of which contributions are payable should be entered, e.g. "1-26" or "27-52." If for any reason the full number of contributions are not payable, e.g. a man sick for weeks 10 to 12, the entry in Column (5) should read "1-9" and "13-26," and a brief notation made in Column (9), e.g. "weeks 10-12 sick." In the case of personnel entered or discharged during the half year, a notation should be made in Column (9) of the yard from which entered or to which transferred.

The return should be in duplicate, the original being forwarded by air mail, and a copy by sea mail.

It is important that the return should be prepared and forwarded with the utmost expedition after the end of the half year, in order that personnel who return to the United Kingdom may be able to obtain the sickness benefits to which they are entitled.

11. (a) The employee should, on being appointed to a war occupation, be given a copy of Memorandum 344(A)X and the Cashier (or Expense Accounts Officer at Clock-Mustering Yards) should see that the tear-off portion of that Memorandum is completed by the employee before leaving and forwarded to the Ministry of Health. Supplies of Memorandum 344(A)X required by Establishments at home for the purpose of issue to insurable employees proceeding abroad, should be obtained from the Ministry of Health at the address given at (c) below.

(b) A notation should be made on the completed portion of Memorandum 344(A)X of the Establishment abroad to which the employee is being transferred.

(c) The Health and Pensions Insurance Card should be stamped to the date of discharge from the home establishment and forwarded to the Controller, Ministry of Health, Insurance Department, X2D/W.O., Blackpool, Lancashire, at the same time as the Memorandum 344(A)X. The name of the approved society and the employee's membership number therein should be noted and reported to the new establishment on Form D.135.

12. The foregoing arrangements also apply to civilian personnel employed afloat outside the United Kingdom, e.g. workmen employed in repair ships, storehousemen, etc., embarked in Store Issuing ships, etc. Civilian personnel employed in Store Issuing ships, etc., engaged on service in Home Waters, continue to be governed for National Health and Pensions Insurance purposes by existing regulations.

(B) *Unemployment Insurance*

13. Employment by the Admiralty outside the United Kingdom in a civilian capacity (excluding employment under Yard Craft Agreements or as officers and men in Royal Fleet Auxiliaries), is scheduled as a war occupation under the Unemployment Insurance (Emergency Powers) (Amendment) Regulations, 1939, and contributions are payable in respect of all persons engaged in such employment, irrespective of whether they were previously insured, provided:—

(a) The employment is such that it would be insurable if it were in Great Britain, and

(b) The engagement was made before the insured contributor left Great Britain or Northern Ireland, or was made immediately following on a previous engagement in insurable employment outside the United Kingdom.

14. Admiralty employees who are insurable under the provisions of (a) and (b) of paragraph 13 above are:—

Employees (i.e. (1) unestablished workpeople and (2) unestablished non-industrial employees whose remuneration does not exceed £420 a year), not being Yard Craft employees or officers, etc., of Royal Fleet Auxiliaries, whose employment abroad began on or after 1st September, 1939, viz.:—

- (i) Those who were already in Admiralty service at home on 1st September, 1939, and have been appointed for foreign service since that date, and  
(ii) Those who have joined the Admiralty service since that date and have been sent abroad.

15. The weekly rate of contribution is shown below. The employee's share of the contribution is recoverable from the wages of the employee. Deductions from pay in respect of employees' contributions should be brought to account in the cash account under the heading of "Private Individuals—Ministry of Labour and National Service (War Occupations)".

Age	Employer d.	Employee d.	Total	
			s.	d.
Man, 21-65 ... ..	10	10	1	8
Young man, 18, 19 and 20...	9	9	1	6
Boy, 16-17 ... ..	5	5		10
Boy, 14-15 ... ..	2	2		4

16. Payment of contributions to the Ministry of Labour and National Service is to be effected by the schedule system, and no stamps are to be affixed to unemployment books. The schedule periods will be six-monthly, coinciding with the insurance periods, viz., from the first Monday in January and July of each year.

As soon as possible after the end of each half-year a return is to be forwarded to the Director of Navy Accounts, Branch 5, in the following form:—

*Unemployment Insurance (Emergency Powers) (Amendment) Regulations, 1939.*  
*Contributions for half-year ended.....*

Book No.		Name in full (Surname first) in alphabetical order	Date of Birth	Contributions				(9)	
Local Office	Serial No.			Weeks	No.	Rate	Amount		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		
							£ s. d.		
Total .. £									

I hereby certify that the above is true and correct to the best of my knowledge and belief.

Signed.....

Cashier.

Date.....

H.M.....

The return of contributions due is to be accompanied by a statement on the following lines:—

*Unemployment Insurance (Emergency Powers) (Amendment) Regulations, 1939.*

*Contributions for half-year ended.....*

With reference to the accompanying return, the total sum shown thereon, viz., £ : s. d. is made up as follows:—

	£	s.	d.
Admiralty Contributions ...			
Employees' Contributions ...			
	£		

The sum of £ : s. d. (employees' contributions as shown above) has been taken on charge in the undermentioned cash accounts under the heading of "Private Individuals—Ministry of Labour and National Service (War Occupations)".

	£	s.	d.
..... Quarter, 194			
..... Quarter, 194			
..... Quarter, 194			
	£		

The sum of £ : s. d. (Admiralty contributions as shown above) is correctly chargeable against the following Votes:—

	£	s.	d.
Vote.....			
Vote.....			
Vote.....			
	£		

Signed.....  
Cashier.

Establishment.....  
Date.....

17. It will be necessary for a Ministry of Labour Form, U.I.645, to be completed in respect of every person covered by these regulations. On completion the forms are to be sent to the Ministry of Labour and National Service, Prince of Wales Hotel, Lord Street, Southport, Lancashire. In the event of a number of employees being sent abroad on or about the same date it will be sufficient for the purpose of the Ministry if a schedule is prepared under the several headings shown on the form.

Before proceeding abroad, unemployment books should be stamped to the date of the person's discharge from the home establishment and forwarded to the Accountant General, Ministry of Labour and National Service, Claims and Record Office, Bromyard Avenue, Acton, London, W.3. The local office and serial number of the unemployment book should be reported to the new establishment on Form D.135.

18. The foregoing arrangements also apply to civilian personnel employed afloat outside the United Kingdom, e.g., workmen employed in repair ships, storehousemen, etc., embarked in store issuing ships, etc. The Unemployment Insurance of civilian personnel employed in store issuing ships, etc., engaged on service in home waters is not affected by the instructions in this order.



19. *General.*—The period of employment in a war occupation includes, for insurance purposes, the time spent on both outward and homeward passages, provided wages are paid in respect of these periods. The responsibility for ensuring that the necessary contributions are paid rests with the Cash Officer of the establishment on the books of which a man is borne at the beginning of the contribution week concerned. Payment of contributions in respect of the homeward passage is to be effected at the home establishments by means of stamped cards in the usual manner.

20. In calculating the rate of remuneration for insurance purposes of the non-manual grades, account should be taken only of such emoluments actually received by the employee in respect of employment in the war occupation as would be received by him for the same work in the United Kingdom, *i.e.*, basic wages (including local increases), bonus, and regular payments in respect of allowances, overtime, etc., where expectation of such payments is reasonably assured, should be *included*, but foreign service allowance and house allowance or the value of quarters on shore, where provided, should be *excluded* from the calculation. With regard to overtime, it is intended that only in very exceptional circumstances should overtime be included for this purpose, and accordingly overtime earned under war conditions by Admiralty employees should, for the purpose of deciding whether or not they are compulsorily insurable, be ignored (*see* paragraphs 2 (b) and 13 (a)).

21. Cash officers should be guided by the general directions concerning National Insurance laid down in Chapter IX and Appendix VIII of the Instructions for the Conduct of Cash Duties (1932), but, where necessary, cases of doubt should be referred to the Ministry of Health, Insurance Department, at the address given in paragraph 11 (c), or the Ministry of Labour and National Service. Where questions of principle are involved, however, these should be referred to the Secretary of the Admiralty, Bath, C.E. Branch II (non-industrials) or L. Branch (industrials).

(A.F.O. 2994/44.)

(A.F.Os. 3929/39, 1219/40, 4538/40, 5112/41, 2326/42, 3060/42, 2220/43 and 1044/44 are cancelled.)

#### 6118.—Awards to Workmen for Original Proposals and Suggestions of value—Amounts Available for Distribution—REPORT

(C.P. Patents 2185/44.—16 Nov. 1944.)

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 1944 as follows:—

Portsmouth	...	...	...	...	...	...	...	...	...	£55
Devonport	...	...	...	...	...	...	...	...	...	£55
Chatham	...	...	...	...	...	...	...	...	...	£30
Sheerness	...	...	...	...	...	...	...	...	...	£10
Rosyth	...	...	...	...	...	...	...	...	...	£25
Portland	...	...	...	...	...	...	...	...	...	£5
Greenock	...	...	...	...	...	...	...	...	...	£50
Holton Heath	...	...	...	...	...	...	...	...	...	£20
Caerwent	...	...	...	...	...	...	...	...	...	£15
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	...	...	...	...	...	...	...	...	...	£15
R.N. Aircraft Workshop, Perth	...	...	...	...	...	...	...	...	...	£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. 3771/43.)

#### 6119.—Messengers Selected for Appointment as Temporary Clerks, Grade III—Starting Pay

(C.E. 55296/44.—16 Nov. 1944.)

The normal starting pay rules governing promotions from industrial to non-industrial grades should apply in the case of messengers who are selected by their departments for regrading as Temporary Clerks, Grade III. Any cases in which less favourable treatment has been accorded should be adjusted with effect from 1st July, 1944.

2. Past cases should be reviewed and revised Forms D.142 forwarded to C.E. Branch II (Salary Section), Bath, where necessary, quoting this Order and detailing the basis of re-assessment.

#### 6120.—Allocation of Pension—Medical Examination Fee

(C.E. 19496/44.—16 Nov. 1944.)

The fee payable for medical examination by retiring officers who desire to allocate part of their pension under Section 2 of the Superannuation Act, 1935, has been increased from 15s. to 21s.

2. Steps should be taken by Cashiers (or Paying Officers) to notify this increase immediately to all applicants, whether or not their papers have been forwarded to the Civil Service Commissioners for the purpose of medical examination, as the higher fee will be payable by any applicant who has not yet been medically examined. If the papers have been already forwarded to the Civil Service Commissioners, the Commissioners should be advised as soon as the applicant has been informed of the increase.

3. Allocation of Pension Booklets A.P. (M) and A.P. (F) should be amended by inserting a slip (copy subjoined) in place of the existing paragraph 19 of the Explanatory Memorandum. Copies of this slip may be demanded of the Keeper of Stationery and Printing, Admiralty.

*Booklets A.P. (M) and A.P. (F) : Allocation of Pension Explanatory Memorandum.*

The following paragraph should be substituted for the existing paragraph 19 on page 5 (page 4 in reprint) of each Booklet:—

“The fee for the medical examination referred to in Rule 13(2) will be 21s. where the examination takes place in this country, and the fee for a further examination by a medical referee when, under Rule 13(3), a further examination is necessary, will be two guineas. The fee in each case will be payable by the officer at the time of the examination.”

#### 6121.—Register for Control Commissions for Germany and Austria

(C.E. 58493/44.—16 Nov. 1944.)

The following is promulgated for the information of Admiralty staff.

2. Civilian staff of various grades will be required for service on the European Continent with British Sections of the Control Commissions for Germany and Austria and a register of persons who would be willing to undertake the work is now being formed.

3. Executive, clerical and typing staff will be required for the preparatory work of the Commissions in this country and to go abroad later.

4. There is also a special need for interpreters with fluent German and Russian, and any volunteers so equipped may be selected for such employment instead of the work proper to their existing grade.

5. While the majority of the staff of the British Sections of the Commissions will be British subjects, applicants of other nationalities are not necessarily excluded.

6. All officers accepted for service with the Commissions will be required to undertake to serve abroad when called upon and to remain abroad, if required, for at least a year. They may be required to undergo medical examination before proceeding overseas.

7. Officers selected for employment as interpreters will be paid according to their linguistic qualifications. Officers selected for other employment will receive the pay of their existing grades. All officers will be granted a foreign service allowance.

8. Established Civil Servants seconded for this service will retain their status as such and the period of their employment under the Commissions will reckon for pension under the Superannuation Acts as if they were seconded to another Government Department in the United Kingdom.

9. It should be noted that the purpose at this stage is to form a register of names of persons willing to undertake the work and that in view of the staffing position it will not, in general, be possible to spare from the Admiralty executives, clericals or typists, even if they would otherwise be accepted for service with the Commissions. Consideration will, however, be given to applications under paragraph 4 above which should be sent to Civil Establishments, Branch II, Admiralty, Bath.

#### 6122.—Firebricks—Packing of

(N.S. 34188/44.—16 Nov. 1944.)

In view of an improvement in the position of supply of timber, it has been decided to relax the restriction imposed on the packing of firebricks for shipment. The various instructions on this subject have, accordingly, been revised and are consolidated in this Order.

2. *Throat Bricks, Patterns 391 to 398 and 833, 834, 835*, should be packed with sawdust to prevent movement in transit in cases approximately 5 cwt. total weight.

3. *High Temperature Insulating Bricks, Pattern 857*.—This is a recently introduced pattern and should be packed as in paragraph 2.

4. *Firebricks, Patterns 1, 21A, 21B, 24, 25, 37 and 387*.—It has been decided that, for the present, these patterns are *not* to be packed unless they form part of a set of stores (*see* paragraph 6 (b)). The existing instruction that all firebricks shipped to Gibraltar should be crated remains unaltered and such consignments should be packed in accordance with paragraph 5.

5. *Other Firebricks (not mentioned in paragraphs 2, 3 or 4)*.—These should be packed tightly with wood wool, to avoid movement in transit, in stout cases approximately 5 cwt. total weight. Care in assessing the size of the crate 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.

6. *Firebricks forming Part of a Set of Naval stores (e.g. sets of stores for captured ports)*.—(a) *Throat bricks and H.T. Insulating Bricks*.—The instructions in paragraphs 2 and 3 are applicable, except that the weight of individual cases should not exceed 1 cwt.

(b) *Other Firebricks, including the patterns referred to in paragraph 4*, should be packed in crates of approximately 1 cwt. total weight. By first deciding on the number of each pattern of brick to be packed in each crate, it will be found possible to prepare the crate sections so that when assembled *round* the bricks they will fit exactly and form a solid mass with no possibility of frictional movement or of damage to the corners of the bricks without any necessity to use wood wool.

(A.F.O. 2426/42 is cancelled.)

#### 6123.—Upkeep of Grounds Attached to Naval Establishments at Home—Arrangements for Supply of Fertilizer

(W.G.F. 503/44.—16 Nov. 1944.)

In view of the necessity for reserving all available fertilizers for food production, the Ministry of Agriculture and Fisheries are unable to release supplies of fertilizers for the maintenance of sports grounds.

2. For the present, therefore, it will be necessary for establishments to exercise economy in the use of such fertilizers as are available until more normal conditions prevail.