

RESTRICTED(FOR OFFICIAL USE ONLY)*Not to be communicated to anyone outside H.M. Service***ADMIRALTY FLEET ORDERS**ADMIRALTY, S.W.1,
25th October, 1945.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

J. V. Markham

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

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

ADMIRALTY FLEET ORDERS

No. Subject.

25th October, 1945.

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.)

6053. Commands—Home—Naval Shore Authorities in U.K.—Organization.
 6054. Commands—Home—Plymouth and Portsmouth Commands—Boundary.
 6055. Establishments—H.M.S. "Europa II"—Commissioning.
 6056. Messages—Courtesy—National Day of China.
 6057. Small Craft—Laying Up under D.S.C.D. of N.A.Bs., N.A.Ys. and Harbour Servicing Craft—Procedure.
 6058. Submarines—Sinking of a Submarine in Home Waters—Procedure.

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

6059. Accidents—Personnel in Public Thoroughfares, etc., Resulting in the Loss of Their Services—REPORTS.
 6060. Accounts—H.M.S. "Vernon II"—Pay Accounts.
 6061. Admiralty—Assistant Controller (Warship Production) and Director of Naval Construction—Re-Union of Posts.
 6062. Admiralty—Director of Movements Department—Formation of Movements (Personnel) Section.
 6063. Air—Officers—Provision of Pilot Training for Observers.
 6064. Allowances—Compensatory—Naval Personnel in the United States.
 6065. Allowances—Extra Pay for Officers and Ratings using Shallow Water Diving Apparatus.
 6066. Allowances—Uniform and Equipment—Refund on Termination of Service.
 6067. Bases, Naval—H.M.S. "Cochrane"—Amalgamation with H.M.S. "Cochrane II".
 6068. Canteens—Lower Deck Representatives at London Headquarters of Navy, Army and Air Force Institutes.
 6069. Combined Operations—Personnel—Recording of Service Details.
 6070. Complements—Amendments—Maintenance Ships.
 6071. Complements—Commissioned Rescue Tugs.
 6072. Educational—Tests—Extension of Facilities to Men Invalided and Released.
 6073. Educational—University of London—Matriculation for Service Personnel.
 6074. Examinations—Hotel and Restaurant Cookery—Examination and Certification.
 6075. Films—Instructional—Titles—"Analysis of Aircraft Torpedo Practices" (Serial No. A.234).
 6033. Films—Royal Naval Film Corporation—General Instructions. *(Issued separately on 25th October, 1945.)*
 6076. Food—Export of Foodstuffs from the United Kingdom.
 6077. Food Rationing—H.M. Ships at Home and Shore Establishments at Home and Abroad.
 6078. Funds—Disposal—Ships and Establishments. *(Included in Notice Boards only.)*
 6079. Funds—H.M.S. "Dunluce Castle"—Disposal of Ship's Fund. *(Included in Notice Boards only.)*
 6080. Kits—Merchant Navy Rescue Kits Carried in H.M. Ships—Disposal.
 6081. Leave—Extensions of Leave to Men on Leave.
 6082. Leave—Reports of Leave Granted to H.M. Ships Companies—Discontinuation.
 6034. Manpower—Re-allocation—Block Release in Class B—Arts Students
 6035. Manpower—Re-allocation—Block Release in Class B—Bakers.
 6036. Cancelled.
 6037. Manpower—Re-allocation—Block Release in Class B—Commerce, Banking, etc.
 6038. Manpower—Re-allocation—Block Release in Class B—Fish Processing.
 6039. Manpower—Re-allocation—Block Release in Class B—Glass Manufacture.
 6040. Manpower—Re-allocation—Block Release in Class B—Mental Nurse.
 6041. Manpower—Re-allocation—Block Release in Class B—Police.
 6042. Manpower—Re-allocation—Block Release in Class B—Slaughtermen, etc.
 6043. Manpower—Re-allocation—Block Release in Class B—Surveyors, Architects.
 6044. Manpower—Re-allocation—Block Release in Class B—Tobacco Trade Workers.

(Issued separately on 25th October, 1945.)

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

6045. Manpower—Re-allocation—Block Release in Class B—Wool Operatives.
 6046. Manpower—Re-allocation—Officers—Release Procedure.
 6047. Manpower—Re-allocation—Officers—Release Programme.
 6048. Manpower—Re-allocation—Release, General—R.N.V.R.—Release of Officers and Ratings.
 6049. Manpower—Re-allocation—T.124 and Variant Agreements Personnel—T.124X Officers—Volunteers for Postponement of Release—REPORTS.
 6050. Manpower—Re-allocation—Cumulative Index to Admiralty Fleet Orders—Corrected to 25th October, 1945.
 6083. Nursing—Financial Assistance to Intending Tutors (Male or Female).
 6084. Observers and Telegraphist Air Gunners—Flying Log Books (Naval Type). *(See A.F.O. 6168/45.)*
 6085. Officiating Ministers of Religion.
 6086. Poppy Day—British Legion Poppy Day—Sale of Poppies.
 6087. Prizes—Gilbert Blane Medal, 1945—Award.
 6088. R.C.N.—Officers Attached to the Naval Air Arm—Pay Documents.
 6089. R.N.V.R.—Officers—Special Branch—Transfer to Executive Branch—No Further Volunteers Required.
 6090. R.N.Z.N.—War Service Increment—Japanese Campaign Pay, Far Eastern Allowance and Increase in Pay.
 6091. Railway Warrants—Free Issues Recorded in Naval Pay and Identity Books (S.43A).
 6092. Ratings—Character and Efficiency Assessments—Inclusion in Ledgers.
 6093. Ratings—Mechanic Branches—Transfer to Artificer.
 6094. Ratings—Special Service Divers—Notations on Service Certificates.
 6095. Royal Naval Benevolent Trust—Donations. *(Included in Notice Boards only.)*
 6096. Sports—R.N. and R.M. Football Association. *(Included in Notice Boards only.)*
 6097. Sports—R.N. and R.M. Rugby Union. *(Included in Notice Boards only.)*
 6098. Surgeons and Agents—Hull and Stafford.
 6099. W.R.N.S.—Officers—Promotion.

(Issued separately on 25th October, 1945.)

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

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

6100. Aircraft—General—Corsair—Re-arming with Wings Folded.
 6101. Aircraft—Guns—Browning, 0.50-in.—Chromium Plated Barrels—Introduction.
 6102. Aircraft—Guns—Classification of Returned Aircraft Gunwharf Spares and Accessories.
 6103. Aircraft—Guns—Hispano—20-mm.—Machines Positioning Belt No. 2—R.A.F. Ref. 8C/2296—Introduction.
 6104. Aircraft—Pyrotechnics—Flares, 4.5-in., Reconnaissance, Fitted with No. 848 or 849 Fuzes—Loading on Aircraft.
 6105. Aircraft—Pyrotechnics—Projectiles, Signal Multi-Star, 3-in., Mortar Mark IA—Withdrawal.
 6106. Ammunition—Mortars—Bombs, M.L., 3-in., H.E. and Smoke, Fitted with 280 grain Augmenting Cartridges but not suitable for Long Range Use.
 6107. Ammunition—Pyrotechnics and Rockets Signal—Signals Light and Sound 3-Star Red and Signals Light 5-Star Green—Disposal.
 6108. Anti-Aircraft Fire Control—H.A.C.S. and F.K.C.S.—Device for Training H.A.C.S. Plot Readers and F.K.C.S. Range Operators.
 6109. Armament—Close Range—Destroyers—As. and As.
 6110. Armament Stores—Miscellaneous—Carriers, Shell, No. 1, Mark I and Carriers, Cartridge, No. 1, Mark I, for Q.F. 4.5-in. Guns—Introduction.
 6111. Guns—2-pdr., 3-pdr. and 6-pdr., Sub-Calibre—Q.F., 3-pdr. and 2-pdr. Guide Rods—Introduction.
 6112. Mortars—O.B.L. 4-in. Mortars, Mark I—Abolition of Memoranda of Inspection.
Torpedo—(Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)
 6113. Chemical Defence—Smoke—C.S.A. Apparatus, Type M.S.—Disposal of Equipment Fitted in Merchant Ships.
 6114. Diving—Training Organization.
 6115.—Electrical—Communications, Internal—Material (Calls, Audible and Visible)—Klaxon Horn Warning Light—Relay for As. and As.
 6116. Electrical—Stores—Kettles, Electric, Pattern 12020—As. and As.
 6117. Torpedoes, Paravanes, Mines, A/S Weapons and Demolition Stores—General Principles Governing Nomenclature.
 6118. Whitehead—Books, Forms and Correspondence—U.S. Publication O.P. 950 (1st Revision)—Amendments.
 6119. Whitehead—Torpedo Equipment and Trials—Maintenance—British Mark VI and VII Gyro Tables for Use with U.S. Gyroscopes, Mark 12, Mod. 1—Modification.

SECTION 3.—G., T., N., E., ETC. & STORES; HULL, EQUIPMENT & FITTINGS—*contd.**Navigation.—(Navigation Stores, Sextants, Compasses, Charts, Anchors, Sails, etc.)*

6120. Action Information Organization—Stores and Equipment—Roller Blackboards—Introduction and Supply to Ships for Recording Radar Bearings and Ranges.
6121. Compasses—Aircraft—Error of Magnesyn Repeater.

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

6122. Aircraft—Carriers—Escort—Accelerators—H, Mark IVC—As. and As.—REPORTS.
6123. Aircraft—Carriers—Escort—Accelerators, H.II, H.II, Mod. 1 and H.IVC—Placing in State of Preservation.
6124. Aircraft—Carriers—Accelerators—Tail Down Launching—Supply of "Wildcat" Aircraft Launching Equipment.
6125. Boilers—Steel Tubes and Pipes—Preservation and Packing for Shipment Abroad.
6126. Boilers—Tubes—Particulars of Numbers Fitted in H.M. Ships.
6127. Fuel—Fuelling of H.M. Ships Proceeding to and from the Far East.
6128. Stores—Items—Special Consumable Naval Stores for Emergency Repair—Supply.

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

6129. Radar—Stores—Radar Reflecting Flags for Fleet Danlayers—Use with Types 2710 and 268.
6130. Radar—Type 267—Aerial Outfit APT for Use with Type 267W only—Fitting-Out Information.
6131. Radar—Types 267W/MW/PW, 268, 268U, 291/M/U/W, 970 and 971—A.C. Supply Outfits DUF, DUR and DUW—Pattern W.5095 Starter.
6132. Radar—Type 277—Pattern 58257 Box of Parts for Radiation Meter Slip-Ring Modification in AUK Pedestals.
6133. W/T—Operational and General—Wireless Offices—Painting.
6134. W/T—Type 55M W/T Set—Fitting-Out Information.

Anti-Submarine.—(Asdics, Hydrophones and Echo Sounding and Stores.)

6135. E/S Equipment—Recorders—New Type Transport Boxes—Introduction.

Aircraft.—(Technical.)

6136. Aircraft—Special Technical Instructions and Servicing Instructions.

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

6137. Aircraft—Instrument Lighting—Dual System—Interim Measures to be Adopted Pending Completion of Modifications.
6138. Aircraft—McCord Expanded Link Ejection Heads and Chutes for American Type Naval Aircraft—Particulars.
6051. Aircraft—Power Plants (A) and (E) and Aero-Engines—Procedure for Reporting and Handling.
6052. Aircraft—Monthly Return of Flying. (*Issued separately on 25th October, 1945, to Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Aircraft Carriers and Aircraft Maintenance and Repair Ships, Commanding Officers of R.N. Air Stations, Sections, Training Establishments and Squadrons, Superintendents and Officers-in-Charge of H.M. Naval Establishments, and Naval Store Depots.*)
6139. Combined Operations—Landing Craft—General—Spirit Room—Provision of—As. and As.
6140. Combined Operations—L.C.T. (5)—Anchor Wire—Replacement.
6141. Electrical—Buzzer, Pattern 19114 Series—Use in Lieu of Patterns 4819 and 4820.
6142. Oil Lubricating—Used Flyaway—Disposal.
6143. Ships—Blocks for Flat Roof Main W/T Aerials—Modification to Sheaves to Accommodate $\frac{1}{2}$ in. E.S.F.S.W.R. Halyards.
6144. Ships—Sidescuttles—Unblanking.
6145. Ships—Swinging Cots, Pattern 39A for Sick Bay—Inspection of Swing Fittings and Introduction of New Standard Design Pillar Fittings.
6146. Stores—Administrative and General—Fleet Air Arm—Air Stores—Arrangements for Issue and Return in the United Kingdom.
6147. Stores—Items—Fleet Air Arm—Tool Kits, Type "F"—Additional Items.
6148. Stores—Items—Scale Prevention—Starch and Boiler Compound for Evaporating and Distilling Plants.
6149. Stores—Items—Sewing Machines, Hand—Allowance to Minesweeping Flotillas.

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

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

6150. Clothing—Officers—Revised Issuing Prices.
6151. Destroyers—Sailing Dinghies—Supply.
6152. Motor Transport—Vehicles—Major Assemblies for M/T Vehicles—Return of Defective Units.
6153. Stores—Items—First Aid Cabinets—Revised Allowances.
6154. Victualling—Christmas Arrangements—Supply of Poultry.
6155. Victualling—Emergency Flying Rations for Naval Aircraft.
6156. Victualling—Provisions—Bacon and Cheese—Repayment Prices to Other Services.
6157. Victualling—Surplus Stores Abroad—Disposal of Foodstuffs.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

6158. Books of Reference—Amendments.
6159. Books of Reference—B.R. 55A—Ready Reckoner Tables—Issue.
6160. Books of Reference—B.R. 363 (7)—Establishment of Naval Stores and Form D.126(4)—List of Particulars, for Submarines ("Oberon" and later Classes)—Lists of Errata.
6161. Books of Reference—B.R. 381—Establishment of Naval Stores for 126 ft. Wooden Motor Minesweepers—List of Errata No. 3.
6162. Books—U.S. Publications—IRPL—M.7 Frequency Guide, February to April, 1946—Distribution.
6163. Correspondence—Addresses—British Fleet Mail Office, New York.
6164. Correspondence—Addresses—Scheme of Free Legal Aid—Scottish Section.
6165. Forms—D.117B—List of Particulars for Flotilla Leaders and Destroyers and Fast Minelayers—List of Errata No. 14.
6166. Forms—D.139—Salary Sheet—Introduction. (*See A.F.O. 6175/45.*)
6167. Forms—N.975—Labels, Ammunition—Introduction.
6168. Forms—S.1175A—Flying Log Books (Naval Type)—Observers and Telegraphist Air Gunners.
6169. Publications—Air—Distribution from Belfast During Week Ending 6th October, 1945.
6170. Publications—Air—Distribution from Shepherds Bush During Week Ending 6th October, 1945.
6171. Publications—M.350, Part II—"Calculation of Lower Limit Frequencies and Sky Ray Field Strengths"—Distribution.
6172. Resettlement in Civil Life—Government Vocational Training Scheme—Pamphlet—Distribution.

SECTION 6.—SHORE ESTABLISHMENTS

6173. Admiralty—Assistant Controller (Warship Production) and Director of Naval Construction—Re-Union of Posts. (*See A.F.O. 6061/45.*)
6174. Admiralty—Director of Movements Department—Formation of Movements (Personnel) Section. (*See A.F.O. 6062/45.*)
6175. Civilian Non-Industrial Staff—Salaried Non-Industrial Staff—Monthly Settlement of Pay and Income Tax—Introduction of Form D.139 (Salary Sheet).
6176. Establishments—Cash Office—R.N. Store Depot, Risley.
6177. Workpeople—Women and Girls—Women Industrial Employees—Increase in Bonus.

(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.

6053.—Naval Shore Authorities in U.K.—Organization
(M. 07409/45.—25 Oct. 1945.)

The following revised details showing the organization of the naval shore authorities at home is promulgated for information:—

Commander-in-Chief	Flag Officer-in-Charge, or as otherwise stated	Naval Officer-in-Charge, or as otherwise stated	Resident Naval Officer
Rosyth		Aberdeen (Sub-Command area)	
Rosyth Sub-Command area	(1) Orkney	{ Methil Leith and Granton	{ Grangemouth Dundee (1) Kirkwall (1) Thurso
	Greenock (Sub-Command area)	Campbeltown Lamlash	Ayr Loch Ryan Sandbank Troon
	Glasgow		
	N. Ireland (F.O.I.C. at Belfast) (Sub-Command area)	Londonderry	
	Nore		Humber (Sub-Command area)	Skegness
		Lowestoft (Sub-Command area)	King's Lynn
		N. Shields (Sub-Command area)	Tees
		Harwich (Sub-Command area)	
		London (Sub-Command area)	Tilbury (Captain-in-Charge)
	(2) Sheerness (Cdre i/c) (Sub-Command area)		
	(3) Southend (Cdre i/c) (Sub-Command area)		
		Dover (Sub-Command area)	

Commander-in-Chief	Flag Officer-in-Charge, or as otherwise stated	Naval Officer-in-Charge, or as otherwise stated	Resident Naval Officer
Portsmouth ...	Southampton		
		Portland (Captain-in-Charge)	Poole
			Channel Islands
Plymouth... ..	(4) Cardiff (Sub-Command area)	Swansea	Captain Supt. Pembroke Dock
		Appledore	
	Liverpool (Sub-Command area)	Isle of Man	Barrow (5) Fleetwood Holyhead

Notes.—(1) Under Commander-in-Chief, Home Fleet at present but reverts to Rosyth Command on 31st October, 1945.

(2) Commodore-in-Charge, Sheerness will be relieved by a Captain-in-Charge on 23rd October, 1945.

(3) The appointment of Commodore-in-Charge, Southend, lapses on 31st October, 1945.

(4) On 9th November the Cardiff Sub-Command area will be abolished. There will be temporarily a Naval Officer-in-Charge, Cardiff. He and the Naval Officer-in-Charge Swansea will be separately administered by the Commander-in-Chief, Plymouth: the Captain Superintendent, Pembroke Dock will come under the administration of the Naval Officer-in-Charge, Swansea.

(5) The appointment of R.N.O., Fleetwood, lapses on 31st October, 1945.

(A.F.Os. 1994/42, 1653/43, 655/44 and 2426/44 are cancelled.)

6054.—Plymouth and Portsmouth Commands—Boundary

(M. 3847/45.—25 Oct. 1945.)

The boundary between Plymouth and Portsmouth Commands was adjusted as follows from 0001 15th October.

From the French Coast by the meridian of 3 degs. W. to the English Coast thence by the shore to the Devon-Dorset County Boundary thence inland by that Boundary to meet the inland limit of the Portsmouth Command at Yeovil.

6055.—H.M.S. "Europa II"—Commissioning

(M. 4315/45.—25 Oct. 1945.)

H.M.S. "Europa II" commissioned on 25th September, 1945, as an independent command with pay accounts carried in H.M.S. "Europa" (Patrol Service Central Depot, Lowestoft).

2. Correspondence should be addressed to the Commanding Officer, H.M.S. "Europa II," Flixton, Bungay, Suffolk. Telephone numbers: Bungay 244 and 245.

3. Drafts should be routed to Homersfield station (L.N.E.R.). Adequate notice should be given as the station is three miles from the establishment.

4. Stores should be consigned to Homersfield Station and all correspondence in connection with stores should be addressed to Supply Officer, H.M.S. "Europa II," Flixton, Bungay.

†6056.—Message on the Occasion of the National Day of China

(M. 010759/43.—25 Oct. 1945.)

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

“Once again, on the occasion of the National Day of China, I desire to offer cordial greetings to the officers and men of the Chinese Navy on behalf of the Board of Admiralty and the officers and men of the Royal Navy.

I desire, also, to express our profound thankfulness that your long and bitter struggle has at last come to an end and that the gallant Chinese people are free from the insults and barbarities of the Japanese aggressor.

We may now look forward to a period of peace and reconstruction in which it is earnestly to be hoped that China and her Allies will soon return to full prosperity and will continue to stand together in preserving the nations of the world from further warfare and bloodshed in the years to come.

A. V. ALEXANDER.”

The following reply has been received :—

“Your kind message for the Anniversary of the Chinese Republic is very inspiring and highly appreciated. Britain and Allies have fought together with the Chinese to bring the war to the end and have obtained the victory over our common foe, the Japanese aggressor. May the collaboration of the Royal Navy and that of China be lasting for the lasting peace of the world! On behalf of the officers and men of the Chinese Navy and of myself I wish to present our greetings and to express to you, and through you to the Board of Admiralty and the officers and men of the Royal Navy, our heartiest thanks.

Sincerely,

CHEN SHAO KWAN,

Admiral-of-the-Fleet, Chinese Navy”.

6057.—Laying Up under D.S.C.D. of N.A.B's. N.A.Y's. and Harbour Servicing Craft—Procedure for

(M/S.V.P. 2802/45.—25 Oct. 1945.)

The following procedure is to be adopted on receipt of instructions for laying up under D.S.C.D.'s care and maintenance, N.A.Y's., N.A.B's., etc., no longer required for Naval service.

A. For vessels to be laid up locally :—

- (a) Vessels should be de-stored (negative anchors, cables, warps and bilge pumps).
- (b) Inventory should be compiled in duplicate before vessel leaves for laying up yard and agreed on handing over.
- (c) Signed copy of inventory should be forwarded to D.S.C.D.
- (d) Signed copy of inventory should be included in Naval Store Account which is to be closed on lines of A.F.O. 3233/45 and forwarded to Admiralty (D. of S. (4A)).
- (e) Craft must be handed over in clean and ship shape condition.
- (f) A brief report on condition and defect list should be forwarded to Admiralty (D.S.C.D. and D.S.V.P.).
- (g) Date of handing over should be reported to Admiralty.

B. For vessels to be laid up at ports other than those at which they are now lying :—

- (a) Naval authority, Port of Despatch, is to compile an inventory of the gear to be handed over to the laying up yard. One copy is to accompany the craft and one signed copy is to be forwarded to D.S.C.D.
- (b) Naval Authority, Port of Arrival, is to de-store the vessel (negative anchors, cables, warps and bilge pumps), and to agree the inventory on handing over to the laying-up yard.

(c) Signed duplicate copy of the inventory is to be included in the Naval Store account which is to be closed on the lines of A.F.O. 3233/45 and forwarded to Admiralty (D. of S. (4A)).

(d) Craft is to be handed over in a clean and ship shape condition.

(e) A brief report on the condition and the defect list is to be forwarded to Admiralty (D.S.V.P. and D.S.C.D.).

(f) Date of handing over is to be reported to the Admiralty.

(A.F.O. 3233/45.)

6058.—Sinking of a Submarine in Home Waters—Procedure

(M. 07368/45.—25 Oct. 1945.)

In the event of the loss or sinking of a submarine in Home Waters, the senior officer on the spot is to report immediately the name of the submarine and the approximate position in which she sank. The message should be addressed to the Admiralty, D.S./V.D., Flag Officer (Submarines); Captain (S/M), concerned, Commander-in-Chief of the area concerned, Admiral (Air), H.Q.C.C. and the Coastal Command Group concerned, also C.-in-C., Home Fleet, if the submarine is exercising under his direction, using indication of precedence “Emergency”. It is to be transmitted by the quickest possible route to all addressees. A more accurate position (if obtainable) and the depth of water should be signalled as convenient.

2. On receipt of the message of sinking, Flag Officer (Submarines) will signal to all concerned stating if he will proceed to the scene of operations.

3. Admiral (Submarines) is to send a senior submarine officer (preferably the Captain S/M of the Flotilla concerned) to take charge of rescue operations. Until the arrival of this officer the Senior Officer on the spot will take charge, using any submarine officer who may be available as his technical adviser.

4. The Captain (S/M), concerned is to arrange for two submarines to be available at the scene of the sinking for underwater signalling purposes.

5. Admiral (Air) is to arrange with Commanders-in-Chief, Portsmouth, Plymouth, Rosyth and the Nore, and with H.Q.C.C. for Naval and R.A.F. Air Stations to be nominated in each command at which suitable aircraft will be available for searching duties.

6. The following procedure is to be put into operation forthwith by the C.-in-C. of the area or by the C.-in-C., Home Fleet, if the accident occurs during exercises with the Home Fleet, and all necessary arrangements should be made with the authorities concerned accordingly :—

- (a) (i) The Commanding Officer of the selected Naval Air Station and/or Air Officer Commanding Coastal Group concerned, are to be requested to send aircraft to search for any sign of the submarine. These officers will ask for the co-operation of any other air units who may be of assistance in the search.
- (ii) The Air Officer Commanding Coastal Group will co-ordinate the operations of shore based aircraft from the outset. He should be requested to supply reports of the search to the officer in charge of the rescue operations and is to be informed of the call sign of the latter and the frequency to be employed.
- (iii) If an aircraft carrier is available, she may be called on for assistance in the search and control of the search will remain with Air Officer Commanding Coastal Group concerned unless otherwise ordered.
- (b) The A/S Flotilla or Group most quickly available is to proceed to the area in readiness to search. It is to be noted that the frequency of submarine asdic oscillators is letter X.
- (c) H.M.S. “Tedworth” is to embark six divers and the necessary diving stores and remain at immediate notice.
- (d) The minesweeping flotilla most quickly available is to proceed to the area in readiness to sweep.

7. As soon as the submarine has been located or when, in the opinion of the senior officer, her position is sufficiently accurately known, 12 signals under-water exploding, or 12 9-oz. G.C. discs are to be fired in the vicinity. This is the signal to any men imprisoned in the submarine that surface vessels have arrived and that escape by means of the Davis Submerged Escape Apparatus may be attempted with every chance of rescue. The charges should be fired at least $2\frac{1}{2}$ cables from the position of the submarine in case any men are making their escape at the time. It should not be made until at least one boat is manned and ready for slipping.

8. The Commander-in-Chief concerned is to inform the nearest salvage firm of the circumstances, consulting the Director of Salvage Department, Admiralty, before any action is taken regarding the despatch of salvage vessels. Salvage firms are :—

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|--------------|-----|--|
| West coast | ... | Liverpool & Glasgow Salvage Association, 303, Derby House, Exchange Buildings, Liverpool, 2. (Telephone : Liverpool Central 1851.) |
| South coast | ... | Risdon Beasley, Ltd., Clausentum Yard, Northam Bridge, Southampton. (Telephone : Southampton 75621.) |
| East coast | ... | Leith Salvage & Towage Co., Ltd., 16, Bernard Street, Leith. (Telephone : Leith 36327.) |
| Orkney Isles | ... | Metal Industries Ltd., Lyness, Orkney. (Telephone : Melsetter 4 or through Naval line whilst still available.) |

9. The Admiralty is to be kept informed of the situation.

10. From the time when the original message reporting the sinking of a submarine has been received, too much importance cannot be attached to keeping lines of communication clear to and from Flag Officer (Submarines). The correct use of the prefix "immediate" must be rigidly adhered to.

(A.F.Os. 568/34 and 971/35 are cancelled.)

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

6059.—Accidents to Personnel in Public Thoroughfares, etc., Resulting in the Loss of their Services—REPORTS

(N. 20823/45.—25 Oct. 1945.)

Whenever an officer or man of the Royal Navy or Royal Marines or member of the Women's Services is absent from duty as the result of an injury sustained in a motor or other accident, in which some other person (or any authority outside the Naval, Army or Air Service) is concerned, the Commanding Officer of the ship or establishment in which the officer, man or woman is borne for pay, is to forward a report of the occurrence to the Secretary of the Admiralty. In preparing the report, the medical authorities in charge of the case should be communicated with as necessary, but where civilian hospital authorities or civilian medical practitioners are concerned, they should not be required to complete the form of report but only to furnish essential information which is not available in the ship or establishment, care being taken not to invite lengthy reports likely to form the basis of a charge against public funds.

2. The report, which in the case of Naval ratings and non-commissioned officers and men, Royal Marines, and officers and ratings of the Women's Services should be completed by a member of the hospital, ship or headquarters staff, and not by the injured person, should be in the following form :—

- (a) Name and particulars of person injured.
- (b) Nature of injuries sustained and estimated duration of absence from duty from date of this report.
- (c) Date and time of accident.
- (d) Place of accident (giving names of streets, etc.).
- (e) Whether injured person was on leave or duty (if on leave, state time and date leave was due to expire; if on duty, nature of same and whether a Hurt Certificate has been awarded).
- (f) Details of accident (giving rough plan in collision cases, and also estimated speeds of vehicles involved, condition of roads, state of weather, etc.), to be furnished, if practicable, in a separate statement signed by the injured person, and duly witnessed and dated.
- (g) Particulars (including addresses) of—
 - (i) The person or persons considered to be responsible for the accident.
 - (ii) Any other persons involved.
 - (iii) Any witnesses, especially those of the actual occurrence. Details of any statements made by such persons should be forwarded if available.
 - (iv) Was any witness a passenger in a vehicle involved in the accident (Yes or No). If so, state particulars.
- (h) Disposal of injured person immediately after accident and subsequently, with date and time of any changes in disposal.
- (i) Whether a Naval ambulance was used to move the injured person, and if so—
 - (i) Particulars of the journey.
 - (ii) The estimated cost, calculated in accordance with Expense Account Instructions, Repayment Services, 1926.

- (j) Details of any payments made in respect of doctors or hospital fees, etc., for treatment afforded the injured person.
- (k) Whether injured person is preferring a claim for personal damages or expenses against a third party (Yes or No); if so, state—
- (i) Name and address of any solicitor employed.
 - (ii) Against whom the claim is being made.
 - (iii) Details of claim if available.
(General heads of claim should be stated, if details not available.)
 - (iv) Whether injured person has been warned in accordance with paragraph 6 of this Order.
[Attention is drawn to A.F.O. 3046/43 regarding the availability of free legal aid to R.N., R.M. and W.R.N.S. ratings in questions of claims against a third party.]
- (l) If no claim being preferred, reason to be stated.

3. A statement (or statements), on Form B.607, of the injured person's pay account is to accompany the report. This should cover the period from commencement of ledger period in which the illness commenced up to the date of rendering, giving full details of pay and allowances, allotments in force, and of disposal as shown in the victualling columns of the ledger. The statement (except for officers) should indicate whether the individual was in receipt of grog money or not, even though the credit of grog money for the period may have been made in another ship or establishment.

4. Accidents should be reported under this Order when any expenses to Naval funds are incurred, e.g. for doctor's or hospital fees for first aid treatment, even though no actual absence from duty is involved (which should be stated), provided the occurrence would otherwise have been reported. Accidents which involve attending list treatment only, without absence from duty, should not be reported under this Order, unless some direct expense to the Admiralty is incurred.

5. These reports are required with a view to consideration of the question of the preferment of a claim by the Admiralty against the person responsible for the occurrence, for the loss of the services of the injured officer, man or woman, and for hospital, etc., expenses incurred by the Admiralty owing to the accident. To enable the Admiralty to give early notice of such claims Commanding Officers are to ensure that reports are forwarded as soon as the necessary particulars can be obtained.

6. As claims for loss of services preferred by the Admiralty are generally based on the pay and allowances issued, any officer, man or woman, who may decide to prefer a personal claim against the Third Party under paragraph 2 (k) in respect of loss of pay, etc., should be warned that such claim must be strictly limited to emoluments actually lost by reason of the accident, e.g. by the loss during sickness of submarine allowance, or instructional or duty allowances. The exact details of the loss must be specified in the personal claim. (In the case of accidents on duty, see also A.F.O. 1405/38.)

7. The result of the personal claim should be notified in due course.

8. In the event of the injured person contracting some other disease (not due to the accident) while in hospital, particulars are to be specially reported with reference to this Order.

9. Hurt certificates are not to be issued unless the circumstances connected with the accident conform to the conditions laid down in King's Regulations and Admiralty Instructions, Article 1419.

(A.F.Os. 1405/38 and 3046/43.)

(A.F.O. 1404/38 is cancelled.)

6060.—H.M.S. "Vernon II"—Pay Accounts

(D.N.A. 30363/45.—25 Oct. 1945.)

The pay accounts of all personnel in H.M.S. "Vernon II" are carried in H.M.S. "Vernon". All correspondence affecting these accounts should be forwarded to the Supply Officer, H.M.S. "Vernon," Portsmouth, and not to H.M.S. "Vernon II".

(C.A.F.O. 1215/45, A.F.O. 4415/45.)

6061.—Assistant Controller (Warship Production) and Director of Naval Construction—Re-union of Posts

(C.E. 59101/45.—25 Oct. 1945.)

Sir Stanley V. Goodall, K.C.B., O.B.E., will relinquish the appointment of Assistant Controller for Warship Production on the 31st October, 1945, and it has been decided that the functions of the post will then be re-combined with those of the Director of Naval Construction.

2. Mr. C. S. Lillierap, C.B., M.B.E., has therefore been appointed as Assistant Controller for Warship Production and Director of Naval Construction, with effect from the 1st November, 1945, and he will in future have his personal office in Admiralty, London.

(A.F.Os. 6105/42 and 384/44 are cancelled.)

6062.—Director of Movements Department—Formation of Movements (Personnel) Section

(C.E. 59495/45.—25 Oct. 1945.)

A Movements (Personnel) Section—short title Mov. (P.)—has been formed under the Director of Movements, in which will be centralized the duties connected with the movement of Naval and civilian personnel (*vide* A.F.O. 5777/45). These duties embrace the co-ordination and provision of information concerning air and sea passages (including continental and Channel Islands journeys hitherto dealt with by Naval (Q) Movements), formalities to be observed, etc., and the arranging of passages, but not work connected with rail travel, which will continue to be handled by the Principal Rail Transport Officer.

2. The section, which will commence to function on 25th October, 1945, will be in immediate charge of an Assistant Director of Movements (Personnel)—short title A.D. Mov. (P.)—and will be accommodated in Rooms 918–922, Queen Anne's Mansions, London, S.W.1 (telephone No. WHI. 9444). Communications concerning air and sea passages should be addressed accordingly. It is of particular importance that the number of Admiralty sponsored visits and missions abroad should be reduced to a minimum.

3. *Air Passages—Procedure.*—Where Naval and civilian officers are sent abroad on detached duty, and it is considered essential for them to travel by air, passages will be sponsored by the Admiralty. The Director of Movements will send passage instructions direct to the individual concerned and, in the case of civilians, will also inform the parent department or Head of the Establishment at which the individual is serving, of the arrangements made. An Air Movement Authority (R.A.F. Form 2767) is required by passengers proceeding by Transport Command or B.O.A.C. services, and this form is to be collected personally from Room 918, Queen Anne's Mansions, the day before the flight.

Naval officers returning to duty abroad after visiting the United Kingdom on duty by air should apply to Mov. (P.), Admiralty, Queen Anne's Mansions, London, S.W.1, for return passage. Such officers must produce a route order or other document signed by the Commander-in-Chief or Flag Officer who authorized their visit to the United Kingdom, stating that return by air is essential. Return passages for civilians will be sponsored by their parent departments.

4. *Sea Passages*.—The arrangements for sea passages will not greatly differ from those now in force, but drafting authorities should in future forward requisitions for passages to Mov. (P.), Queen Anne's Mansions. In the case of civilian non-industrial staffs, Form D.130 in duplicate should in future be addressed to the Mov. (P.) instead of to the Director of Sea Transport.

Where transport is arranged by H.M. ship, details of the arrangements made will be communicated by the Director of Movements. In other cases, details will, as hitherto, be communicated by the Director of Sea Transport.

5. *Arrival of Passengers in United Kingdom*.—Mov. (P.) will notify the Flag Officers in charge of ports in the United Kingdom when ships carrying Naval passengers are due, in order that arrangements for the passengers' onward journey may be made.

(A.F.O. 5777/45.)

6063.—Provision of Pilot Training for Observers

(C.W. 31857/40.—25 Oct. 1945.)

R.N. and R.N.(A) Officers who are qualified observers may volunteer to undergo pilot training with a view to obtaining the dual qualification. Short Service R.N.(A) Officers will only be considered if they volunteer to complete 15 years' service on the Active List of the Air Branch (including previous R.A.F. service if transferred from the Active List of the R.A.F.).

2. Normally volunteers must be under 26 years of age but consideration will be given to applications from suitable volunteers who are slightly above that limit.

3. Officers who successfully qualify as pilots will be given appointments as pilots or observers in which their dual qualification will be of value.

4. Applications stating whether the officer is recommended should be forwarded to the Admiralty (C.W. Branch). Names of volunteers serving abroad should be signalled.

6064.—Naval Personnel in the United States—(a) Compensatory Allowances— (b) Accommodation at the Barbizon Plaza Hotel, New York City

(C.W./N. 23002/43.—25 Oct. 1945.)

With reference to A.F.O. 3843/45 (Naval personnel in the U.S.—Compensatory Allowances), the following arrangements for the accommodation, allowances, etc., of Naval and W.R.N.S. officers, and members of the Q.A.R.N.N.S. and Reserve, in New York are promulgated for general information.

2. A special agreement exists between the Admiralty and the Barbizon Plaza Hotel (58th Street and 6th Avenue, Tel. Circle 7-7000) whereby officers of the R.N., Reserves, W.R.N.S. and Nursing Sisters, Q.A.R.N.N.S. and Reserve (except those above the rank of Captain) can be provided with accommodation and breakfast at an inclusive cost of 3 dollars a day per head.

3. (a) *Officers of ships refitting, converting and building* (see paragraphs 16 to 20 of A.F.O. 3843/45, (b) *permanent officer staffs of troopships* are to be accommodated under the above arrangements as a charge to public funds and will receive 4 dollars a day to cover the provision of meals other than breakfast. Officers obtaining permission to stay out with friends may receive 7 dollars a day (*i.e.*, the 4 dollar rate as for an officer accommodated under the arrangement described above, plus the 3 dollars a day which would otherwise have been paid by B.A.D. to the Barbizon Plaza).

4. (a) *Mission Officers on temporary duty in New York* (see paragraph 7 of A.F.O. 3843/45), (b) *officers on short term rates of Mission Allowance* (see paragraphs 11 to 13 and 32 of A.F.O. 3843/45) who stay at the Barbizon Plaza should not pay cash for their accommodation. No change will be made in their rate of Mission

Allowance but the actual cost of bed and breakfast (3 dollars a day) will be charged against their accounts in H.M.S. "Saker" or the United Kingdom Payments Office, Ottawa, as appropriate. The sums involved will be deducted from the next monthly payment.

Notes.—(i) Such officers should, where possible, give the R.B.N.O., New York, 24 hours' notice of their intended arrival and report their arrival to the Duty Officer.

(ii) It is important that officers on the staff of B.A.T.M. should call attention to the fact that they are attached to B.A.T.M. and paid by the U.K.P.O. in Ottawa and not by H.M.S. "Saker".

(iii) An addition is made to the bill in respect of consolidated tips at 75 cents a week (or *pro rata*); a mess subscription is also charged at the rate of 50 cents a week or 10 cents a night. These and any other extras, *e.g.*, telephone calls, laundry, valet service, are to be paid for by the officers concerned before leaving the hotel. Cash is to be paid for all drinks at the time of consumption.

5. *Officers on leave* may elect to use the facilities of the Barbizon Plaza and be treated on the basis of paragraph 4 above. They are not to stay in this hotel on any other terms.

6. *Officers accompanied by their wives* should arrange with the hotel management to pay the additional cost of the hotel accommodation they select over and above the rate payable by the Admiralty on their behalf if they were on duty, or chargeable against them if they did not fall to be dealt with under paragraph 3 above.

7. The following classes of officers do not come under the foregoing scheme:—

(i) *Officers above the rank of Captain*, if they stay at the Barbizon Plaza Hotel, whether by their own arrangements or by arrangements made for them by the Service, should pay for their accommodation in full, drawing subsistence, etc., allowances appropriate to their rank and circumstances.

(ii) *Mission Officers permanently stationed in New York City*, if they wish to reside at the Barbizon Plaza on a long term basis, are to make their own arrangements with the hotel and settle their bills in full. No tips or mess subscriptions will be charged on their hotel bills.

(A.F.O. 3843/45.)

6065.—Officers and Ratings Using Shallow Water Diving Apparatus—Extra Pay

(C.W. 25399/45.—25 Oct. 1945.)

Diving Extra Pay under K.R. & A.I., Article 1623 may be paid to qualified officers and ratings using any approved shallow water diving apparatus (*including Engineer Officers qualified in and required to undertake helmet diving*) during diving operations carried out with the authority of the Commanding Officer.

2. Officers are to receive extra pay on the scale laid down for Divers (item 2 in the schedule of rates set out in K.R. & A.I., Article 1623).

3. Authority to pay Diving Extra Pay to officers is limited to the period of hostilities, but this condition does not apply to ratings.

4. This Order is retrospective to 11th May, 1944.

(K.R. & A.I., Article 1623, as amended by K.R. 1/44.)

(A.F.O. 2468/44 is cancelled.)

6066.—Refund of Uniform and Equipment Allowances on Termination of Service

(C.W. 32710/40.—25 Oct. 1945.)

The following general rules for the refund of uniform and equipment allowances are to operate when the service of permanent and temporary commissioned

and warrant officers of the R.N., R.M., R.N.R., R.N.V.R. (including officers on T.124 and variant Agreements) and W.R.N.S., is prematurely terminated.

Refund will not normally be required for terminations on the following grounds:—

- (a) Release at own request from war-time engagement.
- (b) Unsuitability.
- (c) Release on industrial grounds.
- (d) Indefinite release on compassionate grounds.
- (e) Medical unfitness.

2. The Admiralty retain discretion, however, to demand, or waive, recovery in any individual case.

3. Assessment of refunds under the foregoing arrangements will be on the basis of two years as indicated in Article 1582, Clause 6 (b), of King's Regulations and Admiralty Instructions.

(Art. 1582 (6) K.R. & A.I., Art. 166 (4) R.N.R. Regs., Art. 181 (4) R.N.V.R. Regs.)

(A.F.Os. 1170/41 and 2922/41 are cancelled.)

6067.—H.M.S. "Cochrane"—Amalgamation with H.M.S. "Cochrane II"

(V. 5309/45.—25 Oct. 1945.)

As from 1st November, 1945, the functions of the Supply Departments of H.M.S. "Cochrane" (ship) and H.M.S. "Cochrane II" (Supply and Accounting Establishment for tenders of Rosyth Escort Force and other local craft, as well as minor establishments) will be amalgamated, and the name H.M.S. "Cochrane II" will cease to exist.

2. The premises at present occupied by H.M.S. "Cochrane II" will continue in use, under the departmental control of the Captain (S).

3. From the same date the responsibility for supplies of provisions, loan clothing, mess gear, etc., to destroyers will revert to the Victualling Store Officer, Rosyth, detailed arrangements for which are being revised in Port Orders, (Admiralty Letter V.7/5309/45 of 26th July, 1945.)

4. The Supply Officer of H.M.S. "Cochrane" will continue to carry out the duties of Base Supply Officer, Rosyth, in so far as trawlers and other small craft are concerned.

*6068.—Navy, Army and Air Forces Institutes—Lower Deck Representatives at the London Headquarters

(V2/N. 2443/45.—25 Oct. 1945.)

The number of lower deck representatives at the London headquarters of the N.A.A.F.I. is being temporarily increased from two to four, viz., one representative from each of the Home ports and one from the Home Fleet.

2. C.P.O. Writer Frederick Macdonald Purkis, Official No. P/M.38344, and Sick Berth C.P.O. S. C. Knight, Official No. D/MX.48033 have been elected to represent Portsmouth and Plymouth respectively, both appointments to be held for a period of not more than 12 months, commencing 1st October, 1945.

(A.F.Os. 5080/43 and 881/45.)

6069.—Combined Operations Personnel—Recording of Service Details

(N. 11852/45.—25 Oct. 1945.)

All service in Combined Operations is to be recorded in future on ratings' conduct sheets as shown in the following examples:—

Copra (L.C.T. "216").	Copra (12th L.C.M. Flotilla).
Copra ("N" Beach Commando).	Copra (No. 1 L.S.T. P.B.U.).
Copra (No. 4 M.B.M.U.).	Copra (Westcliff in Pool).

Flotilla, unit and Commanding Officers are to take action accordingly.

(A.F.O. 3444/45.)

6070.—Complement Amendments—Maintenance Ships

(N. 24424/45.—25 Oct. 1945.)

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

H.M. Escort Maintenance Ships (Admiralty Letter N./D.P.S. 819/43/M of 20 April 1944) (subsequently amended).

H.M. Armament Maintenance Ships (Admiralty Letter N.14581/44 of 19 October 1944) (subsequently amended).

H.M. Ships "Dodman Point", "Hartland Point" and "Spurn Point", as L.S.T. Maintenance Ships (Admiralty Letter N.11130/44 of 11 May 1945) (subsequently amended).

H.M.S. "Cape Wrath", as Coastal Force Maintenance Ship (Admiralty Letter N./T.S.D. 3108/44 of 25 June 1945).

H.M.S. "Mull of Kintyre", as Motor Craft Maintenance Ship (Admiralty Letter N. 11130/44 of 27 July 1945).

Reduce: "1 Lieut. Commander (S) or Lieut. (S)".

Add: "1 Lieut. Commander (S)".

H.M. Ships "Mull of Galloway" and "Mull of Oa", as Motor Craft Maintenance Ships (Admiralty Letter N./T.S.D. 3108/44 of 25 June 1945).

Delete: "Mull of Oa" from heading.

Reduce: "1 Lieut. Commander (S) or Lieut. (S)".

Add: "1 Lieut. Commander (S)".

H.M. Ships "Girdle Ness", "Fife Ness", "Buchan Ness", "Dungness", "Orfordness" and "Tarbat Ness", as Landing Craft Maintenance Ships (Admiralty Letter N.11130/44 of 11 May 1945) (subsequently amended).

Delete: "Orfordness" and "Tarbat Ness" from heading.

Reduce: "1 Lieut. Commander (S) or Lieut. (S)".

Add: "1 Lieut. Commander (S)".

6071.—Complements—Commissioned Rescue Tugs

(T.D. 1684/45.—25 Oct. 1945.)

The following amended details concerning complements of H.M. Rescue Tugs are promulgated for the information of Commanders-in-Chief, Flag Officers-in-Charge, and Naval Officers-in-Charge.

2. Officer ranks are governed by A.F.O. 1893/41. (See Schedule, Note "A", small craft.)

3. Naval uniform is worn by ratings in accordance with their equivalent rating.

4. T.124T personnel can only be employed in H.M. Rescue Tugs.

5. Uncertificated officers are Mr. with M.N. affixed to name if of less than 12 months' sea service. If over 12 months' sea service, they are granted the acting rank of Sub-Lieut., R.N.V.R.

Commissioned Rescue Tugs
Complement

6071

M.N. Rank	Naval rank and uniform	"Bustler" Class	"Envoy" Class	"Assurance" Class	"Marauder" Class	Diesel- electric (B.A.T. and A.T.R.) Class, U.S.A.	A.T.Rs. (U.S.A.) (wood) steam	"Saint" Class	"Sea" Giant"
Master* ...	Temp. Lieut., R.N.R. ...	1	1	1	1	1	1	1	1
First Officer ...	Temp. Sub-Lieut., R.N.R. or R.N.V.R.	1	1	1	1	1	1	1	1
Second Officer ...	Temp. Sub-Lieut., R.N.R. or R.N.V.R.	1	1	1	1	1	1	1	1
Chief Engineer ...	Temp. Lieut. or Sub-Lieut... R.N.R. or R.N.V.R.	1	1	1	1	1	1	1	1
Second Engineer ...	Temp. Sub-Lieut., R.N.R. or R.N.V.R.	1	1	1	1	1	1	1	1
Third Engineer ...	Temp. Sub-Lieut., R.N.V.R.	1	1	1	1	1	1	1	1
Fourth Engineer ...	Temp. Sub-Lieut. or M.N. ...	1	—	—	—	1	1	—	—
Electricians ...	Temp. Sub-Lieut., R.N.V.R. or M.N.	1	—	—	—	1	—	—	—
Radio Officers ...	—	2	2	2	2	2	1	1	1
Carpenters ...	C.P.O. ...	1	—	—	—	—	—	—	—
Boatswain ...	C.P.O. ...	1	1	1	1	1	1	1	1
Boatswain's Mate ...	P.O. ...	1	—	—	—	—	—	—	—
Quartermaster ...	Leading Seaman ...	1	1	1	1	1	1	1	1
Seamen—A.Bs. ...	A.Bs. ...	6	5	5	6	4	4	5	5
O.S. ...	O.S. ...	4	2	2	4	2	2	3	2
Boys ...	Boys ...	—	—	—	—	—	—	—	—

18

Donkeymen ...	P.O. ...	1	1	1	1	1	1	1	1
Greasers ...	Leading Stoker ...	6	3	3	9	5	3	3	3
Firemen ...	Stoker ...	—	3	3	7	—	6	6	6
Stewards† ...	P.O. ...	1	1	1	1	1	1	1	1
Assistant Stewards ...	Asst. Steward... ..	1	1	1	1	1	1	1	1
Cooks... ..	P.O. ...	1	1	1	1	1	1	1	1
Assistant cooks ...	Assistant cook ...	1	—	—	1	1	—	—	—
Galley boys ...	Boys ...	—	1	1	—	—	1	—	—
Gunners‡ ...	S.G. ...	4	4	4	1	4	4	1	—
Signalmen ...	Signalmen ...	1	1	1	1	1	1	1	1
Sick berth attendants ...	S.B.As. ...	1	—	—	—	—	—	—	—
Radar ratings ...	O.S. ...	2	—	—	—	—	—	—	—
Totals ...		43	33	33	43	33	35	32	30

* Twelve Senior Masters are granted the rank of Temporary Lieutenant Commander, R.N.R.

† Stewards of ships with complement of over 40 are given the rating of C.P.O.

‡ Seamen gunners to be withdrawn as vessels are disarmed.

(A.F.O. 1893/41.)

(A.F.O. 126/45 is cancelled.)

19

6071

6072.—R.N. and R.M. Educational Tests—Extension of Facilities to Men Invalided and Released

(N. 22468/45.—25 Oct. 1945.)

As evidence of having passed the Higher Educational Test, Educational Test I or Royal Marine First and Second Class Certificates is sometimes of assistance to men in obtaining civil employment, Naval ratings and other ranks R.M. whose engagement has terminated will be allowed to take any of the above educational tests provided that application is made to the Director, Educational Department, Admiralty, S.W.1, within six months of the date of discharge from the Service.

(A.F.O. 643/38 is cancelled.)

6073.—University of London—Matriculation for Service Personnel

(N. 24219/45.—25 Oct. 1945.)

The University of London have announced the following scheme for the matriculation of Service men and women before entering upon recognised studies for a degree or a diploma of the University :—

- (i) Before entering upon recognised studies for a degree or (with some exceptions) a diploma, a student must matriculate.
- (ii) The University has adopted a scheme for the matriculation of men and women who have served in H.M. Forces, or the Merchant Navy, for not less than one year since the outbreak of war and who desire after release to study for a degree or diploma as regular students at a College of the University or at an approved educational institution, but not as private students.
- (iii) In assessing the claims of an applicant under this scheme the University will take into account the results of any examinations passed by the applicant, either before or after entering the Services, and the report of the Service authority or the Master of his ship. If practicable the applicant may be required to attend for interview.
- (iv) Permission to matriculate under this scheme will be solely for the purpose of proceeding to a specified degree or diploma of the University and will be conditional upon the applicant being accepted as a student by a college of the University, or by an approved educational institution, before one year after the date of the applicant's release, or within such further period as may be approved by the University on the ground of civilian national service subsequent to release. Permission may be conditional upon the applicant passing an approved examination in one or more subjects.
- (v) Admission to a college lies with the authorities of the college, and the permission of the University to matriculate implies no guarantee that the applicant will be able to secure admission to a particular college, or indeed, to any college. The University is, however, prepared to endeavour to put successful applicants under this scheme into communication with the authorities of a suitable college.
- (vi) No fee is payable in respect of an application, but when an applicant begins his studies at college and registers as an Internal or External student of the University, a matriculation fee of three guineas will be payable.
- (vii) It should be understood that admission to the University does not of itself make a student eligible for a grant under the Government Further Education and Training Scheme. That scheme is ordinarily available only to those whose normal further education or training has been interfered with by their war service.

2. Application for permission to matriculate under this scheme will be made on a special form issued by the University. Part I of the form will be completed by the applicant, and Part II by the applicant's Commanding Officer or the Education Officer on his behalf.

3. Application forms may be obtained from Command Education Officers to whom a small number will be issued in the first instance. Further copies of the form may be obtained by Command Education Officers direct from the Secretary of the Matriculation and School Examination Council.

4. All enquiries and communications concerning this scheme should be addressed to the Secretary of the Matriculation and School Examinations Council, University of London, Richmond College, Richmond, Surrey.

***6074.—Hotel and Restaurant Cookery—Examination and Certification**

(N. 24748/45.—25 Oct. 1945.)

With reference to A.F.O. 1359/45, paragraph 3, the next examinations in hotel and restaurant cookery will be held in January and February, 1946, as follows :—

- | | | |
|---------------------|---------------|---|
| (a) Subject 152 ... | Written ... | 31st January. |
| (b) Subject 152 ... | Practical ... | 2nd February. |
| (c) Subject 151 ... | Written ... | 10th January. |
| (d) Subject 151 ... | Practical ... | 12th January, 26th January, and 9th February. |

2. Applications are to reach Commanders (S) (G.M.) by 20th November. The attention of candidates who failed or who were prevented from taking the whole of a previous examination is directed to paragraph 20 of A.F.O. 1359/45. Attention is also directed to paragraphs 11 and 18 of the same A.F.O. regarding ineligibility for the *practical* examinations of candidates from sea-going ships.

(A.F.O. 1395/45.)

6075.—Instructional Film, "Analysis of Aircraft Torpedo Practices" (Serial Number A.234)

(N./N.T. 5361/45.—25 Oct. 1945.)

An instructional film entitled "Analysis of Aircraft Torpedo Practices" (Serial No. A.234) is now completed and copies will be distributed in accordance with paragraph 3 below.

2. The film has a total running time of approximately 32 minutes and it consists of four sequences of one reel each, as follows :—

- Reel 1.—Individual Aircraft Light Torpedo Attacks.
- Reel 2.—Aircraft Light Torpedo Attacks in Formation.
- Reel 3.—Aircraft Runner Torpedo Attacks.
- Reel 4.—Squadron Aircraft Runner Torpedo Attacks.

3. Distribution will be as follows, without demand :—

	<i>No. of copies</i>	
	<i>35-mm.</i>	<i>16-mm.</i>
(a) Copies for issue on temporary loan :—		
Rosyth Library ...	1	1
Greenock Library ...	1	1
Liverpool Library ...	1	1
Chatham Library ...	1	1
Devonport Library ...	1	1
Portsmouth Library ...	1	1
London Library ...	1	1
Malta Library ...	1	1
Alexandria Library ...	1	1
Colombo Library ...	1	1
Trincomalee Library ...	1	1
Bombay Library ...	1	1
Sydney Library ...	1	1
(b) Copies on permanent loan :—		
H.M.S. "Vernon" ...	1	—
R.N.A.S., Lee-on-Solent... ..	—	1
R.N.A.S., Crail	1	—
R.N.A.S., Fearn	1	—
(c) Duplicating facilities :—		
F.O.C.R.I.N.	1 negative	
Sydney Library	1 negative	
N.S.H.Q., Ottawa	1 negative	

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

(B.R. 1251.)

***6076.—Export of Foodstuffs from the United Kingdom**

(N.L. 15162/45.—25 Oct. 1945.)

The following extracts from a notice issued by the Ministry of Food are promulgated for the information of Naval personnel :—

1. In certain circumstances, and subject to the arrangements set out in this memorandum, travellers from the United Kingdom to liberated areas are permitted to take with them limited quantities of food and soap for which no export licence is required. The food and soap must have been obtained from normal purchases; no permits for the purchase of additional quantities of rationed commodities will be issued for this purpose.

(1) *British Nationals.*—(a) British travellers to the Continent may take with them a quantity of rationed and/or unrationed foods calculated, in proportion to the length of their stay, at the rate of $\frac{1}{2}$ lb. per day up to a maximum of 15 lb.; not more than 2 lb. to be of any one kind of food. In addition, 2 lb. of soap may be taken.

(b) *British seamen* who are victualled by the owners of the ship may take no food with them.

2. *Allied Seamen.*—Allied seamen who are victualled by the owners of the ships may take no food with them unless they are repatriates, in which case they may take with them a total of 15 lbs. of food and 2 lbs. of soap.

(A.F.O. 3989/45.)

6077.—Food RationingH.M. Ships at Home and Shore Establishments at Home and Abroad*

(V. 2/0885/45.—25 Oct. 1945.)

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

2. Consequent on this decision the following revised maximum allowances have been approved with effect from the 1st November, 1945. A.F.O. 4984/44, Section B, paragraph 1, is to be amended accordingly.

*Seagoing Ships in Home Waters and Shore Establishments Abroad other than those on the East Indies and Pacific Stations**Quantity a head weekly*

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

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

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

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

*Shore Establishments at Home**Quantity a head weekly*

Item	Naval Personnel	W.R.N.S.
Meat	35 oz.	31½ oz.(c)
Bacon and ham	8 oz.	6 oz.
Sugar	13 oz.	13 oz.

(c) Not more than 30 oz. to be fresh meat.

3. The allowances of meat are calculated in terms of bone-in meat. If boneless beef is issued, the equivalent of bone-in beef should be calculated by adding 25 per cent. to the weight. All tinned meats drawn from Admiralty stocks, as well as

fresh and frozen meat, are to be included in the allowances, and for this purpose the following table of equivalent weights of the various tinned meats is to be used :—

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

4. It is intended that the reduction in meat and bacon shall be made up by increased consumption of bread, potatoes, fresh fish (when available) and other unrationed foods. The existing maximum allowances of bread for shore establishments at home are accordingly cancelled but care is to be taken to avoid waste.

5. Commanders-in-Chief may authorize variations in the above scales for seagoing ships at home and shore establishments abroad in special cases on medical grounds. Particulars are to be reported to the Admiralty. Where in special cases of arduous service it is considered on medical grounds that some increase in the above scales for shore establishments at home is warranted, the matter should be represented to the Admiralty through the usual channels.

6. For the time being no changes are being made in the existing arrangements in seagoing ships outside Home waters or in Naval Shore Establishments on the East Indies and Pacific Stations.

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

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

(A.F.O. 5928/45 is cancelled.)

6078.—Non-Public Funds—Disposal*(Various Ships and Establishments)*

(N.—25 Oct. 1945.)

*(Included in Notice Boards Issue only.)***6079.—H.M.S. "Dunluce Castle"—Disposal of Ship's Fund**

(P.M. 2762/45.—25 Oct. 1945.)

*(Included in Notice Boards Issue only.)***6080.—Merchant Navy Rescue Kits Carried in H.M. Ships—Disposal**

(V.7/7866/45.—25 Oct. 1945.)

Now that there is no longer any need for H.M. ships to carry Merchant Navy rescue kits, the arrangements described in A.F.Os. 1908/43 and 2493/43 are cancelled, and H.M. ships having stocks of the kits remaining on board are to arrange for their disposal as follows :—

- Ships in home waters* should arrange for the kits to be returned to the local Welfare Liaison Officer.
- Ships returning to U.K.* should retain the kits on board and arrange disposal as at (i) on arrival.
- Ships remaining abroad* should return the kits to the nearest victualling yard or depot.

2. Welfare Liaison Officers to whom kits are returned in accordance with these instructions should communicate direct with the Hon. Secretary, Merchant Navy Comforts Service, Craven House, 16 Northumberland Avenue, London, W.C.2, for disposal instructions.

3. Victualling yards and depots abroad receiving returns of these kits should report details to the Director of Victualling and await disposal instructions.

(A.F.O.s 1908/43 and 2493/43 are cancelled.)

***6081.—Extensions of Leave to Men on Leave**

(N. 23446/45.—25 Oct. 1945.)

Every man going on leave should take careful note of the instructions on the back of his leave ticket (Form 36668).

2. It is clearly indicated thereon that where, owing to illness or other justifiable cause, it becomes necessary for a man to obtain an extension of his leave he should communicate at once with his Commanding Officer.

3. In some cases, however, the position of the ship is too remote to permit of the necessary approval for an extension being obtained from the Commanding Officer before the man is due to leave his home to return to his ship at the end of the leave originally granted. In such cases men should report to the nearest police station or, where geographically possible, personally to the Admiralty (Director of Service Conditions, Queen Anne's Mansions, St. James's Park, S.W.1) in sufficient time to allow them still to return on board before the expiration of their leave if an extension is not granted. The police will communicate either with the man's Commanding Officer or with the Director of Service Conditions. The police themselves will not be able to grant an extension.

4. It is emphasized that applications to the police or the Admiralty must not be made when there is time to obtain extensions from Commanding Officers.

5. Where appropriate, confirmatory evidence, either medical or otherwise, must be produced when applying for an extension of leave.

6. *Relatives requesting compassionate leave for Naval ratings or Royal Marines* should apply to the Commodore or the Commandant, R.M., of the man's depot if the man is serving abroad. They can also send a telegram to the man himself notifying him of the emergency that has arisen by the means of the C.S.N. system. If approach is not made to the man's depot in the first instance, time is wasted in considering whether the circumstances of the case, which must necessarily be investigated at home, justify a recommendation by the Commodore or the Commandant, R.M., that the man abroad should be granted compassionate leave.

6082.—Reports of Leave Granted to H.M. Ships Companies—Discontinuation

(M. 3622/45.—25 Oct. 1945.)

The quarterly reports of leave granted to H.M. Ships Companies called for in A.F.O. 5571/43 are to be discontinued forthwith.

(A.F.O. 5571/43 is cancelled.)

***6083.—Nursing—Financial Assistance to Intending Sister (or Male) Tutors**

(N. 24129/45.—25 Oct. 1945.)

A scheme has been inaugurated by the Ministry of Health to give financial assistance to suitable State Registered Nurses (male or female) who wish to train as male tutors or sister tutors and who are not in receipt of such help from their employing authority or any other source.

2. Under this scheme the assistance given to selected candidates will cover the training and examination fees and an allowance of £150 for the period of training (payable monthly in arrear) towards the cost of maintenance and incidental expenses, including travelling expenses and the cost of books.

3. The General Nursing Council have under consideration rules prescribing the qualifications of tutors of nursing but the qualifications considered necessary

at present for taking up training for the duties are generally that the applicant must :—

- (a) be registered on the General Part of the State Register or the Part of the Register for Male Nurses (general trained) ;
- (b) have had at least three years post-registration experience in nursing in hospital. Some training institutions may require that the post-registration service should have been given in a particular type of hospital and that part of the service should include a period of experience as a sister in charge of a ward or corresponding rank in the case of a male nurse ;
- (c) satisfy the training institution that their general education is such as to justify taking up training.

4. Any nurses who wish, on release from the Naval Service, to apply for assistance under the scheme should address their applications to the Secretary, Ministry of Health, Division 4A(8), Whitehall, S.W.1. Applicants who appear suitable will be called to a professional Selection Board and the names of those selected will be submitted to one of the recognized training institutions. Wherever possible, nurses will be sent to the training institution of their own choice.

5. The courses of training at present start at the beginning of the academic year following acceptance for training and last an academic year. Having regard to the institution of this scheme, attention is being given to the possibility of arranging special courses to start during the academic year now commencing.

6. Applicants for training under the scheme will be required to give an undertaking to serve as qualified Sister Tutors or Male Tutors in any hospital in England or Wales for at least two years if they pass the examination.

6084.—Observers and Telegraphist Air Gunners—Flying Log Books (Naval Type)

(C.W. 29650/45.—25 Oct. 1945.)

Attention is drawn to A.F.O. 6168/45 in Section 5 of this issue.

6085.—Officiating Ministers of Religion

(C.E. 52012/45.—25 Oct. 1945.)

The following appointments have been approved :—

Church of England—

Barkston Gardens (W.R.N.S. Rev. C. L. Gage-Brown,
Quarters). St. Cuthbert's Vicarage,
Philbeach Gardens,
London, S.W.5.

(A.F.O. 3747/42 is to be amended accordingly.)

Methodist—

Madras Rev. J. Millnes,
Methodist Mission,
Vepery, Madras.

(Vice the Rev. J. O. Cochran.)

2. The usual facilities are to be afforded.

3. The following appointments are to be cancelled :—

Church of England—

Dartmouth Rev. A. J. Watts, B.A.,
St. Saviour's Vicarage,
Dartmouth.

Maristow (R.N. Auxiliary Rev. F. B. Soady,
Hospital). The Vicarage,
Tamerton Foliot, Devon.

Gayhurst Manor (W.R.N.S.) Rev. J. L. Woods, A.L.C.D.,
The Rectory,
Stoke Goldington,
Bletchley, Bucks.

North Crawley (W.R.N.S.) ... Rev. C. J. Tovey, M.A.,
The Rectory,
North Crawley, Bletchley,
Bucks.

Church of Scotland and the Free Churches—

Regent Street Polytechnic ... Rev. F. Townley Lord, D.D.,
Bloomsbury Central Church,
Shaftesbury Avenue,
London, W.C.2.

Methodist—

Madras Rev. J. O. Cochran,
Methodist Mission,
Vepery, Madras.

(A.F.O. 3747/42.)

***6086.—British Legion Poppy Day, 10th November, 1945—Sale of Poppies on board H.M. Ships and in Fleet Shore Establishments**

(N. 24345/45.—25 Oct. 1945.)

Permission has been given for the despatch to certain of H.M. Ships by the British Legion of parcels of poppy emblems for sale on board on Poppy Day, Saturday, 10th November, 1945.

2. Commanding officers receiving parcels are requested to make such arrangements as may be convenient for their disposal on board to officers and men, and for money so collected to be forwarded to: The Hon. Treasurer, The British Legion, Cardigan House, Richmond Hill, Richmond, Surrey.

3. It is not intended that supplies shall be sent to ships unlikely to receive them before 10th November, or to small vessels generally.

4. As regards Fleet Shore Establishments, commanding officers may at their discretion grant facilities for British Legion helpers to offer poppy emblems for purchase by officers and men within the establishment, any necessary arrangements being made if and when requested by the local British Legion authorities.

5. It is not the intention that permission should be given for the entry of sellers of emblems into H.M. Dockyards.

(A.F.Os. 5147/42, 4953/43 and 5541/44 are cancelled.)

6087.—Gilbert Blane Medal, 1945—Award

(M.D.G. 59512/45.—25 Oct. 1945.)

The Gilbert Blane medal for the year 1945 has been awarded to Surgeon Lieutenant-Commander F. P. Ellis, R.N.

6088.—R.C.N. Officers attached to the Naval Air Arm—Pay Documents

(C.W. 59711/45.—25 Oct. 1945.)

R.C.N. officers coming to the United Kingdom for attachment to the Naval Air Arm will in future be borne in H.M.C.S. "Niobe" for passage, etc. Ships and establishments to which such officers report for their first appointment on loan to the Royal Navy should therefore make any application for pay documents to H.M.C.S. "Niobe."

6089.—Special Branch Officer, R.N.V.R.—Transfer to Executive Branch—No Further Volunteers Required

(C.W. 59913/45.—25 Oct. 1945.)

The number of Executive Officers, R.N.V.R., is now adequate to meet requirements and no further volunteers from Special Branch Officers to transfer to the Executive Branch, R.N.V.R., will be accepted. No further courses will be held and all outstanding applications will be regarded as cancelled.

(A.F.O. 5368/42 is cancelled.)

***6090.—Royal New Zealand Navy—War Service Increment, Japanese Campaign Pay, Far Eastern Allowance, and Increase in Pay**

(N. 10313/45.—25 Oct. 1945.)

Information has been received from the New Zealand Naval Authorities alleging that A.F.O. 2867/45 has been interpreted as implying that service outside New Zealand is not deserving of more consideration than service on shore in New Zealand or in New Zealand waters.

2. For the information of New Zealand personnel wherever serving, this is quite incorrect; particularly as R.N.Z.N. personnel are granted additional benefits for overseas service, viz., overseas bonus, deferred pay, increased war gratuity and exemption from income tax.

(A.F.O. 2867/45.)

6091.—Free Leave Warrants—Recording in Naval Pay and Identity Books (S.43A)

(D.N.A. 30168/45.—25 Oct. 1945.)

Attention is drawn to the fact that, by paragraph 12 of A.F.O. 3607/45, particulars of free leave warrants issued at home and abroad have now to be noted in Forms S. 43A for all personnel, *including officers*. These particulars have no longer to be noted in the ledger for officers (A.F.O. 5159/45) and it is therefore necessary for such particulars for the leave year ending 16th October, 1945, to be transferred to officers' Pay Books.

2. Except for Commanding Officers and those specifically deputed to have warrants in their custody, free leave warrants are not to be issued by Officers in their own favour. Warrants are not to be issued without production of the Pay Book to prove entitlement, and for the insertion therein of the serial number and date of the warrant.

3. Particular attention is drawn to the fact that, in the event of loss of the Pay Book and the absence of any other independent record or conclusive evidence, entitlement to free leave journeys is governed by the scale shown in A.F.O. 3843/42 (paragraph 30) for the remainder of the Leave Year from the time a new Pay Book is issued.

(A.F.O.s 3843/42 paragraph 32, 1161/45, 3607/45 paragraphs 9 and 12, 5159/45, paragraph 3 (i)).

6092.—Character and Efficiency Assessments—Inclusion in Ledgers

(D.N.A. 9861/45.—25 Oct. 1945.)

Character and efficiency assessments are an essential part of a rating's history. At the present time the omission of these from ships' ledgers means that over 20,000 enquiries have to be made annually.

2. Most of these enquiries would be obviated by observance of K.R. & A.I., Article 1705, paragraph (1), and the attention of Supply Officers is drawn to the need for compliance with this regulation.

6093.—Mechanic Branches—Transfer to Artificer

(N. 22762/45.—25 Oct. 1945.)

The operation of paragraph 5 of A.F.O. 1975/45 is suspended until the end of the period of the present emergency.

(Commodore, Portsmouth, No. 1299/T.S.76D/39 of 12 Sep. 1945.)

(C.-in-C., B.P.F., 716/BPF/2280P of 24 Aug. 1945.)

(A.F.O. 1975/45.)

6094.—Special Service Divers—Notations on Service Certificates

(N. 24735/45.—25 Oct. 1945.)

Ratings who have qualified in the use of Dunlop Under Water Swim Suit, Marks I and II, with the Davis Submerged Escape Apparatus as used by the Landing Craft Obstructions Clearance Units, should have the following notations made in the "Examinations Passed, etc." column on page 3 of their Service Certificates:—

"D.U.W.S.S. I or II with D.S.E.R."

6095.—Donations to The Royal Naval Benevolent Fund

(N. 24298/45.—25 Oct. 1945.)

*(Included in Notice Boards Issue only.)***6096.—Sports—R.N. and R.M. Football Association**

(N. 25211/45.—25 Oct. 1945.)

*(Included in Notice Boards Issue only.)***6097.—Sports—Royal Navy and Royal Marines Rugby Union**

(N. 25226/45.—25 Oct. 1945.)

*(Included in Notice Boards Issue only.)***6098.—Admiralty Surgeons and Agents***Hull and Stafford*

(C.E. 22292/45.—25 Oct. 1945.)

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

Place	Name	Address	Remarks
Hull ...	Mr. J. Burns, M.B., Ch.B.	The Surgery, St Andrew's Dock, Hull.	Re-appointed. Vice Mr. N. Jennings
Stafford	Mr. W. J. McIntosh, O.B.E., T.D., M.B., Ch.B.	Wogan House, Stafford (Tel. : Stafford 137)	Vice Mr. L. D. Brice

*(A.F.O. 5140/45.)***6099.—W.R.N.S.—Promotion of Officers**

(C.W. 69287/45.—25 Oct. 1945.)

The following W.R.N.S. officers have been promoted and reappointed during the period 1st July, 1945, to 30th September, 1945, inclusive, with seniorities as shown against their names. These promotions are in addition to those promulgated in A.F.O. 4110/45:—

To First Officer W.R.N.S.

Miss P. Somers-Brown ...	... "Golden Hind" ...	5th September, 1945
Miss J. F. Coote ...	... "Cormorant" ...	9th September, 1945
Miss K. J. Mullock ...	... "Heron" ...	29th September, 1945

To Second Officer W.R.N.S.

Miss M. G. Gledhill ...	... "Ariel" ...	9th July, 1945
Miss M. D. O'B. Forsyth ...	... "Daedalus" ...	16th July, 1945
Miss P. E. Illingworth ...	... "Lucifer" ...	16th July, 1945
Miss E. J. R. Walker ...	... "Europa" ...	16th July, 1945
Miss N. M. Wyatt ...	... "Pembroke IV" ...	16th July, 1945
Miss A. K. Adams ...	... "Dolphin" ...	16th July, 1945
Miss M. I. Stevens ...	... "Caroline" ...	16th July, 1945
Miss E. J. Halliday ...	... "Lucifer" ...	16th July, 1945
Miss E. M. Hallas ...	... "Pembroke III" ...	16th July, 1945
Miss M. Carver ...	... "Cormorant" ...	16th July, 1945
Mrs. M. M. Robertson ...	... "Pembroke III" ...	16th July, 1945
Miss M. D. L. Roberts ...	... "Orlando" ...	16th July, 1945
Miss N. H. Thurgood ...	... "Wagtail" ...	16th July, 1945
Miss L. E. G. Howe ...	... "Hathi" ...	16th July, 1945
Miss E. A. O'Leary ...	... "Gannet" ...	16th July, 1945
Miss W. T. Hardcastle ...	... "Flowerdown" ...	16th July, 1945
Miss B. J. Davis ...	... "Hathi" ...	16th July, 1945
Miss C. A. Gardiner ...	... "Merlin" ...	16th July, 1945
Miss A. C. Coe ...	... "Faraway" ...	16th July, 1945
Miss A. Kent ...	... "Pembroke III" ...	16th July, 1945

To Second Officer W.R.N.S.—contd.

Miss D. H. Nicholson ...	... "Cochrane II" ...	16th July, 1945
Miss D. Dunn ...	... "Daedalus" ...	20th July, 1945
Mrs. D. R. Brock ...	... "Lanka" ...	21st July, 1945
Miss J. G. Swann ...	... "Cochrane II" ...	29th July, 1945
Miss C. H. D. Duff ...	... "Royal Albert" ...	29th July, 1945
Miss V. B. Hulton-Sams ...	... "Pembroke III" ...	7th August, 1945
Mrs. A. A. Bland ...	... "Bacchante" ...	13th August, 1945
Miss L. B. Chilton ...	... "President" ...	27th August, 1945
Miss A. M. Capes ...	... "Byrsa" ...	28th August, 1945
Miss M. D. Knight ...	... "Mercury II" ...	28th August, 1945
Miss V. J. Loring ...	... "Garuda" ...	29th August, 1945
Miss P. Lewis ...	... "Pembroke IV" ...	3rd September, 1945
Mrs. A. Weaver ...	... "Beehive" ...	10th September, 1945

2. The following W.R.N.S. officers are promoted or confirmed in rank, with seniority as shown against their names. Attention is drawn to A.F.O. 2128/45, paragraph 18:—

To Chief Officer W.R.N.S.

Miss E. M. Wield ...	... "Cochrane II" ...	1st October, 1945
Mrs. J. L. Fubini ...	... "Beaver" ...	1st October, 1945
Mrs. R. C. Johnston ...	... "Spartiate" ...	1st October, 1945

To First Officer W.R.N.S.

Miss S. E. Putnam ...	... "Victory IV" ...	1st October, 1945
Miss J. C. Sutton ...	... "St. Angelo" ...	1st October, 1945
Miss M. C. Purdy ...	... "St. Angelo" ...	1st October, 1945
Miss O. C. Heath ...	... "Tormentor" ...	1st October, 1945
Miss C. M. Slater ...	... "Pembroke III" ...	1st October, 1945
Miss M. R. Bammant ...	... "Byrsa" ...	1st October, 1945
Miss J. A. Clifford ...	... "Victory IV" ...	1st October, 1945
Miss R. H. Noble ...	... "Excellent" ...	1st October, 1945
Miss E. B. Godfrey ...	... "Pembroke I" ...	1st October, 1945
Miss E. M. H. Pratt ...	... "Pembroke III" ...	1st October, 1945
Mrs. B. F. M. Lacey ...	... "Pembroke III" ...	1st October, 1945
Mrs. E. M. Falkland Cary ...	... "Victory IV" ...	1st October, 1945
Miss P. M. H. Pritchard ...	... "Nile" ...	1st October, 1945
Miss A. M. T. West ...	... "Beaver II" ...	1st October, 1945
Miss E. W. Gibson ...	... "Hathi" ...	1st October, 1945
Miss M. L. Ward ...	... "Pembroke III" ...	1st October, 1945
Mrs. J. R. Jermyn Hynes ...	... "Pembroke III" ...	1st October, 1945
Miss K. M. B. McNeill ...	... "Drake" ...	1st October, 1945

To Second Officer W.R.N.S.

Miss K. L. Tritton ...	... "Sheba" ...	1st October, 1945
Miss S. B. Curtis ...	... "Sanderling" ...	1st October, 1945
Miss I. J. Harbert ...	... "Daedalus" ...	1st October, 1945
Miss B. A. V. Kyrke ...	... "Nile" ...	1st October, 1945
Miss I. G. Millar ...	... "Lanka" ...	1st October, 1945
Miss M. A. J. Murray ...	... "Victory IV" ...	1st October, 1945
Miss P. Egerton ...	... "Lanka" ...	1st October, 1945
Miss T. E. M. Jack ...	... "Pembroke III" ...	1st October, 1945
Miss M. L. Marsh ...	... "Cormorant" ...	1st October, 1945
Miss V. E. Hardwicke ...	... "Nightjar" ...	1st October, 1945
Miss V. Hannaford ...	... "Cochrane II" ...	1st October, 1945
Miss E. F. Gunn ...	... "Drake" ...	1st October, 1945
Miss E. M. Roberts ...	... "St. Angelo" ...	1st October, 1945
Miss G. M. Phillips ...	... "Vernon" ...	1st October, 1945
Miss B. J. Sykes ...	... "Pembroke" ...	1st October, 1945
Miss E. C. Hardy ...	... "Malagas" ...	1st October, 1945
Miss E. M. Hamill ...	... "Wildfire" ...	1st October, 1945
Miss M. M. E. Hearsey ...	... "Boscawen" ...	1st October, 1945
Miss E. M. MacDougall ...	... "Daedalus" ...	1st October, 1945
Miss A. H. Birchman ...	... "Cochrane II" ...	1st October, 1945
Miss I. P. Bentham ...	... "Marlborough" ...	1st October, 1945

To Second Officer W.R.N.S.—contd.

Miss D. D. Dakin	... ..	"Victory IV"	... ..	1st October, 1945
Mrs. J. L. B. Rogers	... ..	"Victory IV"	... ..	1st October, 1945
Miss M. S. Gilroy	... ..	"Pembroke III"	... ..	1st October, 1945
Miss P. A. Belfield	... ..	"President"	... ..	1st October, 1945
Miss L. K. Boase...	... ..	"St. Angelo"	... ..	1st October, 1945
Miss V. L. Hands	... ..	"Hathi"	... ..	1st October, 1945
Miss E. B. McHarg	... ..	"Dinosaur II"	... ..	1st October, 1945
Miss E. M. France	... ..	"Eaglet"	... ..	1st October, 1945
Mrs. W. B. Everitt	... ..	"Fullarton"	... ..	1st October, 1945
Miss A. M. Attenborough	... ..	"Pembroke V"	... ..	1st October, 1945
Miss M. Cutter	... ..	"Beaconsfield"	... ..	1st October, 1945
Miss M. Groome	... ..	"Cochrane II"	... ..	1st October, 1945
Miss I. M. Hadow	... ..	"Proserpine"	... ..	1st October, 1945
Miss E. M. Jones	... ..	"Sanderling"	... ..	1st October, 1945
Miss V. J. M. P. Baird	... ..	"Victory IV"	... ..	1st October, 1945
Miss P. D. Stroud	... ..	"Europa"	... ..	1st October, 1945
Miss M. A. Morton	... ..	"President III"	... ..	1st October, 1945
Miss C. E. Cleminson	... ..	"Dryad"	... ..	1st October, 1945
Miss P. M. Drader	... ..	"Eaglet"	... ..	1st October, 1945
Miss D. Henson	... ..	"Europa"	... ..	1st October, 1945
Miss L. L. Sealy-Bell	... ..	"Pembroke"	... ..	1st October, 1945
Miss D. Allan	... ..	"President III"	... ..	1st October, 1945
Miss J. E. Morrell	... ..	"Drake"	... ..	1st October, 1945
Miss E. Abel	... ..	"Lanka"	... ..	1st October, 1945
Miss M. Vaughan	... ..	"Cabbala"	... ..	1st October, 1945
Miss E. S. Tombe	... ..	"Gannet"	... ..	1st October, 1945
Mrs. E. F. Burton	... ..	"Braganza"	... ..	1st October, 1945
Mrs. F. H. Matthews	... ..	"Pembroke III"	... ..	1st October, 1945
Miss P. J. Stoneman	... ..	"Foliot III"	... ..	1st October, 1945
Miss M. A. Hamilton	... ..	"Drake"	... ..	1st October, 1945
Miss M. E. Hassall	... ..	"Calliope"	... ..	1st October, 1945
Miss J. Wilson-Hird	... ..	"Merlin"	... ..	1st October, 1945
Miss N. H. Sutton	... ..	"Peewit"	... ..	1st October, 1945
Miss J. N. Abbott	... ..	"Dinosaur"	... ..	1st October, 1945
Miss P. G. Johnson	... ..	"Peewit"	... ..	1st October, 1945
Miss B. A. Snell	... ..	"Gosling"	... ..	1st October, 1945
Miss A. S. G. Jagoe	... ..	"Drake"	... ..	1st October, 1945
Miss M. H. W. Wilson	... ..	"Drake"	... ..	1st October, 1945
Miss M. E. Klyne	... ..	"Orlando"	... ..	1st October, 1945
Mrs. O. A. Whitaker	... ..	"Foliot I"	... ..	1st October, 1945
Miss H. W. Stewart	... ..	"President"	... ..	1st October, 1945
Miss D. S. Lowry-Corry	... ..	"Cochrane II"	... ..	1st October, 1945
Miss H. M. Milburn	... ..	"Gosling"	... ..	1st October, 1945
Miss K. M. H. Scallan	... ..	"St. Angelo"	... ..	1st October, 1945
Mrs. S. M. Briggs	... ..	"Merlin"	... ..	1st October, 1945
Miss M. C. R. Pope	... ..	"Victory IV"	... ..	1st October, 1945
Mrs. J. Richardson	... ..	"Highflyer"	... ..	1st October, 1945
Miss D. K. M. Griffiths	... ..	"Drake"	... ..	1st October, 1945
Miss E. P. McManus	... ..	"Cormerake"	... ..	1st October, 1945
Mrs. G. C. Edwards	... ..	"Daedalus"	... ..	1st October, 1945
Miss D. H. Bray	... ..	"Royal Albert"	... ..	1st October, 1945
Miss R. B. Law	... ..	"Mylodon"	... ..	1st October, 1945
Miss U. Townend	... ..	"Chinkara"	... ..	1st October, 1945
Mrs. B. Lindsay-Thomson	... ..	"Gannet"	... ..	1st October, 1945
Mrs. M. Young	... ..	"Pembroke III"	... ..	1st October, 1945
Miss P. W. Taylor	... ..	"Dipper"	... ..	1st October, 1945
Miss H. M. Inglis	... ..	"Lucifer"	... ..	1st October, 1945
Miss M. F. Bieber	... ..	"Royal Albert"	... ..	1st October, 1945
Miss J. M. Harris	... ..	"Ferret"	... ..	1st October, 1945
Miss M. E. Jenkyns	... ..	"Garuda"	... ..	1st October, 1945
Mrs. R. I. Callender	... ..	"Pembroke III"	... ..	1st October, 1945
Mrs. M. I. Cotton	... ..	"Colombo"	... ..	1st October, 1945
Miss E. Wood	... ..	"Demetrius"	... ..	1st October, 1945
Miss L. Currin	... ..	"Mersey"	... ..	1st October, 1945
Miss D. Le Cren	... ..	"Lucifer"	... ..	1st October, 1945

Miss R. E. Bratt	... ..	"Western Isles"	... ..	1st October, 1945
Mrs. K. J. Matthews	... ..	"Pembroke III"	... ..	1st October, 1945
Miss D. H. Duke	... ..	"Orlando"	... ..	1st October, 1945
Miss E. O. Wintle	... ..	"Pembroke III"	... ..	1st October, 1945
Miss P. Sims	... ..	"Eaglet"	... ..	1st October, 1945
Mrs. J. F. Beer	... ..	"Merlin"	... ..	1st October, 1945
Miss J. Cole	... ..	"Daedalus"	... ..	1st October, 1945
Mrs. J. Pownall	... ..	"Proserpine"	... ..	1st October, 1945
Miss A. E. C. Talbot	... ..	"Cochrane II"	... ..	1st October, 1945
Miss I. Brewis	... ..	"Dinosaur"	... ..	1st October, 1945
Miss I. Seymour	... ..	"Pembroke"	... ..	1st October, 1945
Miss E. M. Carter	... ..	"Victory IV"	... ..	1st October, 1945
Miss J. Harrison	... ..	"Westcliff"	... ..	1st October, 1945
Miss R. M. Sumner	... ..	"Beaver I"	... ..	1st October, 1945
Miss K. N. Barnard	... ..	"Pembroke III"	... ..	1st October, 1945
Miss A. L. Askew	... ..	"Pembroke V"	... ..	1st October, 1945
Mrs. D. M. Sheard	... ..	"Turtle"	... ..	1st October, 1945
Miss M. C. Smith...	... ..	"Orlando"	... ..	1st October, 1945
Miss E. J. Allingham	... ..	"Pembroke III"	... ..	1st October, 1945
Miss I. K. Steljes	... ..	"Martello"	... ..	1st October, 1945
Miss P. M. Geddes	... ..	"Daedalus"	... ..	1st October, 1945
Miss S. G. Gemmell	... ..	"Collingwood"	... ..	1st October, 1945
Miss E. A. Tulloch	... ..	"Beaver"	... ..	1st October, 1945

(A.F.Os. 2128/45, 2702/45 and 4110/45.)

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

6100.—Aircraft—General—Corsair—Re-arming with Wings Folded

(G. 016032/45.—25 Oct. 1945.)

When re-arming Corsair aircraft with the wings folded the ammunition belts have a tendency to run out of the mouth of the ammunition tanks when the tanks are inverted. This difficulty can be overcome by inserting a belt retaining tool into the tank before the tank cover is secured in position. The tool is shown in A.F.O. Diagram No. 386/45.

2. In order to retain ammunition belts in position, the tool should be inserted into the tank between the third and fourth rounds of the belt, with the Bowden wire positioned in the mouth of the tank, before closing the cover.

3. When the ammunition tanks have been inserted in the mainplane, belts can be joined up and moved into the feed chutes without removing the tools.

4. If there is not sufficient time to complete the re-arm before the wings have been spread, the tools can be removed easily by a downward pull of the Bowden cable. This may disturb the belts and cause them to run out in bights but the latter are not sufficiently large to prevent closing the securing panels.

Whenever possible, the tools should be left in position and the re-arm completed when the wings have been spread.

5. Belt-retaining tools are to be manufactured locally by stations and squadrons.

(A.F.O. 4091/44 is cancelled.)

6101.—Aircraft—Guns, Browning, 0.50-in. Chromium Plated Barrels—Introduction

(A.S./G. 08136/44.—25 Oct. 1945.)

The following stores have been introduced into Naval service:—

Guns, Browning, 0.50-in. :—

Barrels, chromium plated, with fixed sleeve, Ref. 107K/522.

Barrels, chromium plated, with detachable sleeve, Ref. 107K/521.

2. These barrels are the normal Browning barrel, Ref. 107K/216, with the bore chromium plated to increase accuracy and life. They can be identified by the letter "C" stamped on the face of the muzzle. In addition a contractor's mark and lot number is stamped on the exterior taper portion of the barrel.

3. The normal life of the chromium plated barrel is considerably in excess of the ordinary steel barrel and existing instructions regarding life of barrels do not apply to chromium plated barrels. Different conditions of firing produce different barrel lives, but an average life of 2,500 rounds can be expected.

4. Chromium plated barrels are to be rejected when a 0.498-in. plug gauge enters more than 15-in. from the breech end and are not to be rejected on a "rounds-fired" basis. A suitable gauge will be introduced when available and issued without demand.

5. Supplies of chromium plated barrels do not, for the present, permit the incorporation of such barrels in guns issued to the Service, nor will it be possible for some time to withdraw plain steel barrels issued as spares. Issues, without demand, will be made whenever possible, and for the purpose of calculating allowances, one chromium plated barrel should count as two plain barrels.

6. A further order will be issued when supplies of chromium plated barrels permit their incorporation in guns and of a general distribution to the Service.

6102.—Aircraft—Guns—Classification of Returned Aircraft Gunwharf Spares and Accessories

(A.S. 10254/45.—25 Oct. 1945.)

To facilitate the survey of aircraft gun spares and accessories at R.N. armament depots when returned in bulk from service it is necessary that they be classified as "unused" or "used".

2. H.M. carriers, air stations, etc., on change or reduction of outfit or on paying off should divide into the two categories all aircraft gun spares and accessories to be returned, and label the packages and annotate the vouchers accordingly.

3. This order does not apply to complete guns, magazines and belt-feed-mechanisms or to tools and gauges.

6103.—Aircraft—Guns, Hispano, 20-mm.—Machines, Positioning Belt, No. 2—R.A.F. Ref. 8C/2296—Introduction

(A.S. 10044/44.—25 Oct. 1945.)

The following items are hereby introduced into Naval service:—

R.A.F. Ref. No.

8C/2296 Machines, positioning-belts, Hispano, 20 mm., No. 2.

8C/2298 Devices, belt filling.

2. This machine is much lighter than the existing Hispano positioning machine and has the advantage that it positions rounds both fore and aft. It has been modified for use in the Naval service.

3. R.N. air stations, repair yards, M.O.N.A.Bs. and T.A.M.Ys. holding two Mark I pattern Hispano positioning machines, Ref. 8C/2240, should exchange one for the new type (complete with device). Where only one machine 8C/2240 is held this should be exchanged. Receipt and despatch units should exchange two machines, Ref. 8C/2240, for two machines, Ref. 8C/2296 and devices, Ref. 8C/2298.

Allowances for H.M. ships are being promulgated separately.

4. Demands should be forwarded to the appropriate R.N. armament depot in U.K. or abroad, to the nearest Officer-in-Charge of Armament Supply.

5. The cams of this machine are liable to wear and three spare cams, Ref. 8C/2332 are therefore allowed per machine.

6. When demanding machines for initial outfit the three spare cams should be included in the demand.

7. The belt-filling device is for use with the No. 2 positioning machine only and is intended to assist in filling belts by giving a rough guide to the position of the links when making up belts. Belts made up with the device must always be subsequently passed through the positioning machine.

6104.—Aircraft—Pyrotechnics—Flares, 4.5-in. Reconnaissance, fitted with No. 848 or 849 Fuzes—Loading on Aircraft

(G. 8388/45.—25 Oct. 1945.)

To eliminate possible release failures, 4.5-in. Reconnaissance Flares fitted with No. 848 or 849 fuzes are to be loaded to external bomb carriers with their noses pointing forward. When carried in bomb bays or stowed in aircraft, they are, where possible, to be loaded with their noses pointing aft.

2. A pencil annotation is to be made in A.P. 1661E, Vol. I, Section 6, Chapter 3, Appendix 3, Paragraph 1(v), and Appendix 4, Paragraph 2(iv) to clarify the position. A.P. 1661E will be amended in due course.

(A.P. 1661E, Vol. I)

"R" Message 287R is cancelled.

6105.—Aircraft—Pyrotechnics—Projectiles, Signal, Multi-Star, 3-in. Mortar, Mark IA—Withdrawal

(C.I.N.O. 8888/45.—25 Oct. 1945.)

No requirement now exists in naval service for projectiles, signal, multi-star, 3-in. Mortar, Mark IA, and any held at R.N. air stations should be returned to the nearest naval armament depot.

2. Any held at R.N. armament depots or received subsequent to promulgation of this Order should be dumped in deep water.

3. The projectiles, signal, are to be packed for dumping in suitably-holed boxes which are to be weighted as necessary to ensure rapid sinking.

6106.—Ammunition—Mortars—Bombs M.L. 3-in., H.E. and Smoke, fitted with 280-grain Augmenting Cartridges, but not Suitable for Long Range Use

(A.S./G. 05927/45.—25 Oct. 1945.)

It has been ascertained that certain batches of bombs, M.L., H.E. 3-in. produced at R.O.Fs', Aycliffe and Bridgend, and fitted with four 280-grain N.R.N. augmenting cartridges, may contain a proportion of bombs with the tail fins spot-welded. All bombs, M.L. 3-in., H.E. and smoke, required for long range use should have tail fins secured by projection welding.

2. Projection welding consists of small rectangular-shaped indentations on each side of the part of the tail fins in contact with the tail tube, as opposed to one row of circular indentations in the case of spot welding.

3. The batches which may contain bombs with spot-welded tail fins are:—

Aycliffe Batches B.7601 to B.7692 inclusive

Bridgend Batches B.7411 to B.7500 inclusive

B.7701 to B.7800 inclusive

B.7901 to B.8000 inclusive

B.8101 to B.8191 inclusive

Risley Batches B.7501 to B.7600 inclusive

B.8001 to B.8100 inclusive

B.8201 to B.8300 inclusive

B.8501 to B.8559 inclusive

4. Any 3-in. H.E. bombs of these lots with spot-welded tail fins on board ships should be returned to the nearest R.N. armament depot.

5. Officers-in-Charge of R.N. armament depots are to report to D.A.S. details of quantities of any bombs of these batches held in store.

6107.—Signals, Light and Sound, 3-Star Red, and Signals, Light, 5-Star Green—Disposal

(A.S. 03313/44.—25 Oct. 1945.)

Signals, light and sound, 3-star red, and signals, light, 5-star green, are no longer required.

2. Any of these signals held should be returned to the nearest R.N. armament depot for disposal, quoting this Order as authority.

3. *R.N. Armament Depots only.*—Separate instructions have been issued regarding methods of disposal of these signals.

6108.—Anti-Aircraft Fire Control—H.A.C.S. and F.K.C.S. Device for Training H.A.C.S. Plot Readers, and F.K.C.S. Range Operators

(G. 010415/45.—25 Oct. 1945.)

One of H.M. ships has made use of the following system for the training of H.A.C.S. plot readers and has found that it provides a simpler method of training them with realistic plots than is otherwise available. Commanding Officers may construct and use the necessary dials if desired.

2. The method consists of providing a number of tinplate discs, each carrying a paper dial (A.F.O. Diagram 384/45, D.N.O. 6660). One of the discs is laid on the range dial of the associated R.T.U. and the Type 285 operator operates the range and rate handwheels and the cut pushes and passes control orders as set out on the disc to give a representative radar plot.

3. When the initial settings have been applied the range pointer points at the preliminary order and the first value of rate is set on the rate dial. As the range pointer moves under the influence of rate subsequent figures to which rate must be changed and further control orders are indicated by the range pointer. Closing rates should be coloured red on the disc as on the rate dial.

4. The plot reader sees a radar plot developing exactly as under good conditions in action and carries out normal prediction drill. Other members of the table crew can be exercised if a height is ordered, at the evolution of an angle of sight and table elevation for blind fire. Bad radar conditions can be simulated by intercepting the plot by means of the range cut push.

5. Discs 1 to 6 are for aircraft on steady courses, discs 7 to 12 are more probable action approaches. Additional discs can be made as desired.

6. The system was designed for H.A.C.S. but may also prove of value with F.K.C.S.

7. The paper dials and a template for the tinplate discs may be cut out from A.F.O. Diagram 384/45, which has been reproduced full size and true to scale.

6109.—Armament—Close Range—As. and As.

Destroyers

(G. 013850/44.—25 Oct. 1945.)

In view of the changed policy which calls for the fitting of 44-mm. weapons in lieu of 20 mm. weapons, wherever possible, C.A.F.O. 2291/44 is cancelled.

(C.A.F.O. 2291/44 is cancelled.)

6110.—Armament Stores—Miscellaneous—Carriers, Shell, No. 1, Mark I, and Carriers, Cartridge, No. 1, Mark I, for Q.F., 4.5-in. Guns—Introduction

(A.S. 8732/44.—25 Oct. 1945.)

The following shell and cartridge carriers are hereby introduced into Naval service for hoisting or striking down shell and cartridges between gunhouse and

gunbay in destroyers armed with Q.F., 4.5-in., Mark III guns, and will be allowed in the proportions shown:—

Carrier, shell, No. 1, Mark I (Q.F., 4.5-in., Marks I and III-V guns), 2 per turret

Carrier, cartridge, No. 1, Mark I (Q.F., 4.5-in., Marks I and III-V guns), 2 per turret

2. H.M. ships concerned should demand these carriers from the nearest R.N. armament depot.

3. Naval Proportion Book will be amended.

6111.—Guns, Sub-Calibre, Q.F., 3-pdr. and 2-pdr. Guide Rods—Introduction

(A.S. 10600/45.—25 Oct. 1945.)

Guide rods are being introduced to ensure the correct positioning of the following sub-calibre guns, whilst shipping into the parent guns, and will be issued to ships in the proportion of 1 per sub-calibre gun:—

Guns, sub-calibre, Q.F., 3-pdr., Q.F., 5.25-in., Mark I, gun, L.A., Mark I.
Guns, sub-calibre, Q.F., 2-pdr., Q.F., 4.7-in., Marks XII-XIIB guns, L.A., Mark I.

Guns, sub-calibre, Q.F., 2-pdr., Q.F., 4.7-in., Mark XI gun, L.A., Mark I.

Guns, sub-calibre, Q.F., 2-pdr., Q.F., 4.5-in., Marks I, III and IV guns, L.A., Mark I.

Guns, sub-calibre, Q.F., 2-pdr., Q.F., 4-in., Marks XVI* and XXI guns, L.A., Mark I.

2. The guide rod is fitted to one of the securing screw holes in the breech face of the parent gun and aligns the holes while the sub-calibre gun is being forced home against the barrel spring.

3. H.M. ships concerned should demand guide rods from the nearest R.N. Armament Depot under following nomenclature:—

“Rods, guide, Q.F., 3-pdr. and 2-pdr. sub-cal. guns”.

4. Guide rods are being distributed to R.N. armament depots.

5. Naval Proportion Book will be amplified.

6112.—O.B.L., 4-in. Mortars, Mark I—Abolition of Memoranda of Inspection

(G. 3290/45.—25 Oct. 1945.)

The Memoranda of Inspection for O.B.L., 4-in. mortars, Mark I, is to be abolished.

2. Arrangements are to be made to record dates of inspection so that inspection is requisitioned in accordance with B.R. 291, Table F.

3. Memoranda of inspection at present held for these weapons may be destroyed.

6113.—C.S.A. Apparatus, Type M.S.—Disposal of Equipment Fitted in Merchant Ships

(T.D./D.E.M.S. 3012/45.—25 Oct. 1945.)

With the cessation of hostilities in all theatres of naval warfare, no further use exists for the M.S. Type C.S.A. smoke producing equipment fitted in D.E.M.S. When practicable the following means are, therefore, to be adopted to dispose of such equipment at sea before vessels arrive at a disarming port:—

(a) All acid in the containers is to be discharged at sea in the usual way—i.e., by making smoke.

(b) The valve plate on each container is to be removed, and sufficient weights in the form of redundant material (e.g., old firebars) are to be secured in lieu, to ensure that the container will sink in sea water.

(c) A few holes are to be drilled in the container at the end remote from the weights to permit escape of air; the container is then to be dropped overboard in not less than 300 fathoms.

2. The valve plate complete with valves and other parts associated with acid may also be jettisoned, but air compressors (where fitted), air system parts, spares and tools, are to be landed on return to port.

3. When a ship is already in hand for disarming, the container should be emptied of acid (if this has not already been done) and then be prepared for dumping in accordance with the above. The container and other parts associated with acid should be left on board and if practicable, arrangements made with the Master to dump them at sea at the first convenient opportunity.

(A.F.O. 4897/45.)

6114.—Diving—Training Organization

(T. 06554/45.—25 Oct. 1945.)

The responsibility for naval diving as a whole, including training, was transferred to the Director of Torpedoes and Mining on 1st October, 1944.

2. *Diving Schools.*—The diving schools will remain as at present until arrangements can be made to transfer them to the direct control of the Captains of the torpedo schools. The responsibility for implementing training rests with the Commanding Officers of establishments where training is being carried out.

3. *H.M.S. "Tedworth"*.—Will carry out training of deep diving officers and ratings. She is a tender to H.M.S. "Vernon".

4. *Co-ordination of Training.*—The Captain, H.M.S. "Vernon", is the authority for co-ordinating the training of divers and for stating the standard of diving training required for any service. The office of the Inspector of Diving has been transferred from "Excellent" and incorporated in H.M.S. "Vernon" under the Superintendent of Diving.

5. *Correspondence relating to Diving Training.*—While matters relating to the routine training and qualification of Naval and Dockyard divers should continue to be referred direct to local diving schools, all applications for diving training beyond the scope of routine work should be referred to the Captain, H.M.S. "Vernon".

All other matters concerning diving training should be addressed to the Captain, H.M.S. "Vernon".

(C.A.F.O. 2712/44 is cancelled.)

6115.—Klaxon Horn Warning Lights—Relay for—As. and As.

(Submarines)

(D./P. 04609/45.—25 Oct. 1945.)

Item No. : "A" class 27. Classification "A*".

2. The red warning light fitted in the main engine rooms of "A" class submarines for the purpose of warning the engine room staff in the event of excessive noise or failure of the klaxon horn should remain alight after the klaxon horn push is pressed, until switched off in the engine room by hand.

3. A relay incorporating a hand push has been designed for this purpose, and is to be fitted in the engine room of all "A" class submarines.

4. The work is to be undertaken by ships' or depot ships' staff.

5. The relay, which will be available for issue in December, 1945, should be demanded from the E.E.M., H.M. Dockyard, Chatham.

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

(A.S.C.B.S., 1 Mar. 1945, No. 6429.)

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

6116.—Kettles, Electric, Pattern 12020—As. and As.

("A" Class Submarines)

(D./P. 15259/45.—25 Oct. 1945.)

Item No. : 26. Classification "B".

2. It has been approved to replace the three electric kettles, Pattern 7040, allowed to "A" class submarines, by kettles, Pattern 12020 (4 pint, 1.5 kW.)

3. The supply to each kettle is to be arranged through fuses, Pattern 5504 (10 amp.).

4. The existing plugs and sockets, Patterns 4461 and 4462, are to be utilized for these kettles.

5. The work is to be carried out by ships' or depot ships' staff.

6. Demands for kettles, Pattern 12020, complete with connector, Pattern 19471, and 5 ft. of cable, Pattern 6062D, should be forwarded to the normal storing yard or Naval store depot.

7. B.R. 363—Establishment of Naval Stores for Submarines of "Oberon" and later classes—will be amended.

8. Separate instructions have been issued for submarines under construction.

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

6117.—Torpedoes, Paravanes, Mines, A/S Weapons and Demolition Stores—General Principles Governing Nomenclature

(T. 448/45.—25 Oct. 1945.)

A.F.O. 5687/45 is to be amended as follows:—

Paragraph 10, line 9—

For "Warhead, 21-in., M.9C" read "Warhead, 21-in., Mk. 9C".

(A.F.O. 5687/45.)

6118.—U.S. Publication O.P.950 (1st Revision)—Amendments

(T. 08997/45.—25 Oct. 1945.)

Amendments to the above pamphlet emanating in the U.S.A. will be issued as received.

2. The U.S. method is to make the amendment by either changing the pages concerned, or by the addition of fresh pages.

3. U.S. amendments are referred to as "Change Nos.".

4. In the case of "Change No. 1" instructions on page 1, i.e. "Insert the attached pages 40a and 40b after page 40" should not be followed. In this particular instance the corrections given on pages 40a and 40b should be cut out, and the pamphlet amended in the usual way.

5. Future changes to this publication, when issued from U.S. sources, will be made as described in paragraph 2.

6. Amendments of British origin may be made by A.F.O. "P" series, following the usual procedure, in addition to above.

(A.F.O. 4601/45.)

6119.—British Mark VI and VII Gyro Tables for Use with U.S.A. Gyroscopes, Mark 12, Mod. 1—Modification

(T. 08981/45.—25 Oct. 1945.)

General Remarks.—The gyroscope at present in use in the 22.4-in. U.S.A. torpedo is known as the Mark 12, Mod. 1.

2. These gyroscopes are of the "Constant spin" type and have a reduced L.P. air system which maintains the wheel speed throughout the run.

3. *Modifications to Tables.*—The gear required to adapt the tables for use with this gyroscope is detailed in the Appendix. The parts required for conversion will be supplied in the first instance without demand. The arrangement of this gear permits the gyro unit to be pivoted through 90° whilst still secured to the table, so that adjustments may be made "in situ". The tracing rod and driving spindle must, however, be disconnected before tilting.

4. The arrangement of the conversion gear is shown in A.F.O. Diagram 387/45 (1) and the gear should be assembled as follows:—

(i) Remove No. 4 stop valve and all removable gear used for tabling British gyroscopes.

- (ii) Remove existing L.P. gauge.
- (iii) Fit the supporting rod, item Nos. 75, 76 to the table, *see also* A.F.O. Diagram 387/45 (2).
- (iv) Fit the pads for the steadies, item Nos. 30 and 31, in position shown on A.F.O. Diagram 387/45 (1).
- (v) Fit bracket, St. No. 9799, item No. 5, to radial arm and mount $\frac{1}{8}$ H.P. motor thereon. (When using Mark VI table, the bracket is to be packed to suit.)

Note.—Standard Whitworth bolts should be used for securing the motor to bracket.

- (vi) Fit plate, item No. 16, to the radial arm, adjusting as necessary to obtain alignment of driving wheel on gyro housing and clutch of motor (item Nos. 12, 13, 14 and 27). The plate should be used as a jig for drilling holes in the radial arm for the securing screws, St. No. 341A.

Note.—When fitting item No. 16 to Mark VI tables it is necessary to carry the slot right through and support the two parts of the plate by means of the bracket, item No. 6. The holes in this bracket are to be drilled to suit the existing holes in radial arm normally used for securing the steering engine bracket.

- (vii) Assemble the pillars, item Nos. 10 and 11, 62, 63, 61, 73 and steadies, item No. 28, on the base plate, item No. 16, pillars, item Nos. 8 and 9, are fixed to the plate from the torpedo.
- (viii) Assemble the bracket, item No. 24, and pillar, item No. 72, on the radial arm, and the table extension, item No. 22, on the tool box of the table as shown.
- (ix) Fit item No. 71 and item No. 68 to the gyro bench to support the gyro when tilted.
- (x) The H.P. flexible hose is to be supported by item No. 70, secured by item No. 81, fitted to the side of the bench, approximately 6-in. from the rear as shown. Clips, item No. 69, for decelerating pipe are to be fitted where found convenient.
- (xi) Clip, item No. 74, is to be secured to the extreme end of table, and adjusted on fitment to give approximately 0.125-in. clearance on the edge of the bench.
- (xii) Replace the existing L.P. gauge, further along the table, in a position to avoid fouling of the gyroscope when the latter is tilted.
- (xiii) Fit L.P. gauge, Pattern No. 2547, by adapter, item No. 78, to three-way connection to gyro disc reducer.

5. *Preparation of the Table.*—A procedure for tabling the gyroscopes, giving the sequence of operations for general guidance, is as follows:—

- (i) Mount the completely assembled gyroscope mechanism on the table with gyroscope cocked.
- (ii) Modify the tracing rod, St. No. 885, by the fitment of item No. 17, and item No. 20, and connect to the gyroscope steering engine, using pins, item No. 26.
- (iii) Connect air blast flexible pipe to gyroscope pot, from group valve, St. No. T.345, under table. Connect to group valve by item No. 79.
- (iv) Connect flexible pipe, St. No. 8044A, from stop valve on item No. 16 to the gyroscope steering engine. Connect to steering engine by item No. 29. Connect stop valve to three-way connection on table by pipe, St. No. 8206.
- (v) Charge air reservoir to 1,800–2,000 lb. per sq. in.
- (vi) Set gyroscope index to "zero" and lock the radial arm in the central position.
- (vii) Extension spindle, item No. 7, is required to couple the clutch of the motor to the driving wheel on the gyro.
- (viii) Engage the clutch of the extension spindle, item No. 7, in the driving wheel on the housing of the gyroscope.

Note.—In this gyroscope, air is by-passed from the steering engine air pipe through a small reducing valve which reduces the air supply

to the nozzles to 125-lb. per in. However, during tabling this pressure should be reduced to 100-lb. per sq. in. in order to simulate more closely the conditions in the torpedo during the run. Upon completion of tabling re-adjust the reducer to the original 125-lb. per sq. in. setting and replace the blank nut on the tee-piece.

6. Item numbers shown on Appendix and Diagrams are so arranged, that they correspond to the relevant Torpedo Depot Instruction.

7. For British procedure for tabling the U.S.A. gyroscope, Mark 12, Mod. 1, *see* O.P. 627A, page 29 and O.P. 629A, page 230.

APPENDIX

List of Parts for Modifying Adjusting Tables, Marks VI and VII, to Table American Gyroscopes

Detail	Item No.	Stamp No.
Motor bracket	5	9799
Securing bracket (Mark VI tables only)	6	—
Driving spindle	7	—
Fixed pillar, Upper	8	—
Fixed pillar, Upper	9	—
Fixed pillar, Lower	10	—
Fixed pillar, Lower	11	—
Driving sleeve	12	9800
Bush for driving sleeve	13	9800
Thimble-pointed screw for sleeve	14	—
Base plate complete with valve	16	—
Tracing rod	17	—
End connection	20	—
Table extension	22	—
Opaque glass panel	23	—
Bracket for tracing rod pillar	24	—
Fulcrum pin	26	—
Spring for driving sleeve	27	—
Adapter con.	78	—
Screws	—	341A
Amendments to radial arm (<i>see</i> A.F.O. Diagram 387/45 (3))	33	—
Steady	28	—
Pad for steady	30	—
Pad for steady	31	—
Swivel pillar, Lower	61	—
Swivel pillar, Upper	62	—
Swivel pillar, Upper	63	—
Supporting column	68	—
Pipe clip	69	—
Pipe clip	70	—
Bracket for column	71	—
Pillar tracing rod	72	—
Fulcrum pin for swivel pillars	73	—
Clip	74	—
Supporting rod	75	—
Wheel	76	—
Wing nut	77	—
$\frac{3}{8}$ -in. × 1-in. nut and bolt	81	—
Decelerating pipe	80	—
Adapter—H.P. flexible hose	79	—
Adapter—Con. hose, St. No. 8044A, to steering engine	29	—
Pipe, flexible	—	8044A
H.P., flexible	—	—
Stop valve on item No. 16	—	2502A
Screw securing stop valve	—	4642
Pipe for stop valve	—	8206

6120.—Roller Blackboards—Introduction and Supply to Ships for Recording Radar Bearings and Ranges

Refitting Authorities, Dockyards and Ships concerned

(D. of N. 02316/44.—25 Oct. 1945.)

The supply of a roller blackboard for the recording of radar bearings and ranges has been approved for capital ships, cruisers, aircraft carriers and (where space permits) fleet destroyers of "Q" and later classes.

2. The roller blackboard is to be fitted in the operations room of ships fitted with A.I.O. as shown on the appropriate layout drawing for this compartment.

3. For ships not fitted with A.I.O. a blackboard may be fitted in the Tactical Plot if space allows.

4. The overall dimensions of the roller blackboard are approximately as follows:—

Height	...	...	3 ft.
Width	...	...	2 ft.
Depth	...	...	5 in.

5. The blackboards have been added to the Rate Book for Naval Stores, the Pattern 1114 under Subhead E.12. The allowance is one per ship of the classes quoted in paragraph 1.

6. Ships concerned in commission should demand the blackboards from their storing yards, but where blackboards have already been provided by local manufacture these are to be retained in lieu. When the blackboards are required for fitting in ships concerned under construction demands should be forwarded by Overseers to the warrant yards in the normal manner.

7. Five hundred blackboards have been purchased from Messrs, Greaves & Thomas, Ltd., 103, Northwold Road, Clapton, London, E.5, under Contract C.P. 10D/33399/44/E12/E.P. 1018/D. of S. dated 15th January, 1945, for delivery as follows:—

Chatham	...	50	Rosyth	...	80
Sheerness	...	20	Preston	...	100
Portsmouth	...	50	Severn Area	...	150
Devonport	...	50			

Shipment to yards abroad should be made from Preston and Severn Areas as follows:—

From Preston to:—		From Severn Area to:			
Malta	...	50	Ceylon	...	100
Singapore	...	25			
Hong Kong	...	25			

8. The Sea Store Establishments concerned will be amended.

(A.F.O. 5772/44 is cancelled)

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

6121.—Aircraft Compasses—Error of Magnesyn Repeater

(A.W.D./A.D.P. 4276/45.—25 Oct. 1945.)

Magnesyn compass repeaters and transmitters are not matched and any change of repeater or transmitter in an equipment is liable to cause a change in indication on a given heading.

2. It is therefore necessary that the aircraft be swung to obtain a new direction card whenever the magnesyn repeater, or the transmitter, or both, are replaced.

6122.—Accelerators, Type H, Mark IVC—As. and As.—REPORTS

"Smiler" Class Escort Carriers

(D. 21807/45.—25 Oct. 1945.)

Operational experience with accelerators, Type H, Mark IVC has shown that the following examinations and minor modifications should be carried out at the first opportunity:—

A—Rope Tensioning Gear

- (i) Considerable trouble has been experienced with excessive whip of the accelerating ropes during retardation.
- (ii) The slackness of the ropes which permits whip to occur is attributed to leakage of the working fluid past the gland of the rope-tensioning gear piston-rod and/or leakage of working fluid past the poppet valve on the underside of the tensioner reservoir.
- (iii) In order to ensure that maximum tension is applied to the rope system, ships' staffs are to examine the tensioner at monthly intervals and refit the gland and poppet valve as necessary.
- (iv) Particular attention should be paid to the poppet valve, which is liable to be subject to corrosion. This valve is comparatively inaccessible and can only be got at by draining the fluid out of the tensioner system and dismantling the reservoir from the cylinder.
- (v) If after refitting the tensioner the accelerating ropes continue to slap the "Air Vessels" during retardation, the air pressure in the tensioner reservoir may be increased up to a maximum total pressure of 1,000-lb./sq. in. This should be done in steps of approximately 50-lb./sq. in.
- (vi) The results of the above are to be reported to Admiralty, stating the increased pressure, if any, required.

B—Brass Rubbing Plates

- (i) Brass rubbing plates, N.A.F. Item Nos. 88968, Parts 1 and 2, fitted on the fixed sheave crosshead shown on N.A.F. Drawing No. 88964, are to be replaced by rubbing plates of a new design shown on A.F.O. Diagram 385/45.
- (ii) The new rubbing plate will prevent the towing cable fouling the underside of the fixed sheave crosshead casting due to whip of the ropes during retardation.

C—Pipe Clips

- (i) The considerable vibration experienced during a rapid launching series has resulted in failure of pipe securing clips.
- (ii) All pipe clips are therefore to be replaced by clips provided with a resilient mounting.

D—Pressure Gauges

- (i) The vibration referred to above has also caused failure of the pump pressure gauges.
- (ii) This defect can largely be overcome by fitting a vibration damper, which consists of a closely-coiled small bore pipe of about $\frac{1}{2}$ -in. diameter and approximately 3-ft. long inserted in the pipe line at the point of attachment of the gauge.

E—Positioner

The keys securing the driving sprocket and wormwheel sprocket of the positioner motor N.A.F. Item No. 89051-2 and 89051-1 shown on N.A.F. Drawing No. 89030 are to be secured to prevent slacking back by fitting a grub screw in the end of the shaft and key at the base of the key way.

2. The above-mentioned items of work are to be treated as defects to be undertaken by ships' staffs.

3. Commanding Officers are to forward a report to Admiralty as the work is completed.

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

6123.—Accelerators, H.II, H.II, Mod. I and H.IVC—Placing in State of Preservation

"Tracker" and "Smiter" Class Escort Carriers

(D. 21870/45.—25 Oct. 1945.)

The Commanding Officers of escort carriers being converted for purposes for which their accelerators are no longer required are to place them in a state of preservation in accordance with the following instructions:—

I. *Main Oil Air System*

- (1) Release air pressure from the accumulator and air vessels.
- (2) See main piston is at launching position; if it is not, haul away on the towing shuttle with a tractor and insert locking pins.
- (3) Put retracting lever to retract and lash it there.
- (4) All vents from the tanks should be sufficiently gagged to prevent dirt and dust from entering the system but not to interfere with the normal operation of the breathing pipes.
- (5) Shut and lash all valves in the system.
- (6) Remove gravity tank gauge glass and plug the orifices.
- (7) Remove and store on board all pressure gauges, lashing shut off valves, and plug the orifices.

II. *Buffers, Cable Tensioner, Runaway Shot Preventer*

- (1) Drain out all working fluid.
- (2) Clean all the cylinders, pistons and parts that have been in contact with the working fluid.
- (3) Run the pistons into their respective cylinders, replace drain plugs and refill with oil.
- (4) Replace vent plugs.

III. *External Parts*

Thoroughly clean all machined surfaces with clean petrol or paraffin and coat with grease, Specification C.S. 1033B, Pattern 1178.

IV. *Lubrication*

Thoroughly lubricate all moving parts with oil, Specification C.S. 1746B, Pattern 1177.

V. *Pulleys, Cables and Trackway*

- (1) All pulleys to be fully charged with grease gun.
- (2) Cables to be greased thoroughly with grease, C.S. 1635 or C.S. 881E, Pattern 861, with graphite added, particular attention being paid to where they join the rope sockets.
- (3) Clean out trackway and grease guide strip.

VI. *Spare Gear and Tools*

All spare gear and tools to be mustered against the ship's allowance list.

On completion, spare gear and tools are to be stowed carefully and where necessary coated with C.S. 1033B, Pattern 1178, or C.S. 881E Pattern 861.

VII. *Drawings and Handbooks*

All drawings and handbooks are to be stored in the lockers provided in the accelerator compartment.

VIII. *Loose Equipment*

The following loose equipment is also to be stowed in the accelerator compartment after being covered with the appropriate grease where necessary.

- (1) Launching bridges and pendants;
- (2) Towing hooks and spreaders;
- (3) Holdback and release units;
- (4) Holdback breaking rings;
- (5) Strop catchers and hooks;
- (6) Aircraft wheel guides.

2. The work is to be undertaken by ships' staffs during conversion periods.

6124.—Accelerators—Tail Down Launching—Supply of "Wildcat" Aircraft Launching Equipment

Fleet and Light Fleet Carriers, "Tracker" and "Smiter" Class Escort Carriers.

(D. 17972/45.—25 Oct. 1945.)

The manufacture of "Wildcat" aircraft launching pendants of all types, light holdbacks and light type breaking rings has now ceased.

2. No further demands for this equipment should, therefore, be forwarded to supply bases.

3. Any of the above-mentioned equipment at present held on board is to be retained pending arrival in U.K. when the gear should be packed and consigned to Manager, Engineering Department, H.M. Dockyard, Chatham.

4. American built escort carriers are to retain holdbacks on board as part of accelerator spare gear.

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

6125.—Steel Tubes and Pipes—Preservation and Packing for Shipment Abroad

(D. 17740/45.—25 Oct. 1945.)

Instructions for the preservation and packing of steel tubes for shipment abroad are given in the Appendix. Superheater and boiler tubes have been included in the Draft Admiralty Manual of Preservation, Identification and Packing and an amendment to this publication will be issued to cover the other classes of steel tubes included in the Appendix.

APPENDIX

Designation	Preservative	Treatment	Method of Packing
<i>Tubes, steel, boiler and superheater; cold solid drawn (to Schedule 161).</i>		Treatment to be carried out at dockyards before despatch of tubes abroad, or at manufacturers' works in the case of tubes being despatched abroad direct from contractors' works. Pickling: To enable them to be examined for surface defects, all tubes should be pickled in a liquid consisting of 39 parts of water and one part of hydrochloric acid until the black oxide or scale formed during manufacture is completely removed. When taken out of this dilute acid both the surfaces should be well brushed and washed to clean off the loose scale. The tubes should then be placed in a bath filled and kept well supplied with fresh water, or thoroughly washed with a hose.	Method 3 or 4 as timber supplies become available.

Designation	Preservative	Treatment	Method of Packing
Internal treatment.	Quick-lime.	Zincing: Each tube should be subjected throughout its entire external length to the electro-zincing process for from 15 to 20 minutes or for such time as may be necessary to enable defects to be revealed and to protect the tube until required for use. After zincing, tubes should be thoroughly washed in hot, fresh water and stood on end to dry. Each tube to be carefully examined internally and externally for defects. Tubes should be thoroughly dried, freed from burrs and desiccant introduced to the bores at the rate of 10 oz. per cu. ft. of volume of the tube. Present commercial practice, which is considered satisfactory, is to use the following quantities of lime per 10-ft. length of tube. 1 in.—1½ in. diam., 1 oz. 1½ in.—1¾ in. diam., 2 ozs. 2 in.—2½ in. diam., 2½ ozs. The tube ends being sealed immediately with tight-fitting rubber plugs; or hard wooden plugs pending supply of rubber plugs.	
External treatment	C.S.1033	Tubes should be brushed, sprayed or dipped as necessary to give a uniform coating.	
<i>Tubes, steel, boiler: hot finish or lap-welded (to Schedule 160).</i>		Pickling, washing and examination: As for cold, solid drawn boiler and superheater tubes. Zincing: Not required.	Stay tubes screwed—Method 3 or 4. Stay tubes staved (unscrewed) and plain tubes swelled—Method 1. Ends of bundles protected by wrapping in hessian impregnated with C.S.1033.
Internal and external treatment.	C.S.1033	Tubes should be brushed, sprayed or dipped as necessary to give a uniform coating.	
<i>Solid drawn steam pipes (to Schedule 161).</i>		Pickling, washing, zincing and examination: As for cold solid-drawn boiler and superheater tubes.	

Description	Preservative	Treatment	Method of Packing
Internal treatment		Liming not required. Pipes to be thoroughly dried internally, tube ends freed from burrs and plugged with hard wooden plugs. When the pipes are of large bore, light wooden covers may be fitted if found more convenient instead of plugs.	Method I. End of bundles protected by wrapping in hessian impregnated with C.S. 1033.
External treatment	C.S.1033	Tubes to be brushed, sprayed or dipped as necessary to give a uniform coating.	
<i>Hydraulic pressure pipes (to Schedule 83).</i>		As for solid drawn steam pipes except that zincing is not required.	As for steam pipes.
<i>Air heater tubes (to Schedule 60a). Telegraph shafting (to Schedule 57).</i>		Tubes to be brushed, sprayed or dipped as necessary to give a uniform coating.	Method I. Ends of bundles protected by wrapping in hessian impregnated with C.S. 1033.
Internal and external treatment.	C.S.1033		

6126.—Boiler Tubes, etc.

H.M. Ships "Armada," "Bareote," "Biggal," "Contest," "Hogue," "Loch Tarbert," L.S.T. (3) "3037," "Perseus" and "St. Brides Bay"

(N.S./P. 8630/45.—25 Oct. 1945.)

A.F.O. 5694/45 is to be amended as follows:—

Page 54. "*H.M.S. 'Barcote'. Preheater Tubes—Thickness*":

For: "14 W.D.G."

read: "14 W.G."

(A.F.O. 5694/45.)

6127.—Fuelling of H.M. Ships proceeding to and from the Far East

(N.S. Fuel 2202/45.—25 Oct. 1945.)

To secure the maximum economy in the use of tankers for maintaining Naval stocks of oil, H.M. ships proceeding to and from the East are to fuel, as far as practicable, as follows:—

Fuelling Port or Area	Voyage from U.K.	Voyage to U.K.
U.K.	For Gibraltar ...	—
Gibraltar	For Aden	For U.K.
Suez Canal area	For Aden	For Gibraltar.
Aden	To maximum ...	To maximum.
Ceylon	To maximum ...	For Aden.
Singapore	To maximum ...	For Ceylon.
Hong Kong	—	For Singapore.
Australia—		
West Coast	For East Coast ...	For Aden.
East Coast	—	For Fremantle.

6128.—Special Consumable Naval Stores for Emergency Repairs—Supply

(*Capital ships, cruisers, Fleet and light Fleet carriers*)

(N.S. 20684/45.—25 Oct. 1945.)

It is considered necessary that certain particular materials should be included in the "first outfit" of consumable naval stores for the above-mentioned classes of ships for carrying out emergency repairs. Details of the stores concerned are given in the Appendix to this order.

2. To provide for ships recently completed or still under construction the following supply arrangements have been or are to be made:—

(a) *Ships in commission.*—"Indefatigable", "Implacable", "Colossus", "Vengeance", "Venerable", "Glory", "Swiftsure", "Ontario", "Ocean".—Supply arrangements for these ships only are as stated in Appendix. (It should be noted that certain items are to be supplied to "Ocean" by Naval Store Officer, Lathalmond, without demand.)

(b) *Ships under construction.*—"Vanguard"; ships of the "Colossus" and "Majestic" classes not mentioned above and ships of the "Tiger" class.—Warrant yards are to ensure that the quantities of the materials given in the Appendix are included in the "first outfit" of consumable stores for ships concerned. Demands should be raised and forwarded to supplying yards or depots concerned in usual manner (an exception is that supply of moulding sand for "Superb" has already been arranged).

3. It is anticipated that ships in commission other than those mentioned in paragraph 2 (a) above will have stocks of these materials already on board in accordance with their requirements based on experience. Such ships may, however, demand from their storing yard any of the stores which ships' officers consider necessary.

4. (*Superintending Naval Store Officers only.*)—Provision of items not normally stocked (i.e., those with quantities marked *) has been arranged for the home dockyards and depots concerned to meet the requirements of ships referred to in paragraph 2 above. The following Admiralty letters, etc., refer:—

Reference	Addressee	Stores concerned
(i) Shipping Order N.S. 28753/45/7258, dated 27th July, 1945.	(S.)N.S.O., Mersey	Moulding sand.
(ii) N.S. Postal Message No. 26742, dated 28th July, 1945.	(S)N.S.Os., Mersey, Portsmouth, Devonport, West Riding, Severn, Rosyth, Preston.	
(iii) N.S. 25439/45B. 22695, dated 20th June, 1945.	(S)N.S.Os., Chatham, Portsmouth, Devonport, Rosyth, Severn, Preston.		Nickel steel, cast steel and high-speed tool steels.
and N.S. 25439/45/B. 25653-55, dated 4th August, 1945.		13 per cent. chromium steel bars and special steel bars to Specs. E.N.16 and E.N.100.
(iv) N.S. 25439/45/B. 24067, dated 10th July, 1945.	(S)N.S.Os., Chatham, Portsmouth, Devonport, Rosyth, Severn, Preston.	
and N.S. 25439/45/B. 26535-7, dated 17th August, 1945.		Items shown in Appendix under subheads B.7 and B.12 with quantities marked *.
(v) Shipping Orders N.S. 24785/45/5775 to 5777, dated 8th June, 1945.	(S)N.S.O., Chatham	
Contracts:— C.P. 7C/73392/45, dated 13th June, 1945.	(S)N.S.O's., Chatham, Preston, Severn and Lathalmond.	
C.P. 7C/73393/45, dated 13th June, 1945.	(S)N.S.Os., Chatham, Preston, Severn.	
C.P. 7C/73394/45, dated 14th June, 1945.	(S)N.S.Os., Chatham, Portsmouth, Devonport, Preston, Severn, West Riding and Lathalmond.	

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

APPENDIX

Special Materials for Emergency Repairs—"First Outfit" Quantities

Description	Quantity per ship	Supply arrangements for ships in commission named in paragraph 2 (a) of A.F.O. 6128/45.	
<i>For Coppersmith's Shop and Foundry</i>			
<i>Subhead B.7</i>			
Copper ingots	1 cwt.	To be demanded from storing yard or depot if not already on board.	
Tin in bar	28 lbs.		
Zinc in cakes	56 lbs.		
Aluminium ingots	56 lbs.		
Manganese bronze ingots	56 lbs.		
Silicon, pure	10 lbs.*		
Antimony	1 lb.*	Supply except to H.M.S. "Ocean" will be made without demand by S.N.S.O., Chatham. Supply to "Ocean" to be arranged by N.S.O., Lathalmond.	
<i>Subhead B.12</i>			
Brazing metal quill, 14 in. long × 4½ in. ext. dia. × 2 in. int. dia.	1 No.*	To be demanded from storing yard or depot if not already on board.	
Brazing metal sticks	28 lbs.*		
Gunmetal ingots	56 lbs.	To be demanded from storing yard or depot if not already on board.	
Metal, white, babbitts	2 cwt.		
Metal, white, special	(Aircraft Carriers only) 168 lbs.		
<i>Subhead E.8</i>			
Sand, moulding	3 cwt.*	Supply (including H.M.S. "Superb") will be made without demand by S.N.S.O., Mersey Area.	
Loam, foundry	56 lbs.	To be demanded from storing yard or depot if not already on board.	
<i>Bars and Quills for Machining Purposes</i>			
<i>Subhead B.2</i>			
<i>C.145</i>			
<i>Item 1A</i> Nickel steel, 1 in. octagonal × 8 ft. (approx.).	1 No.	Supply will be made without demand.	
<i>Item 2</i> Cast steel, best, ¾ in. round × 12 ft. (approx.).	1 No.		
<i>C.151</i>			
High-speed tool steel, 10 ft. long (approx.)			Supply will be made without demand.
1¼ in., round	1 No.		
1½ in., square	1 No.		
¾ in., square	1 No.		
13 per cent. chromium steel bar, 3 in., round, × 10 ft. (approx.).	2 No.*		
Special Steel Bar:—		Supply will be made without demand.	
2 in., round, × 10 ft. (approx.) to specification E.N.16.	1 No.*		
2 in., round, × 10 ft. (approx.) to specification E.N.100.	1 No.*		

Description	Quantity per ship	Supply arrangements for ships in commission named in paragraph 2 (a) of A.F.O. 6128/45.	
<i>Subhead B.7</i>			
Monel Metal			
3 in., round, × 10 ft. long ...	1 No.*	Supply (except to "Ocean") will be made without demand by S.N.S.O., Chatham. Supply to "Ocean" to be made by N.S.O., Lathalmond.	
2 in., round, × 10 ft. long ...	1 No.*		
Phosphor Bronze			
3½ in., round, × 10 ft. long ...	1 No.*		
2 in., round, × 10 ft. long ...	1 No.*		
Cormin Metal Quills			
7½ in. ext. dia. × 4 in. int. dia. × 12 in. long.	1 No.*		
6 in. ext. dia. × 2½ in. int. dia. × 12 in. long.	1 No.*		
Aluminium Bronze			
2½ in., round, × 20 ft. long ...	1 No.*		
<i>Welding Rods</i>			
<i>Subhead B.7</i>			
<i>Service</i>	<i>Make and Maker</i>		<i>Gauge</i>
13 per cent. chromium steel.	Murex-Chromex, 1 in. ...		8
18/8 steel...	Murex Nicrex N.D. ...		8
	Lincoln Stainweld A.S. ...	8	
High-speed steel.	Murex Hardex ...	12	
	Lincoln Toolweld 60 ...	13	
	†British Oxygen Cutting Tool Steel	½-in.	
		¼-in.	
Aluminium	Murex Al-Silicon ...	8	
	Lincoln Aluminweld ...	8	
	†British Oxygen Aluminium ...	¼-in.	
		⅜-in.	
Monel ...	Murex Monel Metal ...	8	
	†British Oxygen Monel	½-in.	
		⅜-in.	
Cast iron	†British Oxygen Ferrotectic	⅜-in.	
		⅜-in.	
Brass ...	†British Oxygen Brazotectic (Silicon Bronze)	⅜-in.	
		⅜-in.	
	†Suffolk Iron Foundry Sifbronze.	½-in.	
		⅜-in.	
Flux for welding rods:—			
Cast iron ...		3 lb.*	
Aluminium standard ...		2 lb.*	
Monotectic ...		2 lb.*	
Brazotectic ...		2 lb.*	
Sifbronze ...		2 lb.*	

Notes.—(i) Quantities marked * to be doubled for ships operating or which will operate in foreign waters.

(ii) Welding rods marked † are for gas welding; remainder are electric arc.

(iii) Copies of makers' instructions should be supplied with each set of welding material.

6129.—Radar Reflecting Flags for Fleet Danlayers—Use with Type 2710 and 268

(M/S 0680/43.—25 Oct. 1945.)

In order to increase the reflecting properties of dan buoys it has been decided to provide a proportion of special flags giving an increased Radar response to Fleet danlayers. Fleet danlayers fitted with Types 2710 or 268 are to demand, quoting this A.F.O. as authority, the following equipment from S.N.S.O., Haslemere:—

Pattern	Description	Number
65081 ...	Radar Flag BB ...	2
58509 ...	Radar Flag A ...	2
65083 ...	Radar Flag B ...	2
65082 ...	Radar Flag C ...	2
58511 ...	Radar Flag D ...	2
58518 ...	Radar Flag F ...	2
58513 ...	Radar Flag H ...	2
58517 ...	Radar Flag Oboe ...	2
58506 ...	Radar Flag 3 ...	2
58505 ...	Radar Flag 8 ...	2
58512 ...	Radar Flag AC ...	2

2. The decisions as to when, how many, and in what position dan buoys equipped with Radar flags should be employed will be made by the Senior Officer in charge of the particular minesweeping operation.

3. Attention is, however, drawn to the following points:—

- Radar flags should be as high above the water line as is consistent with the maintenance of stability of the dan buoy.
- Use of these flags should be confined to weather conditions in which the movement of the dan buoy is not excessive.
- Radar flags should be stored apart from the normal flags and used only for the specific purpose for which they are designed.
- Replacements when required should be demanded from S.N.S.O., Haslemere.

6130.—Aerial Outfit APT for Use with Type 267W only—Fitting-out Information

(R.E. 11842/45.—25 Oct. 1945.)

A.S.E. Installation Specification No. B.437/R1 has been prepared to show the method of fitting and wiring aerial outfit APT for use with Type 267W only.

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

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London and East Coast, South Wales, Belfast, Scottish and North Eastern Areas; Warship Electrical Superintendents, Scottish, North Western, North-Eastern, London and South Eastern, Midland and South Wales, South Western and Northern Ireland Areas.

The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with aerial outfit APT for use with Type 267W only are, therefore, to apply to the Warship Production Superintendent of their areas for a copy of A.S.E. Specification No. B.473/R1.

4. It is to be noted that Specification No. B.473/44 and any advance fitting-out drawings, etc., which may already have been distributed are superseded by this specification and should be disposed of as confidential waste.

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

6131.—Radar—Types 267W/MW/PW, 268, 268U, 291/M/U/W, 970 and 971, A.C. Supply Outfits DUF, DUR and DUW—Pattern W.5095—Starter

(R.E. 02166A/45.—25 Oct. 1945.)

Pattern W.5095 starter is a component of Pattern W.4931/A/B boards 2AG, and of Patterns 54220/1 and 58588 power units; the starting resistance consists of 16 steel clad units each 0.46 ohms. A number of resistance units have been wound to the correct resistance but with undersize strip and when used in the above A.C. outfits are likely to have a short life.

2. The boards and power units in the above A.C. outfits should be removed so that the starting resistance is as far as possible exposed to view and the units are to be observed while a starting operation is carried out. Any units on which a bright glow can be seen at the exposed end of the winding are to be considered defective; a dull glow may be disregarded.

3. Defective units are to be replaced by Pattern 58168 resistance units, initial stocks of which are being provided at Alexandria, Colombo, Durban, Malta, Sydney, Brixham and Gibraltar. Ships and services concerned should demand from the nearest S.N.S.O. at the above places; ships and services at home should demand on the Superintending Naval Store Officer, Haslemere, quoting this Admiralty Fleet Order as authority.

(A.F.O. 4321/45 is cancelled.)

6132.—Radar—Type 277—Pattern 58257 Box of Parts for Radiation Meter Slip-Ring Modification in AUK Pedestals

(R.E. 02643/45.—25 Oct. 1945.)

In order to eliminate trouble in the radiation meter circuit due to the continual breakage of the pick-up wire in the AUK slip-ring assembly a new type of brush has been introduced.

2. Ships in home waters should demand a Pattern 58257 Box of Parts for the modification, from the Superintending Naval Store Officer, Haslemere. Stores should be available for ships abroad at Gibraltar, Malta, Alexandria, Durban, Simonstown, Colombo and Bombay by mid-December.

3. The modification is to be carried out by ship's staff in accordance with instructions included in the box of parts.

6133.—Wireless Offices—Painting of

(R.E. 11003/45.—25 Oct. 1945.)

Attention has recently been directed to the question of the colouring of the interior of W/T and "Y" receiving offices with a view to improving the comfort of the staff to ensure the maximum of alertness and efficiency of operation during long watches.

2. It has been decided that all interior bulkheads and silent linings of W/T and "Y" receiving offices, except under tables, shall be painted in a pale matt shade. In order to maintain uniformity in all offices, the colour is to be pale cream, No. 52 of British Standard Specification No. 381C (1944). All W/T and "Y" receiving offices in new construction ships and ships undergoing refit are to be painted accordingly unless progress of work will be delayed.

3. Relevant installation specifications will be amended in due course.

4. Front panels of receiving equipment will continue to be enamelled in a grey blue shade.

6134.—W/T—Type 55M W/T Set—Fitting-out Information

(R.E. 11836/45.—25 Oct. 1945.)

A.S.E. Installation, Specification No. B.592, Parts I and II, has been prepared to show the method of fitting and wiring Type 55M W/T Set.

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

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Southern, London and East Coast, Scottish, and North Eastern areas; Warship Electrical Superintendents, Scottish, North Western, North Eastern, London and South Eastern and South Western areas.

The Principal (Ship) Overseers and Emergency Repair Overseers of all submarines approved to be fitted with Type 55M W/T Set are therefore to apply to the Warship Production Superintendent of their area for a copy of A.S.E. Specification No. B.592, Parts I and II.

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

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

6135.—Echo Sounding Equipment—Recorders—Introduction of New Type Transport Boxes

(N.S. 25146/45.—25 Oct. 1945.)

Experience has shown the need for improved packaging of recorders to reduce the incidence of damage in transit, and also to make provision for special packing when stored under tropical conditions. The following Boxes Transport (with associated types of wood framing) have been introduced to supersede Box Transport Pattern A. 1924.

(a) *Box Transport Pattern A.3933 (short), (Subhead FIA/2).*—For recorders not fitted with a spent record chamber extension below the main casing, i.e.

(i) Recently introduced "austerity" recorders in which the above item is omitted—with Type "A" framing.

(ii) "Boat" type recorders, and also those of the same basic design, used in Type 764/A "ship" sets, which have never incorporated the above extension—with Type "B" framing.

(b) *Box Transport Pattern A3934 (long), (Subhead FIA/2).*—For recorders incorporating a spent record chamber extension below the main casing—with Type "C" framing.

2. *Methods of Packaging.*—To meet the stringent new "tropical" as well as "shock-proof" packing requirements, recorders are first fitted into the appropriate wood frames (to protect protrusions and give a symmetrical contour to the whole), and then sealed in zinc envelopes, being finally floated on resilient pads secured to the interior of the transport boxes. Before fitting as above the wood frames are oven-dried to reduce moisture content to a minimum. Recorders so packed are identified by a large letter "T" stencilled in RED on the outside of their transport boxes.

3. When "tropical" packing is not a requirement, recorders are similarly packed except that the sealed zinc envelopes (and also the letter "T" on the outside of the transport boxes) are omitted.

4. As both transport boxes and wood frames are returnable, care must be exercised to avoid damage when recorders are unpacked, particularly in the case of early deliveries of "tropically" packed recorders where the lids of the transport boxes are sealed with "Bostik" cement. Full instructions for opening up the zinc-envelope are given thereon.

5. *Return of transport boxes and wood frames.*—To reduce to a minimum the quantities of transport boxes and frames in service it is essential that those from which recorders have been removed for fitting should be returned (with frames) to the nearest Naval Store Depot, for onward transit to the Superintending Naval Store Officer, R.N. Store Depot, Walcot Street, Bath.

6. *Return of recorders for survey or repair.*—Transport boxes and frames, if the appropriate ones are available, should be utilised when recorders are being returned; the diagram on the inside of the lid being used for guidance in assembling the frames.

7. When the appropriate boxes and frames are not available, recorders being returned should be "floated" with packing material (to prevent damage) in any suitable case. In this connection Boxes Transport Pattern A3933 and A3944, but without frames, can be obtained (in United Kingdom only) on demand from the Superintending Naval Store Officer, R.N. Store Depot, Copenacre, Hawthorn, Wiltshire, for packing returns.

(A.F.Os. 1231/44 and 2100/44 are cancelled.)

6136.—Aircraft—Special Technical Instructions and Servicing Instructions

(A.M.R. 20985/45.—25 Oct. 1945.)

Technical defects in aircraft are normally remedied by modification action affected within a standard procedure which provides for a modification leaflet describing and authorizing the modification. Numerous occasions arise, however, when instructions to inspect and modify, rectify or replace aircraft components must be issued in advance or in place of leaflets. In such cases instructions are normally issued in the form of an Admiralty R Message followed by a N.A.M.O. or an Admiralty Letter.

2. In future, all such instructions (except modification leaflets) will be known as:—

- (i) special technical instructions, or
- (ii) servicing instructions,

according to the nature of the action called for.

3. The type of instruction falling into the above categories will be as follows:—

- (i) Special technical instructions will be confined to cases where the action required is of a non-recurrent nature. These instructions will normally be urgent and the urgency will be indicated in the text of the instructions.
- (ii) Servicing instructions will be issued where the action required is of a recurrent nature (e.g. where defects are suspected which may develop over a period of time and where periodic inspection is therefore necessary). Such instructions may be urgent in respect of the initial inspection and in such cases they will normally be promulgated by signal.

By virtue of calling for action of a recurrent nature, servicing instructions will normally imply an amendment to inspection schedules, and pending the issue of this amendment, instructions will be issued for a note to be made at the appropriate place in the schedule.

4. Special technical instructions and servicing instructions will be issued in the following categories:—

- (i) Airframes (by type).
- (ii) Engines (by type).
- (iii) Power plants (by engine type).
- (iv) Propellers (generically).
- (v) Armament (generically).
- (vi) Miscellaneous (which will include instructions relating to instruments and other components in common use on different airframes, engines, etc.).

5. Special technical instructions and servicing instructions will be compiled and issued within the categories detailed in paragraph 4 above in a standard form based on an alphabetical key, as follows:—

- (i) *A. Title.*—The category and reference number of the instruction, e.g.:—
 - (a) S.T.I. (or S.I.)/Seafire/49.
 - (b) S.T.I. (or S.I.)/Merlin/64.
 - (c) S.T.I. (or S.I.)/Merlin power plant/2.
 - (d) S.T.I. (or S.I.)/Propeller/19.
 - (e) S.T.I. (or S.I.)/Armament/163, or
 - (f) S.T.I. (or S.I.)/Miscellaneous/247.

followed by a brief description indicating precisely the component and nature of the defect, e.g. S.T.I./Misc. 6—Coolant thermostats—defective chrome plating on guide sleeve.

- (ii) *B. Application.*—A statement detailing the type, mark or serial number, etc., of the equipment to which the instruction is to be applied.
- (iii) *C. Reason for the instruction.*—Particulars of the defect (or any other circumstances) giving rise to the instruction, in amplification of the brief particulars given in the title.
- (iv) *D. Details of inspection and remedial action.*—This will state when the inspection is to be done, detail the inspection and state the remedial action to be taken to rectify any defect found.
- (v) *E. Recording.*—An indication will be given as to where the fulfilment of the instruction is to be recorded in accordance with paragraph 7 below.
- (vi) *F. Reporting.*—When a report on the results of the fulfilment of an instruction is required, an indication of the form of report will be given. When a report is not required "Nil" will be stated under this heading.

(Note.—Forms A.21 or A.21(a) should not be rendered unless specifically requested under the heading F.)

- (vii) *G.—Modification.*—An indication will be given as to whether modification action is imminent, which will supersede the instruction.

(Note.—The purpose of this information is to enable suitable temporary annotations to be made to permanent records for subsequent ease of reference and amendment when the modification is promulgated in a Vol. II Leaflet.) The title of the instruction under the heading "A" above is to be repeated in full by any formation redisseminating the instruction and the alphabetical key is to be followed.

6. A separate series of reference numbers will be issued in respect of Special Technical Instructions and Servicing Instructions. Amendments to an instruction will be indicated by the addition of an alphabetical suffix to the original reference number, e.g.:—

(S.T.I./Seafire/4A, S.T.I./Seafire/4B, etc.)

7. To avoid duplication of effort, it is essential that a record of the fulfilment of special technical instructions (calling as they do for non-recurrent action) should be readily available. In the case of servicing instructions (which require recurrent action) it will be of no interest to the operator whether or not the action required has been taken on a previous occasion. With this in view, fulfilment of special technical instructions and servicing instructions is to be recorded as follows :—

(i) The fulfilment of special technical instructions is to be recorded in Section 3 of the appropriate log card (Form 701) (i.e. instructions in the airframe category will be recorded in the appropriate airframe log cards, etc.). Where, as in the case of armament or miscellaneous instructions, related log cards do not exist, the fulfilment of the instruction is to be recorded either in the Form 700, or, if they bear any direct relation to airframes, engines, propellers or power plants, on the appropriate log card. In such cases the instruction will indicate where it is to be recorded.

(ii) Servicing instructions are to be noted as such and in the same manner as periodic instructions in the change of serviceability and repair log in the Form 700. They are not to be recorded in the Form 701.

8. Special technical instructions and servicing instructions will be indexed in their appropriate N.A.M.O. Holder and may be cancelled as follows :—

(i) By the re-issue of an amended index to the appropriate N.A.M.O. indicating the disposal of the S.T.I. or S.I.

(ii) By modification action, in which case Vol. II Leaflet and/or Admiralty Advance Technical Leaflet will refer to the instructions.

(iii) In the case of the servicing instructions, when the inspection has been incorporated by amendment action in the appropriate Inspection Schedule (see paragraph 3, sub-paragraph (ii) above).

9. The Ministry of Aircraft Production is responsible for the preparation of S.T.Is. and S.Is. in consultation with the Admiralty or the Air Ministry as appropriate. These instructions are applicable to the type of aircraft (engine, propeller, etc.), irrespective of whether it is held by the Navy, R.A.F., or both. S.T.Is. and S.Is. applicable to an aircraft type (engine, propeller, etc.), held by the Navy and the R.A.F. will be issued in exactly the same form to both Services. Instructions affecting aircraft held by the Navy will be promulgated by Admiralty (D.A.M.R.).

10. Occasionally it may be necessary to issue an S.T.I. or S.I. applicable to aircraft (engine, propeller, etc.) held by the Navy, but not applicable to similar aircraft (engine, propeller, etc.) held by the R.A.F. In such cases, S.T.Is. and S.Is. will be issued by the Admiralty (D.A.M.R.) in separate R.N. series, which will retain the same form and title as described in paragraph 5, except that the letters R.N. will be included in the title to denote that such instructions are only applicable to aircraft held by the Navy, e.g. :—

S.T.I./R.N.ANSON/6 or S.I./R.N./MERLIN/3.

11. S.T.Is. and S.Is. are to be filed in consecutive order in the appropriate N.A.M.O. holder. S.T.Is. in the R.N. series are to be filed immediately after the other S.T.Is. S.Is. in the R.N. series are to be filed immediately after the other S.Is. Indexes of S.T.Is. and S.Is. will be issued from time to time and are to be filed in front of the S.T.Is. and S.Is. to which they refer. S.T.Is. and S.Is. in the R.N. series will be listed at the end of the respective S.T.I. or S.I. index.

12. All existing S.T.Is. and S.Is. in the R.N. series which are still in force will be re-issued in the revised form described in paragraph 10 of this Order. All other existing S.T.Is. and S.Is. in the R.N. series are hereby cancelled.

13. S.T.Is. and S.Is. dealing with types of aircraft (engine, propeller, etc.) held exclusively by the R.A.F. will not be distributed to the Navy. Reference will, however, be made to the serial number and title of such instructions in the relevant index when next issued, and will be annotated "Not applicable to Naval Aircraft".

(A.F.O. 2639/44 is cancelled.)

6137.—Aircraft Instrument Lighting—Dual System, Interim Measures to be Adopted Pending Completion of Modifications

(N.S. Air 6124/45.—25 Oct. 1945.)

The fitting of dual cockpit lighting in Naval aircraft has necessitated the introduction of instruments bearing fluorescent markings into the Establishments of Aircraft Stores (B.R.377 and B.R.378 Series).

2. Upon completion of dual cockpit lighting modifications, only instruments having fluorescent markings or luminous instruments fitted with rose coloured light filters will be permitted in pilots' cockpits of aircraft concerned.

Instruments with a combination of luminous and fluorescent markings may be used in rear cockpits.

3. At present the Magnesyn compass repeater and AYD series radio altimeter are not available with fluorescent markings, and light filters, Type 51 (Stores Ref. 10A/17724) and Type 52 (Stores Ref. 10A/17725), should be demanded from R.N. store depots and fitted as required.

4. The filters are secured by applying gold size (Subhead E.7, Pattern 69) to the periphery of the filter, for a depth of about $\frac{1}{8}$ in. and also to the corresponding surface of the glass, this should be left dry for approximately half-an-hour and the filter should then be fixed in position.

5. For aircraft not yet modified the following instruments *must* have luminous markings :—

Flying panel—

Altimeter.
Rate of climb indicator.
Air speed indicator.
Direction indicator.
Turn and bank indicator.
Artificial horizon.

Engine instruments—

Engine speed indicator.
Boost gauge.
Oil pressure gauge.

Compasses—

All types.

All other instruments may bear fluorescent markings.

6. A.S.Es. are being amended in order to avoid unnecessary duplication of spares allowances; all essential instruments will be allowed in both fluorescent and luminous versions.

(A.F.Os. 592/45 and 2035/45 are cancelled.)

6138.—McCord Expanded Link Ejection Heads and Chutes for American Type Naval Aircraft

(N.S. Air/A.E. 21654/45.—25 Oct. 1945.)

The following particulars regarding McCord Link Ejection Heads and Chutes for American type Naval aircraft are promulgated for information.

2. These ejection heads and chutes should be stored and demanded under the respective stock numbers quoted.

3. The key to the symbols quoted is :—

Heads		Chutes
Navy Mark No.	Angle of Ejection	
Mark 90R and L	= Straight down.	A = Std. adaptor.
Mark 90XR and L	= Straight down, $\frac{3}{4}$ -in. extension	B = "B" adaptor.
Mark 90XXR and L	= Straight down, $\frac{1}{8}$ -in. extension.	S = Std. chute.
		F = Flexible chute.
		2S = Tape 2 sides, S chute.
		2F = Tape 2 sides, F chute.
		H = Chute with hood.
		L = Chute with angle stop.

Aircraft	Left Wing Guns		Right Wing Guns			
	1	2	3	4	5	6
Wildcat (FM.)	Mark ...	90XR-AS-4 $\frac{1}{2}$ EH.211	90XR-B2F-3 $\frac{1}{2}$ EH.213	90XL-B2F-3 $\frac{1}{2}$ EH.214	90XL-AS-4 $\frac{1}{2}$ EH.212	—
	Stock No. ...	R82-GR-7152363L	R82-GR-7152362L	R82-GR-7152362R	R82-GR-7152363R	—
Hellcat (F6F)	Mark ...	90R-ASL-6 $\frac{1}{2}$ EH.223	90R-ASL-5 $\frac{1}{2}$ EH.224	90L-ASL-5 $\frac{1}{2}$ EH.225	90L-ASL-6 $\frac{1}{2}$ EH.226	90L-ASL-6 $\frac{1}{2}$ EH.227
	Stock No. ...	R82-GR-25384-2	R82-GR-25384-3	R82-GR-25384-4	R82-GR-25384-5	R82-GR-25384-6
Avenger (TBM)	Mark ...	—	90XXR-A2S-0 $\frac{1}{2}$ EH.215	90XXL-A2S-0 $\frac{1}{2}$ EH.216	—	—
	Stock No. ...	—	R82-GR-35882	R82-GR-35882	—	—
Corsair (F4U, FG, F3A)	Mark ...	90XXR-B2FH-3 $\frac{1}{2}$ EH.204	90XXR-A2FH-4 $\frac{1}{2}$ EH.202	90XXL-A2FH-4 $\frac{1}{2}$ EH.203	90XXL-B2FH-3 $\frac{1}{2}$ EH.205	90XXL-B2FH-3 $\frac{1}{2}$ EH.205
	Stock No. ...	R82-CV-VS.34076-1L	R82-CV-VS.34076-2L	R82-CV-VS.34076-2R	R82-CV-VS.34076-1R	R82-CV-VS.34076-1R
Avenger (TBM)	Mark ...	Turret Gun 90XR-A2S-9 $\frac{3}{8}$ EH.217	—	—	—	—
	Stock No. ...	R94-GR-21910	—	—	—	—

6139.—Spirit Room—Provision of—As. and As.

L.C.T.(E) 306, 341, 372, 382 and 384, and N.S.C.(L) 12, 13, 15, 19, 20, and 23

(D/D.C.O.M. 1794/45.—25 Oct. 1945.)

In the above-mentioned vessels a separate spirit room was not fitted during conversion, as time did not permit.

2. Arrangements should therefore be made for a portion of the wing compartment, port side, stations 21-25, to be fitted up as a spirit room in accordance with A.F.O. Diagram 383/45, at the first opportunity. Commanding Officers of craft concerned should insert an item in their next A. and A. lists to cover the work involved.

(R.A.L.S.C.U., 25 Jun., 1945, No. 705B/S.)

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

6140.—Anchor Wire—Replacement

L.C.T.(5)

(N.S./D.C.O.M. 1611/45.—25 Oct. 1945.)

When the existing anchor wire in L.C.T.(5) becomes defective, it should be replaced by 3-in. extra special flexible steel wire rope.

2. The Establishment of Stores—B.R.382—will be amended to provide 150 fathoms of extra special flexible in lieu of the flexible rope at present allowed.

6141.—Buzzer, Pattern 19114 Series—Use in Lieu of Patterns 4819 and 4820

(N.S. 33542/45.—25 Oct. 1945.)

Supplies of the new type buzzers, Pattern 19114 series, are now available in sufficient quantities to enable replacement to be arranged of all buzzers, Patterns 4819 and 4820, whether modified in accordance with A.F.O. 5781/42 or not, during major refits or as and when they become defective in service.

2. Particulars of the new buzzers, together with the Pattern numbers of those replaced, are as follows:—

Pattern No.	Description	Replacing
19114	Buzzer, 20-volt, high note	4819
19115	Buzzer, 20-volt, low note	4820
19116	Buzzer, 110-volt, high note	4819 (Mod. for 110-volt working)
19117	Buzzer, 110-volt, low note	4820 (Mod. for 110-volt working)

3. Demands for new type buzzers should be forwarded in the usual manner as and when supplies are required. Buzzers of the obsolete patterns when replaced are to be brought to produce.

4. The following Replacement Units, etc., are also made obsolete.

Pattern	Description
19118	Buzzer unit, low note, 20-volt.
19119	Buzzer unit, low note, 110-volt.
19120	Buzzer unit, high note, 20-volt.
19107	Armature, etc.
19108	Adjusting screw.
19109	Contact plate, etc., for Pattern 4819.
19110	Contact plate, etc., for Pattern 4820.
19111	Diaphragm for Pattern 4819.
19113	Diaphragm for Pattern 4820.

All existing stocks of the obsolete buzzers and components should be brought to produce.

(A.F.O. 5781/42.)

6142.—Flyaway Oil, Used—Disposal

(N.S. Fuel 430/45.—25 Oct. 1945.)

Tests made on the re-refining of used Flyaway oil (Stores Reference 34A/180) have shown that this oil can be satisfactorily treated when mixed with used aero-engine lubricating oils of DED. 2472 Specification.

2. Arisings of used Flyaway oil are therefore to be disposed of under the same procedure as used aero-engine lubricating oils, i.e., as laid down in paragraph 7 of A.F.O. 3787/45.

(A.F.O. 3787/45.)

6143.—Blocks for Flat Roof Main W/T Aerials—Modifications to Sheaves to Accommodate ½-in. E.S.F.S.W.R. Halyards*Capital Ships, Cruisers, Depot Ships and Repair Ships*

(D. 14330/45.—25 Oct. 1945.)

Arrangements will be made in all future contracts for blocks, Patterns 4134, 4135 and 4136, for flat roof main W/T aerials to provide blocks fitted with modified sheaves to accommodate the larger size halyards of ½-in. E.S.F.S.W.R. authorized in A.F.O. 5881/43 for capital ships, cruisers, depot ships and repair ships. The work of fitting the modified sheaves to the blocks already in stock is being arranged by the respective dockyards.

2. The Commanding Officers of ships concerned in commission, when fitting halyards as stated above, to replace defective halyards of ¾-in. E.S.F.S.W.R., are to demand modified blocks suitable for ½-in. E.S.F.S.W.R. from storing yards. The existing blocks are to be returned to store, and if in serviceable condition are to be taken into stock for re-issue after modified sheaves have been fitted by the dockyard.

3. In new construction and ships undergoing reconstruction the shipbuilder or dockyard concerned is to arrange for blocks with the modified sheaves to be fitted.

(A.F.O. 5881/43.)

6144.—Sidescuttles—Unblinking

(D. 23138/45.—25 Oct. 1945.)

The blanking of sidescuttles as a wartime safeguard in the event of damage in action or by mine, has an adverse effect on living conditions, particularly in hot climates, and it has been decided as a peacetime measure to relax this precaution in the interests of habitability.

2. It is consequently approved for sidescuttles to be unblanked in all cruisers and larger ships where the lower part of the opening is eight feet or more above the deep waterline.

3. In the event of an emergency, or in waters where risk of damage by mines may still exist, these scuttles and deadlights must be kept shut permanently and secured so that they cannot be opened casually. This state must be maintained until the emergency lapses or the scuttles have been replaced by welded blanks.

4. Destroyers and smaller vessels are not affected by this Order as their side scuttles were not blanked. In wartime construction, however, the number of these scuttles was reduced and future policy for these and any other ships with few or no scuttles is under consideration. In the meantime holes for new sidescuttles are not to be cut without specific Admiralty approval.

(C.-in-C. B.P.F. message 240448/August.)

6145.—Swinging Cots, Pattern No. 39A, for Sick Bay—Inspection of Swing Fittings and Introduction of New Standard Design Pillar Fitting

(D. 16121/45.—25 Oct. 1945.)

An instance has recently been brought to notice in which the spindles of swing fittings at the head and foot of cots have in a comparatively short time become so badly scored as to be a source of danger. The fittings in question were made in brass and the scoring of the spindles would appear to be due to their being supported on pillar brackets made in thin steel plate.

2. Commanding Officers are to arrange for the swing fittings on cots in service to be examined, and where found to have become so worn as to involve the possible risk of an accident, arrangements are to be made to fit new fittings. Any defective swing fittings made in brass are to be replaced by similar fittings made as a mild steel forging. The support fittings on pillars should also be examined, and where these do not provide a satisfactory bearing for the cot spindles, arrangements should be made for pillar fittings in accordance with the new standard design shown in A.F.O. Diagram 388/45 to be fitted. The work involved is to be carried out at the first opportunity and treated as a defect where outside the capabilities of ship's staffs.

3. Pillar fittings to the new standard design are to be fitted in future new construction and separate action has been taken for ships now under construction.

(A.S., Portsmouth, 19 Jul. 1945, No. 4674.)

(A.F.O. 2416/39 is cancelled.)

6146.—Air Stores—Arrangements for Issue and Return in the United Kingdom

(N.S. Air 12975/45.—25 Oct. 1945.)

The cessation of hostilities and the need for releasing certain requisitioned premises and at the same time dealing with heavy returns of air stores from ships and establishments paying off has necessitated a review of current arrangements for the supply and return of air stores in the United Kingdom.

2. The home stocks of air stores other than radio will eventually be concentrated in the air store depots at Llangennech and Perth. Airborne radio stores will be held in a new depot in process of establishment in the Royal Ordnance Factory at Risley, near Warrington.

3. The existing air store depots at Copenacre and in the Midland Area will be evacuated as the reduction of Naval Air Arm activities and of air store stocks to peace-time levels permits.

4. During the interim period the arrangements for the supply of air stores to Carriers and Shore Establishments in the United Kingdom and for dealing with returns of air stores will be as follows.

5. *Issues.*—(a) *General Air Stores* (other than radio Sections 10 and 110).

The United Kingdom Air Store Depots detailed below will meet demands from the following ships and services:—

<i>Copenacre</i>	Eastleigh	Lee-on-Solent
	Fleetlands	St. Merryn
	Ford	Worthy Down
	Gosport	Yeovilton
	Henstridge	Zeals
	<i>Llangennech</i>	Ships at English ports.
Burscough		Stretton
Culham		H.M.S. "Ariel"
Dale		H.M.S. "Fledgling"
Halesworth		H.M.S. "Macaw"
Hinstock		R.N.A.T.E. (Newcastle-under-Lyme)
Inskip		
Middle Wallop		
<i>Perth</i>		...	Ships at Scottish and Northern Irish ports.
		Shore establishments in Scotland and Northern Ireland.
		Anthorn
		Ronaldsway

(b) *Naval Air Radio Stores* (Sections 10 and 110)

Ships and establishments which demand general air stores from Llangennech as indicated in paragraph 5 (a) are to demand on the Midland Area as Naval Air Radio Stores are not stocked at Llangennech. Ships and establishments which demand general air stores from Copenacre and Perth are to demand Naval Air Radio Stores from those depots.

(c) *Stocks of airframe spares, propellers and other air stores peculiar to types* :—
Stocks will be held as follows :

(i) *Air stores peculiar to types other than engine spares* :—

<i>Copenacre</i>	<i>Llangennech</i>	<i>Midland Area</i>	<i>Perth</i>
<i>British types</i>			
Seafire	Anson Barracuda Beaufort Martinet Master Oxford Seafire Sea Otter	—	Barracuda Firebrand Firefly Sea Mosquito Sea Otter
<i>American types</i>			
Harvard	—	Expediter Helicopter Reliant Traveller Wildcat	Avenger Corsair Hellcat

(ii) *Engine spares*—

<i>Copenacre</i>	<i>Llangennech</i>	<i>Midland Area</i>	<i>Perth</i>
<i>British—</i>			
Griffon Merlin	Centaurus Cheetah Griffon Mercury Merlin	—	Centaurus Cheetah Griffon Mercury Merlin

American—

According to types of American airframe spares stocked.

6. *Ships and shore establishments are to demand type spares as follows* :—

Shore Establishments.—From the appropriate stockholding depot as shown in paragraph 5 (c) except where stocks are held at more than one depot when requirements should be obtained from the most convenient depot.

Ships.—At Scottish and Northern Irish ports—Perth except for Seafire which should be demanded from Copenacre.

At English ports—Seafire from Copenacre
Barracuda from Llangennech
Other types from Perth.

7. *Air stores for R.A.F. types used by the Royal Navy* :—No stocks are held for R.A.F. types other than those detailed in paragraph 5 above and requirements for types other than those detailed therein are to be demanded as follows :—

(a) *Airframe spares and other stores peculiar to type* (e.g. wheel equipment, hydraulics, etc.)—From the affiliated Maintenance unit on single line R.A.F. Form 600. A.O.G. requirements are to be demanded in accordance with A.F.O. 463/44.

(b) *Engine spares*.—Centaurus, Cheetah, Griffon, Mercury, Merlin (other than Rolls Packard Merlin for Mosquito XXV) and Pegasus spares—from R.N. Air Store Depots.
Spares for other type engines—as in (a) above.

(c) *Engine accessories, propellers and propeller spares*.—From R.N. Air Store Depots.

8. It should be noted that the foregoing supply arrangements apply only to replenishment and casual demands. All initial supplies will be arranged by the Admiralty, the ships and services concerned being informed of the source of supply.

9. *Returns*.—Casual returns of air stores from ships and shore establishments are to be consigned as follows :—

Serviceable items

<i>From</i>	<i>To</i>
Shore establishments in Scotland and ships at Scottish ports.	Wildcat—Midland Area. Seafire—Llangennech. Other type stores, general air stores and Naval Air Radio Stores—Perth.
Shore establishments other than those in Scotland and ships in English and Northern Irish ports.	Wildcat—Midland Area. Firebrand Firefly Avenger Corsair Hellcat Naval Air Radio Stores—Midland Area (Sections 10 and 110). Other type stores and general air stores—Llangennech.

Repairable items

From all shore establishments—in accordance with A.F.O. 1513/45.

From ships (all stores not definitely classifiable as serviceable) :

In Scottish ports—Perth.

In English and Northern Irish ports—R.N. Store Depot, Ordnance Road, Coventry.

10. *Ships and Shore Establishments De-storing or Paying Off*.—Instructions regarding the return of air stores will be issued by the Admiralty on each occasion.

(A.F.Os. 463/44 and 1513/45.)

(A.F.Os. 2777/44, 4149/44 and C.A.F.O. 561/45 are cancelled.)

6147.—“F” Type Tool Kit—Additional Items—Form S.137(F)

(N.S.Air/12827/45.—25 Oct. 1945.)

The following items will be allowed to radio mechanics (aircraft wireless) as additional to the tool kits, type “F”, to which they are entitled :—

<i>Ref. No.</i>	<i>Description</i>	<i>Quantity</i>
10A/12160	Headband, type C	1
12401	Receiver, telephone, head, type 16	2
13120	Microphone, assembly, type 35	1

Form S.137F will be amended on the occasion of the next reprint, meanwhile care should be taken to ensure that the items form part of the type “F” tool kits issued to these ratings.

6148.—Scale Prevention—Starch and Boiler Compound for Evaporating and Distilling Plants

(N.S. 021182/44.—25 Oct. 1945.)

The appendix to this Order shows the quantities of starch (Subhead E.8) and U.S. Navy boiler compound (Subhead E.6) required as a first supply for use with the starch injection equipment introduced by A.F.O. 3981/44. Existing ships of the classes shown when fitted with starch injection equipment should demand the quantities applicable from their storing yards, unless supply has already been arranged.

2. For ships of new construction, dockyards and depots concerned have already been instructed to include these quantities in the first outfit of consumable naval stores.

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

APPENDIX

Scale Prevention in Evaporating and Distilling Plants
First supply quantities of Starch and Boiler Compound

	Corn or Potato Starch	U.S. Navy Boiler Compound
Capital ships	3 tons	1 ton
Fleet carriers		
Light fleet carriers		
" Hermes " Class	2½ tons	16 cwts.
" Colossus " Class		
" Majestic " Class		
Escort carriers	15 cwts.	5 cwts.
Aircraft maintenance ships	1½ tons	10 cwts.
Cruisers	1½ tons	7 cwts.
Destroyers		
" Chequers ", " Cossack " and " Crescent " Classes.	6 cwts.	2 cwts.
" Weapon " and " Battle " Classes	9 cwts.	3 cwts.
Fleet " Ds. "	13 cwts.	4 cwts.
Other destroyers already in commission	6 cwts.	2 cwts.
Corvettes, minesweepers and sloops	6 cwts.	2 cwts.
Netlayers	6 cwts.	2 cwts.
Coastal Force tenders	9 cwts.	3 cwts.
" River ", " Loch " and " Bay " Class frigates	6 cwts.	2 cwts.
Monitors and L.S.T.(3)	9 cwts.	3 cwts.
Depot, repair and maintenance ships		
(300 tons/day distilling capacity)	1 ton 16 cwts.	12 cwts.
(200 tons/day distilling capacity)	1 ton 5 cwts.	7 cwts.
(100 tons/day distilling capacity)	12 cwts.	4 cwts.
Amenities ships	1 ton 16 cwts.	12 cwts.
Landing ships		
(100 tons/day distilling capacity)	12 cwts.	4 cwts.
(50 tons/day distilling capacity)	6 cwts.	2 cwts.

(A.F.Os. 3981/44 and 2459/45.)

6149.—Hand Sewing Machines—Allowance Fleet Minesweeping Flotillas

(N.S. 29899/45.—25 Oct. 1945.)

The present allowance to the ship of the Senior Officer of the First Minesweeping Flotilla, of a hand sewing machine for flotilla use, is to be extended to all Fleet Minesweeping Flotillas consisting of " Algerine " or " Halcyon " classes or B.A.Ms. in full commission.

2. Senior officers' ships concerned, in full commission, should forward demands to their storing yards or Naval store depots as necessary. Demands will, however, only be met as the machines become available and redundant from ships paying off; supply should not, therefore, be hastened.

3. The Sea Store Establishment concerned will be amended.

Section 4

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

6150.—Officers' Clothing—Revised Issuing Prices

(V.8/5804/45.—25 Oct. 1945.)

The prices of officers' clothing have been revised in the light of current costs and the revised prices which are to be brought into force from date of receipt of this Order are shown in the Appendix.

2. Prices free of purchase tax are to be charged for issues on repayment on foreign stations or in ships in home waters which are regularly sea-going. Prices including purchase tax are to be charged for issues on repayment in ships in home waters which are not regularly sea-going and in shore establishments at home (see A.F.O. 652/44.

APPENDIX

	Issuing price free of purchase tax	Issuing price including purchase tax
	£ s. d.	£ s. d.
Badges, cap, Pattern 47	each 0 14 3	0 19 0
Badges, cap, Pattern 47 (metal)	each 0 10 6	0 14 0
Badges, cap, Pattern 350 (T.124 officers)	each 0 10 2	0 13 7
Boots, gum	pair 0 16 9	0 19 6
Buttons, gilt, size 1 ($\frac{9}{16}$ in.)	each 0 0 3	0 0 4
Buttons, gilt, size 3 ($\frac{3}{8}$ in.)	each 0 0 2	0 0 3
Caps, blue cloth	each 0 10 3	0 13 8
Caps, white	each 0 12 10	0 17 2
Coats, waterproof	each 3 4 2	3 14 11
Collars, stiff, white, double	each 0 0 7	0 0 8
†Collars, stiff, white, double (paper)	dozen 0 1 8	0 2 0
Collars, stiff, white, single (winged)	each 0 0 7	0 0 8
Covers for caps, white pique	each 0 2 0	0 2 8
Covers for caps, khaki	each 0 0 11	0 1 2
*Detachable double cuffs, for officers' shirts	pair 0 0 11	0 1 1
*Drawers, cotton and wool (summer weight)	pair 0 3 4	0 3 11
Drawers, net, cotton	pair 0 2 2	0 2 6
*Drawers, woollen, long (winter weight)	pair 0 9 2	0 10 9
Gaiters, patent leather	pair 0 12 6	0 14 7
*Gloves, brown cape	pair 0 7 4	0 9 10
Gloves, white kid	pair 0 5 7	0 7 6
*Handkerchiefs, white cotton	each 0 0 6	0 0 8
Peaks for Senior Officers' Caps, Flag Officers and Commodores, First Class.	each 1 18 6	2 11 4
Commodores, Second Class, Captains and Commanders.	each 1 4 3	1 12 4
*Pillow cases	each 0 1 4	0 1 9
*Pyjama suits, heavyweight	each 0 18 4	1 1 5
*Pyjama suits, lightweight	each 0 14 6	0 16 11
Serge working suits—		
Blouse	each 0 19 3	1 2 6
Trousers	pair 0 18 9	1 1 10
Serge working suits (outsizes made to measure)—		
Complete suit	each 2 9 6	2 17 3
Blouse (if ordered separately)	each 1 6 5	1 10 10
Trousers (if ordered separately)	pair 1 5 4	1 9 7
*Sheets, white cotton	each 0 7 3	0 9 8
Shirts, white, tropical	each 0 8 7	0 10 0
*Shirts, white tunic, soft fronts and soft or stiff cuffs.	each 0 5 3	0 6 2
Shirts, white dress, stiff fronts, one or two stud holes.	each 0 7 4	0 8 7
*Shoes, white buckskin	pair 1 5 2	1 9 5
Shoes, black leather	pair 1 5 4	1 9 6
Shorts, white, tropical	pair 0 7 3	0 8 6
Shoulder straps for working dress :—		
Captain	pair 0 5 0	0 6 8
Commander	pair 0 3 11	0 5 2
Lieut.-Commander	pair 0 3 6	0 4 7
Lieutenant	pair 0 3 1	0 4 1
Sub-Lieutenant and Commissioned Warrant Officer.	pair 0 2 7	0 3 5
Warrant Officer	pair 0 2 4	0 3 1
Midshipmen	pair 0 2 3	0 3 0
Turnbacks—		
Midshipmen	pair 0 1 8	0 2 3
*Socks, black cashmere	pair 0 1 6	0 1 9
Socks, khaki	pair 0 2 1	0 2 5
Stockings, khaki	pair 0 2 6	0 2 11
Stockings, white (cotton and wool)	pair 0 1 10	0 2 2

Issuing price
free of
purchase tax

Issuing price
including
purchase tax

		£	s.	d.	£	s.	d.
Ties, black silk (evening wear)	each	0	1	11	0	3	10
Ties, black rayon (evening wear)	each	0	1	0	0	1	4
*Towels, bath	each	0	3	5	0	4	7
Trousers, white	pair	0	8	2	0	9	6
Tunics, white	each	0	11	2	0	13	0
*Vests, cotton and wool (summer weight)	each	0	3	5	0	4	0
*Vests, net cotton, half sleeves	each	0	2	1	0	2	5
*Vests, woollen (winter weight)	each	0	9	0	0	10	6

* These articles may be taken up by Chief Petty Officers and Petty Officers.

† These collars may be taken up by ratings in Class I and Class III uniform.

(A.F.Os. 652/44, 653/44, 1721/44, 5217/44, 211/45, 3792/45, 4189/45,
4649/45 and 5562/45.)

(A.F.Os. 202/45 and 733/45 are cancelled.)

6151.—Supply of 14-ft. Sailing Dinghies

"Troubridge" and later Classes of Destroyers except "Crescent" Class

(N.S. 27061/45.—25 Oct. 1945.)

In view of cessation of hostilities, it has been approved to issue a 14-ft. sailing dinghy to each Leader and Destroyer of the following classes:—

"T," "U," "V" (except "Algonquin" and "Sioux"), "W," "Z,"
"Caesar," "Chequers," "Cossack," "Battles" and "Weapons."

2. No davits are to be fitted for hoisting or lowering the boats. The torpedo davit is to be used for this purpose.

3. Any ship of these classes carrying a 10-ft. sailing dinghy is to surrender this boat when supplied with a 14-ft. sailing dinghy.

4. In the event of an emergency the 14-ft. sailing dinghy is to be landed before the ship proceeds on operations.

5. These dinghies are in short supply at present and, as some time must elapse before all demands can be complied with, supply should not be hastened meantime.

Priority of supply will be:—

(i) Destroyers of East Indies or British Pacific Fleets.

(ii) Destroyers of Mediterranean Fleet.

(iii) Destroyers of other Foreign Stations.

(iv) Destroyers of Home Fleet.

6. Vessels concerned which have not already been supplied, should forward a demand to their supplying yard. Supply to vessels under construction should be arranged by warrant and supplying yards in the usual manner.

6152.—Major Assemblies for M/T Vehicles—Return of Defective Units

(N.S./M.T. 3026/45.—25 Oct. 1945.)

Reports have been received from R.N. M./T. storing depots that defective engines returned in accordance with paragraph 4 of A.F.O. 4660/43 have been forwarded with such important components as starters, dynamos, carburettors, etc., missing.

2. When such major assemblies are sent out for reconditioning, these missing parts have to be replaced with inevitable delays in their return to service and unnecessary expenditure of labour and materials.

3. Care should therefore be taken to ensure that in future returns of defective units are complete with all components.

(A.F.O. 4660/43.)

6153.—First-Aid Cabinets—Revised Allowances

(N.S. 16854/45.—25 Oct. 1945.)

The allowances to H.M. ships of first-aid cabinets, Pattern 5932, have been revised and are to be as follows:—

	No.
Fleet and light Fleet carriers	12
Escort carriers and H.M.S. "Unicorn"	9
Capital ships	9
*Cruisers of 9,000 tons and over	5
*Cruisers under 9,000 tons, H.M. ships "Perseus" and "Pioneer", repair and depot ships, hull repair ships, aircraft engine and component repair ships, L.S.H.(L), L.S.I.(L), L.S.I.(M), L.S.D., L.S.F.	5
Monitors, fast minelayers, flotilla leaders, destroyers, sloops, frigates and corvettes in which a medical officer is borne, fast tankers, maintenance ships (other than A/C).	2
Other classes of ships not mentioned above in which a medical officer is borne.	2

* See paragraph 3 below regarding cruisers.

2. These cabinets are intended exclusively for the equipment of dispersed first-aid posts and should not be demanded for, or diverted to, sick bays or distributing stations.

3. Ships concerned in full commission should forward demands to their storing yards or depots for the number of cabinets necessary to complete to the revised allowances. In cruisers of "London", "Kent", "Leander" and "C" and "D" classes, however, no cabinets additional to those already on board are to be carried without compensation for the additional topweight involved and demands from these vessels, together with the necessary proposals, should be forwarded to the Admiralty.

Supply to ships of new construction should be arranged by the warrant and storing yards and depots in the usual manner. If the cabinets are required before the main supply of naval stores, the overseer should forward a demand (form D.501) to the warrant yard.

4. The sea store establishments concerned will be amended.

(A.F.O. 2795/45 is cancelled.)

*6154.—Victualling Arrangements—Christmas, 1945—Supply of Poultry

(V. 2/7831/45.—25 Oct. 1945.)

The Ministry of Food has made a special allocation of turkeys to N.A.A.F.I. for supply to H.M. Forces at Christmas on a basis which is expected to provide about 5 oz. a head, and H.M. Ships and Establishments in Home Waters which are victualled from service sources should make early application to N.A.A.F.I. for their requirements.

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

(A.F.Os. 5698/42, 5828/42, 5017/43, 5283/43 and 5693/44 are cancelled.)

6155.—Emergency Flying Rations for Naval Aircraft

(V. 2/4171/42.—25 Oct. 1945.)

Emergency flying ration, Mark II (Ref. 27P/7), is now obsolescent and is being superseded by emergency flying ration, Mark III (Ref. 27P/19).

2. The emergency flying ration, Mark III, consists of the undermentioned items, packed in a hermetically sealed aluminium container, with a key-opening device:—

- 4 barley sugar tablets.
- 2 packets of chewing gum.
- 42 malted milk tablets.
- 20 energy tablets.
- 1 waterproof bag.

The waterproof bag is provided for the protection of the rations, when the container has been opened, and bears instructions for the use of the rations.

3. Consequent upon the new form of container for the emergency flying ration, Mark III, inspection instructions promulgated for the emergency flying ration, Mark II, cannot be applied. Keeping qualities are dependent on maintenance of the hermetic sealing of the container; this should be confirmed by visual inspection and, in cases of doubt, the complete ration should be immersed temporarily in hot water (at a temperature not exceeding 160° F.) for not longer than ten seconds. Continued bubbling at any point of the container will indicate a leak, and the ration should thenceforth be deemed unserviceable.

4. Issues of emergency flying ration, Mark II, should continue to be made until stocks are exhausted, and utilized until unserviceable.

Note.—Early supplies of emergency flying rations, Mark III, contain 30 energy tablets of reduced strength, and correspondingly increased dosage, and 40 malted milk tablets.

5. B.R.93, Chapter IV, Section G, will be amended.

6156.—Bacon and Cheese—Repayment Prices to Other Services

(V. 14/1778/45.—25 Oct. 1945.)

From 1st August, 1945, until further notice, the prices to be used by H.M. ships, shore establishments and victualling yards, at home for valuing supplies to authorized services, on repayment, from Admiralty stocks of the undermentioned items of fresh provisions are as follows. Percentage charges as set out in O.U. 5420 (Victualling Rate Book), page XVII, paragraph 2, are to be added where applicable.

	£	s.	d.
Bacon sides	7	19	2 per cwt.
Bacon middles	9	4	5 per cwt.
Bacon packed for export :—			
Sides in bales	8	2	2 per cwt.
Sides in boxes	8	18	10 per cwt.
Middles in bales	9	7	8 per cwt.
Middles in boxes	10	3	1 per cwt.
Cheese	4	16	8 per cwt.
Cheese packed for export	5	8	7 per cwt.

2. These prices are applicable abroad only to supplies shipped from the United Kingdom.

3. This Order does not affect Fleet Issuing Prices.

6157.—Surplus Stores Abroad—Disposal of Foodstuffs

(V. 10/7781/45.—25 Oct. 1945.)

A.F.O. 5605/45 does not apply to surplus foodstuffs abroad, the disposal arrangements for which will be promulgated separately.

(A.F.O. 5605/45.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

6158.—Amendments to Books

(E.F.O.—25 Oct. 1945.)

The undermentioned amendments (A.F.Os. P.843-860) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. Volume, 1941, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

2. Demands from Shore Establishments in the Nore, Plymouth and Portsmouth Commands should be addressed as under :—

Nore	...	Book Office, Quarry House, Aylestone Hill, Hereford.
Plymouth	...	Book Office, R.N. Port Library, Devonport.
Portsmouth	...	Book Office, Fort Southwick, near Fareham, Hants.

A.F.O. P.843/45.—O.U. 5449—Regulations for Maintenance of 21-in. Mark II—V Torpedoes—Amendment.

P.844/45.—B.R. 274/43—Handbook and Drill for 20-m.m. Oerlikon Machine Guns, Marks II, II U.S.N., on Marks I, IIA, IIIA, IV U.S., V U.S., VIIA and VIIIA Mountings—1943—Amendment No. 20.

P.845/45.—B.R. 859—Regulations for Maintenance of 21-in., Mark VIII—VIII** Torpedoes—Amendment No. 19.

P.846/45.—B.R. 901/43—Handbook of the Admiralty Fire Control Clock, Marks I and I*, 1943—Amendment No. 2.

P.847/45.—B.R. 1005—Regulations for Maintenance of 21-in. Mark IX*—IX** N.A.B. Torpedoes—Amendment No. 13.

P.848/45.—B.R. 1251—Catalogue of Naval Instructional Films and Film Strips and Notes on Distribution and Disposal—Amendment No. 2.

P.849/45.— $\left\{ \begin{array}{l} \text{B.R. 811 (3C/45).} \\ \text{A.P. 2610A, Vol. I (3C/45).} \end{array} \right. \left\{ \begin{array}{l} \text{Aircraft Torpedo Manual, Part} \\ \text{III, Pamphlet No. 3C/45—} \\ \text{Fitting and Routine Tests for} \\ \text{Air Tails M.A.T., Mark IV—} \\ \text{Amendment No. 1.} \end{array} \right.$

P.850/45.—B.R. 1203—Instructions for the Inspection of Naval Armament Stores—Amendment No. 23.

P.851/45.—B.R. 669 (1)—Cash Duties Instructions—Addendum—Amendment.

P.852/45.—O.U. 5225 (3)—Home Dockyard Regulations—Addendum No. 3 (1939)—Amendment No. 32.

P.853/45.—B.R. 245—Handbook of the 2-pdr. Gun, Mark II*C, on H.A. Mark II*C Mounting, 1940—Amendment No. 12.

P.854/45.—B.R. 258 (41)—Handbook and Drill Book for the 2-pdr. Q.F., Mark VIII, Gun on the Single, Mark VIII*, Mounting, 1941—Amendment No. 15.

P.855/45.—B.R. 279—Drill for 4.7-in. Q.F., Mark IX**, Gun on C.P. XVII Mounting, 1942—Amendment No. 7.

P.856/45.—B.R. 778—Handbook and Drill for the 2-pdr. Q.F., Mark VIII, Gun on Single, Mark XVI, Mounting (Powered), 1943—Amendment No. 11.

P.857/45.—B.R. 785 Handbook for 2-pdr. Q.F., Mark VIII, Gun on Mark VIA and VA Mountings, 1943—Amendment No. 8.

P.858/45.—B.R. 847/44—Handbook for 2-pdr. Q.F., Mark VIII, Gun on Marks VII and VII* P Mountings—Amendment No. 4.

P.859/45.—B.R. 863—Royal Naval Air Station Magazine and Explosive Regulations, 1943—Amendment No. 12.

P.860/45.—B.R. 948—Drill for 4.5-in., Mark I, Q.F. Semi-Automatic Guns on Twin HA/LA B.D., Mark II, Mounting—Amendment No. 15.

(A.F.O. 6009/45.)

6159.—B.R. 55A—Ready Reckoner Tables—Issue

(Sta. 20448/44.—25 Oct. 1945.)

With reference to A.F.O. 475/45, which stated it was impracticable to reprint "Tegg's Readiest Reckoner" (B.R. 55), a pamphlet containing ready reckoner tables from 1d. to £1 for the values most commonly used on ledgers (quarterly and six-monthly) has been produced as B.R. 55A.

2. An initial issue, *without demand*, of two copies per ship will be made from the R.N. Store Depot, Park Royal, to cruisers and above, including depot ships. Additional copies required (restricted to the absolute minimum) and supplies required by other ships and establishments should be demanded as follows :—

Portsmouth Command.

From the O.U. and B.R. Officer, Fort Southwick, Portsmouth.

Plymouth Command.

From the Officer-in-Charge, B.R. Store, Royal Naval Port Library, Devonport.

Other Commands, etc., at Home.

From the Superintending Naval Store Officer, Royal Naval Store Depot, Elveden Road, Park Royal, London, N.W.10.

Abroad.

From the appropriate Distributing Authority.

2. The distributing authorities concerned will be supplied with copies, without demand, to enable demands to be met.

(A.F.O. 475/45.)

6160.—B.R. 363(7) and Form D.126(4)—Lists of Errata to the Establishment of Naval Stores and List of Particulars for Submarines ("Oberon" and later Classes).

(N.S. 20135/45.—25 Oct. 1945.)

List of Errata No. 7 to B.R. 363, "Establishment of Naval Stores for H.M. submarines of "Oberon" and later Classes," has been prepared and copies will be distributed from R.N. Store Depot, Park Royal. Small quantities of copies of the corresponding List of Errata (No. 4) to the List of Particulars (Form D.126) will also be provided for services concerned; if further quantities are required they may be demanded from Park Royal, stating the circumstances in which demanded.

2. Four copies of List of Errata to Form D.126 will be required to complete each copy of the List of Particulars already supplied to submarines under construction and these should be issued without demand by the appropriate Warrant Yard. Officers concerned with preparing the lists should *not* demand the lists of errata from R.N. Store Depot, Park Royal.

3. *Park Royal only.*—Copies of the establishment when issued should be accompanied by *one* copy of Lists of Errata Nos. 3, 4, 5, 6 and 7 to B.R. 363. The amendments promulgated by earlier lists of errata have been incorporated in the latest reprint of the establishment. Each copy of Form D.126 when supplied from Park Royal (normally to Warrant Yards only) should be accompanied by *four* copies of Lists of Errata Nos. 1, 2, 3 and 4 to that form.

6161.—B.R. 381—Establishment of Naval Stores for 126-ft. Wooden Motor Minesweepers—List of Errata, No. 3

(N.S. 25788/45.—25 Oct. 1945.)

List of Errata No. 3 to B.R. 381—Establishment for Naval Stores for 126-ft. Wooden Motor Minesweepers, has been prepared, and copies will be distributed to services concerned from R.N. Store Depot, Park Royal.

2. The List of Errata has been prepared in two parts :—

(a) New pages, which are printed;

(b) Errata portions, which are in reproduced typewriting.

Thus each copy consists of one each of (a) and (b).

6162.—IRPL—M.7 Frequency Guide, February to April, 1946—Distribution

(E.F.O. 57/45.—25 Oct. 1945.)

Frequency Guide Series IRPL—M.7 (U.S. publication forming part of WIMS III (B.R.1012)) for the period February, March and April, 1946, inclusive, is being supplied to certain Naval control service officers only for distribution 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.

2. Publication of this series will be discontinued with this edition.

(A.F.O. 2808/45 is cancelled.)

6163.—British Fleet Mail Office—New York Address

(M. 4279/45.—25 Oct. 1945.)

As from the 20th October, 1945, the address of the British Fleet Mail Office, New York, will be Room 1340, 15 Broad Street, New York City, 5, New York.

***6164.—Scheme of Free Legal Aid—Address of Scottish Section**

(N./E.F.O. 214/45.—25 Oct. 1945.)

The address of the Naval Legal Aid Section for Scottish cases is now :—

29, Rutland Square, Edinburgh.

(Telephone—Edinburgh 20763.)

(A.F.Os. 3046/43, 1672/45, 1964/45, 2244/45, 2989/45 and 4424/45.)

6165.—Form D.117B—List of Particulars for Flotilla Leaders and Destroyers and Fast Minelayers—List of Errata No. 14

(N.S. 41675/44.—25 Oct. 1945.)

List of Errata No. 14 to the List of Particulars (Form D.117B) has been prepared and copies will be distributed from the R.N. Store Depot, Park Royal. Small quantities are being distributed to yards, and if further quantities are required, they may be demanded from Park Royal, stating the circumstances in which demanded.

2. Three copies will be required to complete each copy of the List of Particulars already supplied to ships under construction, and these should be supplied without demand by the appropriate warrant yard. Ship's officers, etc., concerned with preparing the lists should not demand the lists of errata from R.N. Depot, Park Royal.

6166.—Introduction of Form D.139 (Salary Sheet)—Monthly Settlement of Pay and Income Tax

(D.N.A. 30712/45.—25 Oct. 1945.)

Attention is drawn to A.F.O. 6175/45 in Section 6 of this issue.

6167.—Labels, Ammunition—N.975 Introduction

(A.S. 11000/45.—25 Oct. 1945.)

Serial No.	Description	Where used	Page in Form O.6	Authority
N.975	Lighters, Bickford, Safety Fuze, Mark I.	Around body, of tins.	25	A.S. 11000/45

2. Labels should be demanded as necessary from Senior Armament Supply Officer, Finchfield House, Compton, Wolverhampton.

6168.—Flying Log Books (Naval Type)—Observers and Telegraphist Air Gunners

(C.W. 29650/45.—25 Oct. 1945.)

It has been decided to issue a Flying Log Book for Naval Observers and Telegraphist Air Gunners to supersede the R.A.F. book now in use by these personnel.

2. It is not intended to issue this book to Naval Observers and Telegraphist Air Gunners already in possession of a flying log book, but when their present book is used up, the personnel concerned are to be supplied with the Naval type book.

3. The new book, which will shortly be available for issue, has been numbered Form S.1175A, and Commanding Officers of H.M. ships, Naval air stations, schools, etc., should accordingly demand their requirements from the R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10.

6169. Air Publications Distributed during the Week Ending 6th October, 1945

(N.S. Air 8858/45.—25 Oct. 1945.)

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

<i>General Publications</i>		
<i>A.P. No.</i>	<i>Description.</i>	<i>Distribution.</i>
A.P. 1086, Part 3C (dated 28 February, 1945).	Priced Vocabulary of Royal Air Force Equipment—Electrical (Aircraft).	Initial General.
T.O. 03-1-6 (dated 25th February, 1945).	Service and Overhaul Instructions for Aircraft Accessories Equipment (Eclipse).	Initial General.
NAV-AER 03-10BQ-68 dated 31st March, 1944	Aircraft Carburettor Service Bulletin No. 576	Initial General.
A.N. 03-25B-1 (dated 20th October, 1944, revised 20th March, 1945).	Handbook of Instructions with Parts Catalogue for Main Landing Wheels.	Initial General.
A.N. 03-25E-3 (dated 1st June, 1945).	Handbook of Operation, Service and Overhaul Instructions with Parts Catalogue for Nose, Main and Tail Landing Gear. Shock Struts. (Bendix).	Initial General.
A.N. 03-30A-1 (dated 10th April, 1945).	Handbook of Instructions with Parts Catalogue for Vacuum Regulating Valves.	Initial General.
A.N. 05-15-46 (dated 10th May, 1945).	Handbook of Instructions with Parts Catalogue for Magnetic Compass, Type B-21 (Airpath).	Initial General.
A.N. 11-45-27 (dated 15th February, 1945).	Handbook of Instructions for Turret Models Grumman 150SE-1, Grumman 150SE-2.	Initial General.
A.N. 16-40BC936-2 (approved 15th February, 1945).	Handbook of Instructions for Indicator BC-936-A.	Initial General.
A.N. 28-5A-2 (dated 10th February, 1945).	Overhaul Instructions for Instrument Flying Trainer, Type A.N.-2550-1.	Initial General.

6170.—Air Publications distributed during the Week ending 6th October.

(N.S. Air 8858/45.—25 Oct. 1945.)

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

<i>A.P. No.</i>	<i>Description</i>	<i>Distribution</i>
<i>(i) Airframe and Aero-Engines</i>		
2102A and B, Pilot's Notes, 2nd edition, with A.L.1.	Firefly F, Mark I, FR, Mark I NF, Mark I, NF, Mark II Aircraft.	Initial General.
2234B, Vol. III, Part I...	Griffon VI Engine Schedule of Spare Parts.	Initial General.
<i>(ii) Air Diagrams</i>		
R.N.A.D., A.62A ...	Goodyear Brake System Construction and Adjustment for Corsair.	Initial General.
R.N.A.D., A.62B ...	Goodyear Brake System (Schematic)	Initial General.
R.N.A.D., A.91 ...	Hellcat Oil System ...	Initial General.
A.D. 4453, Sheet 1 ...	Assembly of Teleflex Lock Spring Connection.	Initial General.
<i>(iii) Miscellaneous</i>		
Technical Supply Bulletins	Avenger No. 25 (20th July, 1945) ...	Initial General.
	Wildcat No. 24 (23rd July, 1945) ...	Initial General.
	Aviation Equipage and Bulk ...	Initial General.
	Materials No. 9 (27th July, 1945) ...	Initial General.
	Materials No. 10 (30th July, 1945) ...	Initial General.
	Turrets No. 20 (27th July, 1945) ...	Initial General.
	Accessories No. 27 (2nd August, 1945)	Initial General.
	Accessories No. 28 (6th August, 1945)	Initial General.
Poster ...	" Prudence High Ground on Track "	Initial General.

6171.—M.350, Part II, " Calculation of Lower Limit Frequencies and Sky Ray Field Strengths "—Distribution

(E.F.O./45.—25 Oct. 1945.)

M.350, Part II, dated September, 1945, " The Calculation of Lower Limit Frequencies and Sky Ray Field Strengths " is distributed with Admiralty Fleet Orders of this date.

6172.—Resettlement in Civil Life—Government Vocational Training Scheme—Pamphlet—Distribution

(E.F.O. 195/45.—25 Oct. 1945.)

A pamphlet forming part of the Government Vocational Training Scheme series entitled " Farmworkers and Farming " is distributed with Admiralty Fleet Orders of this date for the use of Resettlement Information Officers.

2. The scale of supply is nine times that laid down for the Educational and Resettlement Information series instituted by A.F.O. 2875/45.

(A.F.O. 2875/45.)

Section 6.—SHORE ESTABLISHMENTS

6173.—Assistant Controller (Warship Production) and Director of Naval Construction—Re-union of Posts

(C.E. 59101/45.—25 Oct. 1945.)

Attention is drawn to A.F.O. 6061/45 in Section 2 of this issue.

6174.—Director of Movements Department—Formation of Movements (Personnel) Section

(C.E. 59495/45.—25 Oct. 1945.)

Attention is drawn to A.F.O. 6062/45 in Section 2 of this issue.

*6175.—Salaried Non-industrial Staff—Monthly Settlement of Pay and Income Tax—Introduction of Form D.139 (Salary Sheet)

(D.N.A. 30712/45.—25 Oct. 1945.)

Commencing on the 1st April, 1946, salaries of non-industrial staff subject to the pay-as-you-earn system of collection of income tax will be computed on a monthly basis. Income tax will be calculated monthly and the normal monthly tax deduction cards (P.11) will be used.

2. Loose-leaf salary sheets (D.139) for monthly paid staff, with binders to hold up to 200 sheets, will be supplied. Each sheet is sufficient for the account of one officer for a year, and provides for monthly calculation of tax under the P.A.Y.E. system, and for inclusion of overtime payments with salary. The number of sheets required for two years and binders for one year should be notified by cashiers and paying officers to the Director of Navy Accounts (Branch 5) as early as practicable after receipt of this Order. Requirements by establishments abroad should be communicated by air mail or signal. It is intended that after two years salary sheets shall be bound for record purposes. The first year's loose-leaf binders should thus be available for use in the third year. At present the supply of binders is limited and only one year's requirements will be included in the initial issue. For staff not subject to the P.A.Y.E. system, e.g. Naval personnel and locally entered staff at establishments abroad, the present Salary Book (D.349) probably will be found more convenient than the new salary sheet, and estimates of requirements of Form D.139 should be framed accordingly.

3. Forms D.348 (Salary List) and D.449 (Salary Statement) are in course of revision.

4. Detailed instructions will be issued later concerning use of Form D.139, monthly calculation of salaries and income tax, and supply of monthly salary tables, tax deduction cards, etc.

6176.—Cash Office, R.N. Store Depot, Risley

(D.N.A. 30688/45.—25 Oct. 1945.)

A cash office has been opened at the Royal Naval Store Depot, Risley. The address is :—

The Cashier,
Royal Naval Store Depot,
Royal Ordnance Factory,
Risley,
Near Warrington,
Lancs.

6177.—Women Industrial Employees—Increase in Bonus

(L.18108/45.—25 Oct. 1945.)

The rate of bonus (at present 14s.) payable to women workers of 18 years and upwards, employed on women's work in all Admiralty establishments, should be increased to 15s. 6d.

2. In addition, in the case of women aged 18 and upwards engaged on plain time work in all Admiralty establishments, including H.M. Dockyards, and who are not employed on any system of payment by results or in receipt of any additional payments by way of compensation for working in concert with piece-workers, etc., e.g., certain Female Examiners in the Naval Ordnance Inspection Department, the Time-Workers' bonus (at present 5s.) which is payable in addition to the National bonus referred to in paragraph 1 should be increased to 5s. 6d.

3. The rate of bonus for Stage I for women training for men's work should be similarly increased to 15s. 6d. (National bonus) and 5s. 6d. (Time-Workers' bonus).

4. The revised rate of National and Time-Workers' bonus for women and girls below the age of 18 years in all Admiralty establishments should be as follows :—

	Revised National Bonus		Revised Time-Workers' Bonus	
	s.	d.	s.	d.
14	5	0	2	0
15	6	0	3	0
16	7	9	3	6
17	11	0	3	6

5. These revised arrangements do not apply to :—

- (i) Women who in accordance with A.F.O. 1448/44 are paid a percentage of men's rates (except as in paragraph 3 above).
- (ii) Women Process Workers at R.N. Propellant Factory, Caerwent and R.N. Cordite Factory, Holton Heath.
- (iii) Domestic staff in R.N. hospitals and auxiliary hospitals.
- (iv) Any women whose current rate is not expressed as women's engineering basic rate, plus bonus.

6. The consolidated hourly rates of pay of part-time cleaners at H.M. Dockyards and at R.N. Torpedo Factory, Greenock, should be increased by $\frac{1}{2}$ d. (one half-penny). (No change should be made in the rates of pay of part-time cleaners elsewhere who are paid in accordance with A.F.O. 6782/44.)

7. The increases, as set out above, should have effect as from the beginning of the first full pay period following 28th September, 1945.

(A.F.O.s 1448/44 and 6782/44.)