

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

# ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,  
23rd November, 1944.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

*J. V. Markham*

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

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

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## ADMIRALTY FLEET ORDERS

- | No.   | Subject.  |
|-------|---|
| 6124. | Airframe and Engine Publications—Supply Position.<br><i>Issued separately on 16th November, 1944, to Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Ships and Vessels fitted for Aircraft, Commanding Officers of R.N. Air Stations, Sections and Training Establishments and Overseers concerned.</i> |
| 6125. | Aircraft Accidents—Procedure for Reporting and Investigating.   |
| 6126. | Aircraft Accidents—Medical Officers' Reports.   |
| 6127. | Honours and Awards—"London Gazette" Supplement of 14th November, 1944.<br><i>Issued separately on 23rd November, 1944.</i>  |

23rd November, 1944.

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6129. Air Crews Safety Equipment Practices.

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6142. The Empire Test Pilots' School—Vacancies for Naval Pilots.  
6143. Decompression Chamber Tests for Pilots engaged in High Altitude Photographic Reconnaissance.  
6144. W.R.N.S.—Plain Clothes Gratuity.  
6145. Naval Canteen Service—Vacancies for Naval Superintendents, District and Area Managers, etc.  
6146. National Health and Pensions Insurance—Personnel Transferred from the Royal Navy to Dominion Navies.  
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6152. Japanese Campaign Pay and Far Eastern Allowance—Areas.  
6153. Current Affairs—Posters on.  
6154. B.B.C. General Forces Programme—Summary of Outstanding Events of the Week.  
6155. Religious Films.  
6156. Instructional Film—"With the Marines at Tarawa" (Serial No. G.625).  
6157. Broadcast Talk "Pacific Battleground" By Major David Ascoli—*Notice Boards only.*  
6158. Disposal of Ships' Fund—*Notice Boards only.*

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

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

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6160. Aircraft—Pyrotechnics—Cartridges, Signal, 1½ in., G.R., Type 26, Mark III—Incorrect Marking on Closing Disc.  
6161. Ammunition—Apparatus AD, Type D, Mark III—Securing of Tail Wire.  
6162. Anti-Aircraft Fire Control—H.A./L.A. Director, Mark V (H.A.C.S.)—Fire Distribution—Fitting of Position.  
6163. Armament Stores—Body Armour for Coastal Forces Serving in Home Waters.  
6164. Guns—0.3 in. and 0.303 in.—Vickers 0.303 in., G.O. Piston Stops.  
6165. Gun Mountings—40 mm. Bofors, Twin, Marks IV and IV\*—Visits by Ships' Personnel to Manufacturers.  
6166. Training—Instructional Appliances—Panoramic Gunnery Trainers—Rotary Converters for.  
6167. Training—Instructional Appliance—Portable Aiming Teacher, Mark II, Pattern 10698, Subhead F.I.B.  
*Torpedo.—(Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)*  
6168. Anti-Gas Respirators—When to be Carried.  
6169. Blowing Heads, 18 in., Marks XII–XV, "F" on Aircraft Torpedoes—Extempore Method of Stopping Leaks at Nose Joint.  
6170. Depth Charges, Mark XI Series—Clips, Safety, Explosive—Modification.  
6171. Engines, 18 in., Marks XII–XV—21 in., Marks VIII–VIII\*\*, IX–IX\*\* N.A.B.—Introduction of strengthened Design of Crank Shaft Cam.  
6172. Telephones—Marks XI and XV Series—Handset Stowage Clips.  
6173. Torpedo Night Sights.  
6174. Torpedoes—U.S.A., 22.4 in., Mark 13 Modification—Method of Securing Depth and Steering Engines.  
6175. Low Power Motor Generator Regulator—Re-siting of—As. and As.  
*Engineer.—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.)*  
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6181. Landing Craft Fitted with G.M. Quad Units (Model 6051)—Loosening of Nuts and Bolts in Propeller Shafting.  
6182. Plummer Bearings—Cast Steel Bearings to be Fitted in Lieu of Cast Iron—As. and As.  
*Signals.—(W/T and V/S Apparatus, Radar, D.F., S.R.E., Wa/T and Stores.)*  
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6184. V, H/F, R/T Equipment.  
6185. Unsatisfactory State of W/T Equipment in Ships on Completion of Refits.  
6186. W/T Crystal Stowage Box, Pattern 57388—Introduction.  
*Aircraft.—(Technical.)*  
6187. Aircraft Dinghy Packs for "K" Type Dinghy—Conversion of A, Mark III to A, Mark II.  
6188. Aircraft Equipment—Rip Cord Housings—Parachute.  
6189. Aircraft Parachute Harness—Quick Release Box—Stripping and Assembling Jig.  
6190. Naval Aircraft—Compass Deviation Cards.  
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6193. Aircraft—Computers, Mark IIIID\*.  
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6197. Bomb Lifts—Precautions when Zoning.  
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6199. Tools, Stud Extracting and Inserting—Introduction.  
6200. Poles, Bomb Lifting, Ref. 4G/3206.  
6201. Refits and Repairs.  
6202. Windlasses—Handles of Brake Spindles—Modification.  
6203. Wrenches, Adjustable for Taps and Reamers.  
6204. Aircraft Equipment—Accounting and Checking Procedure—Temporary Forms—A.44/AA—Swordfish I and II. A.44/AB—Swordfish III. A.44/Y—Sea Otter and A.44/CB—Firefly N.F., Mark II.

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MEDICAL STORES, CONTRACTS

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

6205. Badges—Radio Mechanic Branch.  
6206. Naval Air Arm—Supply of Tropical Clothing to First Line Squadrons.  
6207. Uniform—Naval Personnel in San Francisco.  
6208. Transport Kit Bags—Items to be carried in them.  
6209. Medical Stores—Ships proceeding to Stations Abroad.  
6210. Pentothal Sodium—Batch No. 306/E/31.  
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6212. New Vessels Building for Armament Supply Department.

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

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6214. A.M.S.Is. and A.M.D.Is.  
6215. Air Publications Distributed during the week ending 4th November, 1944.  
6216. Air Publications Distributed during the week ending 4th November, 1944.  
6217. Air Publications Distributed during the week ending 28th October, 1944.  
6218. Air Publications Distributed during the week ending 28th October, 1944.  
6219. Air Publications—Distribution of Amendment Lists and Leaflets during October, 1944.  
6220. Air Publications—Distribution of Amendment Lists and Leaflets during October, 1944, from the R.N. Store Depot, Belfast.  
6221. B.R. 268 (41) (Restricted)—Electrical Manual, Vol. II—Trough Platform System of Leading Electric Cables into Turrets and Gun Mountings—Issue.  
6222. B.R. 347—Establishment of Naval Stores for H.M. Trawlers and Corvettes ("Flower" Class) and Form D.116, List of Particulars—List of Errata.  
6223. B.R. 648/44—Drill for 2-pdr., Mark VIII, Guns, on Marks VIA and VA Plain and R.P.C. Mountings—Issue.  
6224. Form 15(c)—Revised D.E.M.S. Defect Book—Issue of.  
6225. Form 600 (Small) Fanfold—Demand Issue and Receipt Voucher—Introduction.  
6226. O.U. and B.R. Publications—Distribution during October, 1944.  
6227. S. Forms—Introduction of, for C.O. Personnel.  
6228. Conduct Sheet (Form S.349A).  
6229. Naval Form P.O.W. Clo.—Introduction of—Payment for Clothing supplied through the British Red Cross Society to Officer Prisoners of War.  
6230. R.N. Shore Wireless and Radar Stations—Naval Radio Vans—Brief Specifications—Standard Distribution—Reports.  
6231. Typewriters—Establishment.  
6232. H.M.C.S. "Hawkesbury" and H.M.A.S. "Hawkesbury"—Confusion of Names in Correspondence, etc.  
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6238. Travelling and Subsistence Allowances—Civilian non-Industrial Staff.  
6239. Ex-temporary Shorthand Typists established as Typists, and employed on Shorthand Duties.  
6240. Production—Interdepartmental Regional Organization—Admiralty Regional Officers.  
6241. Superannuation (Allocation of Pension)—Medical Examination.  
6242. Female Surgery Assistants—Rate of Pay.

(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.

## 6128.—Message on National Day of Soviet Union

(M. 016798/41.—23 Nov. 1944.)

The following message was sent by the First Lord to the Russian Chief of Naval Staff:—

"On the 27th anniversary of the formation of the Soviet State I desire, on behalf of the Board of Admiralty and the officers and men of the Royal Navy, to send once again cordial greetings and best wishes to all officers and men of the Soviet Fleet and Fleet Air Arm.

Our two nations have passed through great perils and trials but are now reaping the reward for their steadfast endurance and unflinching fighting spirit. During the past year the situation has changed out of recognition in favour of the United Nations. We rejoice that the soil of Russia has been purged of the loathsome invader: that enemy naval power has been extinguished in the Black Sea and that the Soviet Navy has acquired a new freedom to develop its offensive in the Baltic. We watch with satisfaction the growing Soviet threat to German naval bases in Norway and the constant attacks by the Soviet Navy on enemy shipping in Northern waters.

The armies of the United Nations, supported by their Navies, stand on German ground both in the East and in the West and the grand assault which they are preparing will, we trust, result before long in the disappearance of Nazism for ever.—A. V. ALEXANDER."

The following reply was received from Admiral of Fleet Kuznetsov, People's Commissar of Navy of U.S.S.R.:—

"On behalf of entire personnel of Navy of U.S.S.R. and on my own behalf, I beg you to accept our sincere thanks for your warm greetings and good wishes on the occasion of 27th Anniversary of Foundation of Soviet Commonwealth.

The sailors of Soviet Union and their brothers in arms, the sailors of Allied British Navy, are preparing for final and decisive thrust against navy of Fascist Germany. The more crushing the blow the more complete will be the victory.

Please accept my best wishes."

## 6129.—Air Crews—Safety Equipment Practices

(A.01700/44.—23 Nov. 1944.)

Reports on flying accidents involving forced alighting or emergency parachute jumps over water indicate that instructions promulgated in A.F.O. 5819/43 are not being generally observed, and that lack of familiarity with the equipment provided for the assistance of flying crews has resulted in unnecessary casualties.

2. Familiarity with and confidence in the equipment can only be gained by regular practice. It is essential, therefore that Commanders (Flying) and Commanding Officers of Squadrons should arrange for crews to witness or undertake wet or dry dinghy drills and synthetic parachute training at monthly intervals. The drills should include the use of emergency equipment and the correct procedure to be adopted at the time of ditching or baling out, the inflation of either "K" or Multi-seater dinghies, and the operation of distress signals.

3. The operation of two star Distress Signals has been included in monthly Inspection for all Dinghy Packs. Commanding Officers are to ensure that air crews are given every opportunity to witness the tests of Pyrotechnics carried out on their own personal "K" Dinghy Packs, and, wherever possible, that they are themselves allowed to operate a specimen signal cartridge from their own "K" Dinghy Pack.

4. Synthetic parachute training using gymnasium apparatus, and the practice of jumps and rolls from graduated heights are also to be included. Parachute harness should be provided with a suitable method of suspension so that air crews can practise quick release from harness both on the ground and over the water.

5. P. and R.T. Officers qualified in synthetic training and dinghy drill are now borne for duty at Naval Air Stations and are available for giving instruction in these subjects.

6. Additional parachute harness and equipment which cannot be supplied from local resources should be demanded through the usual channels.

(A.F.O. 5819/43.)

(A.F.O. 922/44 is cancelled.)

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

### 6130.—Honours and Awards—French Navy

(H. & A. 1052/44.—23 Nov. 1944.)

The King has been graciously pleased to approve the following honorary appointment and award for good services in the French ship "La Combattante" in successful actions with enemy convoys off Cap d'Antifer:—

*To be an Honorary Companion of the Distinguished Service Order*

Capitaine de Corvette Andre Patou, D.S.C., F.N.

*The Distinguished Service Cross*

Enseigne de Vaisseau de 1ere Classe Francois Paul Henri Corbasson, F.N.

2. This appointment and this award will not be gazetted.

### 6131.—Radar Officers—Confidential Reports

(C.W. 50962/44.—23 Nov. 1944.)

To enable the appointments of Radar Officers to be so arranged that the more experienced officers are placed in the more important posts, confidential reports are required periodically on all Radar Officers.

2. These reports are to be rendered on Form S.206 to the Admiralty four months after the appointment of the officer and thereafter twice yearly, on 1st January and 1st July. Copies of the reports are to be forwarded direct to Captain Radar Training.

3. This procedure is to be discontinued after 31st December, 1945, after which date Radar Officers are to be reported on in the normal manner as laid down in K.R. & A.I., Art. 865, and copies of S.206 should, after that date, no longer be forwarded to Captain Radar Training.

(A.F.O. 5026/41 is cancelled.)

### 6132.—Grant of Quasi-Permanent Acting Lieutenant-Commander's Rank

(C.W. 64001/44.—23 Nov. 1944.)

With reference to A.F.O. 5140/44, the following officers have been promoted to date 1st November, 1944:—

Lieutenant C. S. Battersby, R.N.  
 Lieutenant J. Mayling, R.N.  
 Lieutenant P. G. C. Dickens, D.S.O., D.S.C., M.B.E., R.N.  
 Lieutenant E. A. S. Bailey, D.S.C., M.B.E., R.N.  
 Lieutenant B. M. D. T'Anson, R.N.  
 Lieutenant A. Gray, D.S.O., R.N.  
 Lieutenant C. P. Norman, D.S.O., R.N.  
 Lieutenant H. E. P. Wilkin, R.N.  
 Lieutenant P. H. B. Taylor, R.N.  
 Lieutenant (Acting Lieutenant-Commander) C. C. Ennever, D.S.C., R.N.  
 Lieutenant (Acting Lieutenant-Commander) E. S. Carver, D.S.C., R.N.  
 Lieutenant J. A. Luther, R.N.  
 Lieutenant R. H. Ballard, R.N.  
 Lieutenant J. J. S. Hooker, R.N.  
 Lieutenant G. A. J. Goodhart, D.S.C., R.N.  
 Lieutenant P. J. S. Hardinge, M.B.E., R.N.  
 Lieutenant A. Rosenthal, R.N.  
 Lieutenant W. A. Robertson, D.S.C.\*, R.N.  
 Lieutenant A. C. Tupper, R.N.  
 Lieutenant E. W. Douglas, R.N.  
 Lieutenant (Acting Lieutenant-Commander) C. L. F. Webb, R.N.  
 Lieutenant C. D. Madden, D.S.C., R.N.  
 Lieutenant H. F. Fewins, R.N.  
 Lieutenant P. T. Williams, R.N.  
 Lieutenant J. A. Phillips, R.N.  
 Lieutenant T. W. Best, R.N.  
 Lieutenant K. I. Hamilton, D.S.C.\*, R.N.  
 Lieutenant E. Swanson, R.N.  
 Lieutenant H. P. Byrne, R.N.  
 Lieutenant C. G. Cowley, R.N.  
 Lieutenant J. A. McClure, D.S.C., R.N.  
 Lieutenant G. W. Vavasour, D.S.C., R.N.  
 Lieutenant D. N. B. Mellis, D.S.C., R.N.  
 Lieutenant R. White, R.N.  
 Lieutenant H. B. Turner, D.S.C., R.N.  
 Lieutenant A. C. G. Mars, D.S.O., D.S.C., R.N.  
 Lieutenant J. G. Wells, D.S.C., R.N.  
 Lieutenant (Acting Lieutenant-Commander) P. D. O'Brien, R.N.  
 Lieutenant H. D. Ellis, R.N.  
 Lieutenant J. R. L. Moore, D.S.C., R.N.  
 Lieutenant A. V. Webb, R.N.  
 Lieutenant S. J. Dallaway, R.N.  
 Lieutenant V. A. Hickson, D.S.O., R.N.  
 Lieutenant P. W. W. Graham, R.N.  
 Lieutenant A. H. Rowlandson, R.N.  
 Lieutenant E. J. D. Turner, D.S.O., D.S.C., R.N.  
 Lieutenant (Acting Lieutenant-Commander) J. A. H. Hamer, R.N.  
 Lieutenant M. J. Head, R.N.  
 Lieutenant P. M. Rhodes, R.N.  
 Lieutenant H. J. A. Brooke, R.N.  
 Lieutenant C. P. Mills, R.N.  
 Lieutenant W. G. Meeke, D.S.C., M.B.E., R.N.  
 Lieutenant R. A. Reid, R.N.  
 Lieutenant (Acting Lieutenant-Commander) T. B., Clark, M.B.E., R.N.  
 Lieutenant W. J. Parker, D.S.C., R.N.  
 Lieutenant D. H. Swift, D.S.C., R.N.  
 Lieutenant A. A. W. Baker, R.N.  
 Lieutenant D. McEwen, D.S.C., R.N.  
 Lieutenant A. J. W. Pitt, D.S.O., R.N.  
 Lieutenant H. R. Webber, R.N.  
 Lieutenant B. C. Ward, D.S.C.\*, R.N.

Lieutenant R. J. Clutterbuck, D.S.O., R.N.  
 Lieutenant H. Hutchinson, R.N.  
 Lieutenant (Acting Lieutenant-Commander) A. B. Fraser-Harris, D.S.C.\*, R.N.  
 Lieutenant H. D. Verschoye, D.S.C., R.N.  
 Lieutenant B. J. Anderson, R.N.  
 Lieutenant (Acting Lieutenant-Commander) A. S. Marshall, R.N.  
 Lieutenant (Acting Lieutenant-Commander) C. P. Campbell-Horsfall, R.N.  
 Lieutenant J. Wood, D.S.C., R.N.  
 Lieutenant (Acting Lieutenant-Commander) N. R. Corbet-Milward, R.N.  
 Lieutenant (Acting Lieutenant-Commander) H. R. B. Janvrin, D.S.C., R.N.  
 Lieutenant D. C. Beatty, R.N.  
 Lieutenant (Acting Lieutenant-Commander) A. H. Abrams, D.S.C., R.N.  
 Lieutenant J. S. Stevens, D.S.O.\*, D.S.C., R.N.  
 Lieutenant J. A. Holdsworth, R.N.  
 Lieutenant W. D. O'Brien, D.S.C., R.N.  
 Lieutenant G. S. Ritchie, D.S.C., R.N.  
 Lieutenant G. W. Style, D.S.C., R.N.  
 Lieutenant (Acting Lieutenant-Commander) J. H. Stenning, R.N.  
 Lieutenant H. N. E. Kamball, R.N.  
 Lieutenant M. G. MacLeod, R.N.  
 Lieutenant (Acting Lieutenant-Commander) J. W. Collett, R.N.  
 Lieutenant G. V. B. Russell, R.N.  
 Lieutenant D. E. Payne, R.N.  
 Lieutenant (Acting Lieutenant-Commander) R. H. P. Carver, D.S.C., R.N.  
 Lieutenant (Acting Lieutenant-Commander) D. C. E. F. Gibson, D.S.C., R.N.  
 Lieutenant P. K. Lankester, R.N.  
 Lieutenant A. J. T. Harris, R.N.  
 Lieutenant A. J. R. Foster, R.N.  
 Lieutenant (Acting Lieutenant-Commander) C. S. N. Tomlin, R.N.  
 Lieutenant J. F. Fallwell, R.N.  
 Lieutenant F. D. Holford, D.S.C., R.N.  
 Lieutenant (Acting Lieutenant-Commander) A. S. Kennard, D.S.C., R.N.  
 Lieutenant E. P. Reade, D.S.C., R.N.  
 Lieutenant E. W. Rainey, R.N.  
 Lieutenant W. B. Whitworth, R.N.  
 Lieutenant P. E. Newstead, D.S.C., R.N.  
 Lieutenant R. D. Ritchie, R.N.  
 Lieutenant R. H. Graham, D.S.C., R.N.  
 Lieutenant D. J. Beckley, D.S.O., D.S.C., R.N.  
 Lieutenant F. L. Millns, D.S.C., R.N.  
 Lieutenant (Acting Lieutenant-Commander) J. S. L. Crabb, R.N.  
 Lieutenant (Acting Lieutenant-Commander) A. T. Darley, R.N.  
 Lieutenant P. B. Marriott, D.S.O., R.N.  
 Lieutenant C. L. Round-Turner, D.S.C.\*, R.N.  
 Lieutenant J. D. Hanron, D.S.C., R.N.  
 Lieutenant J. C. Grattan, D.S.C.\*, R.N.  
 Lieutenant (Acting Lieutenant-Commander) J. R. Lang, R.N.  
 Lieutenant R. A. M. Hennessy, R.N.  
 Lieutenant (Acting Lieutenant-Commander) D. W. Kirke, R.N.  
 Lieutenant G. E. Hunt, D.S.O., D.S.C.\*, R.N.  
 Lieutenant A. E. Fanning, D.S.C., R.N.  
 Lieutenant L. J. H. Gamble, D.S.C., R.N.  
 Lieutenant G. C. Crowley, D.S.C., R.N.  
 Lieutenant A. W. Stewart, O.B.E., R.N.  
 Lieutenant (Acting Lieutenant-Commander) A. A. T. Seymour-Haydon, R.N.  
 Lieutenant R. C. Oliver, D.S.C., R.N.  
 Lieutenant C. A. H. Owen, D.S.C., R.N.  
 Lieutenant J. D. Ritchie, D.S.C., R.N.  
 Lieutenant G. J. Kirkby, D.S.C.\*, R.N.  
 Lieutenant J. N. Bathurst, D.S.C., R.N.  
 Lieutenant P. M. Mackay-James, D.S.C., R.N.  
 Lieutenant G. H. Carew Hunt, R.N.  
 Lieutenant A. P. Culmer, D.S.C., R.N.  
 Lieutenant P. J. Morgan, D.S.C., R.N.  
 Lieutenant R. A. Begg, R.N.  
 Lieutenant C. R. Grice-Hutchinson, D.S.C.\*, R.N.

Lieutenant I. R. Griffiths, D.S.C., R.N.  
 Lieutenant M. L. C. Crawford, D.S.C.\*, R.N.  
 Lieutenant C. E. Emerson, D.S.C., R.N.  
 Lieutenant (Acting Lieutenant-Commander) C. A. James, R.N.  
 Lieutenant (Acting Lieutenant-Commander) P. C. Whitfield, D.S.C., R.N.  
 Lieutenant P. D. Hoare, R.N.  
 Lieutenant E. F. Hamilton-Meikle, M.B.E., R.N.  
 Lieutenant M. G. Chichester, R.N.  
 Lieutenant A. M. Lewis, R.N.  
 Lieutenant (A) (Acting Lieutenant-Commander (A)) M. J. S. Newman, R.N.  
 Lieutenant (A) (Acting Lieutenant-Commander (A)) A. S. Downes, D.S.O., R.N.  
 Lieutenant (A) (Acting Lieutenant-Commander (A)) C. B. Lamb, D.S.O., D.S.C., R.N.  
 Lieutenant (A) (Acting Lieutenant-Commander (A)) S. G. Cooper, R.N.  
 Lieutenant (A) (Acting Lieutenant-Commander (A)) P. M. Compston, R.N.  
 Lieutenant (A) G. Smith, R.N.  
 Lieutenant (A) (Acting Lieutenant-Commander (A)) W. R. J. MacWhirter, R.N.  
 Lieutenant (E) O. J. F. L. St. John, D.S.C., R.N.  
 Lieutenant (E) R. G. Raper, R.N.  
 Lieutenant (E) G. W. Dibben, R.N.  
 Lieutenant (E) W. B. S. Milln, R.N.  
 Lieutenant (E) (Acting Lieutenant-Commander (E)) H. T. Lewis, R.N.  
 Lieutenant (E) H. G. Southwood, R.N.  
 Lieutenant (E) A. H. Carmichael, R.N.  
 Lieutenant (E) D. B. H. Wildish, R.N.  
 Lieutenant (E) J. P. Shenton, R.N.  
 Lieutenant (E) (Acting Lieutenant-Commander (E)) B. E. M. Ball, R.N.  
 Lieutenant (E) P. L. D. Attwood, R.N.  
 Lieutenant (E) G. S. Coggon, R.N.  
 Lieutenant (E) L. E. S. H. Le Bailly, R.N.  
 Lieutenant (E) J. K. Pearsall, R.N.  
 Lieutenant (E) R. E. H. Blanchflower, R.N.  
 Lieutenant (E) D. T. Collumbell, R.N.  
 Lieutenant (E) F. W. J. Taulbut, R.N.  
 Lieutenant (E) H. A. Kidd, D.S.O., D.S.C., R.N.  
 Lieutenant (E) B. S. Harvey, R.N.  
 Lieutenant (E) (Acting Commander (E)) B. Goddard, R.N.  
 Lieutenant (E) H. R. Kimber, M.B.E., R.N.  
 Lieutenant (E) (Acting Lieutenant-Commander (E)) R. J. H. Duffay, M.B.E., R.N.  
 Lieutenant (E) A. P. St. K. Hill, R.N.  
 Lieutenant (E) T. H. Butlin, R.N.  
 Lieutenant (E) G. F. A. Trewby, R.N.  
 Lieutenant (E) F. C. W. Lawson, D.S.C., R.N.  
 Lieutenant (E) (Acting Lieutenant-Commander (E)) G. P. Henwood, M.B.E., R.N.  
 Lieutenant (E) J. E. J. Nottidge, R.N.  
 Lieutenant (E) (Acting Lieutenant-Commander (E)) W. P. T. Croome, R.N.  
 Lieutenant (E) F. W. Thomsett, R.N.  
 Instructor-Lieutenant A. J. Bellamy, B.A., R.N.  
 Instructor-Lieutenant P. Miller, B.A., R.N.  
 Surgeon Lieutenant F. B. B. Weston, M.R.C.S., L.R.C.P., R.N.  
 Surgeon Lieutenant (Acting Surgeon Lieutenant-Commander) L. G. Topham, M.B., Ch.B., R.N.  
 Surgeon Lieutenant (D) K. Rees, L.D.S., R.N.  
 Surgeon Lieutenant (D) G. L. Evans, B.D.S., R.N.  
 Lieutenant (S) (Acting Lieutenant-Commander (S)) P. F. Gick, R.N.  
 Lieutenant (S) (Acting Lieutenant-Commander (S)) T. C. Sherwin, R.N.  
 Lieutenant (S) (Acting Lieutenant-Commander (S)) D. E. Jenkins, R.N.  
 Lieutenant (S) (Temporary Commander (S)) J. N. Rennie, R.N.  
 Lieutenant (S) H. R. Butchers, R.N.  
 Lieutenant (S) (Acting Lieutenant-Commander (S)) P. W. T. Hanmer, R.N.  
 Lieutenant (S) H. G. V. Meller, R.N.  
 Lieutenant (S) J. L. Lindop, R.N.  
 Lieutenant (S) D. C. Coote, R.N.  
 Lieutenant (S) (Acting Lieutenant-Commander (S)) G. T. W. Clements, R.N.  
 Lieutenant (S) (Acting Lieutenant-Commander (S)) G. H. L. Kitson, R.N.

Lieutenant (S) G. A. W. Haslam, R.N.  
 Lieutenant (S) (Acting Lieutenant-Commander (S)) A. H. Barton, R.N.  
 Lieutenant (S) (Acting Lieutenant-Commander (S)) G. W. D. Spriggs, R.N.  
 Lieutenant (S) (Acting Lieutenant-Commander (S)) W. J. N. Rutherford, R.N.  
 Lieutenant (S) M. E. Montgomery, R.N.

(A.F.O. 5140/44.)

("A" Message 912A of 18 Nov, 1944, is cancelled.)

### 6133.—P.R.T. Officers—Appointments of

(C.W. 64123/44.—23 Nov. 1944.)

To meet the many additional requirements for P.R.T. Officers abroad, it may be necessary to withdraw such officers from Shore Establishments (including Naval Air Stations) in the United Kingdom at an early date.

2. Whenever possible, reliefs will be provided. For the most part these reliefs will be Temporary Boatswains (P.R.T.).

### 6134.—Officers Promoted to Lieutenant from Warrant Officer and Commissioned Officer from Warrant Rank under the Direct Promotion Scheme

(C.W./T.S.D. 597/44.—23 Nov. 1944.)

Officers promoted direct to Lieutenant from Gunner (T) and Commissioned Gunner (T) who wish to specialize as Torpedo Officers will, in future, be selected in the same manner as all other General Service Officers, and if selected will undergo the full Qualifying Course for Lieutenant (T).

2. Officers who wish to specialize in Torpedo and who have completed one year's sea service as Lieutenant or Acting Lieutenant (not necessarily in a specialist capacity) should forward their applications through their Commanding Officers as soon as possible.

3. The number which can be accepted is limited and preference will be given to officers who are under thirty years of age.

4. Commanding Officers in forwarding these applications should attach a report on Form S.206 with a copy to Captain, H.M.S. "Vernon".

(A.F.O. 1874/42, para. 10 (ii) is cancelled.)

### 6135.—Promotion from Lower Deck to Permanent Commissions (Executive Branch)—Acting Sub-Lieutenant, R.N.—REPORTS

(C.W. 54937/44.—23 Nov. 1944.)

A.F.O. 147/44 is to be amended as follows:—

Paragraph 6, line 3. Delete "Service Documents". Insert "Form C.W.1".

Paragraph 19, line 1. ~~After "Form C.W. No. 1" insert "C.W. No. 1A".~~

Paragraph 19, line 3. Delete sentence commencing with words "Where the Boards are held in Home Ports".

(A.F.O. 147/44.)

### 6136.—Complement Amendment

A/S, A/S-M/S and Coastal Escort Trawlers

(N. 20918/44.—23 Nov. 1944.)

The following amendment is to be made to the scheme of complement of A/S, A/S-M/S and Coastal Escort Trawlers, issued with Admiralty Letter N.3492/43 of 23rd March, 1943:—

Insert:—(O)—Coder

Notation (O) against Stoker, Signalman or Ord. Sig. and Telegraphist or Ord. Tel.

New note "(O)" to read:—

"(O) When employed on Ocean Escort duties in the Mediterranean, add 2 Stoker, 1 Signalman or Ord. Sig., 1 Telegraphist or Ord. Tel., and 2 Coder."

### 6137.—Writer Ratings—Allowance for Duty as Captain's Writer

(N. 27677/44.—23 Nov. 1944.)

With effect from the 3rd November, 1944, an allowance of sixpence a day may be paid to Writer ratings drafted for duty as Captain's Writer in sea-going ships commanded by a Captain or Commander where the normal rate of Command Money is less than ten shillings a day.

(C.-in-C., Mediterranean's No. 4465/Med.319/2/98 of 2 Jul. 1944.)

(K.R. & A.I., Appendix XVII, Part 3, No. 117.)

### \*6138.—Diving Non-Substantive Ratings—Reorganization

(N. 28161/44.—23 Nov. 1944.)

For convenience of reference several Admiralty Fleet Orders affecting the reorganization of diving non-substantive ratings are consolidated as follows:—

2. Diving non-substantive ratings are to be reorganized so that eventually they will consist of three grades, viz.: Diver, 2nd Class; Diver, 1st Class; and Deep Diver.

3. The ratings of Diver, 1st Class (old system), Artificer Diver, 2nd Class, Artificer Diver, 1st Class, and Artificer Deep Diver are to die out as explained below.

4. Diver, 2nd Class, will be the basic diving rating with non-substantive pay of 3d. a day, and will be open to Artificers, Shipwrights, Artisans and Mechanics of or above the confirmed 4th Class rating, Mechanics, Seamen holding any non-substantive rating, Stokers, 1st Class, and higher Stoker ratings, and Wiremen. Divers, 2nd Class, will qualify by passing an examination after instruction in a gunnery school as at present authorized.

As a temporary measure, the qualification of Divers, 2nd Class, is approved in certain ships abroad, so long as expert instructional personnel are borne. The ships concerned are:—

H.M.S. "Wayland."

H.M.S. "Caradoc."

H.M.S. "Maidstone."

H.M.S. "St. Angelo."

H.M.S. "Highflyer."

H.M.S. "Eland."

R.N. Training Establishment, Ras-el-tin, Alexandria (H.M.S. "Canopus").

Men so qualified will be rated Acting Diver, 2nd Class, on completing the course and are to be paid for the rating as from the date of qualification. Six months after qualification they may be confirmed in the rating by the Commander-in-Chief if abroad, or by the Captain of the appropriate gunnery school if at home. Their seniority is to count from the date of qualifying as Acting Diver, 2nd Class.

Divers, 2nd Class, will be eligible for extra pay for diving at the rates already laid down for Divers in K.R. & A.I., Article 1623.

5. Existing Divers, 2nd Class, will be granted non-substantive pay at 3d. a day from 1st January, 1941. They will qualify as Diver, 1st Class (new system), as opportunities occur, and will be placed on a roster according to their seniority as Diver, 2nd Class.

6. Existing Divers, 1st Class, will be designated Diver, 1st Class (old system), retaining their non-substantive pay of 4d. a day. Classes for the rating of Diver, 1st Class (old system), ceased as at 31st December, 1940.

7. Divers, 2nd Class, and Divers, 1st Class (old system), who have at least two years' service in a diving non-substantive rating, will be eligible to qualify for a new diving non-substantive rating termed Diver, 1st Class, to be instituted to replace Artificer Divers as these die out. Candidates will be required to requalify as Diver, 2nd Class, and to receive further instruction in the use of tools under water and in under-water fittings.

8. New system Divers, 1st Class, will receive non-substantive pay of 6d. a day, in addition to the pay of any gunnery, torpedo or physical and recreational training instructor rating held (other than staff P.R.T.I.) and will be eligible for extra pay for diving at the same rates as already laid down for Diver in K.R. & A.I., Article 1623.

9. Recruitment for the ratings of Artificer Diver, 2nd Class, and Artificer Deep Diver, ceased from 31st December, 1940, but such ratings may be continued by existing holders, who will remain eligible under the existing regulations for their present daily rates and for the rates of extra pay for diving at present laid down for Artificer Diver. Existing Artificer Divers, 2nd Class, will continue to be eligible to qualify as Artificer Diver, 1st Class. The grant of half a day's pay of their substantive rating to Artificer Divers under (b) of K.R. & A.I., Article 1623, will die out with the non-substantive rating.

10. Artificer Divers, and Divers, 1st Class (new system), will be equally eligible for draft to complement billets where either of these ratings is allowed. Divers, 1st Class (old system), and Divers, 2nd Class, will normally be drafted to complement billets where a Diver, 2nd Class, is allowed. Difference of pay will not be payable to any Diver, 1st Class (old system), or Diver, 2nd Class, when drafted in lieu of a Diver, 1st Class (new system), or Artificer Diver.

11. Deep Divers will be selected from Divers, 1st Class (new system), who volunteer and are specially recommended. In the absence of suitable Divers, 1st Class (new system), men qualifying for this rating who volunteer may be selected. Existing Seamen Deep Divers will be designated Deep Divers, and they and all men rated Deep Diver in future will be granted non-substantive pay of 9d. a day with extra pay for diving at the rates at present laid down in K.R. & A.I., Article 1623.

12. The Commodores of each Depot will maintain a drafting roster of Deep Diver ratings. Those not required for draft in their speciality will be drafted irrespective of diver rating held.

13. Holders of Diving non-substantive ratings must re-qualify as laid down in the Drafting Regulations and the Gunnery Training Manual. A Diver, 1st Class (old system), who fails to attain the requisite standard for that rating or for Diver, 2nd Class, after re-qualifying course will cease to hold a Diving non-substantive rating.

14. Divers, 1st Class (old system), and Divers, 2nd Class, who fail to qualify for Diver, 1st Class (new system), will be ineligible to undergo the qualifying course again for two years. A third failure to qualify will debar a candidate from further attempts.

In order to mitigate any unfairness to Divers, 1st Class (old system), in having no opportunity to pass for Diver, 1st Class (new system), authority is hereby given to the Commanders-in-Chief, Home Fleet, Mediterranean and Eastern Fleet, to constitute Boards with power to examine and qualify Divers, 1st Class (old system), with more than three years' service in the rating as Diver, 1st Class (new system); at least one of the three years' service must be sea service. Candidates must be recommended by their Commanding Officer and a practical test must be passed.

This scheme will also reduce the number of reliefs required and consequently avoid placing a further strain on the manning resources.

15. The names of men who qualify for Diver, 1st Class (new system), are to be reported to depot, together with the date of qualifying. Advancement to Diver, 1st Class, is to be made from roster by each depot as vacancies occur.

16. A man who fails to attain the 2nd Class standard on re-qualifying or who is allowed to relinquish a diving rating at his own request, will not be eligible again to qualify for a diving rating until two years shall have elapsed.

(A.F.Os. 4413/43, 4800/43, 6085/43, 6207/43, 152/44, 934/44 and 1486/44 are cancelled.)

#### 6139.—Air Mechanics, 2nd Class—Advancement

(N. 23151/44.—23 Nov. 1944.)

Air Mechanics 2nd Class who have satisfactorily completed training may be recommended for advancement to Air Mechanic 1st Class at any time after completion of 15 months' service in their rating, and may be advanced accordingly by authority of the Captain. Recommendations for accelerated advancement by 3 months or 6 months, given at the time of passing out of the Training Establishment, will be taken into account at the time.

(Commodore, Lee 7857/AG/27/IA, 13 Sep. 1944.)

(A.F.O. 3615/40 is cancelled.)

#### 6140.—Radio Mechanic Branch—Disrating and Re-advancement

See AFO 1550/45 (N. 17774/44.—23 Nov. 1944.)

The rules for the disrating and re-advancement of ratings in the Radio Mechanic Branch will be those which are applicable to ratings other than those advanced in classes *James*

(Commodore, Lee 7374/AH/1, 19 Jul. 1944.)

(K.R. & A.I., Art. 560.)

(4373/40—not in annual volume.)

(A.F.O. 2214/42.)

#### 6141.—Rating Pilots and Rating Observers—Disrating

See AFO 6539/40 (N. 7405/44.—23 Nov. 1944.)

Chief Petty Officer and Petty Officer Pilots and Observers may be disrated, in accordance with the rules laid down in K.R. & A.I., Art. 560, and within the limits authorized for the Naval Airman Branch, for offences, whether flying or non-flying, which require such a punishment.

2. When disrated below Petty Officer they will not be allowed to continue to be employed as Pilot and Observer and will finally relinquish their flying qualification and special flying rates of pay.

3. In such instances, recommendations for other employment (e.g. transfer to Seaman Branch with air non-substantive duties) should be forwarded to the administrative authority.

#### 6142.—The Empire Test Pilots' School—Vacancies for Naval Pilots

(C.W./A.D.P. 3523/44.—23 Nov. 1944.)

Arrangements have been made by the Ministry of Aircraft Production for a test pilots' course to be held at the Empire Test Pilots' School at the Aircraft and Armament Experimental Establishment, Boscombe Down, on a regular basis. The course commences in March each year and is of approximately nine months' duration. Vacancies are allotted for pilots of the R.N., R.A.F., the air forces of the Dominions, U.S.A. and other Allies, and also for British civil pilots. Candidates nominated by the Admiralty will be considered by a Selection Board at the Ministry of Aircraft Production.

2. *Officers eligible to volunteer.*—All officers of the rank of Lieutenant or Lieutenant (A) or above, R.N. or R.N.V.R., who are qualified first line pilots, are eligible to volunteer, including those who hold additional specialist qualifications, such as A.G.O., A.E., A.S.O., etc. Reserve officers who are accepted for the course must, however, be prepared to transfer to the R.N., if the opportunity is offered.

3. *Qualifications required.*—(a) The primary qualities required are:—

(i) Flying ability and wide experience. A minimum of 1,000 flying hours is desirable, but candidates who have not flown to this extent may be recommended if their qualifications in other respects are considered to be outstanding.

(ii) Reliability, patience and capability of painstaking effort.

(iii) Keen observance and ability to report.

(iv) A knowledge of the work and the problems involved.

(v) Great enthusiasm for the work.

(vi) Adaptability.

(b) Practical or theoretical aircraft technical knowledge is desirable but not essential. A high educational standard is also desirable but is secondary to exceptional flying ability, which is of first importance.

4. *Method of application and particulars required.*—(a) The applications on Forms S.206 and quoting the number of this Order of recommended volunteers which can include those who have previously volunteered, provided they are still recommended, should be forwarded to the Admiralty (C.W. Branch II) through administrative authorities and a copy forwarded direct to the Chief Naval Representative, Ministry of Aircraft Production, Thames House North, Millbank, S.W.1.

(b) Applications should include a statement signed by the candidate giving the following particulars :—

- (i) Full name, rank and decorations (if any); unit where now serving.
- (ii) Date of birth and nationality.
- (iii) C.F.S. category (if any).
- (iv) Types of aircraft flown solo, or as Captain, and time on types flown most tabulated as follows :—

(a) Single engine		(b) Twin engine		(c) Multi-engine	
Types	Hours	Types	Hours	Types	Hours
Total S.E.		Total T.E.		Total M.E.	

- (v) Total hours solo, or as Captain.
- (vi) Hours solo, or as Captain, *on operations*.
- (vii) *Courses*—
  - (a) University or college : degrees held or standard attained ;
  - (b) In R.N. or R.A.F.
- (viii) (a) Is applicant familiar with any countries other than Great Britain ?  
(b) Languages spoken (indicate degree of fluency, e.g. fluent, moderate, weak).
- (ix) Brief history of activities since leaving school, mentioning :—
  - (a) Technical experience, works apprenticeships, etc.
  - (b) Posts held in executive capacity.
  - (c) Units served with in R.N. (and R.A.F. where applicable).
  - (d) Operations and successes claimed.
  - (e) Applications may be forwarded at any time and will be noted for consideration as required.

5. Officers who complete this course satisfactorily will be eligible for selection for a number of appointments in connection with the development of naval aircraft such as naval test pilots posts at experimental establishments both in the United Kingdom and in the U.S.A.

(C.A.F.O. 2815/43 is cancelled.)

#### 6143.—Decompression Chamber Tests for Pilots Engaged in High Altitude Photographic Reconnaissance

(C.W./M.D.G. 47038/44.—23 Nov. 1944.)

High altitude photography is now an essential requirement for the Royal Navy, and Naval Air Photographic Reconnaissance Units have been formed.

2. It is essential that air crews engaged on high altitude photographic reconnaissance should have special classification tests in the decompression chamber

to ensure that they are physically qualified for such an appointment. Employment of unsuitable personnel may lead to complete failure in this work.

3. These decompression chamber tests can be carried out at R.N. Air Stations, Arbroath, Yeovilton and Eastleigh.

4. The Air Ministry have agreed to make arrangements for any tests required in the Eastern Theatre.

5. A notation is to be made in a pilot's log book stating whether the test has been satisfactorily completed or otherwise, i.e.,

Passed } Decompression chamber tests for high altitude flying.  
Failed }

See A.F.O. 6394/40 6144.—W.R.N.S.—Plain Clothes Gratuity  
" " 1903/05. (V/1/7184/44.—23 Nov. 1944.)

The arrangements for the payment of plain clothes gratuity for W.R.N.S. ratings leaving the Service have been modified, and as from Monday, 16th October, 1944, the following arrangements will operate :—

(a) *Mobile ratings* will be given a plain clothes gratuity of £12 10s. 0d. on discharge unless :—

- (i) they are discharged at their own request within six months of entry ;
- (ii) they are discharged for misconduct or fraudulent entry ;
- (iii) they are discharged within one month of entry into the Service ;
- (iv) they have re-entered the Service after a break of less than six months and have previously received a plain clothes gratuity.

(b) *Immobile ratings* will be given a plain clothes gratuity of £12 10s. 0d. on discharge provided they have served at least 12 months, and subject to the exceptions at (ii) and (iv) above.

2. The following articles will be withdrawn from the Service kit of ratings to whom the grant of £12 10s. 0d. is paid :—

- † One overcoat.
- † One raincoat.
- One uniform suit (jacket and skirt/or trousers).
- One pair of shoes.

Ratings who are unable to return any of these items are to be charged half the value of the articles deficient. Retention by the rating of the remainder of the kit will be governed by the provisions of K.R. & A.I., Article 1879.

† *Note.*—In the case of despatch riders either an overcoat or a raincoat is to be withdrawn or charged for according to which is included in the rating's kit.

3. Ratings may if necessary be allowed to proceed to their homes wearing either the raincoat or overcoat which they are required to surrender. The rating's account is to be debited with half the value of the garment and the rating informed that if the raincoat or overcoat is returned to the Captain (S) Stores of her Depot within 30 days the charge will be refunded by that officer. In order to facilitate the return of uniform to the Captain (S) Stores ratings are to be directed to return the garment by letter\* post to the establishment from which they were discharged. Such ratings are to be provided for this purpose with a yellow " Official Paid " label, Form S.518B, on which the address of the depot or establishment and the words " Letter post " have been inserted. The name and official number should also be inserted on the bottom left-hand corner of the label before it is handed to her, and she should be instructed to attach it to the parcel containing the clothing. The parcel should be handed in at the nearest post office.

\**Note.*—With reference to the printed note at the foot of Form S.518B, it is explained that although the package will be in the form of a parcel it will be accepted and despatched by the G.P.O. as a " letter ".

4. Payment of the plain clothes gratuity is to be made prior to discharge : it is not to be withheld or delayed pending settlement of questions connected with the withdrawal of uniform, and the gratuity is not to be applied towards the liquidation of debts to the Crown. A note of the payment is to be made on the rating's service certificate.

(K.R. & A.I., Article 1879.)

(A.F.O. 1666/44.)

(A.F.O. 5402/44 is cancelled.)



**6145.—Naval Canteen Service—Vacancies for Naval Superintendents,  
District and Area Managers, etc.**

(C.W. 59045/44.—23 Nov. 1944.)

The Naval Canteen Service are desirous of obtaining the services of a limited number of officers for duty in a supervisory capacity on a civilian basis as Naval Superintendents, Naval District Managers and Naval Area Managers, or at N.A.A.F.I. Headquarters.

2. The type of officer required is one who has had previous business experience in a managerial capacity or a practical knowledge of controlling departments or sections of large firms. Experience in the provision and grocery trades would be a great advantage. The ages required would be from 25 up to about 40.

3. Rates of pay for officers accepted for these duties would be from £450 per annum upwards, according to the post held, and in addition, certain allowances are paid for posts overseas. The contract would be terminable at one month's notice from either side and while it is not possible to give any guarantee as to the future, there should be good prospects for the right men who wish to make N.A.A.F.I. a permanent career.

4. Details of service, etc., may be obtained from the Manager, Naval Canteen Service, Ruxley Towers, Claygate, Esher, Surrey, to whom intending applicants should apply through their Commanding Officer, who should forward his recommendation.

5. Officers released for these duties will be transferred to the reserve with a liability to be recalled if they should cease to be employed by N.A.A.F.I. and they will not be eligible for war gratuity until the end of the war. Officers selected by the Canteen Service for duty abroad would, however, be eligible for protective commissions in the Special Branch, R.N.V.R.

**6146.—National Health and Pensions Insurance—Personnel Transferred from the  
Royal Navy to Dominion Navies**

(P.M. 1255/44.—23 Nov. 1944.)

*Officers.*—Officers of the Reserve Forces who are being charged N.H.P., and who are permanently transferred to Dominion Naval Forces (e.g. R.N.Z.N.V.R., S.A.N.F.(V), etc.), cease to be insurable for National Health and Pensions Insurance purposes under the Naval system. Charges in that respect should be discontinued, commencing from the Monday following the date of issue of the C.W. Daily List wherein the transfer of the officer is promulgated.

2. Charges made in respect of National Health and Pensions Insurance covering the period of officer service prior to the promulgation of the transfer, remain effective, but any charges made subsequently should be re-credited to the officer's account, *this A.F.O.* being quoted in the "Remarks" column of the ledger.

3. In those cases where such an insurable officer's pay account has not been continuously kept in his present ship since the date of the C.W. Daily List referred to in paragraph 1, it may be assumed without verification that charges have been made continuously since that date in his former ships, unless there is reason to believe the contrary to be the case, due regard being paid to whether the officer was in the full rate or half-rate category (A.F.O. 3919/43, paragraph 12). If it subsequently comes to notice that an over-credit has been given as a result of this instruction, the authority for the recovery of the over-credit will be issued by the Director of Navy Accounts.

4. Form S.1034 Officers should be rendered immediately to the Ministry of Health, endorsed "Transferred to . . . (R.N.Z.N.V.R., etc.)", and the date of the relative C.W. Daily List quoted as the date of transfer.

5. It is open to an officer who, upon transfer, ceases to be insurable for National Health and Pensions Insurance purposes under the Naval system, to safeguard his position in health and/or pensions insurance during the present emergency by paying contributions himself. The weekly rate of contribution payable by a person maintaining insurance for health and pensions purposes is 1s. 5d. and for all pensions purposes only 1s. 1d. Alternatively, if on transfer he has already had 104 weeks of insurance he may in certain circumstances qualify to become an

"overseas voluntary contributor" for pensions insurance purposes only. Full particulars are obtainable upon application to the Officer's Approved Society (quoting his membership number), or to the Ministry of Health, Insurance Department, Blackpool, Lancashire.

6. *Ratings.*—The above instructions also relate to ratings permanently transferred to Dominion Naval Forces. (They do not apply to ratings on loan.) Charges for Pensions Insurance deductions should be discontinued as from the date of the Admiralty Letter or Fleet Order approving the transfer, and any over-charge made subsequent to that date should be re-credited accordingly. This A.F.O. should be quoted in the "Remarks" column of the ledger. Charges made previous to the date of the Admiralty Letter or appropriate Fleet Order remain effective. Form S.1034 should be rendered immediately to the Ministry of Health endorsed "Transferred to . . . (R.N.Z.N.V.R., etc.)" and the date of the relative Admiralty Letter or A.F.O. quoted as the date of transfer.

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

(A.F.Os. 12/44 and 2188/44 are cancelled.)

**6147.—National Health and Pensions Insurance—Personnel Entered into the  
Royal Navy, Royal Marines, W.R.N.S., V.A.D. or Q.A.R.N.N.S.R., Outside  
the British Islands.**

(P.M/N.24596/44.—23 Nov. 1944.)

Under Regulations made by the Minister of Health, ratings and comparable grades who join or have joined the Royal Navy (including personnel serving under T.124X, T.124T and Cable Ship Agreements), Royal Marines, Women's Royal Naval Service, Voluntary Aid Detachments, and Queen Alexandra's Royal Naval Nursing Service Reserve, on or after 3rd September, 1939, *outside the British Islands*, are excluded from Health and Pensions Insurance during war service. (The British Islands include Great Britain, Northern Ireland, the Isle of Man and the Channel Islands.)

2. The following classes of personnel are to be excluded from the provisions of this Order, i.e. are to be dealt with for National Health and Pensions Insurance purposes as if they had joined the Naval Service in this country:—

- Persons entering the Naval Service abroad on long service engagements.
- Ratings who are serving under T.124X, T.124T or Cable Ship Agreements who are domiciled or have a place of residence in the United Kingdom Eire or the Isle of Man, but who actually signed the agreement abroad.
- Personnel and Reservists domiciled outside the British Islands who are recalled for service.

3. It has been brought to notice that a number of ratings, and in particular Newfoundland ratings, affected by the Regulations mentioned in paragraph 1, have not complied with the terms of the original Order on this subject (A.F.O. 4277/43). Any such ratings or comparable grades should at once notify his or her Supply Officer and should apply for refund of the amount deducted from his or her pay in respect of Pensions Insurance (see paragraph 8). Failure to comply with this instruction may result in the continuance of deductions from pay on account of Pensions Insurance during service, although the rating concerned will no longer be insurable and his or her insurance will be subject to cancellation when the facts come to the notice of the Ministry of Health.

4. The Ministry of Health will deal direct with applications for refund from ratings affected by the Regulations who have already been discharged or have been temporarily released from service. Any applications received by Supply Officers should be forwarded to the Ministry of Health, but apart from this no action by Supply Officers is necessary.

5. Although ratings and comparable grades who join the Naval Service abroad are not entitled to be insured for health and pensions purposes under Service conditions, it may be possible for them, if they were insured for either of these purposes at the time of joining, to maintain their insurance under the ordinary arrangements for voluntary contributors. Further information about this may be obtained from the Ministry of Health, Insurance Department, Blackpool, Lancs.

6. Where deductions from pay on account of Pensions Insurance have been made in the case of ratings referred to in paragraph 3, or in the case of other ratings identified as having joined for service outside the British Islands, these deductions should cease, and Supply Officers should render Forms S.1034 in each such case, endorsed "Insurance cancelled—entered abroad". It will not, of course, be necessary to render a further Form S.1034 on discharge, etc., in these cases. A note should be made on the pay documents, ledgers, etc., and carried forward throughout the service as follows:—"Not insured A.F.O. 6147".

7. The Ministry of Health no longer require information about ratings and comparable grades who enter outside the British Islands and neither Forms N.S.124 nor S.1034 should be rendered in respect of them. A similar note as in paragraph 6 should be made and maintained on all pay documents, ledgers, etc.

8. Where a refund is due (see paragraph 3), the following details should be supplied:—

- (a) The names of the ships and establishments served in since 3rd September, 1939, and the periods in each ship, etc.
- (b) The amount already deducted in the present ship or establishment since 1st April, 1942—stating the period covered. If similar information is readily available for any period prior to 1st April, 1942, this should likewise be furnished.

The details should be furnished to the Director of Navy Accounts, who will subsequently issue the authority to re-credit the total amount due.

(A.F.Os. 4277/43 and 3655/44 are cancelled.)

**\*6148.—Reinstatement in Civil Employment Act, 1944**

(N. 16854/44.—23 Nov. 1944.)

The Reinstatement in Civil Employment Act, 1944, which is applicable to Great Britain and Northern Ireland was brought into operation on the 1st August, 1944. The Act applies to all men and women ceasing on or after that date whole time service in the Armed Forces or corresponding Women's Services who entered or were recalled for service after the 25th May, 1939, and who were in employment within the four weeks before commencing such whole time employment. Persons whose war service ended within the 26 weeks immediately preceding the 1st August, 1944, are treated as though their war service ended on the 1st August, 1944. Included in the Women's Services are members of Queen Alexandra's Royal Naval Nursing Service or any reserve thereof, members of the Women's Royal Naval Service, women medical practitioners serving in the Royal Navy or any naval reserve and members of the Voluntary Aid Detachments serving under the Admiralty.

2. The former employer is required under the Act to reinstate an employee who satisfies the conditions in the foregoing paragraph provided it is reasonable and practicable for him to do so. If there has been more than one employer in the four weeks preceding whole time service in the Forces, any liability for reinstatement falls on the last employer.

3. In order to claim a legal right to reinstatement under the Act, an application must be made in writing not later than the fifth Monday after ceasing whole time service in the Navy, Royal Marines, W.R.N.S., etc. Any period of special leave granted after ceasing whole time service but prior to the actual date of discharge or release from the Service, e.g. the 56 days' leave pending discharge on invaliding or the 14 days' notice of discharge given to T.124, etc. personnel, does not reckon as whole time service for the purposes of the Act, and the fifth Monday will be reckoned in such cases from the commencement of such leave. Absence on sick leave, or absence from duty certified as being due to circumstances arising out of the war, e.g. as a Prisoner of War, will reckon as whole time service and also ordinary leave or foreign service leave unless it is immediately followed by the special leave pending discharge.

4. When application is made for reinstatement, or as soon after as possible, the employer must be informed when the applicant will be ready to commence work. The date for commencement must not be later than the ninth Monday after release or discharge in order to preserve any legal right to reinstatement.

5. If an application cannot be made, or, if work cannot be commenced, within these time limits, owing to sickness or other reasonable cause, the legal right will not be lost provided application is made as soon as possible or the employer is notified immediately the applicant is able to start work.

6. An employer is required to offer the former employee work in his old occupation on terms and conditions not less favourable than the employee would have had if he had not joined the Forces. If it is not reasonable and practicable for him to do that he must offer the next best alternative if any that is reasonable and practicable. The employer is not, however, required to reinstate a former employee if that can only be done by dismissing another worker who was (i) in the employment before the applicant joined the Forces, (ii) has been employed longer than the applicant and (iii) whose employment was at least as permanent as the applicant's. He must, however, dismiss a worker who does not satisfy these three conditions if that is the only way in which he can make room for the applicant and there is nothing else which makes it unreasonable or impracticable to reinstate him. The employer is not required to create a job that would not otherwise exist solely because an application has been made for reinstatement.

7. A man or woman on discharge or release from War Service may be required by the Ministry of Labour and National Service to undertake civilian work, but in such cases the reinstatement rights under the Act can be preserved.

8. Many of those taken back into work by their former employers will no doubt be kept on, quite apart from any question of legal obligation. Where an employee with a legal claim is reinstated the employer is required to retain him for at least 26 weeks or for such period as is reasonable and practicable; this minimum period is extended to 52 weeks where the applicant was employed for 52 weeks or more before joining the forces.

9. Reinstatement Committees are being formed to determine, subject to appeal to an Umpire, any questions which may arise under the Act, and while the foregoing explanation of the Act is intended as a general guide to the purposes of the Act, an authoritative interpretation can only be given by such Committees, or the Umpire.

10. Special arrangements are being made for the reinstatement of ex-Service men and women who before their war service were in the employment of a Government Department, and such employees wishing to be reinstated should apply to the Establishment Officer of the Government Department, the application being made to the appropriate local office if the employment was in a local, as distinct from a headquarters office. Former employees in the Police or Fire Services should similarly apply to the Chief Officer of Police or to the Fire Force Commander of the Area concerned.

11. On discharge from whole time service ratings to whom the Act is applicable are to be provided with a memorandum (R.E.L.2) which explains an employee's rights under the Act together with an application form (R.E.I.) and a warning notice (R.E.L.3) about the postponement of the exercise of reinstatement rights if the man is required to undertake civilian work on discharge.

12. When ratings are released from service on compassionate grounds it will generally be inappropriate for them to exercise their reinstatement rights in view of their probable early return to Service. They will usually, however, be able to preserve those rights and a form R.E.L.4 is to be issued to them which advises them of the steps they should take to this end. W.R.N.S. personnel granted Unpaid leave are to be treated for this purpose as though released from Service.

13. Ratings released or discharged on industrial grounds to perform specific civilian service are to be supplied with form R.E.L.5, which reminds them of their position under the Act and advises them of the steps they should take to preserve their rights.

14. The issue of the forms, etc., referred to in the preceding paragraphs will be made by the Admiralty for R.N., R.N.R., R.N.V.R. and W.R.N.S. Officers, by the Commandants of the R.M. Depots, etc., for officers and other ranks R.M., by the Unit Officers of Establishments for W.R.N.S. ratings and by M.D.G. for the Nursing Services. The forms for naval ratings, including Pensioners and members of the Naval Reserve Forces, are to be issued by the Depot or establishment from which the man is discharged to shore. (Hitherto the Depot has been responsible in all

cases, but from the date of this Order, shore establishments from which men are discharged direct to shore are to issue the forms). As men may be discharged to shore direct from seagoing ships without passing through the Depot, all discharges or releases from Service for whatever cause, are to be reported immediately by seagoing ships to the Depot concerned, quoting A.F.O. 6148/44 and stating the man's address on discharge, etc., and the reason for release in order that there shall be no delay in the issue of the appropriate forms by the Depot, as any rights under the Act normally lapse if application is not made by the fifth Monday after discharge and no steps are taken to preserve those rights.

15. For T.124, T.124X, T.124T and cable ship personnel it will only be necessary for the application form R.E.I and memorandum R.E.L.2 to be issued and this will be done by H.M.S. "Mersey," H.M.S. "Ubiquity" and H.M.S. "Minona"; all other action for such personnel will be taken by the Registrar General of Shipping and Seamen or his representative.

16. As an exception to the arrangements referred to in paragraphs 11-15, the issue of forms R.E.I, R.E.L.2 and R.E.L.3 for all personnel invalidated from any of the Services, including T.124, etc., personnel, will be made by the hospital or establishment from which the person is sent on leave pending discharge.

17. A supply of the forms sufficient to meet estimated current requirements for three months should be obtained from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10. A special distribution of the forms will be made to meet requirements which will arise when release in Class A and Class B commences, and present demands should be limited to current requirements only.

18. Any requests which may be made for a certificate of service under Section 17 of the Act should be referred to the Admiralty immediately for necessary action, addressed to :-

Head of Commission and Warrant Branch.	for officers R.N., R.N.R., R.N.V.R., and T.124 agreements. Women medical practitioners serving in the Royal Navy or reserve.
Director of Navy Accounts, Bath.	for Naval ratings.
General Officer Commanding Royal Marines.	for R.M. officers and other ranks.
Director, Women's Royal Naval Service.	for W.R.N.S. officers and ratings.
Medical Director General ...	for Members of Q.A.R.N.N.S. or reserve and members of the Voluntary Aid Detachments employed under the Admiralty.

#### 6149. Q.A.R.N.N.S. and Reserve and V.A.Ds.—Messing Arrangements and Board and Washing Allowance

(C.E. 19853/44.—23 Nov. 1944.)

Members of Q.A.R.N.N.S. and Reserve and confirmed V.A.D. Nursing members are normally expected to victual themselves and for this purpose receive a Board Allowance. A Washing Allowance of 5s. 3d. a week is also payable to these grades and, for convenience, the two allowances are combined and known as Board and Washing Allowance. The current rates of Board and Washing Allowance are as follows :-

	£	s.	d.
At home stations except as specified hereunder ...	1	4	6 a week
*At home stations where not more than two Sisters are employed ...	1	8	6 a week
At foreign stations ...	1	8	6 a week

\*The higher rate is payable at home only when the total number in the Mess (Nursing Sisters, V.A.Ds, or W.R.N.S. officers) is not more than two.

When it is not possible to accommodate Nursing or V.A.D. staff in service quarters, they may be refunded, within reasonable limits, the cost of their board and lodging, the arrangements made being reported to the Admiralty (C.E. II Branch) for covering approval. In such cases only the washing portion of the board and washing allowance is payable. The washing portion only of the board and washing

allowance is payable also when a Nursing Sister or V.A.D. is subsisted as a patient in hospital, or while on passage, or when in receipt of subsistence allowance.

2. A Nursing Sisters' mess may purchase provisions from Naval stocks at the rates applicable to private individuals (*vide* A.F.O. 3211/44) plus Customs duty, where appropriate, provided that food ration coupons are surrendered as necessary.

3. When borne for duty in Naval establishments and it is more convenient for them to be victualled from a Naval mess, they should continue to receive board allowance and should pay for their messing.

4. The charges to be made for messing these personnel are at present under review. Pending further instructions however, the following procedure, which has already been adopted at many establishments, is to be brought into force forthwith but without retrospective effect.

5. Members of Q.A.R.N.N.S. and Reserve messed for convenience in Naval officers' messes will continue to receive board and washing allowance and will pay their own mess bills, etc. If the cost of their messing is in excess of the board portion of the allowance—*i.e.*, 19s. 3d. a week, or 23s. 3d. a week if the higher rate is in issue—they may be credited with the difference as a charge to the Crown.

6. Members of Q.A.R.N.N.S. and Reserve and confirmed V.A.D. Nursing members who, for convenience, are service-victualled from Naval or W.R.N.S. messes, will continue to receive the board and washing allowance in full and will be charged 2s. 2d. a day at home, or the appropriate rate of victualling allowance plus 20 per cent. when serving abroad and in receipt of the higher rate of board and washing allowance. The Naval or W.R.N.S. mess concerned will take credit at the appropriate victualling allowance or general messing rate. This arrangement also applies at establishments where messing is provided under contract.

7. Probationary and non-nursing V.A.Ds. are entitled to service victualling or allowances in lieu under the same arrangement as W.R.N.S. ratings. They also receive a washing allowance of 2s. 6d. a week.

8. B.R. 50/41 "War Regulations of V.A.Ds. in Naval Hospitals, etc.", Section IX, paragraph 33, will be amended in due course.

(A.F.O. 3211/44.)

(B.R. 50/41.)

(A.F.Os. 1217/40 and 5280/44 are cancelled.)

#### 6150.—Officiating Minister of Religion

(C.E. 59350/44.—23 Nov. 1944.)

The following appointment has been approved :-

Roman Catholic—

Crimond (R.N. Air Station) ... Rev. Aeneas Macrae,  
Our Lady's and St. Drostan,  
73, Commerce Street,  
Fraserburgh,  
Aberdeenshire.

2. The usual facilities are to be afforded.

#### 6151.—Admiralty Surgeons and Agents

*Aberystwyth and Dartmouth*

(C.E. 896/43; C.E. 19868/44.—23 Nov. 1944.)

Mr. C. M. Burrell, M.B., B.Ch., M.R.C.S., L.R.C.P., of 22, North Parade, Aberystwyth (Telephone Aberystwyth 527), has been appointed Admiralty Surgeon and Agent for Aberystwyth, *vice* Mr. W. M. Jones.

Mr. W. R. White-Cooper, M.B., B.S., M.R.C.S., L.R.C.P., of Montagne, Dartmouth, Devon. (Telephone Dartmouth 73), has been appointed Admiralty Surgeon and Agent for Dartmouth, *vice* Mr. M. F. Tylor.

(A.F.O. 4338/44.)

*See AFO 783/40*  
**6152.—Japanese Campaign Pay and Far Eastern Allowance—Areas**

(N. 23939/44.—23 Nov. 1944.)

Japanese Campaign Pay is payable to personnel in sea-going ships within the Indian and Pacific Oceans and Persian Gulf, subject to the following boundaries:—

Eastward 145° West longitude.

Northward the coastline of Asia and North America.

Westward the straits of Bab-el-Mandeb in the North Indian Ocean and longitude 35° East in the South Indian Ocean.

Southward—no limit.

2. For personnel serving on shore and those in non-sea-going ships and vessels, the limits within which Japanese campaign pay is payable are as follows:—

Eastward limit the same as above.

Northward limit the same as above, except that the mainlands of Alaska and of the U.S.S.R. are excluded. The Aleutian Islands are included.

Westward limit, 60° East longitude.

Southward—no limit.

This precludes the payment of Japanese campaign pay to shore establishments in Persian Gulf, Arabia, East Coast of Africa, Seychelles, Mauritius and Madagascar.

3. Far Eastern allowance is payable within the same limits as govern Japanese campaign pay for shore personnel and non-seagoing ships and vessels.

("A" Message (Home and Abroad) 845A is cancelled.)

**6153.—Current Affairs—Posters on**

(N. 28191/44.—23 Nov. 1944.)

To assist in the education of Naval personnel in current affairs, a number of exhibitions will shortly be distributed. Each consists of a set of about 24 posters, about 12 in. by 15 in. in size. The posters are designed for display as a series and each set tells a connected story.

2. The first four, bearing the titles "Pacific Panorama," "Brood of Barbarism," "Blood Transfusion" and "South Africa," will be sent out together, and others will follow at intervals of approximately a month.

3. It is desired that each set shall be exhibited for about a week in a ship or establishment, and then be passed on to others in succession. In this way, each will serve four to six ships or establishments before it is worn out, and it will be possible to keep several hundred sets on exhibition simultaneously.

4. These exhibitions are not intended solely for use in information rooms, for which exhibitions of a different type are already distributed through Fleet, Command or Staff Education Officers.

5. Copies for Home Fleet ships (except destroyers) are being sent to A.C.O.S., who will undertake circulation in consultation with Commander-in-Chief, Home Fleet. The organization of circulation should normally be the concern of Fleet or Command Education Officers. The success of the scheme will depend very largely on the speed with which ships pass on exhibitions which have been shown.

6. *Distribution*:—

Commander-in-Chief, Nore ... ..	8
Commander-in-Chief, Portsmouth ... ..	8
Commander-in-Chief, Plymouth ... ..	6
Commander-in-Chief, Western Approaches ... ..	10
Commander-in-Chief, Rosyth ... ..	5
Commander-in-Chief, South Atlantic ... ..	3
Commander-in-Chief, Mediterranean ... ..	6
Commander-in-Chief, Eastern Fleet ... ..	20
A.C.O.S. ... ..	8
V.A.(D) H.F. ... ..	3
F.O., Dover ... ..	3
F.O.G.M.A. ... ..	3
V.A.M. ... ..	6

F.O.L.E.M. ... ..	5
F.O.W.M. ... ..	2
S.B.N.O.W.A. ... ..	2
F.O., East Africa ... ..	3
F.O.N.A.S. ... ..	4
R.A.N.A.S.(N) ... ..	3
A.C.L.(C) ... ..	2
F.O.C.W.A. ... ..	3
Commodore, Durban ... ..	1
S.O., R.N. Establishments, India ... ..	1

7. Distribution will be made by the Director, Education Department, Admiralty, from whom additional copies may be demanded.

If desired, the above allocation can be further sub-divided and the Director, Education Department, will send sets direct to sub-commands.

*See AFO 4837/40*  
**\*6154.—B.B.C. General Forces Programme—Summary of Outstanding Events of the Week**

(D.P.S. 1086/44/SC.—23 Nov. 1944.)

The B.B.C. has arranged to broadcast a programme summary of outstanding events of the following week from 0401 to 0410 G.M.T. every Sunday as follows:—

9.51 megacycles in the 31 metre band.

6.15 megacycles in the 49 metre band.

7.32 megacycles in the 41 metre band.

7.065 megacycles in the 41 metre band.

7.28 megacycles in the 41 metre band.

2. A similar programme summary is also broadcast at 2230 G.M.T. on Thursdays on the following wavelengths:—

11.75 megacycles in the 25 metre band.

9.51 megacycles in the 31 metre band.

3. These facilities are being provided in the expectation that ships abroad which are unable to receive copies of the "Radio Times" may wish to arrange for a watch-keeper to take down the programme summaries in writing for subsequent reproduction and exhibition on notice boards or in daily orders.

*See AFO 1843/46*  
**6155.—Religious Films**

(N.T. 5307/44.—23 Nov. 1944.)

The following additional religious films are now available and copies may be obtained on temporary loan by application to Instructional Film Libraries:—

Reels Nos. 1 to 5 of Community Hymn Singing Series 35 mm. and 16 mm.  
 Reel No. 1 of Epilogue Series ... .. 35 mm. and 16 mm.

(A.F.Os. 1346/44 and 5377/44.)

**6156.—Instructional Film—"With the Marines at Tarawa" (Serial Number G.625)**

(D.P.S. 457/44/P.—23 Nov. 1944.)

The film entitled "With the Marines at Tarawa" is now available in the Pacific series of instructional films, and copies will be distributed without demand as follows:—

	No. of Copies	
	35 mm.	16 mm.
Lyness Library ... ..	2	1
Rosyth Library ... ..	2	1
Greenock Library ... ..	2	1
Liverpool Library ... ..	2	1
Chatham Library ... ..	2	1
Portsmouth Library ... ..	2	1
Devonport Library ... ..	2	1
London Library ... ..	1	1

Londonderry Library	...	...	...	1	1
Colombo Library	...	...	...	2	1
Trincomalee Library	...	...	...	2	1
Malta Library	...	...	...	1	1
F.O.L.E.M.	...	...	...	1	1
F.O.G.M.A.	...	...	...	1	1
C-in-C., South Atlantic	...	...	...	1	1
F.O.C., West Africa	...	...	...	1	1
F.O.C.R.I.N.	...	...	...	2	1
F.O., East Africa	...	...	...	1	1
Commodore, Durban	...	...	...	1	1
S.O.R.N.E.(I), Bombay	...	...	...	1	1

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

3. At present only 35 mm. copies are available, but 16 mm. will be issued as soon as supplies are received from the U.S.A.

(A.F.Os. 5377/44, 5640/44 and 5882/44.)

**\*6157.—Broadcast Talk "Pacific Battleground" by Major David Ascoli**

(D.P.S. 1120/44/S.C.—23 Nov. 1944.)

(Included in Notice Boards Issue only.)

**\*6158.—Disposal of Ships' Fund**

Landing Craft Base, Invergordon

(P.M. 3719/44.—23 Nov. 1944.)

(Included in Notice Boards Issue only.)

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

**6159.—Aircraft—Pyrotechnics, Smoke Float, Aircraft, No. 1, Mark V—Introduction**

(G. 020015/44.—23 Nov. 1944.)

Smoke float, aircraft, No. 1, Mark V, has been introduced and will ultimately supersede earlier marks.

2. The Mark V smoke float differs from the Marks IV and IVZ in having been designed for improved ignition. A small booster charge containing a mixture of sulphurless meal powder has been incorporated in the chamber below the cap, instead of flash composition S.R.403.

3. A.P.1661E will be amended in due course.

(A.P. 1661E.)

**6160.—Aircraft—Pyrotechnics—Cartridges, Signal, 1½ in., G.R., Type 26, Mark II, T—Incorrect Marking on Closing Disc**

(C.I.N.O. 12703/44.—23 Nov. 1944.)

It has been reported that cartridges, signal, 1½ in., G.R., Type 26, Mark II, T, Lot 81, filled, S.F. 18.9.43, have been incorrectly marked on the closing disc as "G.R., Type 27".

2. Cartridges of this lot on board H.M. ships or at air stations should be returned to the nearest Naval armament depot and others demanded in lieu.

3. *Naval Armament Depots only.*—Naval armament depots should examine any stocks of this lot and those returned from H.M. ships and air stations, and amend any found incorrectly marked. One or two rounds may be fired as for service to verify that the cartridges are G.R., Type 26.

4. The quantity of Lot 81 found to be incorrectly marked should be reported to D.A.S., Bath.

**6161.—Ammunition—Apparatus A.D. Type D, Mark III—Securing of Tail Wire**

*Cancelled by AFO* (G. 022726/44.—23 Nov. 1944.)  
5083/44.

A case has occurred when the eye of the rocket tail jumped out of the hook of the swivel Type A, due to incorrect engagement of the eye with the hook.

2. When securing the tail wire of the rocket to the main wire of the container care is to be taken that—

(i) the spring plunger of the swivel Type A is in working order.

(ii) the eye of the tail wire of the rocket is correctly engaged in the swivel Type A, and that the spring plunger is in the locked position.

**6162.—Anti-Aircraft Fire Control—H.A./L.A. Director Mark V (H.A.C.S.)—Fire Distribution—Fitting of Position**

(G. 020232/44.—23 Nov. 1944.)

There is now general recognition of the requirement for the inclusion in H.A. directors of a fire distribution officer or rating to deal with the distribution of fire in mass attacks and provision has been made for this in the layout of the latest directors—the Mark V\*M and the Mark VI director towers.

2. In the Mark V H.A./L.A. director, due to the control officer's limited arc of vision, the siting of a suitable fire distribution position is more complex than in earlier directors and involves some structural modifications to provide the requisite facilities.

3. A.F.O. Diagram No. 413/44 gives details of a simple modification providing limited fire distribution facilities. The work should be carried out by ships' staffs, if desired.

4. The position thus obtained is not ideal, but in view of the difficulties involved, it is recommended as a simple solution to the problem.

**6163.—Armament Stores—Body Armour for Coastal Forces Serving in Home Waters**

*See AFO* 4964/46. *M.T.Bs. and M.G.Bs. (under 100 ft.), S.G.Bs., H.D.M.Ls. (fitted as navigational leaders) and Fairmile Craft Types "B" (fitted as navigational leaders) "C" and "D"*

(A.S./O.D. 5122/42.—23 Nov. 1944.)

Wilkinson-Grow body armour is being introduced as a Naval Armament Gunwharf Store as a protection against splinter injuries for exposed upper-deck personnel of Coastal Force vessels serving in Home Waters.

2. The armour consists of a waistcoat in two portions or panels, front and back, and an apron. It is not proof against rifle or machine gun bullets, but can withstand pistol and sub-machine gun bullets; and it can prevent or mitigate wounds from splinters. The nomenclature of the store is:—

Armour, body, Wilkinson-Grow (suit),

Consisting of  
Panel, front  
Panel, back  
Apron.

3. The armour is worn over all clothing and life belt. It is secured at the shoulders by press studs which can be released either by pulling them apart at the shoulders or more quickly by jerking a tab at the waist. To minimise wear and tear the quick-release device should be used only in emergency. The press studs should be lightly greased to prevent corrosion.

4. The safe distance from compasses is:—

Panel, front ... 6 inches.  
Panel, back ... 12 inches.  
Apron ... 6 inches.

5. The scale of issue is:—

Fairmile Craft:—

Type "B" (fitted as navigational leaders)	13 suits	} To vessels serving in Home Waters only.
Type "C" ... ..	18 suits	
Type "D" ... ..	21 suits	
M.T.Bs. and M.G.Bs. (under 100 ft.)	10 suits	
S.G.Bs.	27 suits	
H.D.M.Ls. (fitted as navigational leaders)	10 suits	

Initial supply is being made without demand to certain Coastal Force bases. Until sufficient suits of armour for all boats are available, issue should be made, by bases, only to boats proceeding on operations. Demands to complete to the above scale should be forwarded by bases to Director of Armament Supply (A.22), Bath.

6. Body Armour Suits will be stamped on the fabric inside the suit with a broad arrow superimposed with the letter N thus  $\begin{matrix} N \\ \uparrow \end{matrix}$  in addition to the usual A.I.D. inspection mark. Arrangements should be made for suits already in service not bearing the  $\begin{matrix} N \\ \uparrow \end{matrix}$  mark to be suitably marked at the first opportunity.

(A.F.O. 5043/44 is cancelled.)

**6164.—Guns—0.3-in. and 0.303-in.—Vickers 0.303-in. G.O. Piston Stops.**

(A.S./G. 6091/43.—23 Nov. 1944.)

The following action is to be taken:—

Gun	...	0.303-in. Vickers G.O. aircraft and deck.
Parts affected	...	Piston and piston stops.
Purpose	...	To prevent fracture of firing pins, breech blocks, pistons and extractors.
Action	...	(a) Clean the ends of the piston head and gas block spigot. Assemble the gun, minus the breech block and gas cylinder. Measure with feelers the distance between the piston head and the face of the gas block spigot. (b) Assemble the gun complete with breech block and with a new firing pin, but minus the gas cylinder. Push back breech block on locking shoulder, and again measure distance between piston head and face of gas block spigot. (c) If the piston and piston stops are correct, the measurement of assemblies (a) and (b) will be the same. Where measurement (b) exceeds measurement (a), the gun should be returned to the appropriate R.N. armament depot, and a serviceable gun demanded in lieu.
By whom to be done	...	H.M. ships, R.N. air stations, etc., R.N. aircraft repair yards, receipt and despatch units, Base staff (for D.E.M.S. and Auxiliary craft), R.N. armament depots.
Degree of urgency	...	Aircraft Guns:— In service.—Every group F maintenance operation. At R.N. Armament Depots.—When passing through the factory for repair. Guns received as serviceable from Air Ministry do not require to be checked. Deck Guns:— In service.—During weekly examinations. At R.N. armament depots.—On repair.

2. R.N. armament depots should repair guns returned defective, by fitting new pistons. If difference in measurements (a) and (b) still exists, new piston stops are to be manufactured and fitted in accordance with A.F.O. Diagram 410/44.

3. Air publications should be noted accordingly.

**6165.—Gun Mountings—40-mm. Bofors Twin Marks IV and IV\*—Visits by Ships' Personnel to Manufacturers**

*Ships and Shore Establishments concerned*

(G. 5862/44.—23 Nov. 1944.)

Messrs. Vickers-Armstrongs are willing to receive at their Manchester works, parties from ships or establishments fitted with Bofors Twin Mountings, Marks IV and IV\* in order to give officers and ratings an opportunity of seeing the manufacture and testing of the equipments. The value of such visits, particularly with reference to testing and adjustment of the control gear, is obvious.

2. Every effort should be made to take advantage of this offer at the first opportunity for personnel of ships in service as well as those building.

Parties should consist of the officer responsible for the mountings, one O.A. and one E.A. plus one other rating if desired. The visit should last three days.

3. Commanding Officers should apply, stating proposed dates and numbers, to the Resident Assistant to Gun Mounting Overseer, West Midlands—c/o Vickers-Armstrongs Ltd., Openshaw, Manchester.

It is desirable to give a choice of dates where possible in order that arrangements may be made to suit the firm's convenience.

5. The G.M.O. can usually help in finding accommodation.

**6166.—Training—Instructional Appliances—Panoramic Gunnery Trainers—Rotary Converters for**

(N.S./G. 0230/43.—23 Nov. 1944.)

With reference to A.F.O. 4380/44, paragraph 22, motor alternators (actually described as "Janette rotary converters") have been despatched with almost all panoramic gunnery trainers issued.

2. All services being supplied with transformers and which receive rotary converters also, should return the converters, at home to Naval Store Officer, Carfin, and abroad, to the nearest Naval Store Officer, to be held in stock to meet possible replacement demands from other services.

(A.F.O. 4380/44.)

**6167.—Training—Instructional Appliance—Portable Aiming Teacher, Mark II, Pattern 10698, Subhead F.1B**

(N.S. 018198/42.—23 Nov. 1944.)

Delivery of the new portable aiming teacher, Pattern 10698, has now commenced and initial supplies will shortly become available for issue from Yards and Depots.

2. The teacher is, in general, the same as Pattern 10419, except that the method of attaching the aircraft models, of which there are 15, has been modified to enable easy interchange of models. These consist of a proportion of German and Japanese aircraft, and one "E" boat model.

3. Demands will be met in the following order of priority:—

- A.A. Ranges
- Gunnery Schools
- Destroyers and larger ships
- Sloops and D.E.M.S. Centres (bulk quantities for distribution).

One teacher will be allowed to each of these services and classes of ship, with the exceptions: "Excellent" (3), Gunnery Schools, Chatham and Devonport (2 each).

Additional teachers, up to a maximum of three, will be allowed to each Cruiser and larger ship, "Excellent" and Gunnery Schools at Chatham and Devonport. Ships concerned, in commission, and establishments are to forward demands to their storing yards, accordingly, and return the Pattern 10419, on receipt of the new teacher. Supply to ships of new construction is to be made by storing yards or depots in the usual manner.

4. The old type, Pattern 10419, is not to be issued in future; present stocks and those returned from services are to be forwarded to Messrs. Aerostyle, Ltd., 174/176, St. John Street, Clerkenwell, London, E.C.1, for repair as necessary and conversion to Pattern 10698 under Standing Contract C.P.4/72113/44/F.1B/F.289 dated 8th May, 1944.

(C.A.F.Os. 111/43 and 499/44 are cancelled.)

#### 6168.—Anti-Gas Respirators—When to be Carried

(T.06609/44.—23 Nov. 1944.)

Earlier orders whereby respirators were carried on all occasions having been relaxed, the occasions on which respirators are to be carried are summarized in the following paragraphs:—

2. Respirators are to be carried on the following specific occasions:—

- When equipped in field service marching order.
- When on guards ashore other than ceremonial guards.
- Whilst on draft.
- On discharge to hospital.
- On other occasions at the discretion of administrative authority.

3. Should the necessity arise, instructions for the general carrying of respirators in the U.K. will be issued from Admiralty, but administrative authorities are to issue local instructions to this effect should an emergency require it.

Subject to the above, respirators will not normally be carried.

4. Personnel when absent from their ships or establishments over a period which includes one or more nights are to take their respirators with them, but need not carry them. Particular care is to be taken that personnel discharged temporarily for short courses, etc., take their respirators with them.

5. Occasions may arise when the respirators of war casualties being discharged to hospital have been destroyed or damaged. When practicable such casualties are to be re-equipped with respirators before discharge.

6. On foreign stations, the carriage of respirators will be governed by instructions issued by administrative authorities.

(A.F.Os. 3981/42, 1443/43 and 3266/44 are cancelled.)

#### 6169.—Blowing Heads, 18-in., Mark XII-XV "F" on Aircraft Torpedoes—Extempore Method of Stopping Leaks at Nose Joint

(T. 09336/44.—23 Nov. 1944.)

Trials have shown that slight leaks at the sweated joint between the nose piece and shell, which are liable to develop in 18-in., Mark XII-XV, "F" blowing heads as a result of high speed dropping from aircraft, can be stopped for one run by dopping fabric patches over the joint. For very slight leaks a coat of red lead may suffice.

2. By this means the head can generally be made sufficiently tight to hold its water charge up to the moment of dropping. The seam will probably be reopened by the shock of entry, but as a selected head was submerged for 48 hours in a vertical position with the nose 18-in. below the surface of the water, and no water penetrated, it is considered that the risk of the head re-flooding via a leaking nose joint while awaiting recovery is very small.

3. The method is as follows:—

- Scrape the joint between nose piece and body, clean off all paint.
- Paint the cleaned surface with dope (Dope, red, section 83B, Ref. No. 124)
- Cover with strips of aeroplane fabric (2-in. x 6 in. approximately) while dope is still wet.
- Dope over the strips.

4. It is advisable to allow twelve hours for drying.

#### 6170.—Depth Charges, Mark XI Series—Clips, Safety, Explosive—Modification

(T.1770/44.—23 Nov. 1944.)

It has been found that explosive safety clips occasionally fail to function, due to the failure of nuts, retaining, Stamp No. 6621, to seal the ejector bores completely.

2. A new nut, retaining, Stamp No. 10045, has been designed. This has a cylindrical extension, which takes over the crimping of the explosive ejector, Mark I, and gives complete sealing of the bore.

3. Ships and Bases are to modify their stocks of explosive safety clips as soon as possible, by fitting new nuts, retaining, Stamp No. 10045. These are to be demanded in the proportion of one for each explosive safety clip held from the nearest Naval armament depot.

4. After modification, the explosive safety clips are to be redesignated Mark I\* and given Stamp No. 10048. "Mark I\*" is to be painted on the switch cover in  $\frac{1}{4}$ -in. white letters.

5. Explosive safety clips received on demand from armament depots in future will be either Mark I\* or Mark II. The Mark II explosive safety clips are of new manufacture and identical with the Mark I\*. The clips, safety, explosive, Mark II, are easily distinguishable as they comprise a black body and a brown cover, as well as having "Mark II" and "St. No. 6994" embossed on cover.

(A.F.O. 5309/44 is cancelled.)

#### 6171.—Engines, 18-in., Marks XII-XV, 21-in., Marks VIII-VIII\*\*, IX-IX\*\* and IX\*\* N.A.B.—Introduction of Strengthened Design of Crank Shaft Cam

(A.S. 8617/44.—23 Nov. 1944.)

Cases of cracked engine cams have become more frequent of late and strengthened designed of cams for crank shafts of 18-in., Marks XII-XII\*\*, XV, 21-in., Marks VIII-VIII\*\* and IX-IX\*\* engines are being introduced for future manufacture. These cams will have a toe extending the full width; at the base of the keyway radii have been introduced to dispense with the sharp corners, the use of which may have been a contributory factor in the cracking of cams.

2. In the case of each of the 21-in. cams, flats have been provided across the outside diameter and details of the new design 21-in. (typical) cam is shown on A.F.O. Diagram 412/44.

3. The new cams will be accounted for as:—

Section V—

- Cam, engine 21-in., Marks VIII\*\*, IX\*\*, IX\*\* N.A.B., St. No. 8004A.
- Cam, engine 21-in., Marks VIII, St. No. 2437A.
- Cam, engine 21-in., Marks VIII\*-IX-IX\*, St. No. 1822A.
- Cam, engine 18-in., Marks XII-XV types, St. No. 5439A.

4. Existing cams St. No. 5439, 1822, 2437 and 8004 are declared "O.F.M." but stocks will be used until supplies of the new design cams become available. As soon as the new design cams are available stocks of the existing designs will be brought to produce.

5. Torpedo Depot Instruction No. 1976, corresponding to this instruction, has been issued.

(A.F.O. 4749/44 is cancelled.)

#### 6172.—Telephones—Marks XI and XV Series—Handset Stowage Clips

(T.1279/44.—23 Nov. 1944.)

In order to reduce the liability under conditions of extreme shock, for handsets of telephones, Patterns 1193, 13231, 13232, 13233, 13734 and 13735, to jump out of the handset clip, a new design stowage clip has been introduced, to be fitted to these telephones. Pattern 12570 has been allocated to this clip.

2. Two types of stowage clips are fitted to telephones of these series now in service. Certain early supplies of telephones, Patterns 13231, 13232, 13233,

13734, 13735, were fitted with clips consisting of two parts, while in all later telephones the clips are in one part.

3. For cases where telephones are fitted with the two part clip, A.F.O. Diagram 415/44 shews a modified clip which can be made by ship's staffs for replacement purposes. For telephones, Patterns 13231, 13232, 13233, 13734, 13735, and Pattern 1193, arrangements have been made for the supply, on demand, of stowage clips, Pattern 12570, supplies of which will become available in November, 1944. Clips, Pattern 12570, will be fitted, as soon as possible, to all new telephones of these patterns during manufacture.

4. Purchase of stowage clips, Pattern 12570, has been arranged from Messrs. Telephone Mfg. Co., Ltd., on C.P. 92060/44 for delivery as follows:—

Chatham ...	1,000	Carfin ...	1,000	Newcastle ...	1,000
Portsmouth ...	1,000	Rosyth ...	500	Glasgow ...	500
Devonport ...	1,000	Kirkealay ...	250	Stroud ...	1,500
Leeds ...	1,000	Lathalmond ...	250	Preston ...	1,500

The following quantities will be supplied to yards abroad:—

Yard	Qty.	Source of supply
Gibraltar ...	100	Preston
Taranto ...	100	Preston
Malta ...	200	Preston
Alexandria ...	200	Preston
Ceylon ...	200	Stroud
Durban ...	200	Stroud
Simonstown ...	100	Stroud
Bermuda ...	100	Stroud

5. Ship's officers may, if desired, replace the stowage clips of telephones now in service either by making modified clips to A.F.O. Diagram 415/44, or by demanding from naval stores, clips, Pattern 12570, as required.

6. New telephones fitted with the new type handset clip will be distinguished by adding a suffix letter "A" to the existing pattern numbers, and this should be added to all fitted telephones where the conversion is made. The "A" series of telephones will be supplied in future on all existing contracts for the types concerned.

#### 6173.—Torpedo Night Sights

(Submarines)

(N.S. 29945/44.—23 Nov. 1944.)

Torpedo night sights are now stored at Rosyth, Stroud and Mossley. No further demands should be sent to the Naval Store Officer, Slough.

(C.A.F.O. 1782/42.)

#### 6174.—Torpedoes—U.S.A. 22·4-in., Mark 13 Modification—Method of Securing Depth and Steering Engines

(T. 09327/44.—23 Nov. 1944.)

The special "between run" routines introduced by C.A.F.O. 2086/44 necessitates removing the immersion unit after each run.

2. One of the operations involved under present regulations when replacing the unit is the locking of the bolts securing the depth and steering engines by threading copper wire through the holes provided.

3. This has been found to be a tedious and lengthy process, so trial of the use of spring washers for locking these bolts has been made, with satisfactory results.

4. It has therefore been decided that in future the bolts securing the depth and steering engines of U.S.A. 22·4-in., Mark 13 modification torpedoes are to be assembled with spring washers, St. No. 13135, under their heads, and locking by copper wire is to be dispensed with.

5. As these bolt heads are in an awkward position, special care is necessary to make sure they are properly tightened down on their spring washers to ensure effective locking.

6. It is anticipated that this arrangement will be satisfactory under all conditions, but no experience has so far been obtained with torpedoes stowed under conditions of vibration.

7. Where such conditions obtain, and until further experience has been gained, ship's staff should periodically inspect a proportion of the torpedoes to make sure the bolts securing depth and steering engines have not slacked back. Any cases in which they have should be reported to Admiralty, D.T.M. Department, with a copy direct to Captain, H.M.S. "Vernon" (W).

8. Arrangements are being made to supply, without demand, to ships and stations outfitted with 22·4-in. equipment to N.T.S. Lists 235 or 178 sufficient washers, St. No. 13135, to enable 22·4-in., Mark 13 modification torpedoes held to be modified and to provide 36 No. as spares. (Note.—Four washers are required for each torpedo.)

(C.A.F.O. 2086/44.)

#### 6175.—Low Power Motor Generator Regulator—Re-siting of—As. and As.

H.M. Submarines

(D. 024399/44.—23 Nov. 1944.)

Item numbers:—

"T" Class ...	559	"S" Class ...	556
"U" Class ...	540	Classification "A"	

2. It has been found that the situation of the hand regulator of the low power motor generator in many submarines is such that the handle is likely to be accidentally moved by ship's staff, who use it as a handhold whilst moving about the submarine. Any movement of this handle away from its correct position affects the voltage of the low power system and may put some of the low power equipment out of action.

3. If, therefore, the low power motor generator hand regulator is in a gangway, or other position where it may be accidentally interfered with, it should be re-sited.

4. In selecting the new position for the hand regulator, it should not be moved any further than necessary from the low power control panel.

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

#### 6176.—Boiler Tubes, etc.

(N.S./P. 15305/44.—23 Nov. 1944.)

H.M. Ships "Cavalier," "Nadder," "Odzani," "Pevensy Castle," "Plym,"  
"Teme," "Towy," "Usk" and "Zealous"

H.M.S. "Cavalier" ...	(P.15305/44)
H.M.S. "Nadder" ...	} (P.15641/44)
H.M.S. "Odzani" ...	
H.M.S. "Plym" ...	
H.M.S. "Teme" ...	
H.M.S. "Towy" ...	
H.M.S. "Usk" ...	
H.M.S. "Zealous" ...	(P.14624/44)

Particulars of boilers and tubes fitted in the ships shown in column "A" are identical with those published in the A.F.Os. quoted against those shown in column "B".

A	B	A.F.O.
"Cavalier" ...	H.M.C.S. "Vixen" ...	988/44
"Nadder" ...	} "Swale" ... } "Spey" and "Tay" }	5301/42
"Odzani" ...		
"Plym" ...		
"Teme" ...		
"Towy" ...		
"Usk" ...		
"Zealous" ...	"Ulysses" ...	1109/44



H.M.S. "Pevensey Castle" (P.10254/44)

Type and No. of boiler ... Three drum water tube type ... 2 in No.  
Total No. of tubes fitted ... Generator ... 2,908

Row.	External Diameter.	Thickness.	Fitted Length.	Total No. of Tubes Fitted.	Remarks
in.	in.	W.D.G.	ft. in.		
A	1½	116	7 9 <sup>31</sup> / <sub>32</sub>	128	All tubes are bent.
B	1½	116	7 7 <sup>23</sup> / <sub>32</sub>	128	
C	1½	116	7 6 <sup>31</sup> / <sub>32</sub>	172	
D	1½	116	7 6 <sup>7</sup> / <sub>16</sub>	172	
E	1½	116	7 6 <sup>3</sup> / <sub>8</sub>	172	
F	1	104	7 8 <sup>15</sup> / <sub>16</sub>	196	
G	1	104	7 9 <sup>1</sup> / <sub>2</sub>	192	
H	1	104	7 10 <sup>3</sup> / <sub>8</sub>	196	
J	1	104	7 11 <sup>3</sup> / <sub>8</sub>	192	
K	1	104	8 0 <sup>15</sup> / <sub>16</sub>	196	
L	1	104	8 2 <sup>17</sup> / <sub>32</sub>	192	
M	1	104	8 4 <sup>7</sup> / <sub>16</sub>	196	
N	1	104	8 6 <sup>1</sup> / <sub>4</sub>	192	
O	1	104	8 8 <sup>1</sup> / <sub>8</sub>	196	
P	1	104	8 11 <sup>5</sup> / <sub>8</sub>	192	
Q	1	104	9 3	196	

Records affected—D.354 and D.682 (Standard Copy).

(A.F.Os. 5301/42, 988/44 and 1109/44.)

(This order will not be included in the A.F.O. Volume.)

#### 6177.—Diesel Engines, General Motors, Model 8.268A—Gearboxes—Periodic Inspection of

(Y.M.S. and B.Y.M.S.)

(D.19451/44.—23 Nov. 1944.)

Experience in service and subsequent examination of numerous reverse reduction gear-boxes in B.Y.M.Ss. and Y.M.Ss. have shown the need for periodic inspection of the high speed driving pinion (6R), pinion securing washer (6BR) and set screws (6CR) shown on assembly drawing figure 28 of instruction manual.

2. The period required for the inspection of one gearbox is about eight hours and should be arranged at the first opportunity after every 400 hours for the port unit and 800 hours for the starboard.

3. Reduction gear housing unit (2R) may be slung and hoisted away from adaptor (1R) while pushing propeller shaft aft about 6 in. (See manual of instructions to dismantle.)

4. Trouble so far has been limited mainly to port engine gearboxes where the thrust tends to force the pinion off the shaft resulting in stretching the set screws (6CR) and release of the washer (6BR) followed by release of driving pinion (6R), heavy roller race (6AR) in turn causing serious vibration and subsequent fracture of set screws and teeth on pinion.

5. Superficial examination may not reveal slackness. Set screws (locked with wire) and pinion are to be withdrawn. Fretting of splines on shaft (26) and similar evidence under heads of set screws and washer (which may be bent) will confirm need for extemporizing an improved form of securing arrangement using high grade steel for new set screws and a thicker washer.

(A.G.M. 560A, dated 23 Feb. 1944 is cancelled.)

#### 6178.—Fire and Bilge Pumps—Substitution of Turbines for Motors—As. and As.

Capital Ships, Aircraft Carriers and Cruisers

(D. 024004/44.—23 Nov. 1944.)

Turbines are to be substituted for motors of motor-driven fire and bilge pumps as follows:—

##### Battleships

"Queen Elizabeth" and "Valiant".—Pump in "A" boiler room.  
"Renown".—Pumps in "B" and "Y" boiler rooms.

##### Aircraft Carriers

"Illustrious" class and "Indomitable".—One pump in each engine room and pumps in wing boiler rooms.

##### Cruisers

"Orion" to "Minotaur" and "Swiftsure" classes inclusive.—One pump in each engine room and one pump in each boiler room.

2. Commanding Officers of ships concerned are to insert an item, classification "A", in their next lists of alterations and additions to cover the work involved, including the correction of "as fitted" drawings.

3. Arrangements for the supply of the conversion parts are being made by the Admiralty.

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

#### 6179.—"A" Brackets—Fitting of Poker Gauges—As. and As.

Battleships, Aircraft Carriers, Cruisers, Destroyers and Fast Minelayers

(D. 15784/44.—23 Nov. 1944.)

Several instances of rapid wear of the lignum vitae in "A" bracket bushes have been reported, and it is necessary that means should be provided whereby this wear can be checked by a diver at convenient intervals between docking periods.

2. Poker gauges, of the type indicated in A.F.O. Diagram No. 233/44, should be fitted to the "A" brackets (not on the rope guards), and Commanding Officers of ships concerned are to insert an item, classification "A\*", in their next lists of As. and As. to cover the work involved.

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

4. The title page of A.F.O. Diagram Issue No. 32/44 under *Relative Admiralty Fleet Order* is to be amended as follows:—

For "A.F.O. 4133/44" read "A.F.O. 6179/44".

(C.in-C., E.F., 5 Nov., 1943, No. 1993/E.F. 395/60.)

(A.F.O. 4133/44 is cancelled.)

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

#### 6180.—Aviation Fuel Stowage—Emptying of Tanks before Refit

Escort Carriers

(D./M. 012777/43.—23 Nov. 1944.)

Two cases have been reported in which escort carriers have been taken in hand for refit with the petrol tank apparently full of water.

2. In one case, after pumping out the water prior to cleaning the tank, a quantity of aviation fuel was found in the sump at the bottom of the tank, and steaming out proved ineffective for its removal.

3. In the other case, it was necessary to pump out the tank into the dock in which the vessel was lying and unsuspected fuel contained in the tank was also discharged into the dock where it gave rise to a serious fire.

4. It is probable that, in both cases, fuel had been trapped in the crown of the tank when it was first flooded as completely as possible with water. This is almost inevitable, and the amount trapped will depend on the heel and trim of the ship at the time.

5. If an aviation fuel tank requires to be opened up during a refit, ship's officers are to ensure that, as far as possible, the tank has been cleared of fuel before the ship reaches the Refitting Yard.

6. The operations of discharging and circulating salt water through the tanks should, so far as practicable, be undertaken with the ship on an even keel and without trim. Attention is drawn to articles 1148-1153 of Extracts of American Operating Instructions and to the Hydraulic Gasoline Manual, which are to be observed so far as applicable.

7. The general procedure should be as follows :—

- Discharge all fuel through the normal discharge lines, care being taken to avoid passing water up into the main delivery system. (See operation 7 of Gasoline Manual.)
- After draining back the system, discharge water and fuel through the overboard discharge by water displacement from the gravity tank. The fact that water is issuing from the tank top through the overboard discharge cannot be accepted as definite evidence that all petrol has been removed, and it is therefore essential to repeat the routine in article 1148(7) of American Operating Instructions, several times.
- Pump out the tank by hand pump and eductor system. (See operation 8 of Gasoline Manual.)
- Steam out the tank, venting through the three-way cock at the base of the gravity tank to overboard discharge. (See page 220 of Gasoline Manual.)
- Cool, open out and thoroughly ventilate the tank. (See page 221 of Gasoline Manual.)
- The precautions for men entering the tanks are laid down on page 222 of the Gasoline Manual and these are to be strictly observed. In addition all valves on the fuel lines are to be shut and lashed to prevent any possibility of fuel, trapped in the delivery lines, draining back to the tanks, once these have been steamed out and ventilated.

(F.O. i/c Northern Ireland, 15 Nov. 1943, No. 3597/03/1968.)

#### 6181.—Landing-Craft fitted with G.M. Quad Units (Model 6051)—Loosening of Nuts and Bolts in Propeller Shafting

L.C.I. (L), L.C.H., L.C.Q.

(D.C.O.M. 5200/44.—23 Nov. 1944.)

In order to prevent the loosening of certain bolts and nuts in the propeller shaft line of the G.M. quad units fitted in the above craft, they should be tightened with a torque wrench to the following torques :—

Detail	Item No.	Foot Pounds
Operating rod coupling nut ... ..	159	45- 50
Shaft coupling nut forward ... ..	154	166-175
Shaft coupling nut int. ... ..	17	94-100
Shaft coupling bolt int. ... ..	14	68- 93
Blade bolt ... ..	2	600-650
Propeller stub shaft stud nuts ... ..	188	68- 73
Aft flange stud nuts ... ..	192	68- 73

2. The position of the bolts and nuts referred to are indicated on A.F.O. Diagram No. 414/44.

3. Whenever propellers or shafting are being re-assembled after repair and when torque wrenches are available the above figures are to be observed.

#### 6182.—Plummer Bearings—Cast Steel Bearings to be Fitted in Lieu of Cast Iron—As. and As.

(H.M. S/m's "Trident", "Thrasher", "Torbay", "Satyr", "Sceptre", "Seadog", "Sibyl", "Sea Rover", "Shakespeare", "Sportsman", "Stoic" and "Storm").

(D.O 16371/44.—23 Nov. 1944.)

Item numbers :—"T" class 562, "S" class 559, Classification "A\*".

2. Cases have occurred of cast iron housings to the plummer bearings being fractured by depth charging. Cast steel housings are to be fitted in lieu.

3. Arrangements are being made for the manufacture of the items required. Application for supply should be made to the Engineer-in-Chief's Department, Admiralty, Bath.

(A.S. Chatham, 13 Jul., 1944, No. 2759.)

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

#### 6183.—Radar Types 282/4/5 "M" and "P" Conversions and 283—A.C. Supply Outfit DVE—Modification

Ships concerned

(R.E. 24/44.—23 Nov. 1944)

Reports have been received of excessive vibration and bearing wear on certain Motor Alternators, Pattern W.3478, used in A.C. Supply Outfit DVE. In consequence, these machines will be withdrawn from service for modification to incorporate a stiffer baseplate and a semi-flexible coupling similar to those of Motor Alternator, Pattern W.4894, which is now issued with A.C. Supply Outfit DVE. The replacement machines require a slightly larger bedplate, with more fixing bolts. Details of requirements are given in Specification No. B.96/43 for A.C. Supply Outfits DVD and DVE.

2. Ships concerned are to insert the following item in their next list of As. and As. :—

For Radar Types 282/3/4/5 "To replace Alternator, Motor, Pattern W.3478, by Alternator, Motor, Pattern W.4894 or W.3478A, Classification 'A\*', quoting 'his order as authority.

3. Ships concerned, when available at a Refit Port long enough, and on confirmation from the Refit Authorities that the work can be done, should demand the replacement machines, 2—Alternators, Motor, Pattern W.4894 or W.3478A, as follows :—

(a) *Ships at home.*—By message addressed to D. of S., Admiralty, repeated to S.N.S.O., Haslemere, and Refit Authority.

(b) *Ships abroad.*—From the nearest of the bases shown below.

Bases abroad at which stocks will be held

Gibraltar	Durban	Bombay
Malta	Simonstown	Sydney
Alexandria	Colombo	B.A.D.

4. Alternators, Motor, Pattern W.3478, displaced by the above change are to be returned to the Naval Store Officer, R.N. Store Depot, Lumb Mill, Delph, near Oldham, Lancs, marked "For modification".

5. The relevant Establishment Lists will be amended.

#### 6184.—V.H/F R/T Equipment

(R.E. 12914/44.—23 Nov. 1944.)

*Transmitter 8C.*—(a) When demanding output valves VT62 (CV1288) for transmitter 8C, matched pairs should be demanded. These have been given the number CV990.

(b) For the efficient working of the set, it is essential that the output valves should be properly matched, and thus care must be taken to replace both valves if one should fail.

2. The door of the set is constructed of light plate, and consequently it is possible to shut the door without the lower part of the door closing properly and

thus not making the gate switch. Attention should be paid to the correct functioning of the door and thus the gate switch, on all occasions of closing the door.

3. *Receiver P38—Serial Nos. 1 to 525.*—Serial numbers 1 to 525 should use a British type beat frequency oscillator valve (S.S. 166 page 8, V.10) type 6J7G until modified in accordance with the instructions in paragraph 4 below.

After modifications Nos. 1 to 525, and receivers from No. 526 onwards, may use either British or U.S. type valves.

4. *Details of Modification.*—Remove the 2nd Het. Osc. Unit in accordance with section 3 (c), page 12, of the handbook. To terminal No. 1 of the valve socket are connected resistors R42 and R43 and a wire which goes to the "Manual Gain Control—A.G.C." switch; remove all three wires from this terminal and reconnect them to an insulated tag which may be supported as shown in A.F.O. Diagram No. 409/44 (Drawing No. 43129) (Appendix A). Join terminal No. 1 to the earthing tag to which is already connected a wire from terminal No. 7 of the valve socket.

5. *Receiver P.38—Serial Nos. 1 to 150.*—In early models of the P.38 receiver, self-oscillation in the mixer valve, V3, may be encountered. It shows itself by an abnormally low reading of the tuning meter in the "Ocs" position which makes it difficult to find the crystal resonance when the "Tune osc" dial is rotated. The self-oscillation usually disappears when the "Tune R.F." dial is set to its correct position and the set then operates with normal sensitivity. This fault was rectified in all receivers bearing serial numbers above 150, by a simple wiring modification. Some but not all receivers Nos. 101 to 150 have the modified wiring; all receivers Nos. 1 to 100 have the original wiring. Holders of sets with serial Nos. 1 to 150 should examine them and have the wiring to the mixer valve (V3) socket modified in accordance with the A.F.O. diagram No. 409/44 (Drawing No. 43129 Appendix B) following instructions.

In unmodified sets terminal 5 is bent and soldered direct to earthing tag A, the valve spigot S and terminal No. 1 are separately earthed to earthing tag B. To modify the set, disconnect these existing earths and run a length of No. 18 S.W.G. tinned copper wire from terminal 5 to the valve spigot and then via terminal No. 1 to earthing tag B. The wire should follow as direct a path as possible.

#### 6185.—Unsatisfactory State of W/T Equipment in Ships on Completion of Refits

(R.E. 02911/44—23 Nov. 1944.)

Their Lordships have received with concern reports that ships are leaving refitting ports with their W/T equipment in an unsatisfactory state and the attention of Commanding Officers of H.M. ships and vessels is drawn to K.R. and A.I., Article 663, paragraphs 19, 20 and 21.

2. The defective equipments can be classified under the following headings:—

- Apparatus which is not being superseded, but through age and/or wear and tear requires overhauling.
- Apparatus which is in a satisfactory condition at the commencement of the refit but through inefficient maintenance has been allowed to deteriorate during the period of the refit.
- New apparatus which has been inadequately tested and tuned, and installation faults not cleared.

3. The initial cause of the defects in paragraph 2 (a) is considered to be due to the omission to demand new and return defective items for survey possibly through lack of the necessary technical advice to determine which items were defective. Alternately to the omission of the necessary external circuit re-wiring item from the ship's defect list.

The defects in paragraph 2 (b) are due to inadequate technical supervision during the refit.

The Port W/T Officer is available to assist Commanding Officers with the necessary technical advice, and Commanding Officers of H.M. ships, especially those not carrying a technical officer, should not hesitate to call on their services as necessary. (K.R. and A.I., Article 663, paragraph 21.)

4. The main cause of the faults in paragraph 2 (c) is due to insufficient time being available to the Inspecting Officer to discover the installation faults and arrange for them to be rectified, and for tuning and final testing of the apparatus. It is important that sufficient time be allotted to the P.W./T.O. to tune and test the W/T sets after installation.

The time required for testing and tuning will vary according to the work carried out, and a definite date should be fixed and included in the ship's programme when the programme for completion and trials is decided.

5. A.F.O. 993/44 details the ports at which Port W/T Officers are appointed.

(A.F.O. 993/44.)

#### 6186.—W/T Crystal Stowage Box, Pattern 57388—Introduction

(N.S. 34335/44.—23 Nov. 1944.)

A stowage box, providing stowage for 20 quartz crystals, has been introduced for use in ships, and added to the Authorized List of Naval Stores under Subhead F.1A, Part 1, as follows:—

Pattern.	Description.
57388 ... ..	Box, stowage, for 20 quartz crystals, A.M. type.

2. An initial purchase has been arranged for delivery to R.N. Store Depot, Glossop, and Superintending Naval Store Officer, Haslemere, is to arrange distribution to Yards abroad of the following quantities:—

Gibraltar ... ..	150	Durban ... ..	150
Malta... ..	150	Colombo... ..	250
Alexandria ... ..	150	Sydney ... ..	150

3. The box, which is provided with a drawer in which the crystals are mounted, can be fitted separately or, where stowage for large quantities of crystals in one place is required, the boxes can be fitted to form a nest of drawers.

4. Ships should demand from the nearest Naval store depot, one box for every 20 crystals carried, quoting this order as authority.

5. Yards and depots at home are to demand supplies in bulk from Superintending Naval Store Officer, Haslemere.

#### 6187.—Aircraft Dinghy Packs for "K" Type Dinghy—Conversion of A, Mark III to A, Mark II

(A.E. 7192/44.—23 Nov. 1944.)

The A, Mark III dinghy pack (Stores Ref. 27C/2088), has been found unsuitable for use in all Naval aircraft, and in accordance with instructions listed below, is to be converted to the A, Mark II dinghy pack (Stores Ref. 27C/1899).

2. The modification consists of the removal of—

- the strap harness and quick release couplings;
- the strap harness housing;

and the fitment of four harness tabs in accordance with sketches illustrated in A.F.O. Diagram 407/44 (1-2).

3. The sequence of operations is as follows:—

- Remove the strap harness by cutting away stitching near the buckle.
- Remove the strap housing by carefully cutting away stitching where attached to the pack base.
- Mark out *harness tab* position on pack base; care to be taken in dimensioning in accordance with A.F.O. Diagram No. 407/44 (2).
- Mark out by metal template the exact positions of rivet holes on pack base, harness tabs and fabric doublers.
- Stamp out by means of  $\frac{1}{8}$  in. diameter cutting-tool all rivet holes.
- Assemble harness tabs to pack base, including washers and fabric doublers, and "burr" rivets in positions. Care should be taken that "burr" is left smoothly finished.

4. The following items are required to carry out this modification:—

	No. required per set.
(i) Harness tabs to Drawing CQD/1089/2, item 28 ... ..	4
(ii) Rivets, copper, $\frac{3}{8}$ in. by $\frac{1}{8}$ in. diameter ... ..	12
(iii) Washers, copper, $\frac{3}{8}$ in. outside diameter ... ..	24
(iv) Fabric doublers, two-ply, 448B (pack fabric) (scrap may be used).	8 sq. ins.

5. *Alternative Method.*—Where sewing facilities are available, the *harness tabs* may be sewn into position by box stitching,  $\frac{3}{4}$  in. by  $\frac{3}{4}$  in., allowing  $\frac{1}{8}$  in. from the edge of the pack base, using sewing thread No. 35.

6. The contents of the dinghy pack so converted remain the same. The contents and method of packing are laid down in A.P. 1182, Vol. 1, Part 3, Section 4, Chapter 5, paragraphs 13 to 36, and A.P. 1182, Vol. 1, Part 3, Section 3, Table 1.

7. These modifications are to be carried out in sections where facilities are suitable, at the discretion of the Safety Equipment Officer. If facilities do not permit this modification to be carried out in individual stations or carriers, dinghy packs A, Mark II, should be demanded as replacements. On receipt, the dinghy packs A, Mark III, are to be returned to store.

8. The relevant air publications will be amended.

#### 6188.—Aircraft Equipment—Rip Cord Housings—Parachute

(A.E. 6565/44.—23 Nov. 1944.)

Services demanding replacements of rip cord housings (Stores Ref. 15A/199) have in some cases received items which are defective. This is due to an unavoidable lowering in the standard of manufacture.

2. The defect is characterized by an undue amount of play in the outer covering of plaited steel braid, in some cases as much as  $1\frac{1}{2}$  in. to 2 in. This causes the outer covering to "belly" when in use.

3. A parachute in service with a rip cord housing suffering from this defect endangers the lives of aircrews for the following reasons:—

(i) The stretch in the rip cord housing is liable to cause a parachute to be pulled accidentally in the cockpits of aircraft.

(ii) It may prove difficult to withdraw the rip cord pins fully in an emergency due to the cable fouling in the housing.

4. In addition, the extra chafing effect will reduce the life of the pack cover.

5. During routine inspections special attention should be paid to the rip cord housings, and where doubt exists these should be changed.

6. All rip cord housings received from stores depots should be examined by a safety equipment worker, and when a new rip cord housing is fitted to a parachute the entry on Parachute Log Card (R.A.F. Form 1507A) should include a note "Checked in accordance with A.F.O. 188/44."

7. All unserviceable items are to be returned to the nearest R.N. store depot.

#### 6189.—Aircraft Parachute Harness—Quick Release Box—Stripping and Assembling Jig

(A.3/44.—23 Nov. 1944.)

The strength of the springs in parachute quick release boxes causes some difficulty to W.R.N.S. Safety Equipment Assistants in the dismantling and assembling of the boxes. Particulars of a device that will facilitate this operation are detailed in A.F.O. Diagram 408/44.

2. Where provision of this device is considered desirable it should be constructed locally.

#### 6190.—Naval Aircraft—Compass Deviation Cards

(A.E./N.S. 01708/43.—23 Nov. 1944.)

The revised R.A.F. compass deviation cards (Forms 316 and 316A) have been found unsuitable for use in Naval aircraft.

2. Two of the old forms have been adopted as standard for all Naval aircraft. These have been reproduced in the "S" series and stocks of the following are now held at R.N. Store Depot, Park Royal:—

Form S.386—For Pilots or front cockpit. (To fit Type 6A/387 holders).

Form S.1201—For Observers or back cockpit. (To fit Type 6A/409 holders).

3. Stations should demand on the basis of four per aircraft held.

(A.F.O. 5805/42 is cancelled.)

#### 6191.—Alterations and Additions

H.M. Rescue Tugs, "Assurance" Class

(D./S.D.G. 00531/44.—23 Nov. 1944.)

The undermentioned item of As. and As. to H.M. rescue tugs—"Assurance" class—is promulgated in continuance of A.F.O. 4634/44:—

Item.	Authority.	Decision.
37. To fit A1 coils to D.G. equipment ...	S.D.G.00531/44	Approved.

(A.F.Os. 4849/43 and 4634/44.)

#### 6192.—Alterations and Additions

H.M. Rescue Tugs, "Bustler" Diesel Class

(D./T.D. 1712/44.—23 Nov. 1944.)

The following decisions on As. and As. to H.M. Rescue Tugs "Bustler" Diesel Class, are promulgated, in continuance of A.F.O. 3725/44.

Items	Authority	Decisions
12. To fit two Admiralty pattern 4773 lanterns above the main engine tops.	D.08078/44	Approved. Classification B.
13. To fit $\frac{3}{4}$ -in. diameter mild steel bars over scuttles to lower deck; bars to be 3 in. apart vertically with ends welded to hull plating.	D.06459/44	
14. Sheet metal locker for the stowage of engineer officers' working clothing to be provided.	D.06459/44	

(A.F.O. 3725/44.)

#### 6193.—Aircraft—Computers, Mark IIID\*

(N.S. Air 4393/44.—23 Nov. 1944.)

Owing to the increased range of Fighter aircraft necessitating a higher standard of navigation, Ref. 6B/180 Computers, Mark IIID\* will, in future, be issued to all Fighter Pilots on their personal charge, and the present allowance as Squadron Mobile Equipment (B.R. 378) is cancelled.

2. Computers now held on Squadron charge should be transferred to pilots' personal charge.

3. Allowances of spare computers to R.N. Air Stations, will be amended as follows:—

B.R. 377					
1	2	3	12	13	15
6B/180	Computers, Mark IIID*	No.	4(G)	3	(G) Additional allowance of 150 to Naval Air Fighter Schools.

4. It is to be observed that the above adjustment of allowances does not in any way affect allowances of these items for Observers (as promulgated in C.A.F.O. 1389/44).

5. B.R. 377 and B.R. 378 will be amended in due course; meanwhile all existing copies held should be amended in manuscript.

(F.O.N.A.S. No. 1696/581/4, 4 Mar. 1944.)

(C.A.F.Os. 576/44 and 1389/44.)

#### 6194.—Arrester Gear—Springs for Yielding Elements

Aircraft Carriers

(N.S. 35791/44.—23 Nov. 1944.)

With reference to paragraph 6(e) of A.F.O. 4287/44, 1,000 No. springs for yielding elements of arrester gear have been purchased—under Vote 8/II B.10—for early delivery to *Rosyth* under contract dated 29th June, 1944, CP7F/77834/44, from Messrs. Crown Spring Co., West Bromwich.

2. *Dockyards and Naval Store Depots.*—Future urgent requirements, not available from stock at *Rosyth*, should be obtained from the above firm by local purchase.

(*S.N.S.O., Rosyth, P.M., No. 3259, 14 Oct. 1944.*)

(*A.F.O. 4287/44.*)

### 6195.—Fire-fighting in H.M. Ships—Introduction of F.B.2 (S) Foam Branchpipes

(*N.S. 25137/44.—23 Nov. 1944.*)

Trials carried out at the Admiralty Fire Testing Ground, Haslar, have demonstrated the advantages when extinguishing oil fuel fires in machinery spaces of using a foam which flows more readily than that produced by the standard F.B.2 branchpipe used in conjunction with the Pyrene Foam Compound unit.

2. When extinguishing large oil fuel fires in the engine room mock-up, using the F.B.2 branchpipes, it was found that the foam—which is initially rather viscous—oxidized and became stiffer on exposure to heat and thereby spread comparatively slowly over the oil surface, tending to build up rather than to flow.

3. In order to overcome these disadvantages, it was considered necessary to produce a foam which would not oxidize so quickly and which, by flowing more freely around the many obstacles in the bilge of a machinery compartment, would result in more rapid extinction of an oil fuel fire in an engine room or boiler room.

4. Experiments were carried out, therefore, with a view to increasing the rate of application and producing a foam of lower viscosity and higher water content than is possible with the F.B.2 branchpipe.

5. In order to fulfil the above requirements, a "pick-up" tube method of foam production, similar in principle to the knapsack tank equipment, has been developed and is indicated in A.F.O. Diagram 411/44.

This equipment has been named "The F.B.2(S) branchpipe with suction pick-up assembly", and consists of—

(a) A slightly modified F.B.2 (L.P.) branchpipe, as supplied with the knapsack tank equipment, in which the impinging jets are enlarged to  $\frac{3}{8}$  in. diameter, the foam cock removed, and the water inlet hose connection set at an angle of  $45^\circ$  to the bore of the branchpipe.

(b) A 10-ft. length of  $\frac{3}{4}$ -in. internal diameter suction hose.

(c) A suction spill which incorporates a combined drum piercer and strainer. The branchpipe can be distinguished readily from the standard branchpipes by the water inlet hose connection, which is set to an angle of  $45^\circ$  to the bore of the branchpipe instead of being in line with it.

6. The characteristics of the F.B.2 (S) branchpipe are as follows:—

Pressure at the branchpipe ...	lb./in. <sup>2</sup>	35	50
Water consumption ...	gall./min.	56	65
Foam compound consumption ...	gall./min.	1.5	2.3
Output of foam ...	gall./min.	350	420

7. *Method of Operation.*—(i) Couple the water hose from the firemain to the branchpipe and open the valve on the firemain.

(ii) Puncture the top of a 5-gallon drum of foam compound by means of a sharp downward thrust with the combined drum piercer and strainer, and lower the suction spill to the bottom of the drum.

(iii) Open the water control cock on the branchpipe. Foam will be produced in about five seconds.

(iv) Immediately the drum is empty, withdraw the pick-up tube and quickly plunge it into the next drum of compound.

It must be emphasized that the rapid extinction of a large oil fuel fire by means of foam depends not only on obtaining initially the maximum rate of application, but also on maintaining continuity of supply of foam compound to ensure that no appreciable breaks occur in the delivery of foam. It is essential, therefore, that an adequate supply of foam compound is brought to the scene of the fire and that the minimum time is taken in changing from one drum to another when the first is exhausted. The time for exhausting one 5-gallon drum of foam compound is from two to three minutes, depending on the water pressure, but a reasonably accurate indication that the drum is exhausted can be obtained by the weight of

the drum or by the sound of air being drawn into the suction spill. The latter can be heard more clearly if the filling cap on the drum is removed. By these methods the break in continuity of foam production should not exceed a few seconds.

8. *Maintenance.*—(i) The filter which is incorporated in the water head of the branchpipe should be kept clean and free from strands of flax, particularly when using new hoses.

(ii) After use, wash out the suction hose, branchpipe, suction spill and strainer, and see that the latter is clear.

9. The F.B.2 (S) branchpipes are intended for supply to cruisers and above primarily for use in conjunction with the tubes arranged for admission of foam to engine and boiler rooms, *vide* A.F.O. 5393/43.

Owing to the relatively high water consumption of this branchpipe, the firemain should be de-isolated as necessary when the branchpipes are in use to ensure that an adequate supply of water is available.

F.B.2 (S) branchpipes are unsuitable for use in destroyers and smaller ships owing to their limited pumping capacity, and F.B.2 (L.P.) branchpipes with knapsack tanks will continue to be supplied to these ships.

10. The foam produced by the F.B.2 (S) branchpipe is unsuitable for dealing with fires involving petrol which, by reason of its low flashpoint, is not influenced by the cooling effect of the water content in the foam. Foam compound units, types "A", "B" and "C", supplied to aircraft carriers and other ships to cover petrol risks should continue to be used for this purpose.

11. Purchase of 1,700 No. F.B.2 (S) branchpipes, complete with suction pick-up assembly, has been arranged under contract dated 5th July, 1944, C.P.7B/79861/44, with the Pyrene Co. Ltd., for distribution as shown:—

	No.	<i>Rosyth</i>	<i>Preston</i>	<i>Severn Area</i>	<i>Midland Area</i>	<i>Total</i>
Branchpipes "Pyrene", F.B.2 (S), fitted with No. 3 A.S.B.J. couplings and suction pick-up assembly.	No. 350	350	200	100	1,000	
Branchpipes "Pyrene", F.B.2 (S), fitted with 2½-in. U.S. Navy standard female screw couplings and suction pick-up assembly.	No. 75	75	25	25	200	
Branchpipes "Pyrene", F.B.2 (S), fitted with 2½-in. instantaneous couplings and suction pick-up assembly.	No. 175	175	100	50	500	

12. Delivery of part quantities has been made, but the order will take some time for completion. Contractors are being pressed for further deliveries, and ships should, therefore, not hasten supply.

13. The allowances to each class of ship concerned are shown in the Appendix to this order. These allowances are based on the relative positions of the engine and boiler rooms and the foam inlet tubes, with due regard to the watertight subdivision of the ship.

Ships concerned in commission should forward demands to their storing yards or depots accordingly, the type of coupling required being stated clearly on the demand. Supply to ships concerned under construction should be arranged by the warrant yards and supplying yards and depots.

14. On receipt, the new branchpipes should be stowed in suitable positions near to the foam inlet tubes, together with three 5-gallon drums of foam compound for each branchpipe. In the case of aircraft carriers and capital ships, type "C" foam compound units should be returned to the nearest dockyard or naval store depot on the basis indicated in the Appendix to this order. The work involved in disconnecting the foam units should be carried out by the ships' staffs, and an appropriate item of As. and As., Classification "A", included in the lists of As. and As. of ships concerned. For cruisers and other ships concerned, the allowances of type "C" foam units will remain unaltered, but where these units are fitted in the vicinity of the machinery spaces, they should be removed to positions forward and abaft of these spaces to cover the oil fuel stowage.

15. Additional foam compound in 5-gallon drums should be demanded as necessary on a basis of 15 gallons for each F.B.2 (S) branchpipe allowed. Demands for foam compound should take into consideration any surplus remaining on board after type "C" foam units have been surrendered.

16. B.R.358—Establishment of Naval Stores for Executive Purposes—will be amended.

## APPENDIX

Allowances of F.B.2 (S) Foam Branchpipes with Suction Pick-up Assembly and Revised Allowances of Type "C" Foam Compound Units

Class of Ship	Allowance of F.B.2 (S) Foam Branchpipes per Ship	Type "C" Foam Compound Units	
		Present Allowance per Ship	Revised Allowance per Ship
<i>Aircraft Carriers, etc.</i>			
"Illustrious" Class and "Indomitable" ...	8	7	3
"Implacable" and "Indefatigable" ...	16	11	5
"Furious" ... ..	12	6	2
"Argus" ... ..	8	4	2
"Unicorn" ... ..	8	6	4
"Perseus" and "Pioneer" ... ..	12	5	2
Light Fleet Carriers ... ..	12	5	3
A/C Component Repair Ships (except "Port Quebec").	4	2	1
A/C Engine Repair Ships ... ..	4	3	2
Escort Carriers, American-built (ex Diesel-engined Ships).	6	3	Nil
<i>Capital Ships</i>			
"King George V" Class ... ..	16	5	3
"Royal Sovereign" and "Revenge" ...	12	4	2
"Resolution" and "Ramillies" ... ..	12	5	3
"Nelson" and "Rodney" ... ..	12	5	3
"Malaya", "Valiant", "Queen Elizabeth", "Warspite" and "Renown".	12	5	2
<i>Monitors</i>			
"Roberts", "Abercrombie" and "Erebus"	4	2	2
<i>Cruisers</i>			
"Dido" Class ... ..	4	2	2
"Kent", "London", "Norfolk" and "Southampton" Classes and "Australia".	8	4	4
"E", "Leander", "Fiji" and "Uganda" Classes.	8	3	3
"Frobisher" and "Hawkins" ... ..	8	3	3
"Adventure", "Arethusa", "C" (including A.A. Ships) and "D" Classes, "Minotaur" and "Tiger" Classes.	8	2	2
"Albatross" ... ..	4	3	2
<i>Large Depot and Repair Ships</i>			
"Tyne", "Woolwich", "Vindictive", "Forth", "Maidstone", "Resource", "Adamant", "Wayland", "Ausonia", "Bonaventure" and "Artifex".	8	3	3
"Wolfe" and "Montclare" ... ..	12	3	3

(A.F.O. 5393/43.)

## 6196.—Firefighting Equipment

Motor Fishing Vessels

(N.S. 37371/44.—23 Nov. 1944.)

The allowances of firefighting equipment to motor fishing vessels have been revised and are now as shown in the appendix to this Order. Fire buckets, filled with sand, are not now required in these vessels.

2. Authorities concerned should arrange for stocks on board vessels in commission to be adjusted accordingly. Any necessary adjustments in the first outfits of naval stores to vessels under construction should be made by warrant and supplying yards or depots in the usual manner.

3. The Establishment Lists of Naval Stores concerned should be amended.

## Appendix

(a) Equipment for 45-ft. M.F.Vs.

Pattern Number	Description	Quantity	Remarks
<i>Permanent Stores</i>			
<i>B.8</i>			
4726	Fire extinguishers :— Foam type, 2-gall., not charged.	2A	A—viz :— 1 in engine room. 1 on deck near engine-room hatch.
4726A	Hose for ... ..	2A	
4723	Pyrene, C.T.C., 1-quart, fully charged.	B	B—1 to vessels fitted with petrol engines only. To be fitted in engine room.
4725	Brackets for ... ..	B	
—	"Nuswift" type, charged	2C	C—viz : 1 in each accommodation space.
<i>B.10</i>			
—	Redhill containers, scoops and hoes.	Nil	
<i>E.5</i>			
230	Breathing apparatus ...	1 set	
2313	Hose, I.R., asbestos covered, 60-ft.	1	
2305	Strainer ... ..	1	
<i>Consumable Stores</i>			
4729	Charges for foam type extinguishers.	D	D—3, includes two spare for each extinguisher, Pattern 4726 supplied.
4728	Refills for C.T.C. extinguishers.	E	E—2, as spare for each extinguisher, Pattern 4723 supplied.
—	Charges CO <sub>2</sub> for "Nuswift" extinguishers.	F	F—4, as spare for each "Nuswift" extinguisher supplied. To be stowed alongside the extinguisher.
<i>(b) Equipment for 61½-ft. M.F.Vs.</i>			
<i>Permanent Stores</i>			
<i>B.8</i>			
4726	Fire extinguishers :— Foam type, 2-gall., not charged.	A	A—1 in engine room.

## (b) Equipment for 61½-ft. M.F.Vs.—contd.

Pattern Number	Description	Quantity	Remarks
4726A	Hose for ... ..	A	1 on deck near engine-room hatch.
—	"Nuswift" type, charged	2B	1 <i>in addition</i> in lieu of a "Nuswift", when oil drums are carried in the hold. B—i.e. :— 1 each in forward and aft accommodation spaces. 1, <i>less</i> when oil drums are carried, <i>see</i> Note A.
—	<i>B.10</i> Redhill containers, scoops and hoes.	Nil	
230	<i>E.5</i> Breathing apparatus ...	1 set	
2313	Hose, I.R., asbestos covered, 60-ft.	1	
2305	Strainer ... ..	1	
4729	<i>Consumable Stores</i> Charges for foam type extinguishers.	C	C—3, <i>includes</i> 2 spare for each extinguisher, Pattern 4726.
—	Charges, CO <sub>2</sub> for "Nuswift" extinguishers.	D	D—4, <i>as spare</i> for each "Nuswift" extinguisher. <i>To be stowed alongside the extinguisher.</i>

## (c) Equipment for 75-ft. M.F.Vs.

Pattern Number	Description	Quantity	Remarks
4726	<i>Permanent Stores</i> <i>B.8</i> Fire extinguishers :— Foam type, 2-gall., not charged.	3A	A—viz :— 1 in engine room. 1 on deck near engine room hatch. 1 in forward accommodation. 2—viz :— 1 for petrol-driven generator. 1 for petrol tank. <i>in addition</i> to 75-ft. M.F.Vs. converted for shallow water minesweeping.
4723	"Pyrene", C.T.C., 1-quart, fully charged.	B	B—2 viz :— 1 for petrol driven generator. 1 for switchboard. to 75-ft. M.F.Vs. converted for shallow water mine sweeping.
—	"Nuswift" type, charged	1C	C—In after accommodation.
—	Hoses, canvas, 30-ft. lengths, A.S.B.J., couplings, No. 3 size.	2	

## (c) Equipment for 90-ft. M.F.Vs.—contd.

Pattern Number	Description	Quantity	Remarks
1503	<i>B.9</i> Branch pipes, with jet/spray nozzles.	2	
—	<i>B.10</i> Redhill containers, scoop and hoes.	Nil	
230	<i>E.5</i> Breathing apparatus ...	1 set	
2313	Hose, I.R., asbestos-covered, 60-ft.	1	
2305	Strainer ... ..	1	
4729	<i>Consumable Stores</i> Charges for foam type extinguishers.	D	D—3, <i>includes</i> 2 spare for each extinguisher, Pattern 4726 supplied.
4728	Refills, for C. T. C. extinguishers.	E	E—2, <i>as spare</i> for each extinguisher, Pattern 4723 supplied.
—	Charges CO <sub>2</sub> "Nuswift"	F	F—4, <i>as spare</i> for each "Nuswift" extinguisher supplied. <i>To be stowed alongside the extinguisher.</i>

## (d) Equipment for 90-ft. M.F.Vs.

Pattern Number	Description	Quantity	Remarks
4723	<i>Permanent Stores</i> <i>B.8</i> Extinguishers, fire :— "Pyrene", 1-quart, fully charged C.T.C.	1A	A—For engine room. B—viz :— 1 in engine room. 2 in engine room lobby. 1 each in forward and aft accommodation.
4725	Brackets for ... ..	1A	
4726	Foam type, 2-galls. ...	5B	C—viz : for extinguishers in engine room and engine room lobby. D—viz :— 1 in passenger officer's accommodation. 1 on deck amidships.
4726A	Hoses, metallic, 4-ft., for use with Pattern 4726.	3C	
—	"Nuswift" ... ..	2D	E—Size of hose and type of connection as required.
—	Hoses, canvas, 20-ft. lengths	4E	
—	<i>B.9</i> Branch pipes, with jet/spray nozzles.	4F	F—Type of connection as required.
—	<i>B.10</i> Redhill containers, scoop and hoes.	Nil	
230	<i>E.5</i> Breathing apparatus ...	1 set	
2313	Hose, I.R., asbestos-covered, 60-ft.	1	
2305	Strainer ... ..	1	

(d) *Equipment for 90-ft. M.F.Vs.—contd.*

Pattern Number	Description	Quantity	Remarks
<i>Consumable Stores</i> B.8			
4728	Refills for "Pyrene" 1-quart extinguishers C.T.C.	G	G—2, <i>as spare</i> for each extinguisher, Pattern 4723 supplied.
4729	Charges for foam type extinguishers.	H	H—3, <i>includes two spare</i> for each extinguisher, Pattern 4726 supplied.
—	Charges, CO <sub>2</sub> for "Nuswift" extinguishers.	J	J—4 <i>as spare</i> for each "Nuswift" extinguisher supplied. <i>To be stowed alongside the extinguisher.</i>

**6197.—Bomb Lifts—Precautions when Zoning**

"*Illustrious*" Class, "*Indomitable*", "*Unicorn*", "*Implacable*", "*Indefatigable*" and *Light Fleet Carriers (1942)*

(N.L. 6460/44.—23 Nov. 1944.)

To prevent the repetition of an accident which has recently occurred in an aircraft carrier when zoning a bomb lift, the following safety precautions are to be taken in the above-mentioned ships:—

(a) Around each bomb lift loading or unloading position where zoning is arranged, a danger area is to be defined by a white boundary line on the deck, extending 4 ft. from the bomb lift trunk and 3 ft. on each side of the bomb lift doors.

(b) Whilst a lift is being zoned, no man is to be within the above area without the permission of the Officer-in-Charge.

2. The attention of Commanding Officers concerned is drawn to the fact that the normal operation of zoning the bomb lifts is to *zone up*. The zone down feature is provided for emergency use only.

3. B.R. 1055, Bomb Supply Drill, is being amended accordingly.

(B.R. 1055.)

**6198.—Deck Covering Materials—Approved Firms**

(D. 17466/44.—23 Nov. 1944.)

The North British Rubber Co. has developed a weather deck covering material containing reclaimed rubber. This material has been tried on a ship under service conditions and is approved for use in H.M. ships.

2. The names and addresses of the firms now approved for the supply and laying of reclaimed and Niger rubber weather deck covering materials are as follows—

Messrs. Semtex Ltd., 2, Derby Road, Caversham, Reading.

Messrs. Rowan & Boden Ltd., 50 Pall Mall, London, S.W.1.

Messrs. North British Rubber Co. Ltd., 204–208, Tottenham Court Road, London, W.1.

(C.-in-C., Rosyth, 7 Oct., 1944, No. 4058/319.)

(A.F.O. 3435/44.)

**6199.—Tools, Stud Extracting and Inserting—Introduction**  
*Aircraft Repair and Maintenance Yards, Naval Air Stations and Engine Repair Ships*

(N.S. Air 12600/44.—23 Nov. 1944.)

Stud extracting and inserting tools have been introduced as naval stores under Subhead B.11, and will be allowed to Services in accordance with the following scales:—

Pattern	Size	R.N. Aircraft Repair Yards	R.N. Aircraft Maintenance Yards	R.N. Air Stations		Engine Repair Ships
				"A"	"B"	
8051	3 B.A.	3	3	2	1	3
8052	2 B.A.	3	3	2	1	3
8053	1 B.A.	2	2	2	1	2
8054	0 B.A.	2	2	2	1	2
8055	$\frac{3}{16}$ in.	3	3	2	1	3
8056	$\frac{1}{4}$ in.	2	2	2	1	2
8057	$\frac{5}{16}$ in.	2	2	2	1	2
8058	$\frac{11}{16}$ in.	2	2	2	1	2
8059	$\frac{3}{8}$ in.	2	2	2	1	2
8060	$\frac{7}{16}$ in.	2	2	2	1	2

2. Purchase is being arranged of the following quantities:—

Pattern	Severn Area	Mersey Area	West Riding Area	Carfin
8051	120	60	60	60
8052	120	60	60	60
8053	100	60	60	60
8054	100	60	60	60
8055	120	60	60	60
8056	100	60	60	60
8057	100	60	60	60
8058	100	60	60	60
8059	100	60	60	60
8060	100	60	60	60

3. Shipment should be arranged from Severn area as follows:—

Pattern	Durban	Gibraltar	Malta	Alexandria	Ceylon	Australia
8051	6	1	1	5	30	20
8052	6	1	1	5	30	20
8053	6	1	1	4	25	15
8054	6	1	1	4	25	15
8055	6	1	1	5	30	20
8056	6	1	1	4	25	15
8057	6	1	1	4	25	15
8058	6	1	1	4	25	15
8059	6	1	1	4	25	15
8060	6	1	1	4	25	15

4. Supply without demand to Class "A" station scale should be made from Severn Area to R.N. Air Station, Piarco, and R.N. Air Section, Dartmouth.



5. Other services concerned should forward demands to their nearest R.N. store depot or dockyard detailed in paragraphs 2 and 3, quoting this Order as authority for supply.

6. The authorized List of Naval Stores and Air Stores Establishments will be amended.

#### 6200.—Poles, Bomb Lifting, Ref. 4G/3206

(N.S. 051557/44.—23 Nov. 1944.)

A new bomb lifting pole of lightened type capable of lifting either 250-lb. or 500-lb. bombs has been introduced for use on Aircraft Carriers. The former item used was dealt with as Sea Stores, but the new item is Stores Ref. 4G/3206 and will eventually replace the two types of lifting pole at present in service. This item will be allowed in accordance with the following scales:—

Escort Carriers  
Fleet and Light Fleet Carriers } as shown in B.R. 378.

2. Aircraft Carriers which already possess the older type of poles are to retain these until they become unserviceable. The new poles Ref. 4G/3206 may then be demanded in replacement as shown in B.R. 378.

3. Supply without demand is being arranged direct from contractors to the following Services:—

H.M. Ships "Colossus", "Glory", "Venerable", and "Vengeance".

H.M. Ships "Excellent", "Daedalus II" and "Fledgling".

4. Other Services concerned should forward demands to their normal sources of supply of Air Stores quoting this order as authority for supply. Issues to new Services will be made with their initial outfit of Stores.

5. Stocks are not expected to be available until January, 1945.

6. Arrangements have been made for the necessary quantities to be despatched to yards abroad to cover requirements of aircraft carriers attached to foreign stations. Details of quantities being supplied are being forwarded direct to (S) Naval Store Officers concerned.

#### 6201.—Refits and Repairs

H.M. Ships

(D. 14746/44.—23 Nov. 1944.)

Instances continue to occur of ships, and particularly small ships, returning to service in an unsatisfactory condition after refit owing to important defects not having been made good or only partially remedied. The usual cause is the inadequate manner in which the defect list is prepared and/or the late date at which some of the defects are revealed and supplementary defect lists forwarded. Attention is called to the Commanding Officer's responsibility in these matters as laid down in K.R. and A.I., Articles 706 and 707.

2. Flag or Naval Officers in charge of refitting ports should ensure that the various technical officers on their staffs render to the ship's officers every assistance in this matter with a view to seeing that all known defects are included in the main or supplementary defect lists.

(K.R. and A.I., Articles 706 and 707.)

(A.F.O. 5934/42 and C.A.F.O. 1663/43.)

#### 6202.—Windlasses—Handles of Brake Spindles—Modification

"Loch" Class Frigates and "Castle" Class Corvettes

(D.P. 16846/44.—23 Nov. 1944.)

It has been reported that the brake handles of the windlasses of Messrs. Reid's manufacture fitted in certain of the above-mentioned vessels pass too close during rotation to the chain cable, and that any jumping of the cable during veering would endanger the hand of the brake operator and might result in the brake handle being knocked out of position.

2. An item is to be inserted in the next defect lists for the vessels concerned stating that the T-handles of the windlass brakes are to be set up so as to bring the handles well clear of the cable.

3. Action has been taken with Messrs. Reid in regard to windlasses not yet despatched.

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

#### 6203.—Wrenches, Adjustable for Taps and Reamers

(N.S. 33642/43.—23 Nov. 1944.)

The undermentioned new patterns of single-handed and double-handed wrenches for taps and reamers have been added to the Rate Book for Naval Stores. These wrenches will replace existing patterns as indicated. The patterns which have been superseded should be considered obsolete, but stocks should be issued until exhausted.

Pattern	Description	Patterns superseded
Wrenches, adjustable, double-handed:—		
6940	$\frac{7}{8}$ -in. to $1\frac{1}{2}$ -in. (Type AA)	681H, 681I, 681P
6941	$\frac{3}{4}$ -in. to 1-in. (Type BB)	681F, 681H, 3845
6942	$\frac{3}{4}$ -in. to $\frac{3}{2}$ -in. (Type CC)	681C, 681H, 681F, 3845, 3834
6943	$\frac{1}{2}$ -in. to $\frac{3}{2}$ -in. (Type EE)	681A, 681C, 681E, 3854
6944	Up to $\frac{1}{2}$ -in. (Type DD)	3945, 3854
6945	0 to 11 B.A. (Type FF)	723, 3833, 3945
Wrenches, adjustable, single-handed:—		
6946	$\frac{3}{4}$ -in. to $1\frac{1}{2}$ -in. (Type AA)	681M, 681N, 681O, 4312
6947	$\frac{1}{2}$ -in. to $\frac{3}{4}$ -in. (Type BB)	681L, 681LL, 681M, 4312
6948	$\frac{3}{8}$ -in. to $\frac{5}{8}$ -in. (Type CC)	681J, 681K, 681KK, 659
6949	$\frac{3}{16}$ -in. to $\frac{3}{8}$ -in. (Type EE)	681J
6950	Up to $\frac{1}{2}$ -in. (Type DD)	4312

2. Purchase has been arranged of the following quantities. First deliveries will be made to Devonport for samples to be selected for guidance in receipt at other dockyards and R.N. store depots.

Pattern.	Chat-ham	Sheer-ness	Ports-mouth	Devon-port	Rosyth	Severn	Mersey	Leeds	Carfin
6940...	...	50	50	100	50	100	100	100	100
6941...	...	100	50	150	100	100	150	100	100
6942...	...	150	50	250	150	250	250	200	200
6943...	...	300	50	400	300	400	500	450	300
6944...	...	150	50	200	150	200	250	200	150
6945...	...	200	50	300	250	200	300	300	200
6946...	...	150	50	200	150	200	250	200	150
6947...	...	300	50	350	350	350	300	300	250
6948...	...	300	50	400	300	400	500	450	300
6949...	...	100	50	150	100	100	150	150	100
6950...	...	100	50	150	100	100	150	150	100

3. Wrenches, Patterns 681Q, 400H, 401H and 420F are not affected and will still be purchased.

4. In consequence of the introduction of adjustable wrenches, taps, Patterns 618E, 660, 820, 821, 822, 926, 927 and 928 are now obsolete. Patterns 3950, 3951, 3952, 3962, 3963 and 3964, which cover the same range, will be supplied in lieu.

5. The Sea Store Establishments and the Authorized List of Naval Stores will be amended.

(A.F.O. 4537/44 is cancelled.)

## Section 4

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

6204.—Aircraft Equipment—Accounting and Checking Procedure—Temporary Forms  
—A.44/AA—Swordfish I and II, A.44/AB—Swordfish III, A.44/Y—Sea  
Otter and A.44/CB—Firefly N.F. Mark II.  
*Cancelled by AFO 4986/46*  
(A.E.6195/44.—23 Nov. 1944.)

Forms A.44/series for the above-mentioned aircraft are to be prepared. They should include the items shown hereunder.

2. Pending the issue of printed forms, ships and stations should duplicate the necessary forms locally. Parts A and D, and columns 7 and 8 of Parts B and C, should be as in Form A.44/L amended as necessary.

3. In Forms A.44 series already detailed in A.F.Os., the engine should appear as the first item, as follows:—

A.F.O.	Form	Aircraft	Engine
5339/44	A.44/L	Hellcat I ... ..	Pratt and Whitney R.2800-10 or R.2800-10W
5572/44	A.44/B	Barracuda I and II ...	Merlin 30 or 32
5572/44	A.44/C	Firefly F, Mark I ...	Griffon II
5801/44	A.44/KB	Avenger I ... ..	Wright Cyclone R.2600-8
5801/44	A.44/KC	Avenger II ... ..	Wright Cyclone R.2600-8 or R.2600-8A
5801/44	A.44/PA	Corsair I ... ..	Pratt and Whitney R.2800-8
5801/44	A.44/PB	Corsair II ... ..	Pratt and Whitney R.2800-8
5801/44	A.44/PC	Corsair III ... ..	or R.2800-8W
5801/44	A.44/M	Wildcat V ... ..	Pratt and Whitney R.1830-86

The serial number of the engine is to be inserted in manuscript in every case. Where Form A.44/KB or Form A.44/KC is used for transferring Avenger III aircraft, the engine particulars should be amended to read "Wright R.2600-20".

A.44/AA—Swordfish I and II—Column 1 refers to Appendix "A" Serial No. 1244.

## Part B.

(1)	(2)	(3)	(4)	(5)	(6)	
37D	18	27C/1916	Engine, Pegasus III, M.3, or Pegasus 30, Serial No.	No.	1	
137A	214	7B/982	Dinghy, Aircraft, Type M., Mark IA, complete	No.	1	
	or	or	Signal pistol {	No. 4, Mark 1* ...	No. 1	
	S.18	7B/810				No. 4, Mark 1 ...
	or	or				No. 3, Mark 1 ...
53C	217	6A/1079	Compass, Type P.9 ... ..	No.	1	
			Compass, correction card ... ..	No.	1	
			Compass, deviation card ... ..	No.	1	
74D	221	26A/	Control, locking device ... ..	No.	1	
1D	224/	27N/12	Fire Extinguisher, hand type ...	No.	2	
	309		Engine, data plate ... ..	No.	1	
3F	234	36R/				or
or	or		Engine, data card ... ..			
3bF	235	36R/				

(1)	(2)	(3)	(4)	(5)	(6)
73D	238	26A/17824	Cushion, back pad ... ..	No.	1
12D	239	6F/165	Safety harness {	No.	1
	or	or			
13D	S.29	6F/77	Type IV ... ..		
14D	311	6F/167	Safety Harness, Type B ... ..	No.	2
9A	266	7J/1166	Gun, Vickers G.O., 0-303-in. ...	No.	1
	or	or	or		
1A	S.202	7A/33	Gun, Lewis, 0-303-in.... ..		
11A	271	7J/1342	Magazines {	No.	6
	or	or			
7A	S.210	7A/349	No. 2, Mark II ... ..		
21D/	314/		Speaking Tubes, complete ... ..	Set	1
28D	319		Signalling Lamp ... ..	No.	1
66B	320	5A/760			
	or	or	or		
67aB	322	5A/2334	Type B ... ..		
29D	341	27D/1642	Cockpit Cover ... ..	No.	1
30D	342	27D/1645	Engine Cover ... ..	No.	1
30aD	342a	27D/2104	Pressure Head Cover ... ..	No.	1
27F	345	26A/20850	Starting Handle ... ..	No.	1
49C	360	6A/380	Compasses ... ..	No.	2
	or	or			
49aC	361	6A/892	or		
69B	370	5C/369	Type 0-2A ... ..		
56D	514	26A/	Inspection Lamp, Mark II ... ..	No.	1
42C	573	6A/1072	Emergency Pack, complete ... ..	No.	1
	or	or	Clocks ... ..	No.	2
43C	574	6A/1104			
	or	or	or		
S.211	6A/579		Mark IIC, Lum. ... ..		
			or		
			Mark II, Lum. ... ..		
			Communication Radio * .....	No.	1
			* .....	No.	*
			* .....	No.	*
			Beacon Receiver ... ..	No.	1
			I.F.F. ... ..	No.	1
			Radar ... ..	No.	1
			* .....	No.	*
			* .....	No.	*
			Radio Altimeter ... ..	No.	1
			Any Other Radio ... ..	No.	*
			* .....	No.	*
			* .....	No.	*
			Crystals, Ref. No. ....	No.	*
			Ref. No. ....	No.	*
			Ref. No. ....	No.	*
			Ref. No. ....	No.	*
			Ref. No. ....	No.	*
			Ref. No. ....	No.	*

## Part C.

82A	1/55	11A/598	Universal bomb carriers {	No. 1, Mk. II ...	No.	4
	or	or				
83A	2/56	11A/2026	Universal bomb carriers {	No. 2, Mk. II ...	No.	3
84A	3/57/	11A/607				
	or	or	Carriers, R.P., Mark I (Mark II Aircraft only)	No.	2	
85A	or	11A/2026				
	4/58/					
	106					
85cA	6a/58a	11c/2185 (modified)				

(1)	(2)	(3)	(4)	(5)	(6)
69A	6/59	11A/459	Light series bomb carriers {	Mark 11 or Mark III	No. 2
or	or	or			
70A	7/60	11A/559	Torpedo Carrier, complete ... ..	No. 1	1
108A	113	26A/			
9F	138	5U/194	Generator, Engine driven, Type RLX	No. 1	1
or	or	or			
9aF	S.6	5U/1274	Generator, engine driven, Type R (only when ASVX is fitted)	No. 1	1
or	or	or			
129A	199	9/	Torpedo Sight, illuminated bead ...	No. 1	1
88A	205	5D/663	Bomb Distributor, automatic ...	No. 1	1
55A	268	8B/1139	Sight {	Relative Speed, Ring and Bead, Mark I or Prismatic, Type G.1 ...	No. 1
or	or	or			
55aA	269	8B/1661	Accumulator, 12-v., Type D ...	No. 1	1
or	or	or			
10B	338	5J/2294			

A.44/AB—Swordfish III—Column 1 refers to Appendix "A", Serial No. 1471  
Part B

(1)	(2)	(3)	(4)	(5)	(6)
10D	18	27C/1916	Engine, Pegasus 30, Serial No. ...	No. 1	1
65A	214	7B/982	Dinghy, Aircraft, Type M, Mark IA ...	No. 1	1
62C	217	6A/1079	Signal Pistols, No. 4, Mark 1* ...	No. 2	2
			Compass, Type P-9 ...	No. 1	1
			Compass, correction card ...	No. 1	1
			Compass, deviation card ...	No. 1	1
56D	221	26A/	Control, locking device ...	No. 1	1
43D	224/	27N/12	Fire Extinguishers, hand type ...	No. 2	2
	309				
24F	235	36R/	Engine, data card ...	No. 1	1
58D	238	26A/17824	Cushion, back pad ...	No. 1	1
47D	239	6F/165	Safety Harness, Type A ...	No. 1	1
48D	311	6F/167	Safety Harness, Type B ...	No. 1	1
3A	266	7J/1166	Gun, Vickers, G.O., .303-in. ...	No. 1	1
4A	271	7J/1342	Magazines, No. 2, Mark I ...	No. 6	6
59D	314		Speaking Tubes, complete ...	Set	1
65D	319				
92B	320	5A/760	Signalling Lamp {	Type A or Type B	No. 1
or	or	or			
94B	322	5A/2334	Cockpit Cover ...	No. 1	1
or	or	or			
1D	341	27D/1642	Engine Cover ...	No. 1	1
2D	342	27D/1645	Pressure Head Cover ...	No. 1	1
3D	342a	27D/2104	Starting Handle ...	No. 1	1
3F	345	26A/20850			
60C	360	6A/380	Compasses ...	Type 0-2 or Type 0-2A	No. 2
or	or	or			
61C	361	6A/892	Inspection Lamp, Mark II ...	No. 1	1
50B	370	5C/369	Emergency Pack, complete ...	No. 1	1
28D	514	26A/	Clocks ... {	Mark IIB., Lum. or Mark IIC., Lum. or Mark IIC., Fluorescent	No. 2
or	or	or			
49C	574	6A/1104	Communication Radio *.....	No. 1	1
or	or	or			
50C	574	6A/1595	Communication Radio *.....	No. *	*

(1)	(2)	(3)	(4)	(5)	(6)
				*	*
			Beacon Receiver	No. 1	1
			I.F.F.	No. 1	1
			Radar	No. *	*
				No. *	*
			Radio Altimeter	No. 1	1
			Any Other Radio	No. *	*
				No. *	*
			Crystals Ref. No. ....	No. *	*
			Ref. No. ....	No. *	*
			Ref. No. ....	No. *	*
			Ref. No. ....	No. *	*
			Ref. No. ....	No. *	*
			Ref. No. ....	No. *	*

## Part C.

36A	1/55	11A/598	Universal bomb carriers {	No.1,Mk.II or No.1,Mk.III	No. 4
or	or	or			
37A	2/56	11A/2026	Universal bomb carriers {	No.2,Mk.II or No.1,Mk.III	No. 2
38A	3/57	11A/607			
or	or	or	Carriers, R.P., Mark I ...	No. 2	2
39A	4/58	11A/2026			
41A	6a/58a	11C/2185 (modified)			
22A	6/59	11A/459	Light Series Bomb Carriers {	Mark II or Mark III	No. 2
or	or	or			
23A	7/60	11A/559	Generators, Engine Driven {	Type RLX or Type R	No. 1
29F	138	5U/194			
26F	141a	5U/1270	Bomb Distributor, automatic ...	No. 1	1
52A	205	5D/663			
9A	268	8B/1139	Sight {	Relative Speed, Ring and Bead, Mark I or Prismatic, Type G.1	No. 1
or	or	or			
7A	269	8B/1661	Accumulator, 12-v., Type D ...	No. 1	1
8B	338	5J/2294			

A.44/Y—Sea Otter—Column 1 refers to Appendix "A" Serial No. 1390

## Part B.

(1)	(2)	(3)	(4)	(5)	(6)
12A		7J/1166	Engine, Mercury 30, Serial No. ...	No. 1	1
13A		7J/1342	Guns, Vickers, .303-in. ...	No. 2	2
72A		7B/982	Magazines, No. 2, Mark I ...	No. 12	12
67B		5A/760	Signal Pistol, No. 4, Mark I* ...	No. 1	1
			Signalling Lamp ... {	Type A or Type B	No. 1
69B		5A/2334	Inspection Lamp, Mark II ...	No. 1	1
72B		5C/369			
50C		6A/1072	Clock ... {	Mark IIB, Lum. or Mark IIC, Lum.	No. 1
or	or	or			
51C		6A/1104			

(1)	(2)	(3)	(4)	(5)	(6)
72C		6A/380	Compass ...	{ Type 0-2 or Type 0-2A or Type 0-2B }	No. 1
73C		6A/892			
74C		6A/893			
75C		6A/745			
1D		27D/2196	Compass, Type P.4A ...	No.	1
2D		27D/	Compass deviation cards ...	No.	5
3D		27D/2198	Sun Cover for Pilot's roof ...	No.	1
3aD		27D/2199	Engine Cover ...	No.	1
4D		27D/	Propeller Covers (set of 3) ...	Set	1
4aD		27D/2104	Spinner Cover ...	No.	1
4bD		27D/	Covers for Light Series Bomb Carrier Recesses.	No.	2
5D		27C/1883	Pressure Head Cover ...	No.	1
33D		27N/2	Covers for Wheel Apertures ...	No.	2
34cD		6F/165	Dinghy, Aircraft, Type M., complete	No.	1
35D		6F/167	Fire Extinguishers, hand type ...	No.	2
40D		16H/319	Safety Harness, Type A ...	No.	2
43D		16H/626	Safety Harness, Type B ...	No.	4
44D		32A/50	Anchor, Seaplane, C.Q.R. ...	No.	1
47D		16H/317	Chain Cable (2 fathoms) ...	Length	1
51D		26/	Cordage, Manilla (20 fathoms) ...	"	1
53D			Boathook, 6-ft., c/w stave ...	No.	1
57D			Heaving Line (5 fathoms) ...	No.	1
67aD			Mooring Pendant ...	No.	1
68D		26/	Drogues, c/w warp and tripping line	No.	2
69D		26/	Ladder, Nacelle access ...	No.	1
70D		26/	Cushion, Aft ...	No.	1
72D		26/	Cushions, First and Second Pilots ...	No.	2
73D		26/	Cushions, Head Rest ...	No.	5
74D		26/	Sanitary Container, single type ...	No.	1
79D		26/	Sanitary Container, double type ...	No.	1
85D		26/	Control, Locking Device ...	No.	1
95D		26/	Pilot's Mirror ...	No.	1
101D		6F/158	Jury Struts ...	No.	2
21F		36/56816	Windscreen Wipers ...	No.	2
			Speaking Tubes, mouthpieces, Type B	No.	2
			Engine Data Card ...	No.	1
			Communication Radio *.....	No.	1
			*.....	No.	*
			*.....	No.	*
			Radar *.....	No.	1
			*.....	No.	*
			*.....	No.	*
			I.F.F. ...	No.	1
			Beacon Receiver *.....	No.	1
			Radio Altimeter *.....	No.	*
			Any Other Radio *.....	No.	*
			*.....	No.	*
			*.....	No.	*
			Crystals Ref. No.....	No.	*
			Ref. No.....	No.	*
			Ref. No.....	No.	*
			Ref. No.....	No.	*
			Ref. No.....	No.	*
			Ref. No.....	No.	*

## Part C.

21A		8B/1661	Sight, M.G., Prismatic, Type G.1 ...	No.	1
29A		11A/552	Bomb Carriers, Light Series, Type A, Mark III.	No.	8

Col. 1	2	3	4	5	6
41A		11A/614	Bomb Carriers, Universal { No. I, Mk. II or Mk. III ... }	No.	4
42A		11A/2029			
49A		5D/664	Bomb Distributor, 16-point, Type VI	No.	1
8B		5J/2294	Accumulators, 12-v., Type D ...	No.	2
22F		5U/421	Generator, Engine Driven ...	No.	1
34F		27N/14	Fire Extinguishers, automatic ...	No.	1

A.44/CB.—Firefly N.F. Mark II—Col. 1 refers to Appendix "A" Serial No. 1394  
Part B.

Col. 1	2	3	4	5	6
1A	1	7G/601	Engine, Griffon II, Serial No....	No.	1
100C	42	14A/1380	Guns, Hispano, 20-mm., No. 10, Mark 11*.	No.	4
1D	208	27D/2062	Camera, G.45, 24-v., Mark III ...	No.	1
2D	209	27D/2061	Pilot's Cockpit Cover ...	No.	1
3D	210	27D/2063	Observer's Cockpit Cover ...	No.	1
4D	211	27D/2064	Engine Cover ...	No.	1
5D	211a	27D/2104	Propeller Cover ...	No.	1
66D	362	27F/1870	Pressure Head Cover ...	No.	1
68C	389	6A/745	Pump, Windscreen, de-icing ...	No.	1
65D	407	26BE/2171	Compass, Type P.4A, Lum. ...	No.	1
45D	412	6F/165	Compass Correction Cards ...	No.	3
		412	Compass Deviation Cards ...	No.	3
46D	489	6F/198	Rear View Mirror ...	No.	1
43D	418/	27N/12	Safety Harness... { Type A or Type Q }	No.	1
	509				
35A	445/	7B/982	Safety Harness, Type D ...	No.	2
	541		Fire Extinguishers, hand type ...	No.	2
72D/	461-		Signal Pistol, No. 4, Mark 1* ...	No.	2
74D	463		Speaking Tubes, complete ...	Sets	2
	548-				
	550				
14aF	465	36HH/			
	or	or	Engine Data Plate ...	No.	1
13F	466	36HH/	or Engine Data Card ...		
66C	492	6A/380	Compass ... { Type 0-2 or Type 0-2A }	No.	1
	or	or			
67C	493	6A/892	Signalling Lamp, Type B ...	No.	1
88aB	508a	5A/2334	Control, Locking Device ...	No.	1
57D	537	26BZ/	Clock { Mark IIB, Lum. or (Observer)	No.	1
43C	689	6A/1072			
	or	or	Clock { Mark IIC, Lum. or (Pilot)	No.	1
44C		6A/1104			
45C	690	6A/1700	Clock { Mark IIB, Fluorescent or (Pilot)	No.	1
	or	or			
46C	690	6A/1595	Mark IIC, Fluorescent	No.	1
			Communication Radio *.....	No.	1
			*.....	No.	1
			*.....	No.	*
			Beacon Receiver *.....	No.	1
			I.F.F. *.....	No.	1

Col. 1	2	3	4	5	6
			Radar	* .....	No. *
				* .....	No. *
				* .....	No. *
			Radio Altimeter	* .....	No. *
			Any Other Radio	* .....	No. *
				* .....	No. *
				* .....	No. *
			Crystals Ref. No.....	.....	No. *
			Ref. No.....	.....	No. *
			Ref. No.....	.....	No. *
			Ref. No.....	.....	No. *
			Ref. No.....	.....	No. *
			Ref. No.....	.....	No. *

## Part C.

26A	395	8B/2350	Sight, M.G., Relative Speed, Reflector Type	Mark IIS	No.	1
or	or	or		or		
27A	396	8B/2361		Mark II*		
or	or	or		or		
24A	S.3	8B/1124		Mark II		
7B	555	5J/2294	Accumulators, 12-v., Type D	...	No.	2
15F	232	5U/421	Generator, engine driven	...	No.	1

(A.F.Os. 1859/44, 5339/44, 5572/44, 5801/44.)

**\*6205.—Badges—Radio Mechanic Branch**

(V. 8/6590/43.—23 Nov. 1944.)

Supplies of badges for C.P.O. Radio Mechanics (Fleet Air Arm) and Qualified Radio Mechanics (Fleet Air Arm) (passed for C.P.O.) are now available.

2. The pattern numbers and issuing prices are as follows:—

Pattern Number.	Rating.	Issuing Price.
68A } X68B }	C.P.O. Radio Mechanic (Fleet Air Arm).	Red ... 1s. a pair. Blue ... 3d. each.
69A } X69B }	Qualified Radio Mechanic (Fleet Air Arm) (passed for C.P.O.)	Red ... 7d. each. Blue ... 3d. each.

(A.F.O. 1261/44.)

**6206.—Naval Air Arm—Supply of Tropical Clothing to First Line Squadrons**

See AFO 2098/40.

(V. 1/4689/44.—23 Nov. 1944.)

In future, ratings are to be given white tropical clothing on the authorized scale on being drafted to first line squadrons at home or on being assembled in the United Kingdom for transfer to first line squadrons forming in the U.S.A. and Canada. Ratings now serving in first line squadrons at home and in the U.S.A. and Canada are also to be given white tropical clothing on the authorized scale if they have not already received it or, in the case of men who have previously served abroad, have not been given tropical clothing since their return home. The issue is to be noted in the ratings' pay book.

2. The clothing is to be withdrawn from any rating who has been given it under these instructions but leaves the squadron before it proceeds abroad. Ratings who cannot produce the articles issued to them are to be charged with the value.

3. Officers appointed to first line squadrons at home are to be given clothing coupons up to the maximum number (154) allowed by A.F.O. 5817/43, Appendix C (1), to officers on appointment to a foreign station. This number is to cover the provision of both white and khaki clothing, and no further allowance will be made on actual appointment abroad.

(A.F.Os. 5817/43 and 4074/44.)

**6207.—Uniform—Naval Personnel in San Francisco**

(V/1/7733/44.—23 Nov. 1944.)

It has been represented that British Naval personnel in transit frequently arrive in San Francisco in tropical uniform which is unsuitable for the climate.

2. Naval personnel travelling to and from the Pacific via the U.S.A. are advised that blue uniform and white cap covers are the normal rig in San Francisco throughout the year.

(B.A.M.S.R. No. 354/76A, 20 Sep. 1944.)

**6208.—Transport Kit Bags—Items to be Carried in Them**

See AFO 2098/40.

(V./1/4634/44.—23 Nov. 1944.)

The kit required by ratings for ready use during passage in transports has been under review and the articles to be stowed in the transport kit bag in future are set out in the Appendix to this Order.

2. Additional articles, e.g., socks, shoes, etc., over and above those shown in the list, may be taken if desired and if there is stowage space for them in the bag.

3. The Manual of Victualling is being amended.

## APPENDIX

## MEN DRESSED AS SEAMEN:—

## To be stowed in transport kit bag:—

(b)	2 pairs	Tropical shorts
(b)	2	Tropical singlets
(b)	1 pair	White canvas shoes
	1	Serge suit (for use as night clothing)
(a)	1	White suit, No. 5
(c)	1 pair	Socks
(b)	2 pairs	Stockings
	2	Towels
	1	Cotton flannel
	1	Singlet for wear under cotton flannel
	1 pair	Drawers
	1	Jersey
	1	Overall suit
	1 lb.	Tobacco (optional)
		Shoe cleaning gear and clothes brush
(d)	1 pair	Woollen gloves
(d)	1 pair	Woollen mitts
(d)	2 pairs	Woollen drawers
(d)	1	Comforter
(d)	1	Balaclava helmet

## To be stowed in attache case or cap box:—

(e)	1	Cap
	1	Blue jean collar
	1	Housewife
		Toilet gear
		Writing materials and small personal articles

## MEN NOT DRESSED AS SEAMEN:—

To be stowed in transport kit bag:—

(b)	2	Tropical shirts
(b)	2 pairs	Tropical shorts
(b)	1 pair	White canvas shoes
	1	Serge suit (for use as night clothing)
(a)	1	White suit
(c)	1 pair	Socks
(b)	2 pairs	Stockings
	2	Towels
	1	White shirt
	1	Vest
	1 pair	Drawers
	1 lb.	Tobacco (optional)
(d)	1 pair	Woollen gloves
(d)	1 pair	Woollen mitts
(d)	2 pairs	Woollen drawers
(d)	1	Comforter
(d)	1	Balaclava helmet

To be stowed in attache case or cap box:—

2	Cap covers
4	Collars
1	Housewife
	Toilet gear

Writing materials and small personal articles

Notes.—(a) At home all men should join in good No. 3 suits wearing waist belts. If men abroad join in No. 5 suits, a No. 3 suit should be substituted for No. 5 in the above list. An additional white suit should be included by Cook and Steward ratings.

(b) and (d) Items of warm clothing should only be included in the transport kit bag when likely to be required during the voyage and in these cases the tropical clothing (items marked (b)) should be omitted, and one pair boots or shoes should be added in place of white canvas shoes.

(c) The number of socks may be increased to two pairs when tropical clothing is not stowed in the bag.

(e) This should be a white duck cap when a rating is wearing a blue cap when embarking and *vice versa*.

(B.R. 93—Manual of Victualling.)

(A.F.O. 5649/43.)

## 6209.—Medical Stores—Ships Proceeding to Stations Abroad

(M.D.G. 62496/44.—23 Nov. 1944.)

All ships proceeding to stations abroad should be fully medically stored before leaving home waters.

2. Information regarding additional medical stores to be carried in ships proceeding to the tropics is available to medical officers in all issuing medical store depots.

## 6210.—Pentothal Sodium—Batch No. 306/E/31

(M.D.G. 56706/44.—23 Nov. 1944.)

Pentothal sodium of batch No. 306/E/31 should not be used pending investigation.

(Admiralty General Message 738A, dated 14 Oct. 1944.)

## 6211.—Economy—Inedible Fats from Grease Traps

(V/W.P.O. 1185/44.—23 Nov. 1944.)

The Ministry of Food has again drawn attention to the national importance of securing the maximum weights of inedible fats and greases recoverable from the sink traps usually fitted outside kitchens and sculleries.

2. That this form of waste prevention is one of national importance is shown by the fact that very large quantities of fats of all kinds still have to be imported from abroad in order to meet the heavy demands of those essential war industries producing glycerines, glues, ether and other valuable chemicals.

3. Renewed attention should therefore be given to the daily clearing of the fitted or improvised forms of grease traps available in shore establishments and to the maintenance of an effective method of clarifying the resultant material.

4. It is considered that a grease content of 70 per cent. should be regarded as a reasonable standard. When suitably clarified, the local agents of Fabon Limited are prepared to pay at the rate of 20s. per cwt. instead of 12s. 6d. per cwt. Local agents should be expected to pay this officially arranged price. If they fail to do so inquiry should be made regarding the quality of the material produced.

5. Further information regarding the foregoing may be obtained from the Chief Waste Prevention Officer, Admiralty, S.W.

(A.F.O. 307/43.)

## 6212.—New Vessels Building for Armament Supply Department

(P. 011624/44.—23 Nov. 1944.)

The following numbers have been assigned to vessels being built at private yards for armament supply department:—

Building at.	Type.	N.A. No.
Messrs. Warren's New Holland Shipyard, Ltd., New Holland, Lincs.	100 ton steel dumb lighters	... 205, 206, 207, 208
J. Bolson & Sons, Ltd., Poole, Dorset	100 ton steel dumb lighters	... 209, 210, 211, 212.
D. E. Scarr, Ltd., Howdendyke Shipyard, Howden, Yorks.	100 ton steel dumb lighters	... 213, 214.
Rowhedge Ironworks, Ltd., Colchester	100 ton steel dumb lighters	... 215, 216.
W. J. Yarwood & Sons, Ltd., Northwich.	200 ton steel dumb lighters	... 217, 218.

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

## 6213.—Amendments to Books

(E.F.O. 23 Nov. 1944.)

The undermentioned amendments (A.F.Os. P.798-807/44) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. Volume 1941, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

*Demands from shore establishments in the Portsmouth Command should be sent to the Portsmouth Book Office, 54, Bedford Street, Leamington Spa, Warwickshire, and from those in the Plymouth Command to the Devonport Book Office, R.N. Port Library, Devonport. Demands from other shore establishments at home should be sent to R.N. Store Depot, Park Royal, London, N.W.10.*

*Amendments required for personal copies of the main books should be obtained from Distributing Authorities abroad, and from Park Royal when the officer or rating is serving at home.*

A.F.O. \*P.798/44.—B.R. 383—A.S.E.—Amendment No. 2.

P.799/44.—B.R. 1046—Landing Craft Technical Memoranda—Amendment No. 18.

P.800/44.—B.R. 257—Handbook for the 4-in., Q.F., Mark XVI\* Gun on the H.A. Twin, Mark XIX, and Single, Mark XX Mountings—1941—Amendment No. 10.

P.801/44.—B.R. 295A—Handbook for Naval Rangefinders and Inclino-meters—1943—Amendment No. 2.

P.802/44.—B.R. 296/44—Handbook for the 4-in. B.L. Mortar, Mark I (N) 1944—Amendment No. 2.

P.803/44.—B.R. 669—Instructions for the Conduct of Cash Duties, 1932—Amendment.

P.804/44.—B.R. 819 (3)—R.N.A.S., Part III—Torpedoes—Amendment, No. 6.

P.805/44.—B.R. 915 (1)—Addendum No. 1 to B.R. 915—Handbook for the 5.25-in., Q.F., Mark I Gun on the H.A./L.A., Marks I and II Mountings—for Mountings fitted with R.P. 10—Amendment No. 1.

P.806/44.—B.R. 980 (K)—R.T. No. 373A for 4-in. Guns—Amendment.

P.807/44.—B.R. 980 (K)—R.T. No. 373B for 4-in. Guns—Amendment.

\* *Exceptionally, A.F.O. P.798 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherds Bush, W., who holds the stock of the parent book.*

(A.F.O. 6091/44.)

## 6214.—A.M.S.Is. and A.M.D.Is.

(E.F.O.—23 Nov. 1944.)

There are no Admiralty Merchant Shipping Instructions (A.M.S.Is.) nor Admiralty Merchant Ship Defence Instructions (A.M.D.Is.), for distribution with this issue of A.F.Os.

(A.F.O. 6090/44.)

## 6215.—Air Publications Distributed During the Week Ending 4th November, 1944.

(N.S. Air 10848/44.—23 Nov. 1944.)

The following Air Publications have been distributed from the R.N. Store Depot, 191A, Askew Road, Shepherds Bush, W.12 :—

## (i) Airframe and Aero-Engine Publications

A.P. No.

Description

A.P. 2031F—Pilot's Notes—Wildcat VI Aircraft—Initial General Distribution.

A.P. 2090A—Vol. I—Erection and Maintenance Instructions for JRF-6B Aircraft (Goose IA)—Initial General Distribution.

B.R. 377 (M)—Provisional—Aircraft Stores Establishment for R.N. Air Stations (Wildcat V Aircraft)—Restricted Distribution (Advance Copies).

B.R. 378 (M)—Provisional—Aircraft Stores Establishment for H.M. Aircraft Carriers (Wildcat V Aircraft)—Restricted Distribution (Advance Copies).

A.P. No.

Description

A.N. 01-25AA-4 (dated 10th April, 1944)—Parts Catalogue for SB2C-IA Aircraft (Helldiver)—Restricted Distribution (Advance Copies).

A.N. 01-90-3 (dated 5th May, 1944)—Structural Repair Instructions for AT-7, UC-45B, SNB-2 Aircraft (Expediter I)—Restricted Distribution (Advance Copies).

NAV.-AER-02-10GR-3 (dated January, 1944, 2nd edition)—Overhaul Manual for Pratt and Whitney Double Wasp R.2800-8,-10,-8W and -10W Engines—Initial General Distribution.

Boxing List for TBM-3 Aircraft (Avenger III) Spare Parts—Operational Quota "A"—Restricted Distribution (Advance Copies).

## (ii) Other Technical Publications

T.O. No.

Description

T.O. 03-1-47 (dated 10th July, 1944)—Redesignation of Part Numbers on Eclipse Accessories—Restricted Distribution (Advance Copies).

T.O. 03-5-39 (dated 10th August, 1943)—Operation and Adjustment of Electrical Power Systems—Restricted Distribution (Advance Copies).

T.O. 03-5CA-21 (dated 15th July, 1944)—Modification of Jack and Heintz Brush Engaging Solenoid Lead—Restricted Distribution (Advance Copies).

T.O. 03-5DC-9 (dated 10th July, 1944)—Modification of Mounting of Distributor Gear Shaft Bearings (American Bosch)—Restricted Distribution (Advance Copies).

T.O. 03-20B-32 (dated 4th May, 1944)—Replacement of Brush Assembly Terminals for Curtiss Electric Propellers—Restricted Distribution (Advance Copies).

T.O. 04-1-8 (dated 20th April, 1944)—Replacement of Medium Pressure Hydraulic Hose Assemblies—Restricted Distribution (Advance Copies).

T.O. 11-20-19 (dated 24th April, 1944)—Synchronizers—Inspection of Type E-8, Impulse Generators—Restricted Distribution (Advance Copies).

T.O. 11-70-4 (dated 11th April, 1944)—Central Station Fire Control System—Installation of all Machine-gun Turret Domes—Restricted Distribution (Advance Copies).

T.O. 13-5-39 (dated 12th May, 1944)—Inspection and Marking of Quick Attachable Parachutes to Prevent Mismatching—Restricted Distribution (Advance Copies).

A.N. 03-15-24 (dated 30th June, 1944)—Oil Dilution Solenoid Valve—Restricted Distribution (Advance Copies).

A.N. 05-45AE-1 (dated 1st May, 1944)—Handbook of Operation and Service Instructions for the Automatic Pilot, Model 2CJ1A1—Restricted Distribution (Advance Copies).

A.N. 05-75AA-2 (dated 5th July, 1944)—Handbook of Instructions with Parts Catalogue for Type AN5773-1, Navy Model FSSC-88-G-1020 Engine Gauge Unit—Restricted Distribution (Advance Copies)

NAV.-AER. 03-10BQ-716 (dated 15th January, 1944)—Carburettor Setting Specification for PD-12K4 Carburettor—Restricted Distribution (Advance Copies).

NAV.-AER. 03-10BQ-720 (dated 27th December, 1944)—Carburettor Setting Specification for PD-12F2-8 Carburettor—Restricted Distribution (Advance Copies).

NAV.-AER. 03-10BQ-739 (dated 14th February, 1944)—Carburettor Setting Specification for PT-13D-6 Carburettor—Restricted Distribution (Advance Copies).

NAV.-AER. 03-10BQ-741 (dated 3rd February, 1944)—Carburettor Setting Specification for PT-13G-6 Carburettor—Restricted Distribution (Advance Copies).

NAV.-AER. 03-10BQ-763 (dated 6th March, 1944)—Carburettor Setting Specification for PT-13E-2 Carburettor—Restricted Distribution (Advance Copies).

NAV.-AER. 03-10BQ-773 (dated 15th January, 1944)—Carburettor Setting Specification for PD-12K4 Carburettor—Restricted Distribution (Advance Copies).

<i>T.O. No.</i>	<i>Description</i>
NAV-AER. 03-10BQ-794	(dated 14th March, 1944)—Carburettor Setting Specification for PD-12K4 Carburettor—Restricted Distribution (Advance Copies).
NAV-AER. 03-10BQ-812	(dated 2nd August, 1943)—Carburettor Setting Specification for PD-12E4 Carburettor—Restricted Distribution (Advance Copies).
NAV-AER. 03-10BQ-875	(dated 18th December, 1943)—Carburettor Setting Specification for PD-48A1 Carburettor—Restricted Distribution (Advance Copies).
NAV-AER. 03-10BQ-879	(dated 12th April, 1944)—Carburettor Setting Specification for PD-12F2 Carburettor—Restricted Distribution (Advance Copies).
NAV-AER. 03-10BQ-885	(dated 14th April, 1944)—Carburettor Setting Specification for PD-12E2 Carburettor—Restricted Distribution (Advance Copies).
NAV-AER. 03-10BQ-903	(dated 2nd August, 1943)—Carburettor Setting Specification for PD-12F2 Carburettor—Restricted Distribution (Advance Copies).

(iii) *Air Diagrams*

<i>A.D. No.</i>	<i>Description</i>
A.D. 2793, Sheet 1	(dated January, 1944)—Stromberg Injection Carburettor Holes, Rolls Royce Bendix for Griffon Engines—Initial General Distribution.
A.D. 2794, Sheet 1	(dated March, 1944)—B.A.C. Bendix Stromberg Carburettor, Centauris Engines—Initial General Distribution.

(iv) *Miscellaneous**Description*

Taxying Poster "It is Your Responsibility"—Initial General Distribution.

**6216.—Air Publications Distributed During the Week Ending 4th November, 1944**

(N.S. Air. 10848/44.—23 Nov. 1944.)

The following Air Publications have been distributed from the R.N. Store Depot, 6, Murray Street, Belfast :—

*General Publications.*

<i>A.P. No.</i>	<i>Description.</i>
A.N. 03-5DA-9	(dated 20th October, 1943)—Handbook of Instructions with Parts Catalogue for Types S.F. 14LN-3, S.F. 14LN-10 Aircraft Magnetos (Scintilla)—Initial General Distribution.
T.O. 03-25HA-1	(dated 1st July, 1943)—Handbook of Instructions with Parts Catalogue for Tail, Nose and Landing Wheels—Initial General Distribution.
A.N. 03-30CH-5	(dated 30th October, 1943)—Handbook of Instructions with Parts Catalogue for Aircraft unloading Valves Series A.A. 14500 (Vickers)—Initial General Distribution.
A.N. 05-5-4	(dated 10th October, 1943)—Handbook of Operation and Service Instructions for Types E-9A, E-13 and E-14 Electric Tachometers—Initial General Distribution.
A.N. 05-5-5	(dated 10th October, 1943)—Handbook of Overhaul Instructions for Types E-9A, E-13 and E-14 Electric Tachometers—Initial General Distribution.
T.O. 05-15-8	(dated 20th March, 1943)—Handbook of Instructions with Parts Catalogue for Remote Indicating Magnetic Compass Type F.S.S.C. 88-1-855 Indicator Type F.S.S.C. 88-T-1930 Transmitter—Initial General Distribution.
A.N. 05-40D-1	(dated 5th August, 1943)—Handbook of Instructions with Parts Catalogue for Types B-9 and B-11 Thermocouple Thermometers—Initial General Distribution.
T.O. 05-40D-2	(dated 25th September, 1943)—Handbook of Instructions with Parts Catalogue for Thermocouple Thermometers (Lewis)—Initial General Distribution.
A.N. 05-70F-1	(dated 15th April, 1943)—Handbook of Instructions with Parts Catalogue for Aircraft Manifold Pressure Gauges—Initial General Distribution.

**6217.—Air Publications Distributed During the Week ending 28th October, 1944**

(N.S. Air. 10848/44.—23 Nov. 1944.)

The following Air Publications have been distributed from the R.N. Store Depot, 191A, Askew Road, Shepherds Bush, W.12 :—

(i) *Airframe and Aero-engine Publications*

<i>A.P. No.</i>	<i>Description</i>
A.P. 2140A	—Vol. I—Merlin XX Power Plant—Initial General Distribution.
A.N. 01-90CD-1	(dated 30th May, 1944)—Pilot's Flight Operating Instructions for UC.45B, JRB-3 Aircraft (Expediter I)—Restricted Distribution (Advance Copies).
T.O. 01-155KA-4	(dated 15th November, 1943)—Parts Catalogue for AT-16 Aircraft (Harvard IIB)—Restricted Distribution (Advance Copies).
NAV-AER. 01-180RA-8	(dated 15th March, 1944)—Maintenance Parts Breakdown List for F3A-1 Aircraft (Corsair III)—Restricted Distribution (Advance Copies).
T.O. 02-35-4	(dated 20th May, 1944)—Interchangeable Spare Parts List for Wright Cyclone Engines—Restricted Distribution (Advance Copies).

(ii) *Other Technical Publications*

<i>T.O. No.</i>	<i>Description</i>
A.N. 03-25B-1	(dated 10th July, 1944)—Handbook of Instructions with Parts Catalogue for Main Landing Wheels—Restricted Distribution (Advance Copies).
A.N. 03-25HA-3	(dated 30th June, 1944)—Handbook of Instructions with Parts Catalogue for Low Pressure Landing Wheels (Firestone)—Restricted Distribution (Advance Copies).
A.N. 03-25HA-4	(dated 30th June, 1944)—Handbook of Instructions with Parts Catalogue for Tail Wheels (Firestone)—Restricted Distribution (Advance Copies).
A.N. 03-50E-3	(dated 20th June, 1944)—Handbook of Instructions with Parts Catalogue for Oxygen Line Valves, Model 4352, Low Pressure—Restricted Distribution (Advance Copies).
A.N. 28-5-5	(dated 30th June, 1944)—Handbook of Instructions with Parts Catalogue for Standard Beam Approach Indicator (Flight Path), Type No. 1 (Restricted Distribution (Advance Copies).
T.O. 03-50B-7	(dated 1st January, 1944)—Replacement of Rubber Gasket on Demand Type Oxygen Masks A-9, -10, -10R, -14—Restricted Distribution (Advance Copies).
T.O. 03-50B-8	(dated 18th May, 1944)—Oxygen Masks—Installation of Pressure Relief Vent. Types A-8B, -10, -10A, -14—Restricted Distribution (Advance Copies).
T.O. 05-55A-3	(dated 30th June, 1944)—Handbook of Instructions with Parts Catalogue for D.C. Selsyn Fair Level Gauges—Restricted Distribution (Advance Copies).
T.O. 11-35-21	(dated 1st June, 1944)—Handbook of Instructions for Mark 8 Illuminated Sight (Bell and Howell)—Restricted Distribution (Advance Copies).
T.O. 13-5-42	(dated 3rd August, 1944)—Addition of Stiffener U Type B.8 Parachute Pack Assemblies—Restricted Distribution (Advance Copies).
NAV-AER. 03-10BQ-62	(dated 1st February, 1944)—Supplement No. 1 to Service Bulletin No. 557 (Carburettors)—Restricted Distribution (Advance Copies).
NAV-AER. 03-10BC-520	(dated 1st March, 1944)—Holley Aircraft Carburettor Primers and Inlets Service Bulletin No. 33—Restricted Distribution (Advance Copies).
NAV-AER. 03-10BQ-724	(dated 7th February, 1944)—Carburettor Setting Specifications for PD-12H3 Carburettor—Restricted Distribution (Advance Copies).
NAV-AER. 03-10BQ-732	(dated 7th February, 1944)—Carburettor Setting Specifications for PD-12E2 Carburettor—Restricted Distribution (Advance Copies).
NAV-AER. 03-10BQ-830	(dated 2nd August, 1943)—Carburettor Setting Specifications for PD-12F2 Carburettor—Restricted Distribution (Advance Copies).



T.O. No.	Description
NAV-AER. 03-10BQ-831	(dated 19th August, 1943)—Carburettor Setting Specifications for PD-12F2 Carburettor—Restricted Distribution (Advance Copies).
NAV-AER. 03-10BQ-832	(dated 2nd August, 1943)—Carburettor Setting Specifications for PD-12F2 Carburettor—Restricted Distribution (Advance Copies).
NAV-AER. 03-10BQ-833	(dated 27th August, 1943)—Carburettor Setting Specifications for PD-12F2 Carburettor—Restricted Distribution (Advance Copies).
NAV-AER. 03-10BQ-892	(dated 5th April, 1944)—Carburettor Setting Specifications for PD-12F2 Carburettor—Restricted Distribution (Advance Copies).
NAV-AER. 03-10BQ-901	(dated 25th March, 1944)—Carburettor Setting Specifications for PT-1392 Carburettor—Restricted Distribution (Advance Copies).
NAV-AER. 03-30-524	(undated)—Manual for Hydraulic Instructions—Restricted Distribution (Advance Copies).

(iii) *Miscellaneous**Description*

"Flight Deck," Vol. I, No. 3 (October, 1944)—Initial General Distribution.

**6218.—Air Publications Distributed During the Week Ending 28th October, 1944**

(N.S. Air. 10848/44.—23 Nov. 1944.)

The following Air Publications have been distributed from the R.N. Store Depot, 6, Murray Street, Belfast:—

*General Publications.*

A.P. No.	Description.
A.P. 1510	—Vol. I (Revised Edition)—Gas Defence Manual—Initial General Distribution.
T.O. 03-20CC-1	(dated 25th August, 1943)—Handbook of Operation and Flight Instructions for Hydromatic Controllable Propeller—Initial General Distribution.
A.N. 05-5E-1	(dated 20th July, 1942)—Handbook of Instructions with Parts Catalogue for Type E.9 Sensitive Electric Tachometers (Kollsman)—Initial General Distribution.
A.N. 05-20HC-1	(dated 10th September, 1943)—Handbook of Instructions with Parts Catalogue for Model JH.5500 Gyro Directional Indicator (Jack and Heintz)—Initial General Distribution.
T.O. 05-40-4	(dated 30th July, 1943)—Handbook of Instructions with Parts Catalogue for Oil and Coolant Thermometers—Initial General Distribution.
T.O. 05-40-16	(dated 10th September, 1943)—Handbook of Instructions with Parts Catalogue for Free Air Thermometer Type C-13A—Initial General Distribution.
A.N. 05-70C-2	(dated 25th August, 1943)—Handbook of Instructions with Parts Catalogue for Dual Manifold Pressure Gauge (Manning, Maxwell and Moore)—Initial General Distribution.
T.O. 05-70E-2	(dated 20th January, 1943)—Handbook of Instructions with Parts Catalogue for Type A.N. 5772-1 Fuel Pressure Gauge (Ranco)—Initial General Distribution.
T.O. 05-70F-2	(dated 20th July, 1943)—Handbook of Instructions with Parts Catalogue for Type A.N. 5772-1 Dual Fuel Pressure Gauge—Initial General Distribution.

**6219.—Air Publications—Distribution of Amendment Lists and Leaflets During October, 1944**

(N.S. Air 10849/44.—23 Nov. 1944.)

Any Service receiving more copies of any amendment list or leaflet than it needs, should return such surplus copies to the Superintending Naval Store Officer, 191A, Askew Road, Shepherds Bush, W.12, with a statement of the actual number of copies required.

2. Services which have not received copies of amendment lists or leaflets referred to in this Order and which hold copies of the parent publication, should demand the appropriate number of copies from the Superintending Naval Store Officer, Shepherds Bush.

*Amendment Lists to Airframe and Aero-Engine Publications Volume I, Pilot's Notes and Ground Handling Notes.*

Air Publication No.	Description
1525 A, D, E and F.	—Vol. I—Anson I, IV, X and XI Aircraft—Amendment List No. 13.
1525A, E and F.	—Pilot's Notes—Anson I, X and XI Aircraft—Amendment List No. 2.
1526A, B and D.	—Vol. I—Cheetah IX, X and XII Engine—Amendment List No. 5.
1564B, C and D.	—Vol. I—Hurricane IIA, IIB and IIC Aircraft—Amendment List No. 45.
1566C.	—Vol. I—Sunderland III Aircraft—Amendment List No. 32 and slips for Amendment List No. 31.
1578L to P.	—Vol. I—Wellington Aircraft—Amendment List No. 11.
1585A.	—Vol. I—Magister I Aircraft—Amendment List No. 5.
1669A.	—Vol. I—Master I Aircraft—Amendment List No. 52.
1669B.	—Vol. I—Master II Aircraft—Amendment List Nos. 23, 24 and 25.
1721A, F and J.	—Vol. I—Beaufighter Aircraft—Amendment List Nos. 39 and 40.
1728D.	—Vol. I—Hercules VI Engine—Amendment List No. 8.
1810A.	—Vol. I—Sabre I and II Engine—Amendment List Nos. 15 and 20.
2018A, B and C.	—Vol. I—Barracuda I, II and III Aircraft—Amendment List Nos. 45 and 46.
2102A and B.	—Vol. I—Firefly I and II Aircraft—Amendment List No. 33.
2209A.	—Vol. I—Sea Otter Aircraft—Amendment List Nos. 11, 12 and 13.
2281A.	—Vol. I—Martinet I Aircraft—Amendment List Nos. 14 and 15.
2351A and B.	—Vol. I—Corsair I, II and III Aircraft—Amendment List No. 1.
6004.	—Ground Handling Notes, Barracuda I and II—Amendment List No. 9.
6012.	—Ground Handling Notes, Halifax—Amendment List No. 5.
6014.	—Ground Handling Notes, Lancaster—Amendment List No. 6.
6017.	—Ground Handling Notes, Mosquito I, II, III and IV—Amendment List No. 9.
6021.	—Ground Handling Notes, Swordfish Aircraft—Amendment List No. 1.
6022.	—Ground Handling Notes, Typhoon Aircraft—Amendment List No. 9.
6029.	—Ground Handling Notes, Lysander Aircraft—Amendment List No. 3.
6031.	—Ground Handling Notes, Oxford I and II—Amendment List No. 7.
6036.	—Ground Handling Notes, Liberator—Amendment List No. 2.
6039.	—Ground Handling Notes, Mustang I Aircraft—Amendment List Nos. 4 and 5.
6068.	—Ground Handling Notes, Argus—Amendment List No. 7.
6069.	—Ground Handling Notes, York—Amendment List No. 2.
6070.	—Ground Handling Notes, Welkin—Amendment List No. 2.
6071.	—Ground Handling Notes, Corsair—Amendment List No. 2.

*Leaflets to Airframe and Aero-Engine Publications, Vol. II, Part 1.*(i) *Airframes*

1515A.	—Walrus I Aircraft—Leaflet No. Z.63.
1515B.	—Walrus II Aircraft—Leaflet No. Z.19.
1517.	—Swordfish Aircraft—Leaflet Nos. B.22, Q.29, Z.83, Z.84, Z.85.
1517B.	—Swordfish, Mark II, Aircraft—Leaflet Nos. M.1, M.3, Q.2.
1517C.	—Swordfish III Aircraft—Leaflet No. M.3.
1522E.	—Whitley V Aircraft—Leaflet Nos. K.18, Z.75.
1525.	—Anson I Aircraft—Leaflet Nos. Z.26 (A.L. 1), Z.87 (A.L. 1), Z.91, Z.92.
1564A.	—Hurricane IA and IB and Sea Hurricane IA and IB Aircraft—Leaflet No. Z.81.
1564B.	—Hurricane IIA, IIB and IIC Aircraft—Leaflet No. Z.61.
1565A.	—Spitfire IA and IB Aircraft—Leaflet Nos. Z.28 (A.L. 1), Z.67.
1565B.	—Spitfire IIA and IIB Aircraft—Leaflet No. Z.61.
1565E.	—Spitfire VA, VB and VC Aircraft—Leaflet Nos. E.7, M.10, Z. 35 (A.L. 2), Z.49 (A.L. 2), Z.63 (A.L. 1), Z. 68, Z.68 (A.L. 1), Z.69.
1565H.	—Spitfire VIII Aircraft—Leaflet No. Z.48.

- | <i>Air Publication No.</i> | <i>Description</i>   |
|----------------------------|--|
| 1578A.                     | Wellington I, IA and IC Aircraft—Leaflet No. A.18.   |
| 1578L to P.                | Wellington Aircraft—Leaflet Nos. A.4, Z.28, Z. 29.   |
| 1580A.                     | Beaufort I Aircraft—Leaflet Nos. K.15, Z.10 (A.L. 3), Z.19 (A.L. 1), Z.32 (A.L. 2), Z. 41 (A.L. 1), Z.58 (A.L. 1), Z.67 (A.L. 2), Z.69 (A.L. 3), Z.76 (A.L. 3), Z.90 (A.L. 1), Z.92.   |
| 1580B.                     | Beaufort II Aircraft—Leaflet Nos. Z.15 (A.L. 1), Z.20 (A.L. 1), Z.34 (A.L. 4), Z.79 (A.L. 1), Z.81.  |
| 1592C.                     | Defiant T.T. Mark I Aircraft—Leaflet Nos. F.3, M.3, Q.2.   |
| 1592D.                     | Defiant T.T. Mark III Aircraft—Leaflet No. Q.1.  |
| 1596A.                     | Oxford I and II Aircraft—Leaflet Nos. Z.79 (A.L. 1), Z.89 (A.L. 1), Z.90.  |
| 1665A.                     | Albacore I Aircraft—Leaflet No. P.15.  |
| 1669A.                     | Master I Aircraft—Leaflet Nos. B.25, Q.8, Z.70.  |
| 1669B.                     | Master II Aircraft—Leaflet Nos. B.12, B.15, H.11, P.10, Q.8, Z.67.   |
| 1690D and E.               | Hudson IV and V Aircraft—Leaflet No. Q.26.   |
| 1691D.                     | Harvard IIB Aircraft—Leaflet No. Z.4.  |
| 1708A.                     | Proctor I and II Aircraft—Leaflet No. Z.35.  |
| 1708C.                     | Proctor III Aircraft—Leaflet No. Z.26.   |
| 1721B.                     | Beaufighter II Aircraft—Leaflet Nos. C.3, D.6, Z.73.   |
| 1760A.                     | Fulmar I and II Aircraft—Leaflet No. Q.19.   |
| 1763A.                     | Dominie I Aircraft—Leaflet No. M.5.  |
| 1807B.                     | Havoc II Aircraft—Leaflet Nos. P.12, Z.16.   |
| 2018A.                     | Barracuda I Aircraft—Leaflet No. P.8 (A.L. 2).   |
| 2018B.                     | Barracuda II Aircraft—Leaflet Nos. B.19, B.20, B.23, C.23, F.7, J.14, K.7, M.22, M.23, M.24, N.6, Q.12, T.2, Z.5 (A.L. 6), Z.7 (A.L. 3), Z.9 (A.L. 2), Z.10 (A.L. 1), Z.12 (A.L. 3), Z.14 (A.L. 4), Z.14 (A.L. 5), Z. 17 (A.L. 1), Z.19. |
| 2018C.                     | Barracuda III Aircraft—Leaflet Nos. B.1, C.2, J.1, K.3, K.5, M.2, M.4, Q.2, Q.3, Z.3, Z.4.   |
| 2018D.                     | Barracuda IV Aircraft—Leaflet No. Z.4.   |
| 2023C.                     | Boston IIIA Aircraft—Leaflet Nos. C.6, C.8, C.9, M.20, Q.7.  |
| 2031B.                     | Wildcat II Aircraft—Leaflet No. Q.7.   |
| 2031D.                     | Wildcat IV Aircraft—Leaflet No. B.2, Q.4.  |
| 2031E.                     | Wildcat V Aircraft—Leaflet Nos. B.2, C.5, K.2, M.6, O.1 (A.L. 1) Z.14.   |
| 2102A.                     | Firefly I Aircraft—Leaflet Nos. B.4, B.5, C.3, D.2, J.4, J.6, K.6, P.3, Z.19.  |
| 2102B.                     | Firefly II Aircraft—Leaflet Nos. A.1, B.1, F.1, N.1.   |
| 2281A.                     | Martinet I Aircraft—Leaflet Nos. B.7, J.3, J.4, J.14, P.10, Z.41.  |
| 2351B.                     | Corsair II Aircraft—Leaflet Nos. N.1, P.2, Z.1.  |
| 2380A.                     | Avenger I Aircraft—Leaflet Nos. A.1, A.2, C.3, J.4, M.9, M.10, P.3, P.4, P.6, Q.4, Q.5, Q.7, Z.4.  |
| 2380B.                     | Avenger II Aircraft—Leaflet Nos. D.2, M.2, P.4, P.5, Q.3, Z.4, Z.36.   |
| 2382A.                     | Hellcat Aircraft—Leaflet Nos. A.1, B.1, B.2, B.3, P.2.   |
- (ii) *Aero-Engines*
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|-----------------|---|
| 1451F.          | Pegasus XX Engine—Leaflet No. Z.50.   |
| 1451G.          | Pegasus XXII Engine—Leaflet No. Z.48.   |
| 1526A.          | Cheetah IX Engine—Leaflet Nos. C.29, C.30.  |
| 1590B.          | Merlin II, III and V Engine—Leaflet No. C.19.   |
| 1590D and M.    | Merlin VIII and 30 Engine—Leaflet Nos. A.7, M.4 (A.L. 5), Z.16 (A.L. 2).  |
| 1590E.          | Merlin IV Engine—Leaflet Nos. A.6, C.17, J.2 (A.L. 1), Z.14 (A.L. 1), Z.26.   |
| 1590F.          | Merlin XII Engine—Leaflet Nos. A.4, Z.24.   |
| 1590J, L and T. | Merlin 45 Engine—Leaflet Nos. A.6., M.2 (A.L. 3), M.11 (A.L. 1), M.12 (A.L. 1), M.13 (A.L. 2), Z.20.                                      |
| 1593B.          | Gipsy Queen II Engine—Leaflet No. Z.17.   |
| 1707A.          | Taurus II Mod. I and XII Engine—Leaflet No. Z.39.   |
| 1707B.          | Taurus VI Mod. L and XVI Engine—Leaflet No. Z.39.   |
| 1717D.          | Cyclone G.R. 1820 Engine—Leaflet No. D.1.   |
| 1728B.          | Hercules III, X and XI Engine—Leaflet Nos. C.22 (A.L. 2), D.41 (A.L. 2), D.62, D.63, E.10 (A.L. 2).                                       |
| 1728D.          | Hercules VI Engine—Leaflet Nos. C.14 (A.L. 3), C.14 (A.L. 4), D.15 (A.L. 2), E.5 (A.L. 2), F.9 (A.L. 1), M.11, Z.13 (A.L. 3), Z.27, Z.28. |
| 2039A.          | Centaurus VII Engine—Leaflet Nos. Z.5 (A.L. 1), Z.13, Z.14.   |
| 2140A.          | Merlin XX Power Plant Engine, Mark I.X.1.   |

*Amendment Lists to Airframe and Aero-Engine Publications  
Vol. II*

- 1491D, Part 3—Mercury XV and XX Engine—Amendment List No. 6.  
 1565A. and B., Part 2—Spitfire IA and IB and IIA and IIB Aircraft—Amendments Lists Nos. 4, 5, 6, 7.  
 1565A. and E, Part 3—Spitfire IA and IB, VA, VB and VC Aircraft—Amendment List No. 10.  
 1590B—S, Part 3—Merlin Engines—Amendment List No. 8.  
 1721A, Part 2—Beaufighter IC and IF Aircraft—Amendment List No. 5.  
 2382A, Part 2—Hellcat Aircraft—Amendment List No. 2.

<i>Air Publication No.</i>	<i>Description</i>
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*Amendment Lists to Airframe and Aero-Engine Publications, Vol. III, Part 1*

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| 1500A.                | Gipsy Major Engine—Amendment List No. 24.                                      |
| 1526B.                | Cheetah X Engine—Amendment List No. 17.  |
| 1564A and B.          | Hurricane IA and IB and Sea Hurricane IA and IB Aircraft—Amendment List No. 4. |
| 1578L.                | Wellington XI Aircraft—Amendment List No. 6.                                   |
| 1590G.                | Merlin XX and XXI Engine—Amendment List No. 8.                                 |
| 1593A.                | Gipsy Queen I Engine—Amendment List No. 15.                                    |
| 1593B.                | Gipsy Queen II Engine—Amendment List No. 9.                                    |
| 1721A, B and F and J. | Beaufighter IC, IF, II, VIC and VIF Aircraft—Amendment List Nos. 14 and 15.    |
| 1728D and E.          | Hercules VI Engine—Amendment List No. 6.                                       |
| 1792A.                | Gipsy VI-1 Engine—Amendment List No. 9.  |
| 2234A.                | Griffon Engine—Amendment List No. 3.   |

*Amendment Lists to Airframe and Aero-Engine Publications, Vol. III, Part 2  
(Appendices "A")*

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|----------------|---|
| APP. (A) 1090. | Master II—Amendment List No. 81 and slips for Amendment List No. 80.  |
| APP. (A) 1195. | Beaufighter IC—Amendment List Nos. 166–171 inclusive, Amendment List No. 173, 174, 175 and slips for Amendment List No. 172 |
| APP. (A) 1208. | Whitley VII—Amendment List No. 97.  |
| APP. (A) 1233. | Spitfire (F), Mark IC.—Amendment List No. 74.   |
| APP. (A) 1241. | Whitley V—Amendment List Nos. 150–160 incl.   |
| APP. (A) 1243. | Beaufighter I—Amendment List Nos. 166.  |
| APP. (A) 1248. | Havoc I—Amendment List Nos. 167 and 178.  |
| APP. (A) 1261. | Hurricane I—Amendment List No. 64.  |
| APP. (A) 1268. | Beaufort II—Amendment List No. 135.   |
| APP. (A) 1277. | Beaufighter IIF—Amendment List No. 82.  |
| APP. (A) 1324. | Martinet I—Amendment List Nos. 47 and 48 and slips for Amendment List No. 46.   |
| APP. (A) 1327. | Wellington II—Amendment List Nos. 175–180 incl.   |
| APP. (A) 1381. | Wellington I—Amendment List No. 25.   |
| APP. (A) 1383. | Monitor T.T., Mark I—Amendment List Nos. 7 and 8.   |
| APP. (A) 1387. | Proctor IV—Amendment List Nos. 10 and 11.   |
| APP. (A) 1406. | Beaufort—Amendment List Nos. 24 and 25.   |
| APP. (A) 1415. | Wildcat V (British Conversion)—Amendment List Nos. 9 and 10.  |
| APP. (A) 1421. | Hellcat (British Conversion)—Amendment List Nos. 8 and 9.   |
| APP. (A) 1437. | Proctor I—Amendment List No. 12 and slips for Amendment List No. 11.  |
| APP. (A) 1438. | Proctor II—Amendment List No. 4 and slips for Amendment List No. 3 and Amendment List No. 5.                                |

<i>Air Publication No.</i>	<i>Description</i>
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| APP. (A) 1439. | Proctor III—Amendment List Nos. 5 and 6.                               |
| APP. (A) 1446. | Corsair I (British Conversion)—Amendment List Nos. 6 and 7.            |
| APP. (A) 1513. | Barracuda I and II—Amendment List Nos. 1–7, 12 and 22.                 |
| APP. (A) 1517. | Barracuda III—Amendment List Nos. 1–7 inclusive.                       |
| APP. (A) 1524. | Spitfire V—Amendment List No. 1.                                       |
| APP. (A) 1534. | Auster V—Amendment List No. 2 with slips for Amendment List No. 1.     |
| APP. (A) 1552. | Firefly, Mark I—Amendment List Nos. 1, 2, 3 and 5 and 12–21 inclusive. |

*Amendment Lists to Airframe and Aero-Engine Publications  
O.U. and B.R. Series*

- B.R. 377.—General—Amendment List Nos. 11 (P.643/44), 12 (P.644/44), 13 (P.686/44), 14 (P.687/44), 15 (P.688/44).  
 B.R. 377A.—Swordfish Aircraft—Amendment List No. 5 (P.671/44).  
 B.R. 378.—A.S.E. General—Amendment List Nos. 42 (P.571/44), 43 (P.572/44), 44 (P.573/44), 45 (P.574/44), 46 (P.575/44), 47 (cancelled by Amendment List No. 48), 48 (P.611/44), 49 (P.612/44), 50 (P.626/44), 51 (P.694/44), 52 (P.695/44), 53 (P.696/44).  
 B.R. 378A.—Swordfish Aircraft—Amendment List Nos. 22 (P.720/44), 23 (P.721/44), 24 (P.722/44).  
 B.R. 378B.—Barracuda Aircraft—Amendment List Nos. 27 (P.706/44), 28 (P.724/44).  
 B.R. 378C.—Firefly Aircraft—Amendment List No. 11 (P.723/44).  
 B.R. 378F.—Fulmar Aircraft—Amendment List Nos. 7 (P.181/44), 8 (P.726/44).  
 B.R. 378H.—Sea Hurricane Aircraft—Amendment List Nos. 9 (P.697/44), 10 (P.727/44).  
 B.R. 378Z.—Walrus Aircraft—Amendment List No. 23 (P.729/44).  
 B.R. 380A.—Swordfish Aircraft—Amendment List No. 3 (P.669/44).  
 B.R. 380C.—Firefly Aircraft—Amendment List Nos. 5 (P.514/44), 6 (P.606/44), 7 (P.642/44).  
 B.R. 380KB or KC.—Avenger I and II Aircraft—Amendment List No. 1 (P.672/44).  
 B.R. 380L.—Hellcat Aircraft—Amendment List Nos. 1 (P.673/44), 2 (P.674/44).  
 B.R. 380M.—Wildcat V Aircraft—Amendment List No. 1 (P.628/44).  
 B.R. 770 (P.A.P. 116).—Aircraft Torpedo Director, Type F—Amendment List No. 1.  
 B.R. 780 (4).—Corsair Aircraft—Amendment List No. 3 (P.636/44).  
 O.U. 6339.—Seaplane Cranes and Aircraft Recovery Gear—Amendment List No. 3 (P.667/44).

*Amendment Lists to Airframe and Aero-Engine Publications.  
Provisional Carrier Allowance Lists and Squadron Mobile Equipment Lists.*  
 Provisional Carrier Allowance List for Corsair I and II Aircraft—Amendment List Nos. 3 and 4.

Provisional Carrier Allowance List for Wildcat V Aircraft—Amendment List No. 3.

Provisional Carrier Allowance List for Hellcat Aircraft—Amendment List No. 3.

*Amendment Lists to Airframe and Aero-Engine Publications.*

*Technical Orders.*

- T.O. 02-10CB-2 (dated 25th February, 1944)—Service Instructions R.1830, Series Engines—Revision Pages, dated 25th May, 1944.  
 A.N. 02-10-1 (dated 1st August, 1943)—Pratt and Whitney Table of Limits—Revision Pages, dated 15th April, 1944, and 1st June, 1944.  
 Nav.-Aer-00-500—Index of Nav.-Aer Publications—Supplement B.

*Additions to N.A.M.Os.*

- N.A.M.O. for Avenger Aircraft—SI/5, STI/9, STI/23, STI/24.  
 N.A.M.O. for Corsair Aircraft—F4.  
 N.A.M.O. for Hellcat Aircraft—A5.  
 N.A.M.O. for Spitfire Aircraft—STI/21A.  
 N.A.M.O. for Swordfish Aircraft—(SI Certificate), SI/1, SI/4.  
 N.A.M.O. for Seafire Aircraft—STI/12A.  
 N.A.M.O. for Wildcat Aircraft—SI/5.  
 N.A.M.O. for Miscellaneous Aircraft—Master A2, Proctor SI/1, SI/1, Oxford A2.  
 N.A.M.O. (General)—E(B) 5, Sheets 1 and 2, STI/49.

*Amendment Lists to Miscellaneous Publications.*

- Performance and Characteristic Data of Japanese Aircraft, A.T.A.D.—T-10P-35, October, 1943—New Sheets, June, 1944, New Sheets, July, 1944.  
 Spare Parts Catalogue for Wright Cyclone, R.1820-40-40B Engine (A.P.1717B and D refers)—Amendment List Nos. 11 and 12,

*Air Diagrams.*

- A.D. 2015, Sheet 1 (April, 1944)—SV Carburettor, AVQ30—Amendment List No. 2.  
 A.D. 2309—Electro Magnet Release Unit (Type F)—Amendment List No. 1.

\* 6220.—Air Publications—Distribution of Amendment Lists and Leaflets during October, 1944, from the R.N. Store Depot, Belfast.

(N.S. Air 10849/44.—23 Nov. 1944.)

Any Service receiving more copies of any amendment list or leaflet than it needs, should return such surplus copies to the Naval Store Officer, 6, Murray Street, Belfast, with a statement of the actual number of copies required.

2. Services which have not received copies of amendment lists or leaflets referred to in this Order, and which hold copies of the parent publication, should demand the appropriate number of copies from the Naval Store Officer, Belfast.

- | <i>Air Publication No.</i> | <i>Description</i>  |
|----------------------------|---|
| 958                        | Second edition—King's Regulations and Air Council Instructions for the R.A.F.—Amendment List Nos. 133 and 134.              |
| 970                        | Vol. I—Design Requirements for Aeroplanes for the R.A.F.—Amendment List No. 28.   |
| 1086                       | Part 9—Accoutrements and Necessaries—Amendment List No. 1.  |
| 1086                       | Part 9A—Clothing—Amendment List No. 1.  |
| 1095                       | Vol. II, Part 1—Electrical Equipment Manual—Leaflet No. A30-W.  |
| 1095G                      | Vol. 1—Electrical Equipment Manual (Ground)—Amendment List No. 15.  |
| 1180A                      | Vol. II, Part 1—Equipment and Personnel Dropping Apparatus—Leaflet No. 22-W.  |
| 1181                       | Vol. II, Part 1—Starting Systems for Aero-Engines—Leaflet No. C7-W.   |
| 1182                       | Vol. II, Part 1—Safety Equipment Manual—Leaflet No. M9-W (A.L. 1), C24-W (A.L. 1), C31-W (A.L. 1).                          |
| 1186D                      | Vol. I—R.A.F. Signal Manual (Part IV) Electrical Equipment (Airborne)—Amendment List No. 27.                                |
| 1186                       | Vol. II, Part 1—R.A.F. Signal Manual (Part IV)—Leaflet Nos. E96-W, A210-W, A37-W.   |
| 1243                       | Vol. II, Part 1—R.A.F. Armament Training Manual, Part 2—Leaflet No. K7-W.   |
| 1275A                      | Vol. I—Instrument Manual—General Instruments—Amendment List Nos. 29, 30, 31.  |
| 1355                       | Vol. II, Part 1—Photographic Equipment Manual—Leaflet Nos. B55-W, M1-W, A68-W, A69-W, A70-W.                                |
| 1374                       | Vol. II, Part 1—Aero-engine magnetos—Leaflet No. V-32-W.  |
| 1374                       | Vol. III, Part 1N—Watford Type "SP" Magnetos Schedule of Spare Parts—Amendment List No. 6.                                  |
| 1374                       | Vol. III, Part 1Q—Rotax Type N.S.E.—Amendment List No. 5.   |
| 1464                       | Vol. II, Part 1—Engineering Manual for the R.A.F.—Leaflet Nos. G139-W, A31-W, D202-W, D202-W (A.L. 1), D205-W.              |
| 1469A                      | Vol. II, Part 1—Aeroplane Automatic Controls, Mark IV—Leaflet No. 0.10-W.   |
| 1480B                      | Vol. I—Silhouettes of German Aircraft—Amendment List No. 44.  |
| 1480I                      | Vol. I—Silhouettes of American Aircraft—Amendment List No. 24.  |
| 1480X                      | Vol. I—Recognition Handbook of British Experimental Aircraft (Home Units only)—Amendment List Nos. 28 and 29.               |
| 1492B                      | Vol. II, Part 1—Glider Towing Equipment—Leaflet Nos. A1-W, A3-W, A2-W, A8-W, B1-W, B2-W, B4-W, B5-W, Z1-W, Z2-W.            |
| 1519                       | Vol. I—Air Pump Units—Amendment List Nos. 15, 16, 17, 18, 19.   |
| 1519                       | Vol. II, Part 1—Air Pump Units—Leaflet Nos. G4, E3-W (A.L. 2).  |
| 1538 C.E. & F.             | Vol. III, Fourth edition—Variable Pitch Propellers and Governor Units—Amendment List No. 13.                                |
| 1538C                      | Vol. II, Part 1—Rotol Internal Cylinder Propellers—Leaflet No. 3-W.   |
| 1538D                      | Vol. II, Part 3—De Havilland Hydromatic Variable Pitch Propellers—Amendment List No. 18.                                    |
| 1538E                      | Vol. II, Part 1—Rotol External Cylinder Propellers—Leaflet No. 32-W.  |
| 1641P                      | Vol. I—Small Arms—Amendment List No. 12.  |
| 1641J                      | Vol. II, Part 1—Vickers Class "A" Gun—Leaflet No. L1-W.   |
| 1670                       | Vol. III, Section 8—Schedule of spare Parts 3K-W. Landmark Beacon with Coventry Climax Engine Type E—Amendment List No. 12. |
| 1670                       | Vol. III, Sec. 2, Chapter 5—Schedule of Spare Parts, Coventry Climax Engines, Types E and F—Amendment List No. 7.           |
| 1730B                      | Vol. II, Part 1—Gun Sights—Leaflet Nos. M1-W, M2-W.   |
| 1803                       | Vol. III, Part 2, Sec. 2; Part 3, Sec. 2; Part 4, Sec. 2; Part 9, Sec. 2—Hydraulic Pumps—Amendment List No. 3.              |

## Air Publication No.

## Description

2058A—Vol. 1—Provisional Ammunition Memoranda—Leaflet No. C14-W.  
 2095—(Second edition)—Pilot's Notes (General)—Amendment List No. 1.  
 2273A—Vol. II, Part 1—Radio Transmitters—Leaflet No. 10-W.  
 2286A—Vol. II, Part 1—Interphone Equipment—Leaflet No. 15-W.  
 2312—Vol. II, Part 1—American Instrument Manual—Leaflet No. K2-W.  
 2533A—Vol. I—Altimeter, Type A.Y.D. Series—Amendment List No. 1.  
 2576—Vol. II, Part 1—Martin Upper Gun Turrets—Leaflet No. A4-W.

**6221.—B.R. 268(41) (Restricted)—Electrical Manual, Volume II—Trough Platform System of Leading Electric Cables into Turrets and Gun Mountings—Issue**  
 (T. 828/44.—23 Nov. 1944.)

Copies of the above book will be issued shortly by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, without demand, to all concerned.

**6222.—B.R.347—Establishment of Naval Stores for H.M. Trawlers and Corvettes ("Flower" Class) and Form D.116—List of Particulars—List of Errata**  
 (N.S. 22920/44.—23 Nov. 1944.)

Lists of Errata No. 2 to the Establishment of Naval Stores for H.M. Trawlers and Corvettes ("Flower" Class) (B.R.347), and List of Errata No. 4 to the List of Particulars (Form D.116) have been prepared and will be distributed in due course.

2. Three copies of the List of Errata to Form D.116 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. Ships' officers, etc., concerned with preparing the lists should not, therefore, demand the lists of errata from R.N. Store Depot, Park Royal.

3. One copy of Lists of Errata Nos. 1 and 2 will be supplied with each copy of the establishment issued from Park Royal. Similarly, each copy of Form D.116—List of Particulars (1942 reprint)—when supplied from Park Royal (normally to warrant yards only) will be accompanied by three copies of Lists of Errata Nos. 3 and 4 to this form. (Earlier amendments are incorporated in the 1942 Reprint.)

**6223.—B.R. 648/44—Drill for 2-pdr., Mark VIII Guns on Marks VIA and VA (Plain and R.P.C.) Mountings—Issue**  
 (G. 3082/44.—23 Nov. 1944.)

The above-mentioned book is now in the press and copies will be issued, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, when supplies become available, in accordance with the following establishment, viz. :—

	Copies
Flag Officers ... ..	1
Battleships ... ..	20*
Battlecruisers ... ..	10*
Cruisers ... ..	10*
Fleet Carriers ... ..	10*
Monitors ... ..	6*
Captain, H.M.S. "Excellent," Portsmouth ... ..	200
Captain (G), H.M. Gunnery School, Devonport ... ..	50
Captain (G), R.N. Gunnery School, Chatham ... ..	32
G.O.C.R.M. ... ..	15
Ministry of Supply, S.S.2B (for D. of A., A.1 and S. of E., Shoeburyness) ... ..	2
R.N. College, Greenwich ... ..	2
Commandant, Military College of Science ... ..	2
I.N.O., Woolwich ... ..	1
Naval Staff Library, Admiralty ... ..	2
The Secretary, Navy Office, Melbourne, Australia (5 for Flinders Gunnery School) ... ..	20
Captain Superintendent, Alexandria ... ..	2
H.M.S. "St. Angelo" ... ..	4
B.A.T.M. ... ..	1

Copies

D.N.O., Washington ... ..	1
B.A.M.S.R. ... ..	1
B.A.D. ... ..	1
Secretary, Naval Board (N.D.A.), Ottawa, Canada ... ..	10
Loan Libraries ... ..	1
Director-General, India Store Department ... ..	10

\* Ships fitted with 2 pdr., Mark VIII guns on Marks VIA and VA (plain and R.P.C.) mountings.

2. This book supersedes B.R.648—Drill for 2 pdr., Mark VIII guns on Marks VIA and VA Mountings, 1942—copies of which should be disposed of in accordance with B.R.1—B.R. and I.D. Catalogue—when copies of B.R.648/44 are received.

(A.F.O. 658/43 is cancelled.)

**6224.—Form 15 (c)—Revised D.E.M.S. Defect Book—Issue of**  
 (T.D./D.E.M.S. 2104/44.—23 Nov. 1944.)

The revised D.E.M.S. Defect Book, Form 15 (c), is now in print, and will shortly be available for issue.

2. Initial distribution, which will be made without demand, is as follows :—

	No. of copies		No. of copies
The D.E.M.S. Staff Officer :—		The D.E.M.S. Staff Officer—cont.	
LONDON (Thames Area) ... ..	350	Hartlepool ... ..	50
Tilbury ... ..	50	Hull ... ..	150
Newhaven ... ..	50	Grimsby ... ..	50
Southend ... ..	30	FREETOWN ... ..	150
Ipswich ... ..	30	Lagos ... ..	50
SOUTHAMPTON ... ..	250	SIMONSTOWN ... ..	100
Poole ... ..	50	Capetown ... ..	100
Cowes ... ..	20	Port Elizabeth ... ..	50
Portsmouth ... ..	20	Durban ... ..	100
DEVONPORT ... ..	100	East London ... ..	50
FALMOUTH ... ..	50	KILINDINI ... ..	100
BRISTOL CHANNEL AREA		ABADAN ... ..	150
(Cardiff) ... ..	200	PORT SAID ... ..	270
Avonmouth ... ..	100	Alexandria ... ..	100
Barry ... ..	50	Aden ... ..	50
Newport ... ..	50	Port Tewfik ... ..	250
Port Talbot ... ..	50	Haifa and Beirut ... ..	50
Swansea ... ..	50	ALGIERS ... ..	50
MILFORD HAVEN ... ..	100	Gibraltar ... ..	50
LIVERPOOL ... ..	350	Naples ... ..	250
Manchester ... ..	30	Malta ... ..	50
Barrow ... ..	20	BOMBAY ... ..	200
Workington ... ..	20	Karachi ... ..	100
BELFAST ... ..	200	Madras ... ..	50
Londonderry ... ..	50	Calcutta ... ..	100
WEST COAST OF SCOTLAND		COLOMBO ... ..	150
(Glasgow) ... ..	200	MELBOURNE ... ..	30
Greenock ... ..	150	WELLINGTON ... ..	30
Ayr (including Troon and Irvine) ... ..	20	OTTAWA ... ..	50
Ardrossan ... ..	20	NEW YORK ... ..	100
Aultbea (Loch Ewe) ... ..	20	TRINIDAD ... ..	30
LYNESS ... ..	30	BERMUDA ... ..	20
ABERDEEN ... ..	100	KINGSTON (Jamaica) ... ..	30
LEITH ... ..	150	ARUBA ... ..	20
Dundee ... ..	30	Curacao ... ..	20
Methil ... ..	30	BUENOS AIRES ... ..	20
Grangemouth ... ..	10	REYKJAVIK ... ..	20
NEWCASTLE (Tyne Area) ... ..	200	Archangel ... ..	20
Blyth ... ..	50	War Office (R.A.6c) ... ..	50
Sunderland ... ..	100	Director of Trade Division	
Middlesbrough ... ..	100	(D.E.M.S.) ... ..	10

Further copies should be demanded as required from Superintending Naval Store Officer, R.N. Store Depot, Park Royal, N.W.10.

3. It is intended that these Forms D.E.M.S. 15 (c) should replace existing D.E.M.S. Defect Books. D.E.M.S. Staff Officers should ensure that they are issued to all D.E.M. ships as soon as possible after receipt.

4. Attention of D.E.M.S. Staff Officers is called to the importance of ensuring that D.E.M.S. Defect Books are correctly written up and kept up to date.

5. Old D.E.M.S. Defect Books should be placed together and retained on board for reference in case of need. They should ultimately be returned with the current Forms D.E.M.S. 15 (c) when these are returned to D.E.M.S. Staff Officers after disarming.

#### 6225.—Form 600 (Small) Fanfold—Demand Issue and Receipt Voucher—Introduction

(N.S. Air. 12434/44.—23 Nov. 1944.)

Form 600 (small) has been re-designed and printed in the fanfold system for the use of "Home Services".

2. The undermentioned covers for filing the black copies (consignees copies) have also been introduced:—

<i>Title.</i>	<i>Copies</i>
Copies for outstanding demands ... ..	600A
Cover for completed demands ... ..	600B

3. All home services are to demand stock of the new Form 600 and the covers from S.N.S.O., Shepherds Bush, 191A, Askew Road, Shepherds Bush, W.12.

4. On receipt of supplies, all un-used stock of previous print of Form 600 (small) is to be returned to S.N.S.O., 191A, Askew Road, Shepherds Bush.

#### 6226.—O.U. and B.R. Publications—Distribution during October, 1944

(N.S. 139/44.—23 Nov. 1944.)

- B.R. 70.—Signal Letters of British Ships—June Supplement.  
 B.R. 125.—Lloyds Register of Shipping—Supplements 1, 2 and 3.  
 B.R. 130.—Bradshaw's Railway Guide—October, 1944.  
 B.R. 141.—R.M. Clothing, etc.—Issuing Prices, etc.—Revised.  
 B.R. 155B/1944.—Instructions for Use and Maintenance of the Admiralty Shallow Water Diving Dress (Addendum to B.R. 155/43 and B.R. 155A/43).  
 B.R. 222.—Notes on W/T Sep.—Additional Pages—B.A.1-4, D.B.1-4, D.D.1-6, D.A.1-6, D.L.1-7, D.N.1-16, R.B.1-2, D.A.1-22, D.C.1-9, D.F.1-9, D.K.1-6, D.M.1-6, R.Q.15-34, A.A.8, 9, 23, A.A.1, G.A.1-14, C.D.1-9, A.A.1, 2, 9, 10, 24, R.W.41-54, R.B.3-8, S.1-30, R.N.21-25, R.M.35-39, D.E.1-6.  
 B.R. 232.—Signal Card—Revised.  
 B.R. 264.—Notes for Instruction in Eye Shooting—Revised.  
 B.R. 321 (1).—Establishment of Naval Stores for Engineering Purposes—Errata No. 1.  
 B.R. 368.—Establishment of Naval Stores for Sloops (all classes)—Twin Screw Minesweepers and Surveying Vessels—Page 217 to Errata No. 12.  
 B.R. 368 (13).—Establishment of Naval Stores for Sloops (all classes), Twin Screw Minesweepers and Surveying Vessels—Errata No. 13.  
 B.R. 517.—Geographical Handbook—Italy—Volume I.  
 B.R. 518.—Geographical Handbook—Netherlands East Indies—Volume I.  
 B.R. 522.—Geographical Handbook—Belgian Congo.  
 B.R. 640 (27).—Combined Operations—Pamphlet No. 27.  
 B.R. 642 (G).—Foreign Warships—Germany (including vessels seized from the allies).  
 B.R. 751.—Army List—Parts I and II.  
 B.R. 762.—Janes' Fighting Ships.

- B.R. 764.—All the World's Aircraft.  
 B.R. 791.—Wireless Signalling Instructions.  
 B.R. 980 (G).—Range Table 592.  
 B.R. 980 (K).—Revised Pages 1 and 2 to Range Table 373A.  
 B.R. 980 (K).—Revised Pages 2A and 26 to Range Table 373A.  
 B.R. 980 (K).—Revised Pages 1 and 2 to Range Table 373B.  
 B.R. 980 (K).—Revised Pages 2A and 26 to Range Table 373B.  
 B.R. 980 (D).—Range Table O.D.120A.  
 B.R. 980 (U).—Range Table O.D.121A.  
 B.R. 980 (Y).—Range Table O.D.122A.  
 B.R. 1015.—Warship Recognition.  
 B.R. 1020.—Aircraft Practices Code.  
 B.R. 1034.—Handbook of Components, Firing Systems and Testing Apparatus, for Independent Non-conduct Mines—Guard Book.  
 B.R. 1048.—Handbook of Big Curves of Enemy Moored Mines and Obstructors—Plates 10 to 15 inclusive.  
 B.R. 1060.—Standing Hauling-up (End on) Slipways for Major Landing Crafts.  
 B.R. 1085.—Regulations for Maintenance of A.B., Marks I and I\* (including Modifications 1, 2 and 3) Gyroscopes.  
 O.U. 6092A.—Proportion Book of Naval Armament Stores—Part I—Erratas Nos. 16 and 17.  
 O.U. 5365A (16).—Priced Vocabulary of Naval Armament Stores—Part I—Errata No. 16.  
 O.U. 5365B (31).—Priced Vocabulary of Naval Armament Stores, Part II—Errata No. 31.  
 O.U. 5365C (16).—Priced Vocabulary of Naval Armament Stores—Part III—Errata No. 16.  
 O.U. 6358.—British Merchant Vessels Lost from Outbreak of War—August Supplements and Amendments.  
 O.U. 6353A.—Foreign Merchant Vessels Sunk and Damaged by the Enemy from Outbreak of War—August Supplements and Amendments.  
 A.F.O. "P" 607 to 610 inclusive.—See A.F.O. 4967/44.  
 A.F.O. "P" 614 and 615.—See A.F.O. 4967/44.  
 A.F.O. "P" 629 to 632 inclusive.—See A.F.O. 5100/44.  
 A.F.O. "P" 634 and 635.—See A.F.O. 5100/44.  
 A.F.O. "P" 637 to 639 inclusive.—See A.F.O. 5100/44.  
 A.F.O. "P" 641.—See A.F.O. 5225/44.  
 A.F.O. "P" 645 to 668 inclusive.—See A.F.O. 5225/44.  
 A.F.O. "P" 675 to 685 inclusive.—See A.F.O. 5353/44.  
 A.F.O. "P" 698 to 705.—See A.F.O. 5488/44.  
 A.F.O. "P" 707 to 713.—See A.F.O. 5584/44.  
 A.F.O. S.C.36/44.—Correction No. 28 to B.R. 619.—See C.A.F.O. "S" 377/44.  
 A.F.O. S.C.37/44.—Correction No. 4 to B.R. 1021.—See C.A.F.O. "S" 377/44.  
 A.F.O. S.C.38/44.—Correction No. 1 to B.R. 791.—See C.A.F.O. "S" 385/44.  
 A.F.O. S.C.39/44.—Corrections Nos. 26 and 27 to B.R. 637.—See C.A.F.O. "S" 394/44.  
 A.F.O. S.C.40/44.—Correction No. 1 to B.R. 232.—See C.A.F.O. "S" 394/44.  
 A.F.O. S.C.41/44.—Correction No. 36 to B.R. 777.—See C.A.F.O. "S" 394/44.  
 A.F.O. S.C.42/44.—Correction No. 2 to B.R. 1035.—See C.A.F.O. "S" 403/44.  
 A.P. 1480A.—Silhouettes of Aircraft—Amendment List No. 115.  
 A.P. 1480B.—Silhouettes of Aircraft—Amendment List No. 41.  
 A.P. 1480F.—Silhouettes of Aircraft—Amendment List No. 21.  
 A.P. 1480I.—Silhouettes of Aircraft—Amendment List No. 24.  
 A.P. 1480Y/L.—Silhouettes of Aircraft.  
 Epidiascope Cards—Pack 3—Supplement Sets.  
 Epidiascope Cards—Pack A—Issue 2.  
 Epidiascope Cards—Pack B—Issue 2.  
 Epidiascope Cards—Pack B—Second Supplement.  
 Large Wall Silhouettes.  
 Air Force List, July, 1944.  
 Non-registered Publication Memoranda—Nos. 150-156, 157, 158, 159.  
 Inter-services Air Recognition Journal—Volume 3, No. 1.  
 Inter-services Air Recognition Journal—Volume 3, No. 2.  
 Royal Naval Medical Bulletin No. 12.  
 Leaflet No. 3 to Orange Pamphlet.

*American Technical Handbooks (Special Distribution)*

Engineering Pipe System.	F.O. Service Pumps.
Engine Lathe.	F.O. Booster Pumps.
Auxiliary Condenser.	Fire and Bilge Pumps.
L.O. Purifier.	Forced Draft Blower.
Gages.	Main Thrust Bearing.
Tank Level Gauge.	Salinity End.
Low Pressure Air Compressor.	Fire and Flushing.
F.O. Heater.	Auxiliary Condenser.
Main Feed Pumps.	CO <sub>2</sub> Fire Extinguisher.
Auxiliary Feed Pumps.	

(A.F.O. 5599/44.)

**6227.—S. Forms—Introduction of, for C.O. Personnel**

(N./C.O.P. 1960/44.—23 Nov. 1944.)

The following forms have been introduced for use in connection with Combined Operations and R.M.L.C. Personnel and are to be used where applicable:—

- Form S.498—Request form for all requests requiring the attention of H.M.S. "Copra," including requests that require ledger or certificate action.
- Form S.499—Recommendations for Classes for Advancement to P.O. (C.O.) and Leading Seamen (C.O.).
- Form S.500—Monthly List of Men recommended for C.O. Non-substantive Courses.
- Form S.501—Monthly Return of C.O. Ratings and R.M.L.C. Ranks in Major Landing Craft or Relief Crew.
- Form S.502—Monthly Return of C.O. Ratings and R.M.L.C. Ranks in Major Landing Craft Flotilla Staffs.
- Form S.503—Monthly Return of C.O. Ratings and R.M.L.C. Ranks in Major Landing Craft Squadron Staffs.

(Note.—The monthly return of ratings/ranks in Minor Landing Craft Flotillas is to be made in manuscript as at present.)

2. These forms will be obtainable on demand from the S.N.S.O., R.N. Store Depot, Park Royal, or from the (Superintending) Naval Store Officers who hold stocks of forms on stations abroad. Supply Officers of landing craft bases should maintain adequate stocks of these forms to meet the requirements of minor landing craft flotillas and emergency supplies for major landing craft flotillas at their bases.

3. Forms S.501, S.502, S.503—in respect of Landing Craft on Foreign Stations—should be rendered in duplicate, the original to H.M.S. "Copra" (drafting), the duplicate copy being forwarded through the local administrative authority to the station drafting office.

4. The present address of H.M.S. "Copra" (pay) is G.P.O., Box 456, Largs, Ayrshire, and that of H.M.S. "Copra" (drafting), G.P.O., Box 9, Southend-on-Sea, Essex.

5. These returns are additional to those required by A.F.O. 1785/44.

(A.F.O. 1785/44.)

**6228.—Conduct Sheet (Form S.349A)**

(C.W. 54623/44.—23 Nov. 1944.)

In order to provide as much information as possible at the time of a man's release, it will be essential that a conduct sheet shall be made out whenever a man joins a ship without one and that this conduct sheet shall accompany a man if drafted and not be destroyed until the man has been released.

2. The provisions of K.R. & A.I., Article 603, Clause 3, as to disposal of conduct sheets are suspended for the period of the war.

3. Entries on conduct sheets of offences in previous ships are to be ruled through diagonally. When awarding character assessments, Commanding Officers are to be careful to disregard any offences committed outside the period under consideration.

(K.R. &amp; A.I., Article 603 (3).)

(A.F.O. 2701/42 is cancelled.)

**6229.—Naval Form P.O.W. Clo.—Introduction of—Payment for Clothing Supplied through the British Red Cross Society to Officer Prisoners of War**

(N.L. 10412/44.—23 Nov. 1944.)

Supplies of clothing from Army stocks are despatched by the British Red Cross Society to the International Red Cross at Geneva for issue to camps in which British prisoners of war are detained in Europe. Officers are responsible for maintaining themselves in clothing and for this reason are allowed a special deduction from income in the assessment of Income Tax. This deduction continues to be admissible while they are prisoners of war. For this reason it is only equitable that officers should refund the cost of any army clothing drawn in the camps. However, officers who wish to return any such army clothing still in their possession may do so and credit will be given for articles returned in reasonable condition. Credit will also be given for any article of army clothing necessarily abandoned in the prison camps.

2. The charges to be levied against officers and the credit to be allowed for the surrender of any serviceable uniform clothing no longer required and for articles abandoned will be as shown in the schedule to this Order.

3. Reports are being received from the Protecting Power showing details of the clothing issued in the camp to each officer but as these reports may take some time to come through, the Supply Officers on whose books repatriated officers are borne for pay (i.e., R.M. Depot for Royal Marine Officers, "Mersey" for T.124 (and variants) officers and "President I" for all other officers) should call for reports from them on repatriation, stating what clothing was received by them while in enemy hands in order that the proper charge may be levied. For this purpose, Naval Form P.O.W. Clo. should be issued to each officer on repatriation, page 2 of which should be completed as soon as possible and returned to the Supply Officer bearing the account who should debit the charges on the ledger and earmark them "Vote 2Q, A.F.O. 6229/44".

4. (i) Naval officers desiring to obtain credit for any serviceable uniform clothing which they do not require should surrender it to one or other of the following addresses:—

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

The Superintendent,  
Royal Victoria Yard,  
Deptford, S.E.8.

The Superintending Victualling Store Officer,  
Royal William Yard,  
Plymouth, Devon.

The Superintending Victualling Store Officer,  
Royal Clarence Yard,  
Gosport, Hants.

For this purpose, they should despatch with the clothing returned, page 3 of Naval Form P.O.W. Clo. Receipts for the clothing returned will be given by the victualling depots and on presentation of these to the Supply Officer bearing the repatriated officer's account credit will be given in accordance with the scale in the schedule to this Order. Supply Officers should credit the pay account in the ledger accordingly and earmark the credits "Vote 2M. A.F.O. 6229/44".

(ii) In the case of R.M. Officers, any surplus serviceable clothing which they may wish to return is to be forwarded to the officer's headquarters, R.M. Division, together with page 3 of Naval Form P.O.W. Clo., the detachable label being amended as necessary. Action will then be taken by Divisional Paymasters as indicated in clause (i) of this paragraph.

5. In the case of officers already repatriated, the Supply Officer now bearing their pay accounts should take all necessary action in accordance with this A.F.O. on receipt from D.N.A. (Branch 4) of the names of the officers concerned.

6. Supplies of Naval Form P.O.W. Clo. will be issued in the first instance to Supply Officers mentioned in paragraph 3 hereof without demand and the bottom of page 2 of the form should on receipt be stamped with the Supply Officer's address. Other Supply Officers requiring to take action in the case of prisoners of war who have already been repatriated, however, may demand the necessary forms from the R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10.

7. This Order does not apply to officers who were interned by the Vichy French in Africa.

	Issue Price each to be charged	Credit for each returned part-worn or abandoned
	£ s. d.	£ s. d.
Battledress suits—		
Blouse ... ..	19 9½	10 0
Trousers ... ..	19 6½	10 0
Greatcoats ... ..	2 10 6	1 5 0
Pullovers ... ..	8 0	4 0
F.S. caps ... ..	2 5	1 3
Boots, ankle (pair) ... ..	1 1 5	10 0
Shirts, Angola ... ..	9 1	4 6
Vests, woollen ... ..	6 4	3 0
Drawers, woollen (long) ... ..	7 8	4 0
Drawers, woollen (short) ... ..	5 9½	3 0
Drawers, cellular ... ..	1 11	1 0
Drawers, cotton (knitted) ... ..	4 0	2 0
Socks, worsted (pair) ... ..	1 11	1 0
Gloves, knitted ... ..	2 1	1 0

(A.F.O. 5376/44.)

**6230.—R.N. Shore Wireless and Radar Stations—Naval Radio Vans—Brief Specifications—Standard Distribution—REPORTS**

(R.N. Mobile Naval Radio and Radar Stations and Authorities concerned.)

(R.E. 03204/44.—23 Nov. 1944.)

“Brief” specifications are now becoming available, and those of a non-confidential nature will be given the following standard distribution:—

Line (1)	Authority (2)	Quantity (3)
	Admiralty	
1	D.R.E., London	1
2	D.S.D., London	1
3	C.C.O., London	1
4	D.A.C.R., London	1
5	D. of S., London	3
6	D.R.E., Bath	1
7	D. of D., Bath	3
8	C.E.-in-C., Bath	3
9	D.E.E., Bath	3
10	E.-in-C., Bath	3
21	Commanders-in-Chief	2
22	F.O., Bombay	2
23	F.O.L.E.M.	2
24	V.A., Malta	2
25	F.O., Ceylon	2
26	F.O.T.A.L.I.	2
27	R.A.N.A.S.I.O.	2
28	F.O.N.A.S., Australia	2
29	R.N.R.A.	3
41	F.O.N.A.S.	2
42	R.A.N.A.S. (N)	2
51	B.A.T.M.	2
52	B.A.D.	2
53	N.Z.N.B.	2
54	F.O.C.R.I.N.	2
61	C.S.S.	2

Line (1)	Authority (2)	Quantity (3)
	Admiralty	
62	Naval Air Signal School, Arbroath	3
63	O.S.E.D. (U.K.), 217, London Road, Staines	12
64	O.S.E.D. (India), 121B Shed, Sassoon Dock, Bombay	12
65	A.S.E.	20

2. In addition to the above distribution, one brief specification will be supplied with each Naval radio van when it leaves the Admiralty Signal Establishment, which should be retained in the van throughout any transfers that may take place.

3. Demands for copies to complete Naval Radio Vans.—Demands for copies of Brief Specifications, for use with Naval radio vans which have been issued, before specifications were ready, should be made to the Captain Superintendent, Admiralty Signal Establishment, Haslemere, Surrey (short title for Signals S.S.E.), quoting:—

(a) The number of this A.F.O.

(b) The Naval Radio Van Number.

(c) The number of copies required.

(d) The postal address of the authority to whom the specifications should be despatched.

4. Reports on Standard Distribution.—Administrative authorities are to report any changes considered necessary to the standard distribution in paragraph 1 above to the Captain Superintendent, Admiralty Signal Establishment, as these arise.

(C.A.F.O. 1595/44.)

**6231.—Typewriters—Establishment**

Light Fleet Carriers

(Sta. 19172/44.—23 Nov. 1944.)

The number of typewriters allowed to light fleet carriers has been further reviewed, and approval has been given for the establishment to be increased to eleven machines.

B.R.1 should be amended accordingly, and demands to complete to the revised establishment forwarded to the Superintending Naval Store Officer, R.N. Store Depot, Park Royal, N.W.10.

(Admiral Superintendent, Contract Built Ships, No. 1964, dated 21 Oct. 1944.)

(A.F.O. 3229/44 is cancelled.)

**6232.—H.M.C.S. “Hawkesbury” and H.M.A.S. “Hawkesbury”—Confusion of Names in Correspondence, etc.**

(M/P. 09873/44.—23 Nov. 1944.)

Attention is drawn to the fact that two vessels, one a corvette in the Royal Canadian Navy and the other a frigate in the Royal Australian Navy both bearing the name “Hawkesbury”.

2. It is not desired to change the name of either of these vessels and care is therefore necessary in distinguishing between the two vessels in correspondence, etc.

**6233.—Disposal or Re-direction of Undeliverable Mail**

(M. 1930/44.—23 Nov. 1944.)

The following amendment is to be made to A.F.O. 5822/44 issued under the above title:—

Paragraph 3, sub-paragraph (iv). “Undelivered newspapers and printed matter,” Section (a).

Delete “Should be sent to the G.P.O. London, for return to sender,” and substitute “should be sent to the Returned Letter Section, G.P.O., London, for return to the sender.”

(A.F.O. 5822/44.)

## Section 6.—SHORE ESTABLISHMENTS

### 6234.—Civil Servants Serving with H.M. Forces, Civil Defence Forces, etc.—Entitlement to Balance of Civil Pay and General Provisions Regarding Period of Absence

(C.E. 18217/44.—23 Nov. 1944.)

A.F.O. 5245/44 should be amended as follows :—

Paragraph 42, add new sub-paragraphs :—

Where a person who has been in receipt of balance of civil pay rejoins the Admiralty while on furlough, the issue of balance of civil pay (as an addition to Forces pay) will cease as from the date he takes up duty.

Cases of temporary employees who were in receipt of balance of civil pay from another Government Department and who join the Admiralty while on furlough should be referred immediately to the previous employing department so that payment of balance of civil pay can be stopped at the appropriate date.

(A.F.O. 5245/44.)

### 6235.—Civilians Employed in Naval Establishments—Conditions of Service

(C.E. 16459/44.—23 Nov. 1944.)

The attention of officers in charge of Naval establishments where civilian industrial and non-industrial staff are borne, is drawn to the fact that such staff are employed under defined conditions of service which differ considerably from those of service personnel.

2. These conditions are, for the main part, laid down in O.U.5225 (Home Dockyard Regulations) as supplemented or amended from time to time by Admiralty Fleet Orders. Copies of O.U.5225 and O.U.5225(3) can be obtained from the Admiralty (D. of S.) by application through the appropriate administrative authority.

### 6236.—Sick Leave Regulations for Temporary and Unestablished Staff

(C.E. 19942/44.—23 Nov. 1944.)

The regulations for the grant of sick pay to temporary and unestablished non-industrial staff provide for the grant of sick pay (subject to certain conditions) to whole-time staff.

2. For the purpose of these regulations, staff can be regarded as whole-time staff only—

(a) if they work at least the normal gross hours to which their grade is conditioned during a six-day week or if, for convenience in arranging the work or for other official reasons and with Admiralty approval, they are scheduled to work the requisite number of hours over less than a six-day week and

(b) if they have undertaken to continue to give this attendance.

### 6237.—Temporary Clerical, Typing, etc. Staff—Part-time Employees

(C.E. 58509/44.—23 Nov. 1944.)

Part-time clerical and typing staff who exceptionally work 44 hours a week gross (i.e. including meal intervals) should receive payment at the full-time weekly rate, notwithstanding the fact that their net hours may be less than 40 hours a week. If they work more than 44 hours a week gross, they should be paid overtime under the same conditions as corresponding full-time staff.

2. Similar arrangements may be applied to temporary part-time staffs serving in other grades in which the whole-time employees are entitled to overtime. These arrangements should not, however, be extended to a member of a grade where the whole-time employees are not entitled to overtime without Admiralty approval.

(A.F.O. 5118/44, paragraph 21, and A.F.O. 5119/44, paragraph 21, are cancelled.)

### 6238.—Travelling and Subsistence Allowances—Civilian Non-Industrial Staff

(C.E. 18676/44.—23 Nov. 1944.)

The following amendments should be made to A.F.O. 4846/44 :—

Preamble (lines 2 and 3)—

After "and Naval Officers in receipt of civil rates of pay" insert "(except in so far as mileage allowances are concerned)".

Line 5 of list of A.F.Os.—

Delete "2951/44, 2952/44" and substitute "2950/44, 2951/44".

Paragraph 1. After "will not normally be made to such officers" add—

"Married officers who do not reside with their families at their place of first appointment are treated as single officers under these regulations".

Paragraph 4 (line 9). For "pecid" read "period".

Paragraph 40. For "paragraphs 34 and 35" read "paragraph 34".

Paragraph 48. Delete and substitute :—

"48. Volunteer Car Drivers.—The following rates of subsistence allowance may be paid to volunteer car drivers (including unpaid members of the Mechanized Transport Corps) whose cars are used solely for the Admiralty under the provisions of paragraphs 176-185 :—

(a) When absent the night on official journeys 15s. a night.  
if lodgings are taken.

(b) For daily absences of six hours or more on duty. 2s. for each meal necessarily taken away from home."

Paragraph 65—

Line 4. For "allowance" read "allowances".

Line 2 of Note. Delete the words "A.F.Os. 4846/44 and 4848/44" and substitute "A.F.O. 4848/44".

Section II—

Delete sub-heading "MISCELLANEOUS EXPENSES GRANT".

Substitute "MISCELLANEOUS AND LEGAL EXPENSES GRANTS PAYABLE UNDER PERMANENT REMOVAL REGULATIONS".

Paragraph 128. Delete and substitute :—

"128. (a) Legal Expenses connected with Purchase and Sale of Houses.—As a temporary war-time measure, the maximum limits of £20 and £35 within which refund of 75 per cent. of the legal expenses incurred on purchase or sale may be made under Home Dockyard Regulations, Addendum No. 3, Article 443, clause 5, has been increased, and the maxima applicable to transfers effected on or after 1st July, 1944, are :—

Purchase ... ..	£35
Sale ... ..	£60

The figure of £35 quoted in paragraph (f) of this clause has been increased concurrently to £60.

(b) Miscellaneous Expenses Grant.—The allowances payable under Home Dockyard Regulations, Addendum No. 3, Article 443, Clause 6, have, as a temporary wartime measure, been increased as follows :—

Salary.	Allowance.		
	£	s.	d.
(a) Up to £200 per annum ... ..	6	10	0
(b) Over £200 and up to £400 per annum ... ..	11	10	0
(c) Over £400 and up to £650 per annum ... ..	16	0	0
(d) Over £650 per annum ... ..	21	0	0

The amount of the allowance payable will be assessed by reference to the transferee's salary, excluding Civil Service war bonus, in his old post at the date of transfer."

Paragraph 168. Line 5s Delete "(.....)".

Paragraph 225. Delete the passage "Special Note.....holiday visits".



**6239.—Ex-temporary Shorthand Typists established as Typists, and Employed on Shorthand Duties**

*Substantive Pay*

(C.E. 55297/44.—23 Nov. 1944.)

Under the provisions of A.F.O. 730/40, superseded by A.F.O. 5117/44, an ex-temporary shorthand typist who has been established as a Typist and retained on shorthand duties is either

- (a) paid as a temporary Shorthand Typist and conditioned to temporaries' hours (this rate of pay now includes the increments which are received by temporary Shorthand Typists under A.F.O. 5119/44), or
- (b) paid as an established Typist, receiving the appropriate shorthand allowance, and conditioned to the hours of the established grade,

whichever is more favourable.

2. In view of the absence of any opportunity for such staff to sit at a Shorthand-Typists' examination, it has now been decided that the substantive rate of pay as an established typist after the third anniversary of the date of establishment may be computed by

- (a) taking the amount of the pay in issue prior to establishment ;
- (b) deducting 4s. (the amount of the shorthand allowance which may be received by the established typist), and
- (c) adding one increment (3s.) on the established typist's scale.

3. This rate (where more favourable than that already attained by normal progression on the scale for established typist) will be the substantive rate receivable, subject to her title to higher pay as at paragraph 1 (a) above, by the established typist as from the third anniversary from the date of establishment. She will in addition receive the 4s. allowance for continuing to be employed on shorthand duties.

4. It may assist Paying Officers to know that this concession will normally only be of benefit to :—

- (a) ex-temporary Shorthand Typists, Grade I, who were established as typists at age 23 or over at Intermediate Centres or at age 25 or over in London or at Provincial centres ;
- (b) ex-temporary Shorthand Typists, Grade II, who were established as typists at age 26 or over at Intermediate Centres or at age 27 or over in London or at Provincial Centres.

5. Having regard to the retrospective nature of the adjustment, any individual who thinks that she should benefit under the terms of this Order should make written application to her Paying Officer through the Head of her Establishment. Paying Officers should consult C.E. Branch II (Salary Section), Admiralty, Bath, in the event of doubt as to the position.

(A.F.Os. 730/40 5117/44 and 5119/44.)

**6240.—Production—Inter-Departmental Regional Organization—Admiralty Regional Officers**

(P. 012219/44.—23 Nov. 1944.)

Admiralty Regional Officers (who are also the Admiralty representatives on the Regional Boards) will in future work under the direction of the Deputy Controller (Production). No change is made in the normal channels of communication between the Admiralty Regional Officers and the Secretary of the Admiralty (for official correspondence) or Heads of Admiralty Departments (on questions affecting the particular interests of these departments).

(A.F.O. 3889/41, paragraph 9.)

**6241.—Superannuation (Allocation of Pension)—Medical Examination**

(C.E. 13946/44.—23 Nov. 1944.)

It is the practice of the C.S.C. to arrange for medical examination to be made at a place as near as possible to the address given on Form A.P.3 and A.P.4.

2. To avoid unnecessary work and delay, officers should therefore show on these forms their present private address or the address at which they expect to be at the time of the medical examination.

3. Pending reprint slips (copy subjoined) a supply of which may be obtained on demand from Keeper of Stationery and Printing, Admiralty, should be attached to those forms at present in stock :—

*Slip to be attached to Forms A.P.3 and A.P.4 (Allocation of Pension).*

If the officer is away from his permanent address he should give his present private address or the address at which he expects to be when the medical examination is held. The Civil Service Commissioners will then arrange for the medical examination to be held as near as possible to the address given.

**6242.—Female Surgery Assistants—Rate of Pay**

(L. 14386/44.—23 Nov. 1944.)

Female Surgery Assistants at Admiralty outport establishments who are at present paid 80 per cent. of the Ordinary Labourer's rate for the establishment concerned, plus lead of 4s. on entry, rising to lead of 7s. when proficient, should, as from 26th October, 1944, be paid a lead of 8s. when proficient.

2. The conditions of service will remain unchanged.

(A.F.O. 5720/44.)

