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HEAD OF "P" BRANCH

A.F.Os. 6245—6360/44

(See A.F.O. Diagram Issue No. 49/44)

RESTRICTED

(FOR OFFICIAL USE ONLY)

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

# ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.I,  
30th November, 1944.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

*H. V. Markham*

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

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

HEAD OF "P" BRANCH

## ADMIRALTY FLEET ORDERS

No. Subject.

30th November, 1944.

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

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 6275. Civilian Staff—Civil Servants Temporarily Serving in the R.N. and R.M.—Instructions for Supply Officers.  
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 6258. Correspondence—Officers—Correspondence and Signals Relating to.  
 6273. Customs—Privileges for Major Landing Craft.  
 6271. Damage Control—School (II) for Training of Ratings.  
 6243. Examinations for Writer, Stores, Cook and Steward Ratings.  
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 6274. Films—Instructional Film—“Naval Log of Victory”. E.914.  
 6250. Medals, Decorations, Honours—“London Gazette” Supplement of 21st November, 1944.  
 6251. Medals, Decorations, Honours—Awards to Officers and Men of the Free French Navy.  
 6252. Medals, Decorations, Honours—Awards to Officers and Men of the Polish Navy.  
 6272. Medical—Vaccination.  
 6270. Mercantile Marine, Merchant-Navy-Ships—T.124T. Personnel—Individual Agreement.  
 6255. Officers—Awaiting Invaliding—Service Ration Cards—Issue to.  
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 6268. Officiating Minister—Church of Christ, Scientist.  
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 6266. Ratings—Radio Mechanics, General Service—Change of Category.  
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 6269. R.M.—Drivers M/T—Addition of Suffix (D) to Official Number.  
 6244. S.582—Admiralty Surgeons and Agents.  
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 6256. Subordinate Officers—Examination for the Rank of Sub-Lieutenant (S), R.N.  
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 6259. Warrant Air Officer—Promotion to Temporary Warrant Air Officer (A.G.) R.N.  
 6260. Warrant Air Officer—Warrant Air Officer (O) and (A.G.)—Air Signal Course.  
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 6277. Aircraft—Guns—Vickers G.O. 0.303-in.—Life of Component Parts.  
 6278. Aircraft—Pyrotechnics—Flares, Aircraft, Reconnaissance, 4.5-in. Mark III—Lot 75. S.P.R.A. Filled 3/41—Withdrawal and Repair.

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6279. Ammunition—Mortars (including Holman Projectors and Spigot Projectors)—Cartridge Impulse—1-in. Holman Projector—Packed in Metal Boxes No. 377.  
 6280. Ammunition—0.5-in. and Below (including Small Arms Belts and Links) 0.455-in. Ball, Revolver, Mark II—Withdrawal.  
 6281. Ammunition—0.5-in. and Below (including Small Arms and including Belts and Links) S.A. 0.50-in. Browning (Colt) of American Manufacture—Withdrawal of Certain Lots.  
 6282. Guns—0.30-in. and 0.303-in.—Browning 0.30-in. and 0.303-in.—Modification to Breech Blocks.  
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 6284. Guns—20mm.—Oerlikon—Increase in Allowance of Magazines—Stowage on Board.—As. and As.  
 6285. Gun Mountings—40mm. Bofors Twin, Marks IV and IV\*—Elevation and Training Units—Guard—Plate for Cross-Shafts.  
 6286. Target Indicating Systems—(Including Air Defence, Equipment, Communications, Evershed and Searchlight Control)—P.C.O./A.D.O. Sights—Installations.

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

6287. Alterations and Additions to H.M. Ships—Depth Charge Equipment.  
 6288. Torpedoes, 18-in. and 22.4-in. and their Accessories—General—Preservation and Packing of Torpedo Tubes, H.P. Air Compressors A/S Weapons and Spares for Shipment Overseas.  
 6289. Torpedoes, 18-in. and 22.4-in., and Their Accessories—22.4-in., Mark XIII.—U.S.A., Mark 13.—Modification—After Bodies and Exercise Heads Revised Internal Air Pressure Test Procedure.  
 6290. Torpedoes, 18-in. and 22.4-in., and Their Accessories—Gyroscopes—Torpedoes, U.S.A., 22.4-in., Mark 13—Humidity Detector in Gyro Compartment.  
 6291. Torpedoes 18-in. and 22.4-in. and their Accessories—Stores and Tools—Chests, Spare Gear, 18-in. XII—XII\*\*\*—and XV—Additions to.

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

6292. Combined Operations—Minor Landing Craft—“A” Bracket Bearings fitted with Railko Bushes manufactured by Messrs. Small and Parkes, Ltd.—Clearance.  
 6293. Combined Operations—Main Engine Fuel System—Modification to.  
 6294. Machinery—Generators—Diesel—Superior Model G.D. B.8—Crankshaft Alignment—REPORTS.  
 6295. Machinery—Generators—Diesel—Superior Model G.D.B.8—Hand Priming Pumps for Lubricating Oil System.  
 6296. Machinery—Engines—Diesel (U.S.A.)—Automatic Temperature Regulators for Fresh and Salt Water Cooling Systems.  
 6297. Oil—Lubricating—U.S. Navy Symbol 2190T for Turbines.

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

6298. Outfits—A.C. Supply Outfit D.T.D.—Fitting-out Information.  
 6299. Radar—Types 271/2/3/4/5—Type 272—Replacement by Type 277.  
 6300. Radar—Types 271/2/3/4/5—Type 275—Modification to A.P.W. 7015 Trigger Unit—Design B.  
 6301. Radar—Stores—W/T—Receivers A.R.88.  
 6302. Radar interference to W/T.  
 6303. W/T—Set Type T.C.S.—Modification.  
 6304. W/T—R.N. Shore Wireless Stations—Type 610—Replacement of Switch and Relay Unit Design 2, Pattern 53913, by Relay and Test Switch Unit Pattern 55494.  
 6305. W/T—Operational and General—Transmitter Type T.B.L.—Wavemetering.

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

6306. Stores—Items—Asdic Installation Type 149 and Mass Procedure Teacher A/S 518—Establishment List.  
 6307. Stores—Items—Echo Sounding Equipment—Types 758 N/P (Navigational) and 761/P (dual purpose) sets—Fitting Policy and Caution Regarding use of Dual Purpose sets for Navigation.

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

6308. Air—W/T—Radio—S.C.R. 522 Power Units—Provision of H.T. Fuse.  
 — Aircraft—Guns—Browning 0.303-in.—Modification to Breech Blocks—(See A.F.O. 6282/44).
- General.—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)*
6309. Accidents—Confined Spaces—Precautions to be Observed Before Entry.  
 6310. Air—Equipment—Accounting and Checking Procedure Temporary forms A 44/BB for Barracuda III.  
 6311. Air—Equipment—Accounting and Checking Procedure—Forms A44 Series for Certain Non-Operational Types.  
 6312. Air—W/T—Radio—Repair and Test Centres at Home—Functions and Capabilities.  
 6313. Combined Operations—Minor Landing Craft—Care of Slings and Cradles.  
 6314. Combined Operations—Landing Ships and Craft—Defect Lists—Addition to.  
 6315. Combined Operations—Minor Landing Craft—Preparation for Shipment Abroad.  
 6316. Combined Operation—L.C.T.(3) (Petrol Engine)—Warning Light for S.U. Petrol Pumps.  
 6317. Combined Operations—L.C.T.(4)—Rudders—Modification—As. and As.  
 6318. Cordage—Serrated M/S Ropes—Tests.  
 6319. Educational—Adult Education—Supply of Zip Fasteners for use in Craft Work Classes.  
 6320. Gas—Methyl Chloride—Supply.  
 6321. Motors—Torpedo Boats—“D” Type—Minelaying Arrangements.  
 6322. Publications—Air Publication 1141 Guards—Withdrawal from Service.  
 6323. Shops—Air Filtration Systems—Change-over Flap Valve for.  
 6324. Stores—Administrative and General—Inflammable Stores—Precautions When Unpacking.  
 6325. Stores—Items—Batteries for Fire Control Purposes—Cells—Components Required for Complete Battery of 12 Cells.  
 6326. Stores—Items—Air—Barracuda Airframe Spares—Reduction in Range of Allowances.  
 6327. Stores—Items—Bexoid—Introduction of, for Plotting.  
 6328. Stores—Items—Gymnastic and Frencing Gear—Allowances.  
 6329. *Cancelled.*  
 6330. Timber—Aircraft Plywood.  
 6331. Tugs—Rescue—Towing Equipment for

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

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

6335. Bread (See also Contracts)—Compressed Yeast and Dried Yeast for Breadmaking.  
 6334. Clothing—Tropical and Anti-Malarial Clothing for Naval Air Ratings Abroad.  
 6332. Stores—Administrative and General—Shipment to Australia (including Air Stores)—Consigning Instructions.  
 6333. W.R.N.S.—Officers Tropical Dresses.  
 6336. Libraries—Ships.

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

6346. Admiralty—Victualling Department Headquarters—Addresses.  
 6337. Amendments to Books.  
 6339. B.R. 370—Establishment of Naval Stores for H.M. Mooring Vessels—List of Errata No. 3.  
 6340. B.R. 1041—Equipment of Naval Stores for Defensively Equipped Merchant Ship—List of Errata No. 1.  
 6341. B.R. 1050C—Fishing and Trading Craft of the Netherlands East Indies, New Guinea and The Solomon Islands—Issue.  
 6342. B.R. 1206 (Restricted)—Review of the Japanese Naval Air Service—Issue.  
 6347. Correspondence—Engineer Overseer—Barrow District—Change of Appointment.  
 6348. Correspondence—Addresses—H.M.S. “Eglinton” and R.N.A.S. “Eglinton”—Confusion Between.  
 6343. D.121—Abolition.  
 6338. Mercantile Marine, Merchant Navy—Ships—A.M.S.Is. and A.M.D.Is.  
 6344. Publications—Air Publication 1803 (Aeroplane Hydraulic Equipment)—Revision and Increase in Scope to Cover Undercarriage Equipment.  
 6345. Publications—Air Publications Distributed During the Week Ending 11th November, 1944.

## SECTION 6.—SHORE ESTABLISHMENTS

6350. Civilian Staff—Civil Servants in Operational Areas—Compensation for Injury.  
 6355. Civilian Staff—Juvenile Staff—Industrial and Non-industrial—Provision of Free Meals for—Extension of Scheme.  
 6352. Civilian Staff—Proceeding from or Returning to the United Kingdom—Allotments.  
 6353. Civilian Staff—Proceeding Abroad—Vaccination and Inoculation.  
 6351. Civilian Staff—Subordinate Technical Supervisory Grades—Grant of War Allowances.  
 6354. Civilian Staff—Temporary Typing Staff—Recruitment, Qualifications, Pay and Conditions of Service.  
 6357. Clothes Rationing—Industrial Workers—“Industrial Ten” Supplement for 1944-45—Surrender of Coupons for Loaned Protective Clothing.  
 6349. Income Tax—“Pay-as-you-Earn”—Systems of Collection.  
 6356. Insurance—National—Health Contributory Pensions and Unemployment Insurance—Temporary Employment of Scholars, etc.  
 6358. Metals—Brass and Manganese Bronze Bars, Rods and Sections—Termination of Allocation Scheme.  
 6359. Motor Transport Vehicles—Trailers Fitted with “Over-Run” Brakes (Reversing).  
 6360. Travelling—Passenger Travel.

*(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.

### 6245.—Defence Regulations—United Kingdom (Closed Ports) Amendment Order, 1944

(N.L. 13214/44.—30 Nov. 1944.)

The following Order has been issued under Regulation 43 of the Defence (General) Regulations, 1939:—

#### THE UNITED KINGDOM (CLOSED PORTS) AMENDMENT ORDER, 1944

By Command of the Lords Commissioners  
of the Admiralty.

In pursuance of the powers conferred upon them by Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order:—

1. The undermentioned ports in the United Kingdom shall be excluded from the list of ports closed by the United Kingdom (Closed Ports) Order 1940 namely:—

Burghead  
Burnham, Norfolk  
River Deben  
River Blackwater  
Hamford Water  
Folkestone  
Rye  
Littlehampton  
Chichester Harbour  
Bridport

2. This Order shall come into force forthwith and may be cited as the United Kingdom (Closed Ports) Amendment Order 1944.

By Command of Their Lordships,  
(Sgd.) H. V. Markham,

Admiralty, S.W.1.  
22nd November, 1944.

(A.F.Os. 2582/43 and 5176/43.)

### 6246.—R.N. Air Station, Ayr—Accounts

(A. 01052/44.—30 Nov. 1944.)

R.N. Air Station, Ayr (H.M.S. "Wagtail") has carried her own pay and victualling accounts since 20th November, 1944.

2. Naval and stores accounts will continue to be carried in H.M.S. "Sanderling" until further notice.

(A.F.O. 5846/44.)

### 6247.—Air Radio Repair and Test Centres at Home—Functions and Capabilities

(A. 01250/44.—30 Nov. 1944.)

Attention is drawn to A.F.O. 6312/44 in Section 3 of this issue.

### 6248.—Naval Air Radio Maintenance Groups (Short Title N.A.R.M.G.)—Formation—REPORT

(A. 01304/44.—30 Nov. 1944.)

Their Lordships have approved the formation of two Air Radio Maintenance Groups, one at the Radio Mechanics Training Establishment, H.M.S. "Ariel", Warrington, and one at the R.N. Air Station, Katukurunda. The latter, recently known as the Special Air Radio Experimental Establishment, will be known as the Naval Air Radio Maintenance Group (Indian Ocean). The formation of a Naval Air Radio Maintenance Group (Australia) is under consideration and details will be promulgated later.

2. The object of the Naval Air Radio Maintenance Groups is to provide expert advice and assistance to Squadrons, Stations, Carriers and Administrative Authorities on the installation and maintenance of new types of air radio equipment during the familiarization stages. The Naval Air Radio Maintenance Group at home will be responsible also for giving advice and assistance to the Naval Air Signal School on new types of air radio equipment including "first aid" fault finding, and maintenance "in the field" for the benefit of Air Signal Officers and higher T.A.G. courses. The Naval Air Radio Maintenance Group (Indian Ocean) will be required also to give short courses of instruction to Air Radio Maintenance personnel from Carriers, Stations or Squadrons on new and unfamiliar items of air radio equipment.

3. The Naval Air Radio Maintenance Group at H.M.S. "Ariel" will be under the direction of an Air Radio Officer-in-Charge responsible to the Commanding Officer, H.M.S. "Ariel", and will be administered by the Flag Officer, Naval Air Stations. The Naval Air Radio Maintenance Group at Katukurunda will be under the direction of an Air Radio Officer-in-Charge responsible to the Commanding Officer, R.N. Air Station, Katukurunda, and will be administered by the Rear-Admiral, Naval Air Stations, Indian Ocean.

4. The Officer-in-Charge of the N.A.R.M.G. at H.M.S. "Ariel" is authorized to correspond direct with the following authorities on technical matters connected with airborne radio equipment (excluding technical policy) and will keep in close touch with them:

The Director of Naval Air Radio,  
Admiralty.  
The Chief Superintendent,  
Telecommunications Research Establishment,  
Malvern, Worcestershire.  
The Director,  
Royal Aircraft Establishment,  
Farnborough, Hants.

Copies of correspondence between the Officer-in-Charge N.A.R.M.G. at H.M.S. "Ariel" and the Chief Superintendent, Telecommunications Research Establishment, Malvern, or the Director, Royal Aircraft Establishment, Farnborough, should be sent to the Director of Naval Air Radio, Admiralty.

5. The Officer-in-Charge of the Indian Ocean Group is authorized to correspond on technical subjects with the Director of Naval Air Radio who will pass on relevant matter to the Chief Superintendent, T.R.E., or the Director, R.A.E., as may be necessary.

6. Air Radio Maintenance Groups will consist of a permanent instructional staff as follows:—

<i>N.A.R.M.G. (Home)</i>		<i>N.A.R.M.G. (I.O.)</i>	
1	Lieut.-Cdr. (A) (A/R)	1	Lieut.-Cdr. (A) (A/R)
4	Lts. (A) (A/R)	2	Lts. (A) (A/R)
4	C.P.O. Radio Mechanics	2	C.P.O. Radio Mechanics
6	P.O. Radio Mechanics (AR)	5	P.O. Radio Mechanics (AR)
6	P.O. Radio Mechanics (AW)	5	P.O. Radio Mechanics (AW)

7. To provide the necessary mobile staff to give assistance to Squadrons, Stations and Carriers, Their Lordships have approved the formation of up to six Naval Air Radio Maintenance Parties (short title N.A.R.M.P.) Each Party will consist of—

1 Lieutenant (A), (A/R),  
1 Sub-Lt. (A) (A/R),  
4 C.P.O. Radio Mechanics,  
8 P.O. or Leading Radio Mechanics (AR) or (AW),

and when formed will be attached in the first instance to the Air Radio Maintenance Group at home. Generally, each Party will deal with one particular set of air radio equipment but with reference to its installation in various types of aircraft. Parties may, however, deal with more than one set as was done in the case of Naval Air Radio Maintenance Party No. 1 (formerly known as Special Air Radio Maintenance Party No. 1) which specialized in the TR.1366, SCR.522, and AYD and ZB/ARA sets.

When detached, Naval Air Radio Maintenance Parties will be administered by the Flag Officer or Administrative Authority in whose area they are operating.

8. The formation of Naval Air Radio Maintenance Parties will be the responsibility of the Admiralty, who will inform Administrative Authorities when these are available.

Visits to ships, stations and squadrons by members of the N.A.R.M.Ps. will be arranged by the Officer-in-Charge of the Group, and every facility should be afforded.

Special assistance, however, may be called for at any time in which case a signal should be made, quoting this Order and addressed at home, to H.M.S. "Ariel" repeated Flag Officer Naval Air Stations and Admiralty, and in Ceylon and Southern India, to R.N.A.S. Katukurunda repeated Flag Officer Naval Air Stations, Indian Ocean.

9. Naval Air Radio Maintenance Parties will operate for a limited period, and on completion of their work of introducing a particular piece of Air Radio equipment to the service will either be disbanded or re-formed to deal with further new sets of equipment.

10. In the case of Naval Air Radio Maintenance Parties attached to the Naval Air Radio Maintenance Group (Indian Ocean), the Flag Officer, Naval Air Stations, Indian Ocean, is to report by signal to Admiralty three months after the arrival of the Party at Katukurunda whether he desires to retain the services of the Party, and if so, for how long; alternatively, his proposals for disbanding the Party. This will enable the formation of further parties to be planned.

(C.A.F.O. 2456/44.)

#### 6249.—German Hospital Ships

(M. 011081/44.—30 Nov. 1944.)

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

Name	Tons (Gross)	Built	Port of Registry	Length ft.	Breadth ft.	Depth ft.	Remarks
"Berlin" ...	15,286	1925	Bremen	549.3	69.2	34.8	Accommodation for 1,100 passengers
"Erlangen" ... (ex s.s. "Gouverneur-General-Cambon")	3,508	—	—	346.4	44.7	21.8	Two masts, one funnel. Speed 11-12 knots
"Gluckauf" ...	981	1913	Bremen	213.7	40.1	12.3	—
"Meteor" ...	3,717	1904	Bergen	346.2	44.2	26.4	Twin screw.
"Monte Rosa" ...	13,882	—	—	500.3	65.7	37.8	Two funnels. Speed 14.25 knots
"Oberhausen" ...	1,261	1939	Duisborg Ruhrort	253.1	37.8	14.0	Twin screw oil engines
"Posen" ... (ex s.s. "Danzig")	1,052	1925	Hamburg	220.7	34.6	12.5	Two masts, one funnel.
"Stuttgart" ...	13,387	1923	Bremen	527.0	65.0	34.7	Twin screw
"Tuebingen" ... (ex s.s. "Gouverneur-General Tirman")	3,508	—	Marseilles	346.4	44.6	21.8	Two masts, one funnel. Speed 12 knots
"Gradisca" ... (ex Italian hospital ship)	13,870	—	—	560.2	65.8	35.3	Two masts, two funnels

(A.F.O. 5726/44 and AZ Home 631AZ, AB Mediterranean 477AB are cancelled.)

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

\*6250.—Honours and Awards—"London Gazette" Supplement of 21st November, 1944

See AFO 377/45.

(H. & A.—30 Nov. 1944.)

ADMIRALTY,

Whitehall,

21st November, 1944.

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

For great gallantry in a most hazardous operation:

To be a Companion of the Distinguished Service Order

Lieutenant Herbert Patrick Westmacott, D.S.C., R.N.

The Distinguished Service Cross

Temporary Sub-Lieutenant Beadon Harold Denning, R.N.V.R.

Temporary Sub-Lieutenant Kenneth St. John Robinson, R.N.V.R.

The Distinguished Service Medal

Acting Engine Room Artificer Fourth Class Bryce Davison, P/MX.125750.

For distinguished services in H.M. Ships "Forester", "Halsted", "Melbreak", "Offa", "Onslaught", "Oribi" and "Rowley", and light coastal craft in safeguarding the passage of troops and supplies during the assault on Normandy:

The Distinguished Service Cross

Lieutenant-Commander Frederick Hamilton Dunlop, R.N.

Acting Temporary Lieutenant-Commander Donald Henry Ewan McCowen, D.S.O., R.N.V.R. (Budleigh Salterton).

Acting Temporary Lieutenant-Commander David Wilkie, R.N.V.R. (Kenton).

Lieutenant David Creagh Beatty, R.N.

Temporary Lieutenant Peter Aspinall, R.N.V.R. (Standish, Lancs.).

Temporary Lieutenant Geoffrey Herbert Baker, R.N.V.R.

Temporary Lieutenant Jack Walter Lambert, R.N.V.R.

Temporary Lieutenant John Cryer Lewis, R.N.V.R. (Falmouth).

Temporary Lieutenant Rodney Tatton Sykes, R.N.V.R. (Radlett, Herts.).

Temporary Lieutenant Stanley Bracy Taylor, R.N.V.R.

Temporary Lieutenant Neil Watson, R.N.Z.N.V.R.

Sub-Lieutenant Tudor Egmont Atkinson, R.N.Z.N.V.R.

Temporary Sub-Lieutenant John Ferguson, R.A.N.V.R.

Sub-Lieutenant (E) Donald Arthur Keable, R.N.V.R. (North Shields).

Bar to the Distinguished Service Medal

Engine Room Artificer Edward Norman Serridge, D.S.M., C/MX.50074 (Liverpool).

The Distinguished Service Medal

Chief Motor Mechanic Third Class Bernard Suvla Rollings, P/MX.69685 (Rushden).

Chief Motor Mechanic Fourth Class William Peak, P/DX.117309 (Loughborough).

Acting Chief Motor Mechanic Edgar John Fullard, P/MX.117682.

Acting Petty Officer Coxswain John Francis Horley, C/SSX.20305 (Blackwood, Monmouthshire).

Petty Officer Motor Mechanic Frederick John Tydeman, P/MX.126283 (Hammer-smith).

Leading Seaman Peter Harry Joyce, C/SSX.32942 (Worcester Park).

Leading Seaman Leslie Pringle, C/JX.141803 (Gosforth, Newcastle).

Leading Seaman Leonard Samuel Stapley, P/JX.149109 (Landport).

Leading Motor Mechanic Reginald James Constable, P/EMX.635895 (Ripley, Derbyshire).

Able Seaman Frank Thomas Bishop, P/JX.322104 (Ealing, W.5).

Able Seaman John Johnston, P/ESD/X.1607 (Leith, Edinburgh).

Able Seaman Ronald Last, D/JX.364769.

Able Seaman John Bright McLaughlin, C/SSX.30888 (Newcastle-on-Tyne).

Able Seaman Jack Beddoe Prescott, P/JX.321232 (Walton, Felixstowe).

Able Seaman Kenneth Warburton, C/JX.318109 (Knutsford).

Ordinary Seaman Jesse Francis Kirk, P/JX.555804 (Buxton, Derby).

*Mention in Despatches*

Commander Anthony Pleydell-Bouverie, R.N. (Salisbury).  
 Commander Rowland Francis Leonard, R.N. (Kingsbridge, Devon).  
 Lieutenant-Commander John Charles Anthony Ingram, D.S.C., R.N. (Godalming).  
 Lieutenant-Commander Frederick John Gwynn Jones, R.N.R.  
 Temporary Acting Commander Ian Duff Lyle, D.S.C., R.N.V.R. (Ilminster, Somerset).  
 Lieutenant John Charles Rushbrooke, D.S.C., R.N. (Cornwall).  
 Temporary Lieutenant Philip Mansell Cohen, R.N.V.R.  
 Temporary Lieutenant William Richard Fowler, R.N.V.R.  
 Temporary Lieutenant John Fuller Humphreys, R.N.V.R.  
 Temporary Lieutenant Peter William Thorn Warren, R.N.V.R.  
 Lieutenant John Francis Britton, R.A.N.V.R. (Penshurst, N.S.W.).  
 Temporary Sub-Lieutenant Peter John Hodson, R.N.V.R. (Orpington).  
 Acting Chief Petty Officer William Hornby Cook, D.S.M., D/J.105792 (Nr. Manchester).  
 Chief Engine Room Artificer James Alexander Webster, P/MX.51638 (New Pitsligo).  
 Chief Motor Mechanic Albert George Folkard, C/MX.77355 (Scoles Green, Norwich).  
 Petty Officer Eric John Burrell, P/JX.133573 (Bronx, New York).  
 Petty Officer Coxswain George Edward Gray, D.S.M. D/J.109098 (Aveton Gifford).  
 Petty Officer Coxswain Richard Edmund Woolcock, D/J.98653 (Falmouth).  
 Temporary Acting Petty Officer Robert Reginald Copland, P/JX.276558 (Ashford, Middlesex).  
 Acting Temporary Petty Officer Robert Samuel Curson, P/JX.145442 (Stibbard, Norfolk).  
 Petty Officer Motor Mechanic John Henry Thomas, C/MX.68784 (Walthamstow).  
 Petty Officer Radio Mechanic (W) George Cecil Tarrant, P/MX.102047 (Finchley).  
 Leading Seaman Robert Ernest Britton, BD/X.1701 (Edinburgh).  
 Temporary Leading Seaman Frank Earl, D/SSX.27148 (Thorne, Nr. Doncaster).  
 Acting Leading Seaman Clifford Carl Delvental, D/JX.159561 (Fishponds, Bristol).  
 Acting Temporary Leading Stoker Douglas Leonard Alley, P/KX.86426 (Westbury).  
 Acting Temporary Leading Telegraphist Alexander Anderson, D/JX.340040 (Coatbridge, Lanarkshire).  
 Able Seaman Reginald John Bishop, P/JX.324577 (Rainham, Essex).  
 Able Seaman James William Cook, C/JX.398969 (Blackburn, Lanes.).  
 Able Seaman Stephen George Laver, D/JX.348957 (Darwen).  
 Able Seaman Robert McCulloch, C/JX.379491 (Kilmarnock).  
 Able Seaman Andrew Hume Wells McKay, D/JX.362730 (Lockerbie, Dumfries).  
 Able Seaman John Taylor, C/JX.407440 (Stanley, Perth, Scotland).  
 Able Seaman George Alexander Wilson, D/JX.302593.  
 Stoker First Class James Austin, C/KX.156340.  
 Stoker First Class Raymond Arthur Frost, P/KX.600487 (Carlton, Notts.).  
 Ordinary Signalman Donald McDonald, P/JX.272938 (Glasgow).

For skill and resolution while serving in light coastal craft in providing a smoke screen to cover the withdrawal of major Naval Forces after the bombardment of Cherbourg :

*The Distinguished Service Cross*

Temporary Lieutenant Anthony Ettwell Barnard, R.N.V.R.

*The Distinguished Service Medal*

Stoker First Class Henry Pattinson, P/KX.138383.

*Mention in Despatches*

Leading Seaman Albert John Stroud, C/SSX.23773.  
 Able Seaman Wilfred Cope, C/JX.351970.

For courage, skill and determination in a series of close actions with the enemy off the West coast of Italy, and Dalmatia while serving in light coastal craft :

*The Distinguished Service Cross*

Temporary Lieutenant John Denis Charles Kelleher, R.N.V.R. (Singeborough, Nr. Bletchley, Bucks.).  
 Temporary Lieutenant Maurice Mount-Stephens, R.N.V.R. (Hereford).  
 Temporary Sub-Lieutenant William Roy Darracott, R.N.V.R. (Plymouth).

*The Distinguished Service Medal*

Leading Motor Mechanic George William Charles Clark, D/MX.92477.  
 Able Seaman William Powell, C/JX.279448 (Sheffield).  
 Seaman Norman Matheson, P/X.19568A (Isle of Lewis).

*Mention in Despatches*

Temporary Acting Lieutenant-Commander Timothy James Bligh, R.N.V.R. (Westminster, London).  
 Temporary Lieutenant Peter Douglas Barlow, R.N.V.R. (Colwyn Bay).  
 Temporary Lieutenant David Robert Anidjar Romain, R.N.V.R. (Hampstead, London).  
 Sub-Lieutenant John Stansell Raper, R.N.Z.N.V.R. (Featherston, New Zealand).  
 Petty Officer Patrick John O'Hare, D/JX.153903 (Cornwall).  
 Petty Officer Motor Mechanic Frederick John Felton, P/MX.116392 (Leytonstone, London).  
 Acting Leading Seaman Bernard McGuire, D/JX.204219 (Gorton, Manchester).  
 Acting Leading Seaman Timothy McKenzie McVicar, C/SSX.34036 (Ayr, Scotland).  
 Able Seaman William Frederick Thomas Bolton, P/JX.323779 (Nr. Reading, Berks.).  
 Able Seaman Robert Caldwell Pugh Brown, D/JX.229346 (Romford, Essex).  
 Able Seaman Walter Albert Love, C/JX.317747 (Sherringham, Norfolk).  
 Able Seaman Hugh McCartney, D/SSX.20607 (Paisley).  
 Able Seaman George Walker, C/JX.375002 (Glasgow).  
 Able Seaman Raymond Stewart Whiteley, C/JX.308197 (Croydon).

For outstanding courage, resolution and skill while serving in Light Coastal Craft in many successful engagements with the enemy :

*The Second Bar to the Distinguished Service Cross*

Temporary Lieutenant John Scott Price, D.S.C. (London).

*The Distinguished Service Cross*

Temporary Lieutenant Ronald Benjamin Frank Hawkey, R.N.V.R.  
 Temporary Lieutenant Bonham Ley Bazeley, R.N.V.R. (Westminster).  
 Temporary Lieutenant John Charles Cain, R.N.V.R.  
 Temporary Lieutenant Percy Randall Everett, R.N.V.R.  
 Temporary Lieutenant Eoin Cameron Glennie, R.N.V.R.  
 Temporary Lieutenant Francis Truman Goodfellow, R.N.V.R. (Parkstone, Dorset).  
 Temporary Lieutenant James Osborne King, R.N.V.R. (Coomber, Co. Down).  
 Temporary Lieutenant Peter John Liddell, R.N.V.R.  
 Temporary Lieutenant John Alastair Lyall, R.N.V.R.  
 Temporary Lieutenant Thomas John Scott, R.A.N.V.R.  
 Temporary Sub-Lieutenant John Valentine Balfour, R.N.V.R. (London).

*Bar to the Distinguished Service Medal*

Petty Officer Thomas Boyle, D.S.M., C/JX.139471 (Newhaven).  
 Petty Officer Ivor William Henry Stevens, D.S.M., P/J.95223 (Southsea).

*The Distinguished Service Medal*

Chief Engine Room Artificer Frederick Moreland Merwood, B.E.M., P/MX.47326 (Southsea).  
 Chief Engine Room Artificer Philip Herbert Humphrey, C/MX.51375 (Coventry).  
 Acting Chief Motor Mechanic Philip Dundas, P/MX.79030.  
 Acting Petty Officer Motor Mechanic Christopher Dobson, P/MX.634853.  
 Stores Petty Officer Victor Landon, P/KX.88767 (Widnes).  
 Leading Seaman Jack Brown, D/SSX.19926.  
 Leading Seaman Thomas Oliver Coles, P/JX.262134.  
 Leading Seaman Frederick William Watts, P/JX.285427 (Parkstone).  
 Acting Leading Seaman Alan Wilfred Armitage, C/SSX.25010.  
 Acting Temporary Leading Telegraphist Sydney Mercer, D/JX.270615 (Liverpool).  
 Leading Motor Mechanic James Harry Arthur Carter, P/MX.636172.  
 Able Seaman Donald Gillespie Campbell, C/JX.320949 (Dunfermline).  
 Able Seaman David Matthew Collin, C/JX.352622.  
 Able Seaman William Ashworth Seddon Dodd, C/JX.237595.  
 Able Seaman Alexander McDonell, D/JX.200807.  
 Able Seaman John Bolton Rees, C/JX.227659 (Liverpool).  
 Able Seaman James Wolstenholme, C/JX.300495.  
 Stoker First Class Montague Neville Peacey, D/KX.127546 (Cheltenham).

*Mention in Despatches*

Acting Temporary Lieutenant-Commander Derek George Harbroe Wright, D.S.C., R.N.V.R. (London).

Temporary Lieutenant Maurice Agar Barrett, R.N.V.R. (Pulborough).

Temporary Lieutenant Wilfred Norman Dye, R.N.V.R. (Cambridge).

Temporary Lieutenant Raymond Langridge, R.N.V.R. (Kent).

Temporary Lieutenant Neil William Gilchrist Taylor, R.N.V.R.

Temporary Sub-Lieutenant Charles Ian Lumsden, R.N.V.R.

Chief Motor Mechanic Reginald Friggens, P/MX.124761 (Penzance).

Acting Chief Motor Mechanic Fourth Class Alexander Haskett Adams, P/MX.79029 (Portsmouth).

Petty Officer Motor Mechanic Samuel Frederick Hambleton, P/MX.124337 (Ashbourne).

Petty Officer Motor Mechanic John Lawrence Wright, P/MX.502215 (Norwich).

Petty Officer Engineman John Wood Mair, R.N.P.S., L/KX.131040 (Portknockie, Banffshire).

Stoker Petty Officer Thomas William Jenkins, C/KX.84252 (Durham).

Stoker Petty Officer William James Milne, C/KX.80713 (Huddersfield).

Stoker Petty Officer Charles Henry Moore, C/KX.80274 (Highgate).

Leading Seaman Coxswain Frederick Arthur Cadman, D/SSX.13349 (Yeovil).

Temporary Acting Leading Seaman Peter Kingham Bugler, P/SSX.33464 (Timperley).

Acting Leading Seaman Kenneth Arthur Charles Childs, D/JX.186892.

Temporary Acting Leading Seaman Arthur Franks, P/JX.201437 (Liverpool).

Leading Stoker Ernest John Parker Perry, C/KX.85488 (Weymouth).

Acting Temporary Leading Stoker Kenneth Edgar Norris, P/KX.102621 (Wolverhampton).

Able Seaman Joseph Adams, C/JX.236528 (Bigrigg, Cumberland).

Able Seaman William John Davies, D/JX.284866.

Able Seaman Eric Maurice Dudley, P/JX.558860 (Exford).

Able Seaman Peter Flynn, P/JX.363857.

Able Seaman James Gordon, P/JX.171285 (Plymouth).

Able Seaman Joseph McNamara, C/JX.223019 (Bury).

Able Seaman James Gray Milne, C/JX.234736 (Forfar).

Able Seaman Albert Milton, C/JX.240757 (Liverpool).

Able Seaman Frederick George Phillips, D/JX.256774 (London, N.1).

Able Seaman Terence Hugh Pickett, P/JX.205848 (Chichester).

Able Seaman William Smith, P/SSX.24364 (Newcastle-on-Tyne).

Able Seaman Robert Whalley, P/JX.570865 (Southport).

Able Seaman Ernest Wright, C/JX.405025 (Birmingham).

Acting Able Seaman Joseph Lawton Batty, D/JX.569296 (Mossley).

Stoker First Class Alec Boast, P/KX.150201.

Stoker First Class William Drummond, P/KX.155225.

Wireman James Duckworth, C/MX.506932 (Manchester).

Cook Percy William Stone, L/MX.84873 (Bournemouth).

Ordinary Seaman Samuel Birtles, P/JX.329737 (Doncaster).

Ordinary Seaman Gerald du Boulay, C/JX.473658 (Wimbledon).

Seaman William Frank Sharp, L/JX.384493 (Holloway).

For outstanding courage and skill in H.M. Ships "Essington" "Stayner" and "Wensleydale" in anti-U-boat operations:

*Bar to the Distinguished Service Cross*

Lieutenant-Commander Harry John Hall, D.S.O., D.S.C., R.D., R.N.R.

*The Distinguished Service Cross*

Acting Lieutenant-Commander William Pattison Goodfellow, R.N.V.R.

*The Distinguished Service Medal*

Able Seaman Stanley Coleman, D/JX.303574.

Able Seaman Alfred Preston, P/JX.190384.

*Mention in Despatches*

Acting Lieutenant-Commander Wilfred Lambert, R.N.V.R.

Temporary Sub-Lieutenant Alfred Parkinson, R.N.V.R.

Chief Engine Room Artificer Reginald George Symons, D/MX.53837.

Acting Petty Officer Albert Ruff, C/SSX.17367.

Stores Petty Officer Henry Frederick Lehmann, P/MX.52009.

Able Seaman Thomas Henry Mitchell, D/JX.363242.

Able Seaman Daniel Martin McGluskey, D/SSX.25340.

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

*The Distinguished Flying Cross*

Temporary Sub-Lieutenant (A) Ronald Gowland, R.N.V.R.

For good services when H.M.C.S. "Valleyfield" was lost:

*Mention in Despatches (Posthumous)*

Able Seaman Mervine E. Woods, V.50658.

In A.F.O. 6127/44, the following award should read as now shown:

*Second Bar to the Distinguished Service Cross*

Acting Temporary Lieutenant-Commander Stanley Ewart Davies, R.N.R.

**6251.—Honours and Awards—French Navy**

(H. & A. 927/44.—30 Nov. 1944.)

The King has been graciously pleased to approve the following award for skill when in command of the F.S. "Richelieu" in the bombardment of the Japanese naval base at Sabang:

*Mention in Despatches*

Capitaine de Vaisseau Jean Gerard Marie Merveilleux du Vignaux, Marine Nationale.

2. This Award will not be gazetted.

**6252.—Honours and Awards—Polish Navy**

(H. & A. 546/44; H. & A. 1053/44.—30 Nov. 1944.)

The King has been graciously pleased to approve the following awards for outstanding services in attacks against enemy shipping:

*Bar to the Distinguished Service Cross*

Commander Jerzy Koziolkowski, D.S.C., Polish Navy, O.R.P. "Sokol."

*Mention in Despatches*

Commander Konrad Franciszek Namiesniowski, D.S.O., Polish Navy, O.R.P. "Blyskawica."

2. These Awards will not be gazetted.

**6253.—Command Money and Entertaining Allowance—Captains**

*See AFD 313/43.*

(C.W. 14811/44.—30 Nov. 1944.)

It has been decided that, with effect from 9th October, 1944, the distinction between the higher and lower rates of command money and entertaining allowance payable to Captains, hitherto based on tonnage, is to be made according to the class of ship as follows:—

*(a) First Class*

Captains and Acting Captains in command of:—

Battleships

Battle Cruisers

Fleet Carriers

Light Fleet Carriers

Cruisers whose main armament consists of at least nine guns of 6-in.

calibre.

Captains (D)

Captains (S/m)

	Command Money		Entertaining Allowance	
	s.	d.	s.	d.
(i) Sea-going ... ..	10	0	8	0
(ii) In reserve commission ... ..	7	0	5	0
	(maximum)		(maximum)	

(b) *Second Class*

Captains and Acting Captains in command of any other ships.

	Command Money		Entertaining Allowance	
	s.	d.	s.	d.
(i) Sea-going ... ..	7	0	5	0
(ii) In reserve commission ... ..	5	0	2	6

2. The remaining rates and conditions of issue continue unaltered.

3. K.R. &amp; A.I. will be amended.

(K.R. &amp; A.I., Appendix I, Part 3, No. 13 (a).)

(A.F.O. 5860/44 is cancelled.)

6254.—Examination for Rank of Lieutenant-Commander (S), R.N.—  
June, 1944—Results

(C.W. 64675/44.—30 Nov. 1944.)

The following table shows the names of the candidates who were successful in the qualifying examination for the rank of Lieutenant Commander (S), R.N., held in June, 1944, together with the marks obtained in each subject:—

*Successful Candidates*

Name.	Ship	S.Os. Duties	Naval Law	K.R. and Books	Int. Law	Coding and Cyphering
Maximum marks :		250	100	150	70	50
Qualifying marks :		175	50	105	35	35
Clark, C. H. B. ... ..	"Sambur"	175	68	107	55	35
Gick, P. F. ... ..	"Daedalus"	176	64	124	59	37
Messenger, A. M. ... ..	"Ironclad"	177	53	115	43	39
Ross, R. D. ... ..	"Drake IV"	199	77	122	46	48
Williams, A. D. M. ... ..	"President"	181	72	116	35	40

## 6255.—Service Ration Cards—Issue to Officers Awaiting Invaliding

(C.W. 46156/43.—30 Nov. 1944.)

All officers (including R.M., W.R.N.S., and Officers serving under T.124X, T.124T and Cable Ship Agreements) who are medically surveyed with a view to invaliding, and are sent on leave pending the Admiralty decision on the medical survey, are to be issued with Service ration cards by the R.N. hospitals concerned to cover the period from the date of discharge to leave until the eighty-fourth day after the date of medical survey. Where an Officer is surveyed in a non-Naval hospital, the Naval Authority to whom the report of survey is sent is to issue the ration cards.

2. When the date of invaliding is decided upon, the Admiralty will issue a certificate enabling the Officer to obtain a civilian ration card as from the date of invaliding. The Officer will be required to return to the Admiralty any Service ration cards valid beyond the date of invaliding. Where, however, the date of invaliding is later than the eighty-fourth day after the date of medical survey, additional Service ration cards will be issued by the Director of Victualling at the Admiralty.

(A.F.O. 4668/43.)

(A.F.O. 3653/44 is cancelled.)

## 6256.—Examination for the Rank of Sub-Lieutenant (S), R.N.

See AFO 3005/46. (C.W. 65600/44.—30 Nov. 1944.)

A.F.O. 2704/44 is to be amended as follows:—

Paragraph 17. *Delc* whole paragraph, and substitute:—

"Form S.449 completed and marked in accordance with K.R. & A.I., Article 1460, is to be forwarded with the worked examination papers in Part II for scrutiny by the Director-General, Supply and Secretariat Branch and will be returned to the candidates' Commanding Officers. Form S.449 is *not* to be forwarded with the worked examination papers in Part I. Form S.433A is no longer required and is abolished."

2. The programme enclosed with the question paper for the examination for Sub-Lieutenant (S) to be held in January, 1945, contains a direction that Form S.449 is to be forwarded with the worked papers. This direction is to be ignored in the case of those candidates who are taking Part I of the examination only, but is to be complied with in the case of those candidates who in accordance with A.F.O. 2704/44, paragraph 13, are taking both parts of the examination in January, 1945.

(A.F.O. 2704/44.)

## 6257.—S.N.O.(T).—Alteration of Title.—Status and Future Provision

(M./C.O.D. 0288/44.—30 Nov. 1944.)

Some misunderstanding has arisen in the past regarding the precise status of an officer appointed to a Red Ensign ship as Senior Naval Officer (Transport) (S.N.O.(T)). The difficulty arises from the fact that such an officer combines in his person two quite separate functions, viz.:

- (i) He is the officer responsible to the Naval Assault Force Commander or other superior Naval authority for the discipline and Naval administration of all Naval personnel embarked in the ship to which he is appointed. A.F.O. 2315/44 refers. Aside from the overriding authority of the Master of the ship which the latter derives from the Merchant Shipping Act, the S.N.O.(T) is in immediate command of all Naval personnel when embarked and exercises the powers thus conferred upon him by the K.R. and A.I. Article 829. He has also certain responsibilities towards embarked Naval Units' equipment, under C.A.F.O. 1732/43, paragraph 4. See also A.F.O. 2431/44, paragraph 2.
- (ii) He is the Naval Liaison Officer accredited to the Master of the ship as the representative of the Naval Assault Force Commander. In this capacity his function is to assist the Master and the ship's officer in the interpretation and in the discharge of Naval operational or exercise orders but he has no authority himself to give any orders whatsoever to the Master or his officers. In addition the S.N.O.(T) must act as the liaison officer with the O.C. Troops or Senior Military Officer embarked in respect of all inter-Service operational matters.

2. In order to avoid any ambiguity in the minds of Merchant Navy officers regarding this important question of command it has been decided to discontinue the use of the title Senior Naval Officer (Transport). In future an officer appointed to carry out such duties will be known as the Senior Officer, Naval Detachment and Naval Liaison Officer (Transport). Short title S.O.N.D. and N.L.O.(T). Either title may be used independently as circumstances may require. The first is mainly administrative, whereas the second is mainly operational.

3. An officer as S.O.N.D. and N.L.O.(T) will in future only be specifically appointed to Red Ensign ships in cases where the ship is carrying (for amphibious operations) Landing Craft Units or other Naval Units of such a size or number that this is considered necessary. In all other cases the Senior Naval (or R.M.L.C.) Officer of the units or party actually embarked will discharge these duties of command and liaison.

4. In the case of ships not carrying a Naval unit as above, the liaison duties between the Naval Assault Force (or Group) Commanders and the Masters or Senior Military Officers embarked will be carried out by officers specially appointed for the purpose to the staffs of the Naval Assault Force Commander and the Assault and Build-up Groups Commanders. No distinctive short title is required for these officers who will visit the Masters to assist them in operational matters as may be required.



5. It is intended that officers carrying out the duty of S.O.N.D. and N.L.O.(T) shall normally be of the rank of Lieut.-Commander or Lieutenant or, alternatively, of equivalent R.M. rank. Officers senior to all other Naval and R.M. Officers in L.C. Units, etc., likely to be embarked, will be selected. Officers carrying out the duties indicated in paragraph 4 above will normally be Lieut.-Commanders or Lieutenants.

6. Officers carrying out the duties indicated in paragraph 4 above will normally be Lieut.-Commanders or Lieutenants, R.N.R. or R.N.V.R.

(A.F.Os. 2315/44, 2431/44 and C.A.F.O. 1732/43.)

#### 6258.—Correspondence and Signals Relating to Officers

(C.W. 43572/44.—30 Nov. 1944.)

As considerable confusion now exists when correspondence and signals concerning officers are received, the following details should always be inserted:—

- (a) Rank, stating whether Probationary, Temporary, Acting and/or T.124, and showing the branch of service for non-executive officers.
- (b) Initials of all Christian names.
- (c) Service (R.N., R.N.R., or R.N.V.R.) and if retired.
- (d) In cases of specialist officers, their qualifications should also be indicated, e.g., (P) (O) (A.E.) (F.D.O.) (A/R), etc. This distinction is particularly important in the case of Air Engineers as a ready indication is necessary to identify officers employed on air engineering duties.

(A.F.O. 1762/40 is cancelled.)

#### See AFO 413/46. \*6259.—Promotion to Temporary Warrant Air Officer (A.G.) R.N.

(C.W. 53188/43.—30 Nov. 1944.)

To be eligible for promotion to the rank of Temporary Acting Warrant Air Officer (A.G.), candidates must:—

- (a) Be either pensioners or active service ratings who are within three years of discharge to pension.
- (b) Hold the non-substantive rate of confirmed T.A.G.1.
- (c) Be volunteers and recommended by the Commanding Officer as suitable for Warrant rank as regards both officer-like qualities and technical ability.

Candidates who are pensioners serving with the Naval Air Arm under N.C.S. engagements will have these engagements cancelled on being promoted to Temporary Warrant rank and will then conform with the general regulation applicable to Temporary Warrant Officers promoted from pensioners.

2. Commanding Officers are to forward at quarterly intervals recommendations on Form S.198, suitably amended, accompanied on the first occasion by a copy of the rating's Service Certificate, Conduct Sheet, Form S.264 and History Sheet, to the Flag Officer, Naval Air Stations, Wykeham Hall, Lee-on-Solent, Hants., for transmission to the Admiralty. Recommendations should not normally be forwarded unless a rating has served at least four months in the ship or at the air station.

3. Candidates selected by the Admiralty to meet requirements will undergo a nine weeks' course of instruction at the Naval Air Signal School, Arbroath, in the following subjects:—Radio technical and practical, radio organization, radio procedure, W/T, R/T and V/S and air radar equipment; at the completion of the course examinations in the above subjects will be held.

4. Candidates who successfully complete the above course will be promoted to Temporary Acting Warrant Air Officer (A.G.) and confirmation as Temporary Warrant Air Officer (A.G.) will be as laid down in K.R. and A.I., Article 306, Clause 10.

5. Existing Temporary Warrant Air Officers (O) ex T.A.G.1 will be transferred to the rank of Temporary Warrant Air Officer (A.G.) with original seniority.

(K.R. and A.I., Article 306, Clause 10.)

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

#### 6260.—Warrant Air Officer (O) and (A.G.)—Air Signal Course

(C.W. 23072/44.—30 Nov. 1944.)

The syllabus of the course for promotion to Warrant Air Officer (O) and (A.G.) both permanent and temporary now includes an Air Signal Course embodying the following items:—

- (a) Radio organization.
- (b) Radio procedure.
- (c) V/S.
- (d) Practical Morse.
- (e) Examinations and tests.

2. The course, which is of three weeks' duration, is held at the Naval Air Signal School.

3. The detailed syllabus will be published in C.B. 4294.

(A.F.O. 19/43, paragraph 3, and A.F.O. 334/40, paragraph 3.)

#### 6261.—Warrant Air Officer (P), (A.G.) and (O)—Conditions of Service

(C.W. 30410/43.—30 Nov. 1944.)

The sea-time and flying service qualifications for promotion to Warrant Air Officer (P), (A.G.) and (O) are as follows:—

- (a) Warrant Air Officers (P) and (A.G.).—Three years in seagoing ships or First Line Squadrons, of which two years must have been served in First Line Squadrons.
- (b) Warrant Air Officer (O).—Three years in seagoing ships.

(K.R. & A.I., Arts 311a (2) (a) and (f) and 311b (2) (f).)

(A.F.O. 5499/42 is cancelled.)

#### 6262.—Colonials—Special Allowance when on Leave

(N. 26220/44.—30 Nov. 1944.)

The following arrangements for the payment of a special allowance of 5s. a day during the periods of leave in the United Kingdom, including Northern Ireland, have been approved by the Colonial Governments concerned with effect from 1st October, 1944, except in the case of Jamaica for which the effective date is 1st December, 1944.

2. Personnel serving under Admiralty Agreement T.124 and variants are ineligible for payment of the special allowance.

3. Payment is restricted to ratings (including W.R.N.S.) and other ranks who are domiciled in the following colonies and who came to the United Kingdom after 1st September, 1938:—

British Honduras.	Mauritius.
British Solomon Islands Protectorate.	Nigeria.
Ceylon.	Northern Rhodesia.
Cyprus.	Nyasaland.
Falkland Islands.	Palestine.
Fiji.	St. Helena.
Gibraltar.	Sierra Leone.
Gilbert and Ellice Islands.	Tanganyika.
Gold Coast.	Trinidad.
Jamaica.	Uganda.
Kenya.	Windward Islands.
Malta.	Zanzibar.

4. Payment of the special allowance is to be made at the same time and for the same period as normal leave allowance and in addition thereto.

5. The special allowance will be payable during the period of the present emergency and thereafter, in the case of personnel serving for hostilities only, until demobilization. Payment to personnel remaining in the Service after the war is to

cease on the termination of hostilities or on the date of transfer into the Royal Navy or Royal Marines on a permanent basis, whichever is later.

6. The special allowance is not payable for the period of leave pending discharge.

7. Payments should be entered in the miscellaneous credits column of the ship's ledger and described as "special allowance (name of colony)"—e.g., "special allowance (Cyprus.)".

8. The onus of claiming the special allowance will rest on the individual. Any instance of uncertainty as to a claimant's eligibility is to be referred to the Admiralty for decision. Full details should be furnished.

(A.F.O. 5524/44 is cancelled.)

**6263.—Air Branch—Promotion from the Lower Deck to Permanent Commissioned Rank—Acting Sub-Lieutenant (A), R.N.—REPORTS**

(C.W. 54937/44.—30 Nov. 1944.)

A.F.O. 148/44 is to be amended as follows:—

Paragraph 7.

Line 1. After "Forms C.W. No. 1" insert "C.W.No. 1a".

Line 3. Delete sentence commencing with words "Where the Boards are held in Home Ports".

(A.F.O. 148/44.)

**6264.—Pensioners and Engineering Ratings Nearing Pension—Promotion to Temporary Warrant Rank**

(C.W. 59258/44.—30 Nov. 1944.)

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

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

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

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

5. Employment will be seagoing and recommendations should be accompanied by a medical certificate of fitness and a copy of the candidate's service certificate with a written declaration to the effect that, if selected for promotion the candidate undertakes to serve for the duration of hostilities or until such time as his services can be spared. Recommendations for suitable candidates should be forwarded as early as practicable to the Secretary of the Admiralty.

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

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

(A.F.O. 6000/44 is cancelled.)

**6265.—Radar Ratings**

(N. 19630/44.—30 Nov. 1944.)

A.F.O. 5394/44 is to be amended as follows:—

Table F. Under "Duties to be performed at sea, R.P. 1 (ii)" delete:—

"1. Senior Rating of R.D.R."

and substitute:—

"1. Senior Rating of A.D.R."

(A.F.O. 5394/44.)

**6266.—General Service Radio Mechanics—Change of Category**

(N/D.P.S. 1028/44/M.—30 Nov. 1944.)

It has been approved to institute three categories of General Service Radio Mechanic, into which all existing General Service Radio Mechanics will be absorbed, as follows:—

Radio Mechanic (W/T) ... Trained in all types of ship and shore W/T.  
Radio Mechanic (R) ... Trained in all types of Radar.  
Radio Mechanic (WR) ... Trained in all types of Radar and small ship W/T.

2. Conditions of service and transfer from existing categories of Radio Mechanic will be promulgated by A.F.O. in due course.

**6267.—Admiralty Surgeons and Agents**

(C.E. 20586/44.—30 Nov. 1944.)

The undermentioned appointments as Admiralty Surgeons and Agents are notified:—

Place.	Name.	Address.	Remarks.
Salisbury	Mr. F. L. Buttar, M.B., Ch.B.	Westwood, Wilton Road, Salisbury.  (Telephone:— Salisbury 2624).	Vice Mr. Taylor-Young.
St. Austell	Mr. T. C. Houston, M.B., Ch.B.	Ardmore, St. Austell, Cornwall.  (Telephone:— St. Austell 685).	Vice Mr. Moore.

(A.F.O. 6244/44.)

**6268.—Church of Christ, Scientist**

(C.E. 58220/44.—30 Nov. 1944.)

It has been represented that in some places Christian Science ministers find difficulty in obtaining facilities to visit personnel of their denomination who are serving in naval establishments.

2. It is desired that, subject to the exigencies of the service, facilities should be accorded to Christian Science personnel of the Royal Navy serving on shore to attend services held at Christian Science churches.

3. It is also desired that if a Christian Science minister wishes to visit a Christian Scientist serving in the Royal Navy who is unable to attend a Christian Science church on shore, facilities should be granted whenever practicable.

**6269.—Royal Marines—M.T. Drivers—Addition of Suffix "(D)" to Official Number**

(N. 29262/44.—30 Nov. 1944.)

It has been decided that the suffix (D) is to be added to the Official Number of all R.M. M/T Drivers (e.g., PlyX10000(D)). This will facilitate tracing and enable records to be kept up to date.

2. Commanding Officers of R.N. and R.M. Establishments, Formations, etc., should add the suffix (D) to the official number on all service documents of R.M. ranks employed as M/T drivers, and inform the Commanding Officer, R.M.T.T.D., Fort Cumberland, Southsea, Hants., of particulars of the ranks affected by this Order.

3. When reporting particulars it should be stated whether these drivers were trained in

- R.M.T.T.D.
- Army Schools.
- R.M. Formations, etc.
- Employed as drivers without training.
- M.T. Driving but not now employed as Drivers (present employment to be given).

When information is not available from records it should be obtained by questioning the M/T driver.

## 6270.—T.124T—Individual Agreement

(N. 31010/43.—30 Nov. 1944.)

Paragraph 5, Section B of A.F.O. 3666/43 is to be deleted and the following substituted:—

5. Personnel rejected as unfit for sea service are to be returned to their homes (with Seaman's pay for the number of days lost) and issued with a free railway warrant for the journey.

(A.F.O. 3666/43.)

## 6271.—Damage Control School (II) for Training of Ratings

(N/T.S.D. 718/44.—30 Nov. 1944.)

A Damage Control School for the training of ratings is being set up at Stamshaw Camp, Portsmouth (Short title, D.C.S. (II) Stamshaw, Portsmouth), Telephone No. Portsmouth 74661. The date of opening will be promulgated.

2. The object of the Damage Control School (Ratings) is to provide a centre for the teaching of Damage Control to ratings similar to that given at the D.C.S. London, with a view to their becoming Instructors in ships. Until the provision of realistic training facilities becomes possible, the object of the course will be to make the ratings aware of the importance of and necessity for Damage Control.

3. These ratings should be of Petty Officer rate or above and in addition should be "Key Ratings" of existing D.C. Teams, or "Key Ratings" designate. Leading rates may be included if vacancies exist in courses.

4. Courses will commence at 0900 hours on Monday and will end at 1200 hours the following Saturday.

5. Maximum weekly number attending the courses is limited to thirty-six.

6. The following subjects will be dealt with:—

Buoyancy, stability, watertight-integrity, leak-stopping, shoring, machinery and machinery damage, electrical supply, distribution, control and repair, pumping and flooding, communications, organization and training.

7. Applications for courses should be made direct to the Officer-in-Charge Damage Control School (II), Stamshaw Camp, at least seven days before the commencement of each course. Service accommodation is available at Stamshaw Camp, and applications for the course should state whether accommodation is required or not.

8. Ratings are to report to the School fully prepared to start the Course by 0830 hours on the day of commencement. Hammocks, overalls and sufficient kit for one week will be required if accommodated at Stamshaw Camp.

9. The School will be administered by the Commodore, R.N. Barracks, Portsmouth, but all matters relating to Damage Control and Training policy are to be forwarded to the Director, Damage Control School, 46, Colet Gardens, London, W.14.

## 6272.—Vaccination

(M.D.G. 64094/44.—30 Nov. 1944.)

All personnel entering the Service are to be vaccinated. R.A.F. personnel are, if necessary, to be re-vaccinated when they are embarked in H.M. ships.

In order to ensure maximum protection against smallpox, the following procedure has been adopted:—

(1) Vaccination of recruits, irrespective of vaccination history, will be carried out by means of a single insertion one quarter of an inch in length.

(2) Re-attempts, in the event of failure, will be carried out by means of three insertions, one quarter of an inch in length and one inch apart.

(3) Re-vaccinations (except in the case of recruits) will normally be done by three insertions as in (2) above.

(4) In the presence of an epidemic all persons exposed to risk who have not been successfully vaccinated within 14 days will be re-vaccinated by three insertions as in (2) above.

(5) Women's Services will follow the same instructions as those in force for men.

(6) The area to be vaccinated will be well cleansed with soap and water only and thoroughly dried with a sterile gauze pad. Methylated spirit, alcohol, or other agents will not be applied.

(7) Vaccination will be carried out by making a linear skin insertion through the lymph with the point of a sterile needle or similar instrument. The insertion should be deep enough to show blood but not deep enough to cause free bleeding.

(8) Arms will be inspected 48 hours and one week after vaccination; the dates of vaccinations and inspection as well as the reactions will be carefully noted on the S.446 (Medical History Sheet) and Form S.54(a) (Pay Books). Reactions will be described as "Immediate", "Accelerated", or "Primary" in accordance with the following definitions.

*Immediate reaction* is one in which the area of erythema around the insertion reaches a maximum within 72 hours of vaccination. Its presence indicates a high degree of immunity.

*Accelerated reaction* is one whose maximum intensity is reached within seven days of vaccination. It is usually pustular on the fourth to fifth days and indicates a moderate immunity.

*Primary reaction* is one whose maximum intensity is reached after the seventh day following vaccination. This indicates that there had been an absence of immunity.

*Note.*—The rate of development and not the extent of the reaction is the essential point.

(9) In the event of failure to produce any of these reactions at the first attempt, two further attempts to vaccinate with three insertions will be undertaken at weekly intervals. Special attention will be paid to inspecting arms within 48 hours of each operation. Persistent and complete failure to "take" on all three occasions will be recorded as "Insusceptible". This should be a rare occurrence.

(10) Re-vaccination will be carried out every three years.

(11) Particulars of all vaccinations and re-vaccinations are to be included in the journals of medical officers, and in the medical and surgical returns of Naval hospitals and Royal Marine Infirmaries.

(12) The Medical Officer, as soon as convenient after he joins a ship, will satisfy himself by examination of the medical history sheets and pay books or when necessary by personal inspection, that each officer and man has been successfully vaccinated, and when necessary re-vaccinated, and so also with regard to every officer and man who may subsequently join, except those borne for disposal or as temporary supernumeraries in home ships, and whose stay in them will be but short.

(13) He is to certify, in the first Medical Officer's Journal (M.179) which he sends into office after joining the ship, that he has done so, and that the instructions have been fully carried out.

(14) When vaccination or re-vaccination cannot satisfactorily be performed in a ship, recourse is to be had to local vaccinators, who, under the authority of the Captain, will be paid by the Supply Officer for each successful case, on the certificate of the Medical Officer or, when none is borne, of the Captain.

(15) When circumstances arise rendering recourse to local vaccinators necessary, the facts are immediately to be reported by the Medical Officer to the Medical Director-General.

(16) If risks occur that are intermediate between epidemic risks and normal overseas risks, appropriate vaccination procedures may be ordered by the Local Commander on the advice of his Senior Medical Officer.

(17) When an individual requires both yellow fever inoculation and vaccination against smallpox, he will first be inoculated against yellow fever and then after an interval of at least five days vaccinated against smallpox. If for any reason, vaccination against smallpox is done first, an interval of at least 10 days should be allowed before the yellow fever inoculation is given. In cases where delay cannot be accepted, inoculation against yellow fever and vaccination must be done at the same time.

(18) Any other immunizing agent may be given at the same time as vaccination against smallpox, but it will be injected into the arm opposite to that used for vaccination.

(19) Vaccination, where it fails to give complete protection, greatly modifies the course of the disease and also adds to the difficulty of diagnosis, viz. :—

(a) By altering the maturation of the rash; many of the lesions may not pass beyond the macular or papular stage.

(b) By modifying the distribution. Although the classical centrifugal distribution may be present in some vaccinated patients this fact may be by no means obvious and very careful scrutiny is necessary to establish the diagnosis.

It is, therefore, of the utmost importance that the possibility of smallpox should be borne in mind when medical officers are called in to see doubtful cases.

(20) Vaccination is to be made with calf lymph from a recognised establishment, which is carried on under proper supervision.

(21) On both home and foreign stations, the medical officer will obtain supplies of calf lymph by written application to the Medical Officer-in-Charge of the appropriate Naval hospital; on foreign stations, if supplies cannot be obtained at the Naval medical depots, such calf lymph should be purchased locally, but if such cannot be procured, application is to be made by signal to the Medical Director-General.

(22) Lymph must be carefully stored in the coolest available place and must be used within seven days from its "Date of Manufacture". If the lymph can be stored in a reliable refrigerator whose temperature is constantly between 0° C. and 10° C. the period may be extended to 14 days.

(23) Receipts for supplies of vaccine lymph received from the Government lymph establishment are to be forwarded on Form S.549, to the Medical Director-General of the Navy and *not* to the Government lymph establishment.

(K.R. & A.I. 1417.)

(A.G.M. H. & A. 637A of 9 Mar. 44 is cancelled.)

(A.F.Os. 3497/42, 994/43, 1321/43 and 1504/44 are cancelled.)

**6273.—Customs Privileges for Major Landing Craft**

(N.L. 17740/44.—30 Nov. 1944.)

Certain types of major landing craft are eligible to receive duty-free mess and canteen stores under precisely the same conditions as apply in the case of other H.M. commissioned seagoing ships.

2. Eligibility is at present confined to all types of L.C.T., L.C.F., L.C.I.(L), L.C.I.(S), L.C.G., L.C.H., L.C.Q. and L.C.S.(L), Mark II. L.C.S.(L), Mark I, are not eligible for this privilege.

3. Notification of the entitlement of such of these craft as are actually seagoing and commissioned should be forwarded in accordance with the procedure laid down in A.F.O. 345/32.

4. Duty-free service tobacco cannot be issued in craft whose crews are in receipt of subsistence allowance, e.g., L.C.T.'s, but this prohibition does not apply to duty-free tobacco supplied as mess and canteen stores.

(A.F.O. 345/42.)

(A.F.O. 812/44 is cancelled.)

**6274.—Film "Naval Log of Victory" (Serial Number E.614)**

(D.P.S./457/44/P.—30 Nov. 1944.)

A further film entitled "Naval Log of Victory" (serial number E.614) is now available in the Pacific series, and copies will be distributed without demand as follows :—

	No. of copies	
	35mm.	16mm.
Lyness Library	2	1
Rosyth Library	2	1
Greenock Library	2	1
Liverpool Library	2	1
Chatham Library	2	1
Portsmouth Library (H.M.S. "Collingwood")	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
Alexandria Library	1	1
Gibraltar Library	1	1
C.-in-C., South Atlantic	1	1
F.O.C., West Africa	1	1
F.O.C., Royal Indian Navy	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 in accordance with A.F.O. 5377/44 (paragraphs 107 and 108).

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

**6275.—Civil Servants Temporarily Serving in the R.N. and R.M.—Instructions for Supply Officers**

See AFO 2395/45.

(D.N.A. 9600/42.—30 Nov. 1944.)

Attention is drawn to paragraphs 6, 8 and 10 of A.F.O. 1195/40 which require that the notation "Civil Servant" is to be made in the ledgers, on all pay documents, allotment declarations and reports of death of all individuals affected, and that statements of account and reports of variations in service pay are to be rendered promptly.

2. Failure to comply strictly with these instructions leads to unnecessary correspondence with H.M. ships and establishments, and frequently results in otherwise avoidable overpayments of civil pay being made by civil departments to the nominees of the personnel concerned. This, in its turn, gives rise to complaints of hardship when the necessary recovery of the debts from service pay has to be enforced.

3. Statements of account of serving Civil Servants for the quarter ended 30th September, 1944, and previous quarters, if not already rendered, should be sent at once to the Director of Navy Accounts, Branch 3 (Civil Pay). The statement should be completed as laid down in paragraph 10 of A.F.O. 1195/40, except that Form S. 42 should be used for the purpose and should show all civil pay recoveries and give reasons for all disciplinary stoppages. *Details of Income Tax and Pensions and Insurance charges are not required.*

4. War Service Increments and Japanese Campaign Pay are reckonable emoluments for assessment of balance of civil pay and immediate reports of such awards to Civil Servants should be rendered. Both items should appear on the quarterly statements of account. Far East Allowance is *not* reckonable for balance of civil pay purposes and should *not* be reported or included in the statements of account.

5. For deceased or discharged Civil Servants, final statements of account should be rendered *in full* on Form B. 607, i.e. all details should be shown leading up to the final credit or debit balance.

6. Forms A and B of Treasury Circular 13/30 presented by a Civil Servant on entry should be forwarded to the Director of Navy Accounts, Branch 3 (Civil Pay). They must not be sent direct to the Civil Department in which the person concerned was employed prior to entry in the R.N. Any such Forms still in Supply Officers' possession should be forwarded to the Director of Navy Accounts.

7. Civil pay enquiries from private firms or local government and police authorities should be dealt with in accordance with A.F.O. 4569/40.

(A.F.Os. 1195/40 and 4569/40.)

(A.F.O. 4454/44 is cancelled.)

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

6276.—Aircraft—Guns—Hispano 20-mm.—Introduction of Firing Pin, Mark III  
*Cancelled by* (G. 525/43.—30 Nov. 1944.) *AFO 7066/46*

A new pattern firing pin, Mark III, has been approved for service use, designed with the striker portion a continuous taper throughout its length to prevent break-ages which occur with the Mark II pattern at the front, where the striker portion changes from a parallel to a taper section.

2. Trials with the Mark III firing pin have shown that slight "dishing" of the firing pin hole around its outer surface on impact with the base of the cartridge case causing slight closing of the firing pin hole, has occurred. This does not affect the functioning of the gun providing the following tests are applied:—

(i) Firing pin protrusion should comply with the limits laid down in A.P. 1641F, Volume II, Part 3, Section 3, Chapter 1, paragraph 53.

(ii) The firing pin should move freely to the forward position when checking protrusion.

(iii) After completing the protrusion test, it should be possible to retract the firing pin without any tendency to bind in the firing pin hole.

3. A Mark II Firing Pin should not be fitted in a breech block which has previously used a Mark III Pin except in cases of emergency. If, however, such an emergency arises, the tests outlined in paragraph 2, sub-paragraphs (i), (ii) and (iii) should be applied. If the breech block fails the above test the firing pin hole is to be opened out until it accepts the "Go" end of the gauge (A.R.103).

4. A new firing pin hole gauge is being produced for use with breech blocks using Mark III firing pins, but until supplies of the new gauge are available the *high limit end only* of the present gauge A.R.103 is to be used. *The low limit does not apply with Mark III firing pins.*

5. Protrusion of Mark III pin is the same as Mark II.

6. H.M. ships, R.N. air stations, repair yards, etc., holding *spare* Mark II pins should exchange them for Mark III at the appropriate R.N. Armament Depot at the first opportunity. Mark II pins assembled in guns should not be exchanged as a result of this Order except at R.N. armament depots which should exchange Mark II pins by Mark III when guns are being repaired. R.N. armament depots holding air stores are to report to the Director of Armament Supply (A.17), Bath, on 1st February, 1945, the stock of Mark II pins held.

7. When using Mark III firing pins particular attention is to be paid to gauging of the high limit of firing pin hole, which is to be done at each Group F, and to the cleanliness of the conical hole in rear of the firing pin hole in the breech block.

(A.P. 1641F., Vol. II.)

6277.—Aircraft—Guns, Vickers G.O. 0·303-in.—Life of Component Parts

(G. 4434/44.—30 Nov. 1944.)

Information gained from the investigations of Reports on Forms S.1148 (h) received from R.N. air stations has made it possible to lay down a life at which certain components of 0·303-in. Vickers G.O. guns are to be exchanged.

2. All 0·303-in. Vickers G.O. guns mounted in operational aircraft are to have components exchanged as follows:—

Extractors	...	...	...	...	At 6,000 rounds
Extractor springs	...	...	...	...	At 6,000 rounds
Firing pin	...	...	...	...	At 6,000 rounds
Feed pieces	...	...	...	...	At 6,000 rounds
Feed piece plungers	...	...	...	...	At 6,000 rounds
Feed piece axis pin	...	...	...	...	At 6,000 rounds
Breech block	...	...	...	...	At 18,000 rounds
Piston	...	...	...	...	At 12,000 rounds

3. It has been the practice at training establishments to fire components beyond the lives laid down in instructions so that experience could be gained by gunners, and this practice should continue, but from the date of issue of this A.F.O. training squadrons will not be required to render S.1148 (h) forms for Vickers G.O. components which break at or above the specified number of rounds at which components in operational aircraft will be exchanged.

(A.F.O. 6280/42, 5858/43 and 1952/44 are cancelled.)

6278.—Aircraft—Pyrotechnics—Flares A/C Reconnaissance 4·5-in. Mark III,  
Lot 75, SPRA. Filled 3/41—Withdrawal and Repair

(A.S. 7458/41.—30 Nov. 1944.)

Failures of flares A/C Reconnaissance 4·5-in., Mark III, Lot 75, filled SPRA. 3/41, due to corrosion, have been reported. Stocks of this lot on board H.M. ships or at R.N. air stations are to be returned to the nearest R.N.A. depot for inspection and repair and others demanded in lieu.  
*R.N.A. depots only*

2. Flares of this lot are to be examined and dealt with as follows:—

(a) Where damp packing pieces are discovered they should be removed, thoroughly dried and dressed with linseed oil before re-insertion.

(b) Flares should be inspected, and affected parts of flare bodies and linings cleaned and repainted where necessary.

6279.—Ammunition—Mortars—Cartridge, Impulse, 1-in., Holman Projector, packed  
in Metal Boxes No. 377

(C.I.N.O. 10445/44.—30 Nov. 1944.)

A quantity of cartridges, impulse, 1-in., Holman Projector, packed in metal boxes No. 377, which in turn are packed in wood outer packages, will, on being opened, probably show signs of blackening on the base of the cartridges.

2. This is due to the action of a synthetic rubberised cork packing which is now being replaced by corrugated paper or plain granulated cork packing for current manufacture of cartridges.

3. The blackening of the cartridge case base has no ill effect as regards the functioning of the store, but those found blackened should be used first.

6280.—Ammunition—0·455-in. Ball, Revolver, Mark II—Withdrawal

(A.S. 5205/44/B. 107.—30 Nov. 1944.)

Cartridges S.A., 0·455-in. ball revolver, Mark II, are liable to give "puff shots" owing to ingress of moisture on exposure and are therefore to be withdrawn from Naval service.

2. Shore training establishments are to return all stocks of this ammunition to the nearest Naval Armament Depot and demand cartridges S.A., 0.455-in. ball Mark VI or VIz in exchange.

3. All such ammunition in stock or subsequently received at Naval armament depots is to be dealt with in accordance with existing instructions.

(A.F.O. 4742/42 is cancelled.)

**6281.—Ammunition—S.A., 0.50-in. Browning (Colt) of American Manufacture—Withdrawal of Certain Lots**

(G. 021848/44.—30 Nov. 1944.)

In accordance with the regradings notified by the U.S. War Department Supply Bulletin, S.B.9—A.M.M.4, all bulk packed 0.50-in. Browning (Colt) ammunition of the lots specified below is formally declared unserviceable.

Type of Ammunition	Makers' initials	Lot numbers
A.P. M.1	W.R.A. ...	All lots
A.P. M.1	F.A. ...	All lots
A.P. M.2	F.A. ...	All lots prior to 401
A.P. M.2	R.A. ...	All lots prior to 5482
A.P. M.2	S.L. ...	All lots prior to 8442
A.P. M.2	L.C. ...	All lots prior to 12014
A.P. M.2	U.T. or U. ...	All lots prior to 16277
A.P. M.2	T.W. ...	All lots prior to 18417
A.P. M.2	D.M. ...	All lots prior to 20160
A.P. M.2	W.R.A. ...	All lots prior to 22093
A.P. M.2	M. ...	All lots prior to 29003
A.P. M.2	K.S. ...	All lots prior to 30087
A.P. M.2	L.M. ...	All lots prior to 31042
A.P.I. M.8	S.L. ...	All lots prior to 7000
A.P.I. M.8	L.C. ...	All lots prior to 12000
A.P.I. M.8	T.W. ...	All lots prior to 18000
A.P.I. M.8	D.M. ...	All lots prior to 20000
Ball M.1	R.A. ...	All lots
Ball M.1	F.A. ...	All lots
Ball M.2	F.A. ...	All lots prior to 489
Ball M.2	R.A. ...	All lots prior to 5000
Ball M.2	S.L. ...	All lots prior to 7000
Ball M.2	W.R.A. ...	All lots prior to 22000
Incendiary M.1	F.A. ...	All lots prior to 137
Incendiary M.1	R.A. ...	All lots prior to 5001
Incendiary M.1	L.C. ...	All lots prior to 12200
Incendiary M.1	U.T. or U. ...	All lots prior to 16139
Incendiary M.1	T.W. ...	All lots prior to 18000
Incendiary M.1	D.M. ...	All lots prior to 20157
Incendiary M.1	M. ...	All lots prior to 29526
Tracer M.1	F.A. ...	All lots prior to 47
Tracer M.1	R.A. ...	All lots prior to 5000
Tracer M.1	S.L. ...	All lots prior to 7000
Tracer M.1	L.C. ...	All lots prior to 12001
Tracer M.1	U.T. or U. ...	All lots prior to 16000
Tracer M.1	T.W. ...	All lots prior to 18000
Tracer M.1	D.M. ...	All lots prior to 20000
Tracer M.1	W.R.A. ...	All lots prior to 22008
Tracer M.2	F.A. ...	All lots.

2. Ships and establishments are to return any unserviceable lots which may be held to the nearest R.N. armament depot or O.C.A.S. at the earliest opportunity, and to demand a similar quantity of serviceable ammunition in exchange.

3. All ammunition of lots enumerated in stock or landed at R.N. armament depots is to be disposed of in accordance with existing instructions.

**6282.—Guns—Machine, 0.303-in. and 0.30-in.—Modification to Breech Blocks**  
(A.S./C.I.N.O. 3402/44.—30 Nov. 1944.)

The following action is to be taken:—

*Gun* ... .. Browning 0.303-in. (aircraft and deck).  
*Part affected* ... .. Breech block.  
*Purpose* ... .. To prevent hammering of cartridge guides on barrel face.  
*Action* ... .. Examine all breech blocks, component and spare, to ensure that the inner edge of the forward face of the cartridge guides has been bevelled. Any found without the bevel should be modified in accordance with A.F.O. diagram quoted below.

*Drawing* ... .. A.F.O. Diagram 416/44.

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

*Degree of urgency* ... (a) *Aircraft guns*—  
 In service ... .. At next Group "F".  
 At R.N. armament depots ... Before issue.

(b) *Deck guns*—

In service ... .. Immediately.  
 At R.N. armament depots ... Before issue.

**6283.—Guns—0.50-in. Browning M.G.—Retaining Pawl Pin—Tool for Removing**  
(G./A.W.D. 1936/44.—30 Nov. 1944.)

Difficulty has been experienced during maintenance operations on 0.50-in. Browning machine guns in removing the retaining pawl pin.

2. To overcome this difficulty a simple tool has been designed and is shown on A.F.O. Diagram No. 423/44.

3. This tool is to be made locally by station and ships armoury staffs.

4. The tool is to be used in the following manner:—

- Ease the pin to the rear by levering the pin at the front end with the curved end of the tool.
- Insert the U-shaped end of the tool behind the shoulder of the rear of the pin and by gently tapping the tool with a hammer, drive the pin to the rear. During this operation restrain the retaining pawl to avoid loss of pawl springs.

**6284.—Guns—20 mm. Oerlikon—Increase in Allowance of Magazines—Stowage on Board—As. and As.**

*Ships concerned*

(G./G.D. 090/44.—30 Nov. 1944.)

The allowance of 60-round magazines for Oerlikon guns, for ships shown below, is to be increased to 12 per gun, subject to stowage being available:—

- H.M. Ships* (other than submarines, all landing craft and coastal force craft).—Landing craft have been dealt with separately.
- D.E.M.S.*—Operational Coasters' (carrying O.I.B. ammunition outfits). Operational Ocean-going ships (carrying O.I. and O.I.A. outfits). New Construction Ocean-going ships.

2. Compensation for top weight will be necessary in the following vessels:—  
 All cruisers, destroyers, frigates and corvettes.

*Depot ships*—"Fusia," "Titania" and "Alecto."

*Nelayers*—"Atalanta" and "Ringwood."

*Landing ships*—L.S.I. (S) and L.S.I. (M).

3. In ships other than those shown in paragraph 2, the additional magazines can be accommodated by fitting extra R.U. lockers or bracket stowage in ready-use magazines or cupboards, subject to space being available.

4. For ships where additional top weight is involved (*see* paragraph 2) or where space is not available (*see* paragraph 3), compensation is to be provided by arranging stowage for the extra magazines as shown below, the resultant loss in rounds per barrel which may arise being accepted.

(i) Where space permits, for every three additional R.U. lockers required, i.e. stowage for four extra magazines per gun for three Oerlikons, land *one* magazine locker. (Loss in ammunition=160 rounds per barrel.)

(ii) Alternatively, where space is limited, for every two additional R.U. lockers required, i.e. stowage for four extra magazines per gun for two Oerlikons, land *one* magazine locker (loss in ammunition=360 rounds per barrel). Two R.U. lockers occupy roughly the same space as one magazine locker.

5. An item Classification "A" is to be inserted in the lists of As. and As. of the ships concerned to cover the work involved in fitting additional stowage.

6. Shops concerned should, when stowage is available, demand additional magazines required from the nearest N.A. depot.

7. Naval Proportion Book will be amended.

(A.F.O. 2705/44.)

#### 6285.—Gun Mountings—40-mm., Bofors, Twin, Marks IV and IV\* Elevation and Training Units—Guard-Plate for Cross-shafts

*Ships concerned*

(G. 021078/44.—30 Nov. 1944.)

Reports have been received of ejected cartridge cases and chargers collecting in the well of 40-mm., Bofors, Twin, Marks IV and IV\* mountings and jamming the cross-shafts between the elevation and training control units.

2. A guard-plate is to be fitted, in accordance with A.F.O. Diagram 418/44(1 or 2). The work is to be done by ships' staffs, assisted where necessary by depot ships or repair establishments.

3. 40-mm., Bofors, Twin, Mark IV\* mountings at present under manufacture will be modified before delivery.

#### 6286.—Target Indication Systems—P.C.O./A.D.O. Sights.—Installation

(G.015915/44.—30 Nov. 1944.)

The fitting of target indication units requires greater accuracy in the installation of P.C.O./A.D.O. sights than has hitherto been the practice, and this greater accuracy can only be obtained by fitting suitably machined base plates.

2. The seating for the sight is to be a true plane parallel to the datum plane of the ship, the maximum permissible deviation from parallelism being 30mins. of arc.

3. A machined base plate should be fitted in lieu of a teak pad for any P.C.O. or A.D.O. sight which is removed from its seating for modification or replacement. The work involved is covered by the A. and A. inserted in accordance with C.A.F.O. 861/44.

4. Authorities concerned with ships under construction are being informed separately.

(C.A.F.O. 861/44.)

#### 6287.—Depth Charge Equipment—As. and As.

*"Captain's" Class Frigates*

(T. 95/44.—30 Nov. 1944.)

The following modifications to depth charge arrangements of "Captain's" class frigates are covered by item 3 of the Class List of As. and As., Classified "A\*".

##### (1) Projectors

(a) The foremost pair of projectors to be re-angled at 95° and the after pair to be on beam bearing of 90°.

(b) Pull off attachment for British primer and pistol safety clips to be fitted. (Drawing M.S.Sk. 20202/7.)

##### (2) Roller Racks

(a) The roller loading racks are to be fitted on the left-hand side of the projectors looking outboard on both the port and starboard sides.

(b) Modify the horizontal clearances of the racks to suit British Standards, and to enable depth charges to be loaded into the racks with the pistol end of charge on the right-hand side of the rack looking outboard. Parbuckling arrangements to be fitted for loading. (Drawing M.S. 20202/11.)

##### (3) Rails

(a) Stop bars to be made easily removable (*see* A.F.O. Diagram 422/44 (1). (Drawing M.S.Sk 20202/1).)

(b) Parbuckling arrangements to be fitted for loading (*see* A.F.O. Diagram 422/44 (2). (Drawing M.S.Sk. 20202/2).)

(c) Pawls to be removed from top rail.

(d) Locking arrangements to be fitted at the traps. (Drawing M.S.Sk. 20202/4.)

(e) Rails to be modified to take British primer and pistol pull off safety gear.

(4) D.C. Communications.—Standard D.C. Communications in accordance with C.A.F.O. 976/44.

(5) Firing Circuits.—A safety switch is to be fitted in the firing circuit of, and adjacent to, each projector.

##### (6) Stowage and Transporting Arrangements

(a) Standard British transporting slings, four in number, to be supplied. (Drawing M.S.Sk. 20064/2.)

(b) Stowage for 16 boxes of detonators in a detonator locker and 160 depth charge pistol boxes to be provided in the original depth charge room.

(c) Stowage to be provided for 16 boxes of Mark VII primers in the forward magazine, and 11 boxes of impulse cartridges for Mark 6 projectors in small arm magazine.

(d) Additional deck stowage in two tier stowage racks to be arranged for 118 charges, making a total outfit of 160. (Drawing M.S. 20201/6.)

(e) Stowage to be provided in the original depth charge room for 32 in No. arbors additional to the normal allowance.

*Note.*—Copies of M.S. drawings necessary for the modification of these items can be obtained on application to the Superintendent of Mine Design, Leigh Park House, Havant, Hants.

(7) Revised depth charge arrangements are shown on drawing D.N.C. 3A/687, Sheets 1, 2 and 3, copies of which can be obtained on application to Admiralty (Bath).

(8) The Captain (D), Belfast, is to arrange for Item 3 of the Class List of As. and As. to be amended accordingly.

(C.A.F.O. 976/44.)

(A.F.O. 2217/44 is cancelled.)

#### 6288.—Preservation and Packing of Torpedo Tubes, H.P. Air Compressors, A/S Weapons and Spares for Shipment Overseas

(T.2175/44.—30 Nov. 1944.)

The provisions of A.F.O. 5761/44 are to apply to all Torpedo Tubes, Hedgehogs, Squids and Depth Charge release equipment except that gear consigned direct to shipyards for ships building or equipping in the U.K. need not be so treated.

2. Spare gear for the above equipments should, however, be so treated in all cases.

3. The provisions of A.F.O. 3701/44, which deals with the preservation of internal combustion engines, are to be considered as generally applicable to H.P. air compressing machinery.

(A.F.Os. 3701/44, 4758/44 and 5761/44.)

6289.—Torpedoes—U.S.A., 22·4-in., Mark 13 Modification—Afterbodies and Exercise Heads—Revised Internal Air Pressure Test Procedure

(T.09197/44.—30 Nov. 1944.)

Owing to the possibility of building up excessive air pressure in U.S.A. 22·4-in. exercise heads and afterbodies when using the present U.S.A. test set, G.2855, it has been decided to introduce for these components an amended form of watertightness of torpedoes, St. No. T.2043, with special adapters to suit the U.S.A. fittings.

2. The revised procedure for testing the exercise heads is given in the attached Appendix, and the layout of the new apparatus for use with mods. 1-4 heads is shown on A.F.O. Diagram 421/44. The position of the drain plug varies between the models 1, 2, 3 and 4 types, and it has been necessary to provide for three separate copper pipes to connect the adapters as detailed on the diagram.

3. For test of the afterbody, the adapter, St. No. T.602, is to be screwed into the drain plug flange and air applied by fittings, St. No. T.2043, in a manner similar to that shown on the diagram. The 0·437-in. diameter, 20 threads per 1-in. outlet nipple on the adapter, St. No. T.602, in this case must be blanked off.

4. As soon as adapters and piping are available the revised watertightness test procedure is to be adopted. In the meantime, the test as laid down in O.P. 629A, page 131, but with the test figure restricted to 10 lb. per sq. in., is to be carried out.

5. Nomenclature and stamp numbers of adapters and pipes are as follows :—

Adapters, relief valve pocket, for use with fitting testing watertightness of torpedoes, St. No. T.2043, when testing 22·4-in. U.S.A. exercise heads, St. No. T.601.

Adapters, drain plug, for use with fittings, testing watertightness of torpedoes, St. No. T.2043; when testing 22·4-in. U.S.A. exercise heads and afterbodies, St. No. T.602.

Adapters, connecting, U.S.A., charging nozzle, for use with fittings, testing watertightness of torpedoes, St. No. T.2043, when testing 22·4-in. U.S.A. exercise heads, St. No. T.603.

Pipes connecting adapters, pressure test for : 22·4-in. U.S.A. exercise heads, Mark 26, Mods. 1 and 1\*, and Mod. 3 converted from 1 and 1\* T.607, 22·4-in. U.S.A. exercise heads, Mark 26, Mods. 2 and 2\* and 3, T.603.

22·4-in. U.S.A. exercise heads, Mark 26, Mod. 4, T.606.

6. Two sets of the adapters and pipes referred to above will be supplied without demand to ships and stations equipped with 22·4-in torpedo equipment to N.T.S. Lists 178 or 235.

7. In this connection it is *not* intended that the U.S.A. test set S.G.2855 be withdrawn on receipt of these adapters and pipes.

APPENDIX

22·4-in., U.S.A., Mark 26, Exercise Head

Internal Air Pressure Test—Revised Procedure

(Supersedes test in O.P. 629A, page 131, "O", paragraphs 1 to 27 inclusive.)

1. Oil (D) and replace washer on water discharge valve.
2. Clean, inspect and oil (C) valve guide, seat and studs in discharge valve flange.
3. Insert discharge valve in flange, place gag across the studs and secure with nuts, setting up until valve is held firmly on seat.
4. Replace air release pipe (after section) with nipple in forward end of bulkhead ring. (Note that plated copper washer is in place against shoulder of nipple.)
5. Replace clamp nut on nipple and secure, holding after section of pipe in alignment for attaching to after bulkhead.

6. Connect forward section of air release pipe to nipple, holding pipe in position for connecting to air release mechanism.

7. Replace after bulkhead gasket in its seat.

8. Note that the plated copper washer is in place against the shoulder of nipple on the after end of air release pipe and guide nipple into hole in pocket on after bulkhead.

9. Replace after bulkhead and secure, tightening up evenly on holding nuts.

10. Replace and tighten clamp nut on nipple and for air release pipe.

11. Blank off air release pipe forward end.

12. Instal headlight and air releasing mechanism blanking off plates and gaskets.

13. Instal torch case, cover and gasket.

14. Insert adapter, St. No. T.601, in air relief valve flange and blank off nipple.

15. Insert adapter, St. No. T.602, in drain plug flange, blank off nipple and connect low pressure test set, St. No. T.2043, with pressure indicator, St. No. 2044, crack air valve and build up pressure in head to 15 lb. sq. in., close valve, pressure must be held for 10 minutes. Note for leak at after end of release pipe denoting forward section joint not tight.

16. If leak occurs mark same and remedy.

17. When satisfactory test has been made (no leaks), exhaust air, unclamp nipple in air release pipe and remove after bulkhead.

18. Remove torch case—light head only—to provide clearance for the installation of forward bulkhead.

19. Place a new gasket on the forward bulkhead and instal the bulkhead on its seat, being careful not to damage threads on holding screws when passing through the slots in bulkhead ring. Set up evenly on nuts for holding screws.

20. Crack air valve and build up pressure in forward (water) compartment to 15 lb. sq. in. Pressure must be held for 10 minutes. Examine forward bulkhead for leaks.

21. If leaks occur mark same and remedy.

22. When satisfactory test has been made (no leaks) exhaust air, replace torch case and gasket (light head only) and after-bulkhead on head, securing pipe to clip and clamp nut on nipple through bulkhead.

23. Remove blanks from adapters, St. No. T. 601, and St. No. T. 602, and connect up copper pipe, St. No. T. 605, T. 607 or T. 606 both nipples. Crack air valve and build up pressure in both compartments to 15 lb. sq. in. Close valve and examine after-bulkhead for leaks.

24. When satisfactory test has been made (no leaks), exhaust air, remove test fittings, blanking off places and blank in air-release pipe forward section.

25. Replace drain plug.

26. Oil (D) and replace water-discharge valve spring and cover.

27. Replace relief valve :—

(a) Oil (D) and replace washer on valve.

(b) Oil (C) valve guides, valve and spring.

(c) Assemble valve in guide, spring, spring washer and nut.

(d) Replace valve body (assembled) and washer in exercise head.

(A.F.O. 5561/44 is cancelled.)



**6290.—Torpedoes—U.S.A., 22·4-in., Mark 13—Humidity Detector in Gyro Compartment**

(A.S. 8488/44.—30 Nov. 1944.)

The 22·4-in., Mark 13, Torpedoes and Mods. may have the air in the gyroscope compartment dehydrated by silica gel contained in two linen bags; accompanying the bags is a humidity detector. In addition, the gyroscope transporting can may also contain silica gel.

2. The detector is a 4-in. by 2-in. paper envelope; one side is perforated and the other contains a cellophane window. At the side of this window is a paper strip coloured, in varying degrees, from blue to "near white"; the colours are marked Active 0 per cent. humidity, 10 per cent., 20 per cent. or 40 per cent. humidity. The envelope contains powder crystals of a "bluish" colour.

3. The state of the air in the gyroscope compartment can readily be checked by observing the colour of the contents of the envelope and comparing with the coloured strip in the envelope window. This also provides a ready means of telling whether the silica gel requires renewal or rejuvenation.

4. Renewal material for the envelope contents cannot be provided.

5. If desired, Tell-Tale silica gel, Naval Store Pattern No. 182, may be used in lieu. Silica gel and indicator must, of course, be removed before shipping gyro.

**6291.—Torpedo Stores—Additions to Chests, Spare Gear, 18-in., Marks XII-XII\*\*\* and XV**

(A.S. 13742/44.—30 Nov. 1944.)

The following items will be added to the contents of "Chests, spare gear, 18-in., Marks XII-XII\*\*\* and XV" in the proportions indicated, viz. :—

Item	St. No.	Quantity per chest
Screws, stop valve spindle, blowing heads ... ..	8695	1
Washers, celluloid, cap securing plunger, weight locking catch ... ..	5734	3
Screws, securing weight locking catch ... ..	894A	1
Screws, securing stops limiting H.R. helm ... ..	8019	6
Screws, locating brackets (St. Nos. 8989 and 8990) ... ..	8992	6
Screws, locking, locating screws (St. No. 8992) ... ..	8993	6
Bolts, securing brackets (St. Nos. 8973, 8974, 8975 and 8991) ... ..	8994	6
Nuts for bolts (St. No. 8994) ... ..	8900	6

2. Aircraft carriers, Naval air stations, M.A.T.M.Us. and C.F. bases concerned are to demand the quantities of the above items required to complete chests carried from the nearest torpedo depot.

3. Labels of chests and torpedo store accounts are to be amended as necessary.

(F.O.N.A.S., No. 5383/505/12, 27th Jul. 1944.)

**6292.—"A" Bracket Bearings fitted with Railko Bushes manufactured by Messrs. Small & Parkes, Ltd.—Clearance**

Minor Landing Craft

(D./D.C.O.M. 5199/44.—30 Nov. 1944.)

Instances have occurred of propeller shafts of minor landing craft partially seizing in Railko "A" bracket bushes, causing overheating and fracture of the propeller shaft inside the bush.

2. This condition is due to—

(a) insufficient clearance between propeller shaft and bearing,

(b) inadequate flow of water through the bearing.

3. A clearance of at least 0·010-in. as fitted is essential for safe operation.

4. Bearings supplied as replacements may be too small in the bore to give this minimum clearance, in which case the bushes should be eased out by scraping or filing until the required clearance is obtained.

5. In addition the edges of the water grooves are to be well rounded off with a file.

6. Bearings with modified water grooves and of dimensions to give the required initial clearance will be introduced as soon as possible.

7. Railko bushes are only approved for use in minor landing craft in cases where rubber bushes are not available and demands for replacements should be met if possible by cutless rubber bearings which are interchangeable with the Railko bearings.

**6293.—Main Engine Fuel System—Modification to L.C.T.(3), L.C.T.(4), L.C.T.(R), L.C.T.(E), L.C.G.(L), L.C.G.(M)**

(D.C.O.M. 5292/44.—30 Nov. 1944.)

The fuel systems of the above-mentioned craft being fitted for tropical service in the Eastern Theatre are to be modified by the addition of a ready-use tank in the main engine fuel system.

2. The fuel systems are to be modified as shown in red on A.F.O. Diagram No. 420/44(1-2), the ready-use fuel tanks being sited as follows :—

L.C.G.(M) ... On the port side of the engine room immediately abaft the port generator and forward of the battery. The tank to be fitted so that the top of tank is approximately 10 in. below deck heads.

L.C.T.(3) ... On the forward engine room bulkhead slightly to starboard of the centre line. Existing hand priming pump and small pipework, etc., to be moved as necessary to accommodate. Tank to be fitted so that tank top is 10 in. below deckhead.

L.C.T.(4) ... On the starboard side between 66 and 68 stations outboard of main engine strainers. Tank to be fitted so that top of tank is approximately 10 in. below deckhead.

3. Fuel tanks, semi rotary pumps and fuel cocks will be supplied by the Admiralty and are to be demanded from E.-in-C. Department (E.N. 12), Admiralty, Spa Hotel, Bath. Telephone No. Bath Tennyson 8771. Demands must in all cases state the numbers of the craft for which the items are required and should indicate the latest acceptable date of delivery.

4. An A. and A. item, classification "A\*", should be raised to cover this work, which is to be carried out while craft are in hand for conversion and fitting for tropical service.

5. A separate order will be issued regarding the method of operation of fuel systems in which the ready-use tank has been fitted.

6. This order applies only to craft which have been or will be fitted for service in the Eastern Theatre. It does not apply to craft operating in Home Waters or in the Mediterranean.

**6294.—Diesel Generators, Superior Model G.D.B. 8—Crankshaft Alignment—REPORTS**

L.S.T. (2) and Repair Authorities

(D. 20472/44.—30 Nov. 1944.)

Experience since the issue of A.F.O. 5318/44 has shown the need for more care in the alignment of crankshafts of new and re-conditioned engines. In re-conditioned generators fitted in L.S.T. (2) the clock gauge readings in one or more of the eight cranks have been found to be already on, or slightly above, the acceptable limit before the engines have done any running. Such practice is understood to be the principal cause of the failures of the shafts and bearings which have been occurring. On account of these failures the critical situation regarding spares for these engines has become worse.

2. In a new or re-conditioned engine of this design there should be no perceptible deflection in any of the crank webs when checking the alignment with a clock gauge. The fact that a new or re-conditioned engine can be turned easily by hand cannot be accepted as evidence that the crankshaft alignment is even reasonably good.

3. The hardened and heat-treated crankshafts of these engines are liable to distort in transit or during storage. Attempts should not be made to straighten shafts found to be slightly bowed when supported on V-blocks. Provided the crank web clock gauge reading obtained with the shaft in its bearings with the caps on and tightened down, are satisfactory, no trouble should be experienced.

4. The crankshaft alignment of all Model G.D.B. 8 engines refitted prior to the issue of A.F.O. 5318/44 should be checked at the first opportunity and a report containing the following information forwarded (in duplicate) to the Engineer-in-Chief (E.N. 28), Admiralty, Bath :—

(a) Maker's number of engine.

\*(b) Total running hours since new (approximately).

(c) Running hours since last overhaul.

(d) Whether new or re-conditioned crankshaft has been fitted, and if so, number of running hours with new shaft.

(e) Number and position of new main bearings fitted at last overhaul.

(f) Number and position of new crankpin bearings fitted at last overhaul.

(g) Deflection of crankshaft as indicated by clock gauge readings to the nearest quarter of a thousandth :—

Crank numbers (*Note*.—Dynamo end being No. 8) :—

1 2 3 4 5 6 7 8

(h) Remarks as to general performance of engine and any serious breakdowns that have occurred with dates.

\* If no records are available as to the total running hours a rough estimate is to be made from the ship's log of the total number of hours at sea and in harbour when one or more generators were running.

(A.F.O. 5318/44.)

#### 6295.—Diesel Generators, Superior Model G.D.B. 8—Hand Priming Pumps for Lubricating Oil System

L.S.T. (2)

(D. 20432/44.—30 Nov. 1944.)

Experience has shown the need for priming the lubricating oil system of the above-mentioned engines before starting. For this purpose a hand pump is to be fitted to each engine. This work is to be treated as an urgent defect and is to be carried out by ship's staff at the first possible opportunity with the aid of the repair authority concerned. Semi-rotary hand pumps with  $\frac{3}{4}$ -in diameter suction and delivery are available on demand from Landing Ship Material Supply Officer.

2. With each pump a three-way cock of the "L" port type will be supplied. This cock is to be fitted on the delivery side of the hand pump so that :—

(a) the pump may be used for priming the engine ;

(b) the hand pump may be isolated when the engine is running ;

(c) the pump may deliver through an open ended pipe to a bucket when emptying the oil sump.

3. The hand pump is to be bolted in a convenient position above the extension to the sub-base (Item 13 of Nomenclature of Parts—Water Pump Side—Maker's Instructional Manual, page 6). The suction for the hand pump is to be taken from the lubricating oil suction pipe (item 22) on the sump side of the suction screen (item 12), and the delivery led into the horizontal length of pressure pipe between the relief valve (item 4) and the strainer (item 9). These pipes are to be removed and  $\frac{3}{4}$  in. saddle pieces brazed on for the hand pump connections.

4. A  $\frac{3}{4}$ -in. valve is to be fitted on the hand pump suction to isolate the pump when the engine is running. This valve is to be obtained locally.

5. On completion of the work, steps are to be taken to instruct engine room personnel in the operation of priming the engine. The hand pump must be operated until the engine driven pump is maintaining the normal pressure. In the event of a drop in the oil pressure the hand pump may be used to maintain the pressure until the engine is stopped. When the hand pump is not in use the valve on the suction side and the three-way cock on the delivery are to be in the closed position.

#### 6296.—Diesel Engines (U.S.A.)—Automatic Temperature Regulators for Fresh and Salt Water Cooling Systems

General Motors Engines : Models 268A, 278, 278A and 567

(D. 17901/44.—30 Nov. 1944.)

A diagram has been compiled by the Bureau of Ships (U.S.A.) to provide in a convenient form general information in regard to the care and maintenance of the automatic temperature regulators fitted in the fresh and salt water cooling systems of General Motors Diesels (Models 268A, 278, 278A and 567). This has been reproduced as A.F.O. Diagram No. 419/44.

#### 6297.—Lubricating Oil for Turbines U.S. Navy Symbol 2190T

(N.S. 850/44.—30 Nov. 1944.)

With a view to providing a single grade of oil for use in forced lubrication systems, acceptable to ships of both British and U.S. Navies, it has been decided to supply U.S. Navy oil symbol 2190T, complying with U.S. Navy Specification No. 14—0—15(int) dated March, 1943, in lieu of Admiralty S.M.L.O. to all bases abroad where supplies are made by direct Shipment from U.S.A. Stocks of this 2190T grade will not be available for general supply to H.M. ships during 1945 except in the Pacific Area. At other places, supplies will generally be available for issue only to U.S. built Escort Carriers.

2. The Department of National Defence, Canada, has established an oil for turbine lubrication, containing anti-oxidant and anti-rust additives. This oil has been designated D.N.D. 356, is equivalent to U.S. 2190T and may be accepted for supply to H.M. ships calling at Canadian bases.

"Attention is drawn to the necessity for care in discriminating between Oils D.N.D. 356 and D.N.D. 365.

The latter is a detergent oil for use in I.C. Engines and corresponds with U.S. Navy Symbol, 9250—".

3. Existing arrangements for supply of Admiralty S.M.L.O. at all home bases will remain in force.

4. Provided the instructions contained in A.F.O. 3779/44, paragraphs 4, 6 and 7 are carefully observed, no difficulty when changing over from S.M.L.O. to 2190T need be anticipated so far as main engines are concerned.

In certain types of auxiliary engines, however, in which the oil sumps, etc., are coated with a special oil resisting paint, it is possible that some difficulty may arise due to the solvent action of 2190T oil on paint.

For this reason it will be necessary, pending further experience with 2190T, to maintain stocks of Admiralty S.M.L.O. at all principal ports. Ships are to carry sufficient Admiralty S.M.L.O. to meet possible requirements for auxiliary machinery and, when forwarding demands for replenishment of lubricating oil, the quantity of S.M.L.O. required for this purpose is to be specially indicated.

5. 2190T oil exhibits detergent properties which are not displayed by S.M.L.O. Where systems have been in use for long periods without thorough cleaning there is a possibility that 2190T may dislodge dirt or grit from pipes and passages ; the filtering arrangements should therefore be kept under close observation when a change to 2190T is made.

6. Reports of any difficulty experienced when using 2190T oil are to be forwarded to the Admiralty. In this connection attention is drawn to A.F.O. 3779/44, paragraphs 8 and 9 relative to the importance of taking samples of both new and used oil to enable the cause of the trouble to be investigated.

7. The necessity for continued maintenance of stocks of S.M.L.O. will be reviewed in the light of reports received.

8. Supplies of U.S. Navy Symbol 2190T will be made in orange coloured drums each of 45 Imperial gallon capacity with the description "N.S.2190T" stencilled on ends.

(A.F.O. 3779/44.)

**6298.—A.C. Supply Outfit D.T.D.—Fitting-out Information**

(R.E. 12966/44.—30 Nov. 1944.)

A.S.E. installation specification No. B.411 has been prepared to show the method of fitting and wiring A.C. supply outfit D.T.D.

2. Copies of the specification have been forwarded to the Commanders-in-Chief, East Indies Station and Western Approaches; Admirals Superintendent, Chatham, Devonport, Portsmouth, Ceylon, Alexandria, Orkneys, Rosyth and Kilindini; Flag Officers-in-Charge, East Africa, West Africa; Director of Coastal Forces Material; Director of Combined Operations Material; Commodore, Algiers; Commodores Superintendent, Gibraltar, Malta and Simonstown; Commodores-in-Charge, Sheerness and Halifax; Commodore Commanding, R.I.N., Bombay; to the Captain-in-Charge, Bermuda; Captain Superintendent, Durban; Commodore (D), Londonderry; Naval Headquarters, India; Deputy Superintendent, Pembroke; Naval Secretary, Wellington; Naval Secretary, Melbourne for the Officers concerned at Melbourne, Sydney and Fremantle; to the Secretary, Naval Board (N.D.A.), Ottawa; Chief Constructors-in-Charge, H.M. Naval Repair Bases, Corpach and Dunstaffnage; to the B.A.D. Washington.

3. Copies of the specifications have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London, South Wales, Belfast, Scottish and North Eastern Areas; Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with A.C. supply outfit D.T.D. are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.411

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

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

**6299.—Radar Type 272—Replacement by Type 277***"Loch" Class Frigates and "Castle" Class Corvettes*

(R.E. 01871/44.—30 Nov. 1944.)

For the guidance of refitting authorities concerned, a number of drawings have been prepared showing the work involved in converting Radar Type 272 to Type 277 in the above vessels. Print copies of these drawings, as under, may be obtained from the Admiralty.

- Messrs. W. H. Smith and Company's drawings P.F.F. 17/a, 21, 22, 23, 24, 26, 28, 29, 30, 32, 34, 39, 40, show "as fitted" arrangements in Type 277 offices which were completely prefabricated and these drawings are to be used for general guidance only, the relevant A.S.E. specifications being consulted as necessary.
- In addition to the rewiring required inside the office which should be on the lines of Messrs. Smith's drawing P.F.F.39 and 40, modifications to the H.P. supply arrangements will be necessary when converting from Type 272 to Type 277.

A diagram to show the method of using the existing terminal box to best advantage is shown on drawing No. D.E.E. 13147, from which it may be noted that accommodation can be found for all H.P. circuits except the Port and Starboard heating circuits which should be led through bulkhead glands.

- The L.P. and miscellaneous cables should be taken into the office through the existing miscellaneous circuits terminal box. Any cables which cannot be accommodated in this box should be taken through bulkhead glands or deck tubes.
- An aerial terminal box as shown on Messrs. Smith's drawings is not provided in the Type 272 offices and for the conversion the cables shown in this box should be led in through glands or deck tubes direct to the apparatus.

**6300.—Radar, Type 275—Modification to A.P.W. 7015 Trigger Unit Design B**

(R.E. 03233/44.—30 Nov. 1944.)

In order to reduce H.T. ripple the following modification is to be carried out by ships' staff.

2. Refer to Diagram 18 in Handbook RH.460 (3) :—

- Replace R.30 by resistor, Pattern W.1594A, 22,000 ohms,  $\frac{1}{2}$  watt.
- Connect the discarded resistor, Pattern W.3036A, 270 ohms,  $\frac{1}{2}$  watt, between the "Synch Output" side of C.20 and earth.
- Correct the diagram calling the resistor now connected in (b) R.34.

3. Ships concerned are to demand from local bases, quoting this order as authority, one in number, Pattern W.1594A resistor, 22,000 ohms,  $\frac{1}{2}$  watt.

**6301.—Receivers A.R.88**

(R.E. 12972/44.—30 Nov. 1944.)

Receivers AR.88 bearing serial numbers below 01600, were manufactured with one unsuitable type of condenser, viz. Item C.119 in handbook.

2. This action was taken to avoid delay in production as the correct type was not at that time available.

3. Stocks of the correct type are now forthcoming and ships and stations having receivers AR.88 bearing serial numbers below 01600, are to demand from S.N.S.O., Haslemere, one in number Type 1089 condenser, 0.003 mfd., for each receiver held, quoting this A.F.O. as authority and to arrange replacement by ships or base staff of item C.119, position of which is shown on figure 9, page 27 of the handbook supplied with the receiver.

4. Bases and yards holding or receiving receivers AR.88 bearing serial numbers below 01600 should similarly demand Type 1089 condensers from S.N.S.O., Haslemere, and on receipt arrange for them to be fitted.

5. The 0.003 mfd. condenser which is displaced should be disposed of locally.

**6302.—Radar Interference to W/T**

(R.E. 12666/44.—30 Nov. 1944.)

Many cases of interference to W/T reception are due to poor earthing of screened cables carrying pulses to and from Radar transmitters.

2. Ships experiencing interference are to examine the earthing at each end of such pulse carrying cables, and to ensure that the earthing is efficient.

**6303.—W/T Set Type TCS—Modification***(Ships concerned)*

(R.E. 13001/44.—30 Nov. 1944.)

It has been reported that arcing has occurred between the leads which cross each other inside the loading coil L-108 in the U.S. Naval transmitter-receiver, Type TCS.

2. Arcing can be prevented by bending the leads apart to allow clearance of half an inch.

3. This modification, which involves the removal of the loading coil L-108 and removal of its end plate, is a somewhat intricate operation and should be carried out by Base staffs, or under special circumstances by ships' staffs.

**6304.—R.N. Shore Wireless Stations—Type 610—Replacement of Switch and Relay Unit, Design 2, Pattern 53913 by Relay and Test switch Unit, Pattern 55494***(R.N. Shore Wireless Stations, Naval Air Stations and Shore Establishments supplied with Wireless Apparatus)*

(N.S. 35674/44.—30 Nov. 1944.)

Switch and relay unit, Design 2, Pattern 53913, used for the remote control of Type 610, has been superseded by relay and test switch unit, Pattern 55494, as the former has proved unsatisfactory in service.

2. Shore wireless stations and other shore establishments fitted with Type 610 are to demand the appropriate quantity of relay and test switch unit, Pattern 55494, to replace the existing unit, Pattern 53913.

3. On receipt of the new unit, which is complete with relays, Pattern W.211, and "spark quench" arrangements, the old relay, Pattern W.211, is to be returned, suitably packed, to:—

N.S.O. (Tyne),  
Dex Garage,  
New Bridge Street,  
Newcastle-upon-Tyne.

marked "For Survey".

4. The unit, Pattern 53913, minus the relay, Pattern W.211, should be returned to the nearest S.(N.S.O.) to be brought to produce.

5. Specifications and Establishment Lists will be amended.

### 6305.—W/T Transmitter, Type T.B.L.—Wavemetering

(R.E. 12996/44.—30 Nov. 1944.)

It has been reported from sea that difficulty has been experienced in setting up transmitter, Type T.B.L., at frequencies above 16,000 Kc/s. when using American wavemeters, Types L.M.11 or L.M.18.

2. The difficulty is due to the fact that at frequencies above 16,000 Kc/s. the output from the transmitter wavemeter terminals is of a frequency which is one-quarter of the final frequency of the transmitter while the wavemeter oscillator operates at one-fifth of the final frequency. The correct "dead space", therefore, is that corresponding to zero beat between the fourth harmonic of the transmitter wavemeter output and the fifth harmonic of the wavemeter oscillator. This beat note is comparatively weak and it is easy to tune instead to the stronger beats between lower harmonics, usually the second and third, and thus to set up the transmitter on the wrong frequency.

3. This difficulty can be overcome by following the procedure outlined below when tuning the transmitter to frequencies above 16,000 Kc/s. :—

- (i) Divide the output frequency required from the transmitter by four.
- (ii) Set the wavemeter L.M.11 or L.M.18 to this frequency after carrying out a crystal check on the nearest crystal check point.
- (iii) Set the master oscillator tuning dial to the approximate reading obtained from the typical tuning curves in the handbook of the T.B.L.
- (iv) Tune the master oscillator by turning the tuning control about this reading until a loud beat note is heard and then adjust to zero beat note. This beat note, and there should only be one loud one over the whole of range 8 of the T.B.L., is the beat note between the output from the wavemeter jack on the T.B.L. and the fundamental of the wavemeter.

4. No change in existing procedure is necessary for wavemetering the transmitter at frequencies below 16,000 Kc/s.

5. The same procedure should be adopted when using outfit G.N. (Wavemeter G.73) for wavemetering Type T.B.L.

### 6306.—Asdic Installation, Type 149, and Mass Procedure Teacher A/S 518—Establishment Lists

(N.S. 019277/44.—30 Nov. 1944.)

Establishment Lists of Naval Stores comprising the undermentioned Asdic installations have been prepared and copies will be distributed to the services concerned by the Superintending Naval Store Officer, R.N. Store Depot, Copenacre, Hawthorn, Wiltshire, viz. :—

No.	Date	Description
A/S 131	3rd October, 1944 ... ..	Asdic installation, Type 149
A/S 132	3rd October, 1944 ... ..	Mass procedure teacher A/S 518

### 6307.—Echo Sounding Equipment—Types 758N/P (Navigational) and Types 761/P (Dual Purpose) Sets—Fitting Policy and Caution Regarding use of Dual Purpose Sets for Navigation

(N.S. 015550/42.—30 Nov. 1944.)

The above sets only differ as regards the recorders fitted, and conversion from "Dual Purpose" Sets to "Navigational" is thus effected merely by changing recorders. In this connection "Navigational" sets use Recorders, Pattern 6996 (110 volts) or 6995 (220 volts), and "Dual Purpose" sets use Recorders, Pattern A.969/B (110 volt) or A.970/B (220 volt).

2. It has been decided to cease fitting "dual purpose" sets as soon as possible, and also to introduce a new Type 765 (series) "Navigational" set, but the latter is not yet in full production.

3. In order to advance as far as practicable the date when Type 765 (series) will be available, production of the older sets and recorders has been reduced to the minimum necessary to meet ship requirements in the interim. Production of "dual purpose" recorders has been stopped and that of "Navigational" recorders been increased to some extent in order to compensate for this stoppage.

4. It follows :—

- (a) That "dual purpose" recorders will continue to be fitted in A/S vessels until stocks are exhausted.
- (b) That it will only be possible to convert Type 761/P "dual purpose" to Type 758N/P "navigation" sets in existing ships where the "dual purpose" recorders fitted are beyond repair and have to be replaced by spare "Navigational" recorders.
- (c) That conversion of all the sets at (b) above to Type 765 (series), though practicable, will inevitably be a long term project which cannot yet be authorized.
- (d) That no further action will be taken to replace "dual purpose" Recorders, Pattern A.969 and A.970 by modified Recorders, Pattern A.969B and A.970B, incorporating selective switching arrangements.

#### Dual Purpose Sets—Caution regarding use for Navigation

5. Operational instructions for "dual purpose" sets when used for the special function which they were primarily intended to fulfil, are contained in C.B.4256.

6. "Dual Purpose" recorders have shallow and deep water scale ranges of 75 and 150 fathoms. To obtain the high number of transmissions per second needed for fulfilling their special function, they are also arranged to give four transmissions per revolution and are fitted with four pens so that one will traverse the paper after each transmission.

7. The above arrangement can give rise to ambiguity when reading ordinary soundings because, in deeper water than the scale range in use, the sounding trace will be recorded by the second, third or fourth pens to traverse the paper after each transmission. The actual sounding may thus be the scale reading, or the scale reading plus once, twice or three times the scale range. As an example, if the 150 fathom scale range is in use and the scale reading is 25 fathoms, the sounding may be 25, 175, 325 or 475 fathoms, and, except to the very limited extent explained below, there is no means of deciding which of the alternatives is the actual sounding unless the depth is already known within the wide limits of plus or minus 75 fathoms.

8. In an attempt to eliminate ambiguity in so far as depths under 150 fathoms are concerned the modified recorders referred to in paragraph 4 (d) above were introduced. In these recorders a switch was provided to reduce (when desired) the number of transmissions to only one per revolution and to cut out from the recording circuit all pens except the one traversing the paper immediately after this transmission. With the 150 fathom scale in use and the switch to "one pen" there will then only be a trace on the record if the depth is less than 150 fathoms, and therefore (in theory) no ambiguity in depth of 0—150 fathoms.

9. Unfortunately the effect of reducing the number of echoes received by a quarter tends also to reduce the strength of the trace. Although this reduction in strength is not in the same proportion it was found that the amplification available was not sufficient to ensure a "one pen" trace in depths down to 150 fathoms, and hence it cannot in practice be safely assumed that no sounding trace always indicates that the depth exceeds 150 fathoms.

10. The substitution which has been authorized of S.P.2 for N.R.41 valves in the amplifiers of Types 758 (series) 761 (series) and 764 (series) sets gives some increase of amplification but a "single pen" trace in depths under 150 fathoms still cannot be guaranteed since it depends not only on the equipment being fully efficient, but also on reasonably low sound energy losses in transmitting and receiving through the hull. These sound energy losses differ considerably in individual ships since the factors governing them are thickness of plating and the angle of the hull plating to the horizontal at the positions where the oscillators are fitted.

11. Commanding Officers are therefore warned to exercise caution when interpreting ordinary navigational records obtained with "dual purpose" sets, and also not to rely on the selective switching arrangements provided in Recorders, Pattern A.969B and A.970B for ascertaining whether the sounding is less or more than 150 fathoms unless it has been found by previous experience that a "one pen" trace can always be obtained down to 150 fathoms.

(C.A.F.O. 276/43 and A.F.Os. 6183/42 and 1097/43 are cancelled.)

### 6308.—Naval Air Radio—Aircraft Radio—S.C.R. 522 power units—Provision of H.T. Fuse

(N.A.R./A.C.R.D. 1025/44.—30 Nov. 1944.)

An H.T. short in the S.C.R. 522 (T.R. 5043) or power unit may lead to the burning out of the rotary transformer. To prevent this a 500 m.a. fuse is to be incorporated forthwith in the H.T. output of power units, type 5015 (110K/247), type 5016 (110K/248), type 15 (10K/36), type 16 (10K/37) and type 5016A (110K/914) when not already modified.

2. The undermentioned items of equipment are required and are to be demanded from the appropriate R.N. store depot:—

Item No.	Stores Ref. No.	Nomenclatures	Qty.
1	10H/376	Holders, fuse type 13	1
2	10H/238	Fuses, type 29 (500 m.a. cartridge)	1
3	5E/1358	Cable, L.T., Unicel 4	As reqd.

3. The procedure for power units, types 5015, 5016 and 5016A, is as follows:—

- (i) Remove the cover from the power unit.
- (ii) Remove the screws which secure the panel carrying the W plugs. Remove the fixing screw and nut of the 4 mfd. condenser at the right hand end of the panel, if fitted.
- (iii) Drill a  $\frac{5}{16}$  in. diameter hole centred  $1\frac{1}{8}$  in. from the bottom of the panel and  $\frac{5}{16}$  in. from the right hand edge (adjacent to the 2-pole W plug). Fit the fuse holder in this hole, soldering tags uppermost.
- (iv) Identify the pink wire connecting terminal "300+" on the rotary transformer to "HV+" on the terminal strip. Disconnect both ends of this wire and remove completely or cut back as far as possible at both ends. Remove the two eyelets.
- (v) Using these eyelets and two lengths of Unicel 4 cable, connect the "300+" terminal to one tag on the fuse holder and the "HV+" terminal to the other tag.
- (vi) Insert a 500 m.a. cartridge fuse in the holder.
- (vii) Replace and secure the 4 mfd. condenser and panel.
- (viii) Tie the new wires to existing wires with thread, where possible.
- (ix) Replace the cover on the dynamotor unit.

4. The procedure for power units types 15 and 16 is as follows:—

- (i) Remove the cover from the power unit.
- (ii) Drill a  $\frac{5}{16}$  in. diameter hole centred 1 in. from the top and  $\frac{5}{16}$  in. from the right hand edge of the panel carrying the W type plugs. Fit the fuse holder in this hole, soldering tags uppermost.
- (iii) Identify the lead between the HT+ brush holder on the rotary transformer and the HT terminal on the suppressor. Disconnect this lead at the brush holder end, removing and retaining the eyelet. Cut the binding holding this lead and draw it through the rubber grommet. Connect the free end to the upper soldering tag on the fuse holder.

(iv) Connect a length of Unicel 4 cable (21 in.) between the remaining soldering tag on the fuse holder and the HT+ brush holder on the rotary transformer, taking it through the rubber grommet and utilizing the eyelet removed in paragraph 4 (iii) for connection to the brush holder.

(v) Bind the new leads with thread to replace the binding removed in paragraph 4 (iii).

(vi) Insert the fuse in the fuse holder and replace the cover on the power unit.

(A.F.O. 5254/43 is cancelled.)

### 6309.—Confined Spaces—Precautions to be Observed before Entry

(D/M.D.G. 55000/44.—30 Nov. 1944.)

Another fatal accident has occurred due to personnel entering confined spaces without regard to existing regulations governing the entry of such spaces when opened. The necessity for ventilating the lower parts of such compartments is particularly stressed.

2. Attention is again directed to K.R. & A.I., Article 696, Engineering Manual (B.R. 16), Chapt. XII, Sect. 2, and H.D. Regulations, Art. 520.

(K.R. & A.I., Article 696, Engineering Manual, Chap. XII, Sect. 2, H.D.R., Art. 520)

### 6310.—Aircraft Equipment—Accounting and Checking Procedure—Temporary Forms A.44/BB for Barracuda III

(A.E. 6195/44.—30 Nov. 1944.)

Forms A.44/BB for Barracuda III are to be prepared and 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.

A.44/BB—Barracuda III—Column 1 refers to Appendix "A", Serial No. 1517.

#### Part B

Col. I	2	3	4	5	6	
—	—	—	Engine, Merlin 32, Serial No. ....	No.	1	
5D	107	27D/2020	Cockpit cover ... ..	No.	1	
6D	108	27D/2021	Engine cover ... ..	No.	1	
7D	108a	26BT/6696	Pressure head cover ... ..	No.	1	
8D	108b	26BT/6726	D.R. compass cover ... ..	No.	1	
10D	111	27D/2071	Propeller mechanism cover ... ..	No.	1	
9D	112	27D/2072	Propeller blade covers ... ..	No.	4	
18D	138	27C/1183	Dinghy, aircraft, type M, Mark I complete ... ..	No.	1	
23D	146	—	Emergency pack ... ..	No.	1	
69C	230a	6A/1672	Compass, type P-11 ... ..	No.	1	
52C	694	6A/1595	Clock { Mark IIC, fluorescent ... ..	No.	1	
or	—	or	or (pilot)			
51C	694	6A/1104	Mark IIC, luminous ... ..	No.	2	
51C	694	6A/1104	Clocks, Mark IIC, luminous (rear cockpits) ... ..			
128A	286a/460a	7B/982	Signal pistols, No. 4, Mark I* ... ..	No.	2	
59D	306/473	27N/12	Fire extinguishers, hand type ... ..	No.	2	
100D	314	27F/1870	De-icing pump ... ..	No.	1	
62D	316	6F/198	Safety harness { Type Q (pilot) ... ..	No.	1	
63D	386	6F/167		Type B (observer) ... ..	No.	1
64D	464	6F/172		Type E (gunner) ... ..	No.	1
72D	318	26BT/	Control locking device ... ..	No.	1	
85D	308	26BT/	Sanitary containers { single type ... ..	No.	1	
86D	400	26BT/		dual type ... ..	No.	1
51F	212	36DD/53090	Engine data plate ... ..	No.	1	
or	—	or	or			
53F	214	36DD/53091	Engine data card ... ..	No.	1	
90D	320	6F/158	Speaking tube, mouthpiece { pilot's ... ..			No.
91D	390	6F/163		{ observer's ... ..	No.	1
66C	371	6A/380	Compass { Type O.2 ... ..	No.	1	
or	—	or				or
67C	371	6A/892	Type O.2A ... ..	No.	6	
—	—	—	Compass correction cards ... ..			

## Part B—contd.

Col. 1	2	3	4	5	6	
83D	385	26BT/	Cushions { observer's ... .. No. 1	No.	1	
84D	514	26BT/				{ gunner's ... .. No. 1
107B	422	5C/369	Inspection lamp, Mark II ... .. No. 1	No.	1	
1A	452	7J/1166	Guns, Vickers, G.O., .303-in. ... .. No. 2	No.	2	
2A	455	7J/1342	Magazines, No. 2, Mark I ... .. No. 12	No.	12	
102B	475	5A/760	Signalling lamp { Type A ... .. No. 1	No.	1	
or						{ or
104B	475	5A/2334	{ Type B ... .. No. 2	No.	2	
76D	481a	26BT/	Jacking pads { Bottom latch pins ... .. No. 2	No.	3	
77D	481b	26BT/				{ Main wing ... .. No. 3
78D	481c	26BT/				{ Wing components ... .. No. 8
79D	481d	26BT/				{ Front fuselage ... .. No. 2
			Communication, radio * .. .. No. 1	No.	1	
			* .. .. No. 1	No.	1	
			* .. .. No. 1	No.	1	
			Beacon receiver	No.	1	
			I.F.F.	No.	1	
			Radar	No.	1	
			* .. .. No. *	No.	*	
			* .. .. No. *	No.	*	
			Radio altimeter	No.	1	
			Any other radio	No.	*	
			* .. .. No. *	No.	*	
			* .. .. No. *	No.	*	
			Crystals, Ref. No. ....	No.	*	
			Ref. No. ....	No.	*	
			Ref. No. ....	No.	*	
			Ref. No. ....	No.	*	
			Ref. No. ....	No.	*	
			Ref. No. ....	No.	*	

## Part C

25A	1/41	11A/572	Bomb carriers, light series ... .. No. 2	No.	2
55A	3/43	11A/1443	Bomb carriers { Detachable assembly ... .. No. 6	No.	6
or		or			
55aA	3/43	11A/2900	{ Detachable, special ... .. No. 2	No.	2
50D	34/66	27N/14	Fire extinguishers, automatic ... .. No. 2	No.	2
69A	87		Torpedo carrier ... .. No. 1	No.	1
72C	147	6A/741	Master compass { Mark I ... .. No. 1	No.	1
or		or			
73C	147	6A/1553	{ Mark IA ... .. No. 1	No.	1
15F	160	5U/421	Generator, engine driven ... .. No. 1	No.	1
			Torpedo director, type "F"—	No.	1
			Controls—ship's speed and inclination ... .. No. 1	No.	1
			Controls—avoiding action ... .. No. 1	No.	1
			Computer unit, Mark III ... .. No. 1	No.	1
			Contact unit ... .. No. 1	No.	1
			Bomb distributor, automatic ... .. No. 1	No.	1
			Compass repeater { No. 2 ... .. No. 1	No.	1
			{ No. 2 fluorescent	No.	1
			Sight, M.G., prismatic, type G.I ... .. No. 1	No.	1
			Accumulators, 12-volt, type D. ... .. No. 2	No.	2

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

## 6311.—Aircraft Equipment—Accounting and Checking Procedure—Forms A.44 Series for Certain Non-operational Types

(A.E. 6195/44.—30 Nov. 1944.)

In view of the comparatively small number of Expeditor and Traveller aircraft on charge in the Royal Navy, it is not intended to issue printed forms A.44 for these types. Stations holding these aircraft should therefore duplicate the necessary forms locally. Details of these forms are shown in Appendix I and II to this order.

2. Printed forms A.44/AT in respect of Reliant aircraft will be similar to forms A.44 series for Expeditor and Traveller since, like these types, the column for S.A.E.L. number is omitted. Details of form A.44/AT are shown in Appendix III to this order.

## APPENDIX I

A.44/JRB Ship's Reg'd No.....  
Issue/Receipt Voucher for Appendix "A" Equipment for Expeditor I aircraft on transfer

A. The items of equipment shown in Column 5 below were fitted in Expeditor I aircraft No..... on leaving..... for transfer to.....

Signature..... Signature.....  
(Consignor Unit) (Ferrying Pilot)

Date.....

## B.

Appendix A, No. 3116, Item No.	Ref. No.	Description	Denomination	Quantity on aircraft when		Remarks
				Desp.	Recd.	
1	2	3	4	5	6	7
—	—	Engines, Pratt & Whitney R-985-AN-1 or R-985-AN-3.	No.	2		Serial Nos. Pt. .... Stbd. ....
1A	7B/982	Signal pistol, No. 4, Mk. I* ... ..	No.	1		
23C	106A/529	Clock ... ..	No.	1		
26C	106A/34	Compass, type B-16 ... ..	No.	1		
29C	106A/1458	Compass correction card ... ..	No.	1		
	27N/	Fire extinguisher—hand type ... ..	No.	1		
8D	106F/22	Safety belts ... ..	No.	5		
18D	127D/	Covers—engine and propeller-hub ... ..	No.	2		
22D	—	Sanitary container ... ..	No.	1		
24D	126/	Airplane data plate ... ..	No.	1		
		or	No.	1		
		Engine data card ... ..	No.	1		
25D	126/	Keys (cabin door—2; baggage compartments—2 each).	No.	6		
27D			No.	1		
42D	126/	Control locking device ... ..	No.	1		
43D	126/	Blind flying hood ... ..	No.	1		
88E	110A/182	Throat microphones ... ..	No.	3		
90E	110A/698	Headsets ... ..	No.	3		
		Communication, radio * .. ..	No.	1		
		* .. ..	No.			
		* .. ..	No.			
		* .. ..	No.			
		Beacon receiver	No.			
		I.F.F.	No.	1		
		Radio compass	No.			
		Radio altimeter	No.			
		Radar	No.			
		* .. ..	No.			
		* .. ..	No.			
		Any other radio	No.			
		* .. ..	No.			
		* .. ..	No.			
		Crystals, Ref. No. * .. ..	No.			
		Ref. No. * .. ..	No.			
		Ref. No. * .. ..	No.			
		Ref. No. * .. ..	No.			
		Ref. No. * .. ..	No.			
		Ref. No. * .. ..	No.			

Notes.—\* Details of radio installed are to be inserted in manuscript.

† Only to be filled in when quantities differ from Column 5.

C. The following items are also to be checked when aircraft is transferred between accounting units other than by air. In the case of flight delivery they are all covered by functional test.

Appendix A, No. 3116, Item No.	Ref. No.	Description	Denomination	Quantity on aircraft when		Remarks
				Desp.	Recd.	
1	2	3	4	5	6	7
2B	105J/15 or 5J/2294	Batteries, 12-volt ... } or Accumulators, 12-volt, type D	No.	2		
1D- 5D 4F	127N/ 105U/1107	Fire extinguisher—automatic, complete } Generators—engine driven .. }	No.	1		
			No.	2		

D. The quantities shown in column 5 above (as modified by entries in column 6) have been received at..... and explanations of any discrepancies inserted.

Signature..... Signature.....  
(Consignee Unit) (Ferrying Pilot)  
Date.....

This form is to be prepared in quadruplicate, the several copies being dealt with as follows:—

	Part A signed by	Part D signed by	Disposal
Original (Issue Voucher).	1. Ferrying Pilot 2. S.O.(S) of Consignor Unit (or his representative).	Officer taking custody of aircraft.	Retained by S.O.(S) of Consignee Unit.
Duplicate ...	As for original ...	1. Ferrying Pilot 2. Officer receiving aircraft.	Passed by officer taking custody to S.O.(S) of Consignee Unit.
Triplicate (Receipt Voucher).	As for original ...	S.O.(S) of Consignee Unit only.	Returned to S.O.(S) of Consignor Unit.
Quadruplicate (Ship's copy).	1. Ferrying Pilot 2. Representative of S.O.(S) of Consignor Unit.	Not required ...	Retained by S.O.(S) of Consignor Unit.

The *Duplicate* is to be taken by the Ferrying Pilot to the Consignee Unit. The *original* and *triplicate* are to be forwarded by post.

## APPENDIX II

Form A.44/GB for Traveller I aircraft is to include the following items. Parts A and D should be as for A.44/JRB for Expeditor I, amended as necessary. Column 1 refers to Appendix "A", Serial No. 3104.

## Part B

Col. 1	2	3	4	5	6	7
—	—	Engine, Pratt & Whitney R-985-AN-1 or R-985-AN-3.	No.	1		Serial No. : .....
1A	7B/982	Signal pistol, No. 4, Mark I* ...	No.	1		
21C	106A/1394	Clock ...	No.	1		
25C	106A/34	Compass, type B-16 ...	No.	1		
		Compass correction card ...	No.	1		
1D	127N/281	Fire extinguisher—hand type ...	No.	1		
5D/ 6D	106F/	Safety belts ...	No.	5		
16D/ 17D	129/	Keys (cabin door—2; rear compartment—2).	No.	4		
18D	127D/	Cover, engine and propeller-hub ...	No.	1		
20D	126JU/	Blind flying hood ...	No.	1		
68E	110A/53	Microphone ...	No.	1		
70E	110A/698	Headset ...	No.	1		
12F	—	Engine data plate ...	No.	1		
		or Engine data card ...	No.	1		
		Communication, radio *.....	No.	1		
		*.....	No.			
		*.....	No.			
		Beacon receiver *.....	No.			
		I.F.F. *.....	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

2B	105J/36 or 5J/2295	Battery, 12-volt ... } or Accumulator, 12-volt, type D	No.	1		
2D	127N/337	Fire Extinguisher—automatic ...	No.	1		
4F or 4aF	105U/109 or 105U/349	Generator, engine driven ... }	No.	1		

## APPENDIX III

Form A.44/AT for Reliant I aircraft will include the following items. Pending the issue of a printed form, stations should duplicate the necessary forms locally. Parts A and D should be as for A.44/JRB for Expeditor I and columns 6 and 7 of parts B and C as for A.44/GB for Traveller I, amended as necessary. Column 1 refers to Appendix "A", Serial No. 1441.

## Part B

Col. 1	2	3	4	5
—	—	Engine, Lycoming, R.680-13 ... ..	No.	1
3A	7B/810	Signal Pistol } No. 4, Mark I ... ..	No.	1
or	or			
4A	7B/982	} No. 4, Mark I* ... ..	No.	1
47B	105C/			
28C	106A/979	Signalling lamp, Grimes Model K-3 ... ..	No.	1
31C	6A/892	Clocks, 24-hour ... ..	No.	2
—	—	Compasses, type O.2A ... ..	No.	2
1D	127D/91	Compass correction cards (pilot—1 : observer—2) ... ..	No.	3
2D	127D/92	Engine cover ... ..	No.	1
3D	127D/93	Propeller cover ... ..	No.	1
7D	127N/7	Windscreen cover ... ..	No.	1
9D	106F/21	Fire extinguisher—hand type ... ..	No.	1
14D	126JT/	Safety harnesses, type B-11 ... ..	No.	3
16D	126JT/	Control locking device ... ..	No.	1
1F	126JT/	Picketing eyes, removable type ... ..	No.	2
—	—	Engine data plate ... ..	No.	1
—	—	or	No.	1
—	ES-678324-1	Engine data card ... ..	No.	3
—	—	Homing decode cards ... ..	No.	1
—	—	Communication, radio * .....	No.	1
—	—	* .....	No.	
—	—	* .....	No.	
—	—	Beacon receiver * .....	No.	
—	—	I.F.F. * .....	No.	
—	—	Radar * .....	No.	1
—	—	* .....	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

3B	105J/4	Accumulator, 12-volt ... ..	No.	1
—	or	or		
—	5J/2294	Accumulator, 12-volt, type D ... ..	No.	1
2F	105U/610	Generator, engine driven ... ..		
3F	127N/276	Fire extinguisher, automatic ... ..	No.	1

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

**6312.—Air Radio Repair and Test Centres at Home—Functions and Capabilities**

(A. 01250/44.—30 Nov. 1944.)

In view of the present serious shortage at home of repair facilities for air radio sets, a Naval Air Radio Repair Centre is being established in H.M.S. "Ariel", in the first instance for a period of six months.

2. (i) The centre will be under the charge of an Air Radio Officer who will be responsible to the Commanding Officer, H.M.S. "Ariel", for the work undertaken.

(ii) The centre will undertake repairs to all types and marks of radio sets excluding scanner equipment.

(iii) The staff at the centre will be assisted by ratings from the Radio Mechanics (Air) Pool recently transferred from Lee-on-Solent, and by Radio Mechanics awaiting draft.

(iv) Major repairs to scanner equipment will be undertaken at R.N. air repair yards, maintenance yards abroad and R.N. aircraft store depot workshops; minor repairs only being undertaken at R.N. air stations and in carriers.

3. While the centre in H.M.S. "Ariel" will be the main repairing agency for Naval air radio equipment in the United Kingdom, other radio workshops already in existence will continue to function as follows:—

(a) R.N. Aircraft Workshops, Almondbank, Perth, will continue as a pre-issue test centre and will undertake modifications to radio sets in stores.

(b) R.N. Aircraft Workshops, Coventry, will continue to repair a small amount of radio equipment in accordance with their capacity.

(c) R.N. Aircraft Repair Yard, Fleetlands, will repair radio equipment (other than radar) from aircraft undergoing refits at the yard while Lee-on-Solent will carry out repairs to radar equipment from the same aircraft.

(d) All other repair and maintenance yards will repair radio equipment from aircraft undergoing repair in the yards, and if sited at a Naval air station will also repair equipment from squadrons using the station.

(e) R.N. Store Depot, Barwell, will continue as a pre-issue test centre.

4. The position of the centre will be reviewed in four months time.

5. Repairable radio equipment should not be sent from using services direct to H.M.S. "Ariel", but should continue to be disposed of in accordance with standing instructions.

(A.F.O. 4470/42.)

**6313.—Slings and Cradles for Minor Landing Craft—Care of**

(D.C.O.M. 5283/44.—30 Nov. 1944.)

A large number of sets of minor landing craft slings have been lost with the result that labour has had to be employed and time expended in providing replacement.

2. Whilst there is no objection to slings being placed on deposit in the landing ship or base to which craft are allocated, administrative authorities are responsible for ensuring that they invariably accompany craft on transfer. When slings are on deposit, or laid aside, they are to be clearly marked with the serial number of the craft to which they belong.

3. Attention is also drawn to the necessity of preserving cradles for minor landing craft. When not required for immediate transportation of the craft concerned they are to be stored, under cover if possible, and maintained in a serviceable condition.

**6314.—Landing Ships and Craft—Defect Lists—Addition to**

(M./D. 019479/44.—30 Nov. 1944.)

Commanding Officers of landing ships and craft being taken in hand for refit are to include in their defect lists all electrical equipment known to have been submerged including any item temporarily renovated by washing and baking.

(A.G.M. (Home) 486AZ is cancelled.)

**6315.—Preparation of Minor Landing Craft for Shipment Abroad**

(D.C.O.M. 2635/44.—30 Nov. 1944.)

The following refers to the shipment of craft (minor landing craft) not forming part of Unit Equipment of flotillas, and which by definition will therefore be Pooled Reserve craft. C.A.F.O. 2747/43, paragraph 7, and C.A.F.O. 2005/43, paragraph 3, refer. It applies whether shipment is by merchant vessel, or in one of H.M. ships for passage. It does not refer to Unit Equipment craft embarked with all or part of their flotilla in, for example, a L.S.I.

For convenience, the shipping of craft as herein may be referred to as "freight shipment", in contradistinction from embarkation and voyage by a flotilla including its craft.

2. Instances have occurred in which the machinery and fittings of minor landing craft shipped overseas have suffered damage and deterioration whilst in transit owing to failure to put them into a proper state of preservation prior to shipment.

In future, the local Naval Authority at the port of loading will be responsible, under the Commander-in-Chief concerned, that the measures outlined in paragraphs 4 to 8 below have been properly carried out before embarkation for shipment is permitted.



3. The authority immediately responsible for actually carrying out the preparation for freight shipment is the C.O. of the L.C. Base or Officer-in-Charge of the Storage Section holding the craft at the time it is selected for shipment, unless otherwise ordered. C.A.F.O. 1732/43, amended by C.A.F.O. 2077/43, refers. If this duty is beyond the unaided capacity or resources of the particular base or Storage Section concerned, the latter's administrative authority is to issue the necessary orders for assistance to be rendered by, or for the responsibility to be transferred to another authority possessing the requisite staff and facilities.

*Note.*—It is one of the objects of the Minor Landing Craft Receipt and Despatch Staffs, defined in C.A.F.O. 2283/44, to render the necessary technical assistance in the above connection, and this organization is to be developed and employed accordingly. In the same way, the provision of ferry crews for conveyance of craft en route to freight shipment is to be made from the sources described in C.A.F.O. 2283/44, paragraphs 13 to 18, or from any further Ferry Units since or yet to be formed additional to those in the paragraphs quoted.

4. *Preparation for freight shipment.*—Portable fittings (not classified as Naval stores) and the following fitted items of the minimum Naval store outfits are to be shipped with the craft:—

Engine starting batteries (see paragraph 8 (C) below).

Bulkhead light fittings.

Radio interference suppressors, condensers and adaptors.

Apart from the above items, the craft are to be shipped bare of Naval stores. (See, further, paragraph 10 below.)

5. In order that the condition of the craft and engines can be readily assessed, and the maintenance routines carried out in accordance with A.F.O. 6010/43 when they become due, the Craft Log Books (S.1508) are to be made up to date and are to accompany the craft. They are to be placed in the steel box provided for the purpose in the engine room bulkhead or engine casing. Where no steel box is fitted, the log is to be placed in a canvas bag, labelled to show the contents, and secured in a conspicuous place in the engine room or engine casing.

6. Craft are to be clearly labelled with at least one label fixed in a prominent position, the label to state "Craft prepared for freight in accordance with A.F.O. 6315/44".

7. Craft which have been prepared for freight or that are received at loading ports by road, must not be put in the water again before being embarked. Craft arriving at loading ports by water are to be lifted and allowed to dry out before being prepared for freight.

8. The following measures are to be taken before loading:—

(A) *General*

(i) All bilges to be cleaned and dried out.

(ii) Bottoms to be scrubbed on hoisting, if at all dirty, and paintwork of hull externally made good.

(iii) Ramps of L.C.A., L.C.M., L.C.P.(R) and similar craft are not to be secured in the seagoing position, but four to five inches clearance should be left at the top to prevent rubber seating adhering to metal face.

Ramp doors should be securely lashed in this position and ramp hoisting wires slacked off.

(iv) All external bright fittings, other than aluminium fittings, liable to rust or corrode to be protected with Compound Rust Preventive C.S.1033A, or with the corresponding American Compound "Tectyl" Grade 506. Bright aluminium fittings to be protected with lanolised paint D.T.D. 279B (see A.F.O. 3701/44). In the absence of these materials heavy mineral oil or grease should be used.

(v) Ramp winches to be well oiled and greased and covered with canvas.

(vi) Ramp lifting wires, sheaves, hinges and all steering gear to be well oiled and greased.

(vii) If craft are transported in an exposed position on deck, steps are to be taken to protect craft against sun and weather.

(viii) In craft fitted with steel propeller shafts the tail shaft coupling is to be broken, shaft drawn aft as far as possible and grease worked into "A" bracket and stern tube bearings. Couplings then to be rejoined. This action is not to be taken in craft fitted with bronze shafts and outlass bearings.

(ix) One set of derrick slings which is supplied initially with each L.C.M.(1), L.C.M.(3), L.C.P.(L), L.C.V., L.C.V.(P), and L.C.P.(R) is to be put on board.

Cradles for L.C.P. and L.C.V. types should be demanded from Director of Combined Operations Material, Admiralty, as required.

(x) Craft to be stowed fairly with all bearers taking an equal load to avoid possibility of distortion of craft.

(xi) Fuel and lubricating oil tanks to be emptied and all petrol tanks protected by C.O., as described in A.F.O. 865/44.

(B) *Minor landing craft engines*

(i) Engines should be run for a few minutes until they are warm and then thoroughly drained of all lubricating oil and cooling water, care being taken that the oil is drained from oil filters, etc., and that pockets of water do not remain in manifolds and water pumps, etc.

(ii) Engines are to be treated internally and externally in accordance with A.F.O. 3701/44.

(iii) Air inlets and all open-ended pipes on exhaust, fuel and lubricating oil systems are to be blanked and protected to preclude the entry of water and dirt.

(C) *Electrical equipment*

*Motors and dynamos.*—(i) Commutators to be protected by wrapping with linen tape, on which a little pure mineral oil has been smeared.

(ii) Any bright parts to be varnished and complete unit covered with stout canvas. Canvas to be painted.

(iii) Gear, so protected, should bear a label stating that covering is to be removed before putting engine into service.

*Distributors, coils, starter and solenoid switches, etc.*—A smear of vaseline is to be left on any bright or moving parts, which are to be protected with canvas where possible.

*Terminals* should be lightly covered with vaseline.

*Batteries* to be fully charged.

Acid to be emptied and batteries to be thoroughly washed out with distilled water.

Batteries to be dried out and vent plugs refitted.

S.G. of acid removed to be recorded on a label attached to the battery. Tops of cells to be cleaned and dried, and smeared with vaseline. Batteries to be stowed tightly to prevent possibility of damage. Wooden covers to be provided.

(D) *Gunnery—General*

Small arms and ammunition outfits are to be returned to the nearest Naval armament depot together with necessary covering notes, etc., stating reason for return (e.g. craft to be shipped overseas, etc.).

On no account are small arms or ammunition to be left aboard minor craft about to be embarked for ocean passage.

On arrival at port of destination, small arms and ammunition should be demanded from the nearest Naval armament depot, in accordance with the provisions of C.A.F.O. 490/44.

(E) *Fixed armament*

(1) *L.C.A.(H.R.)*

(a) *Ammunition.*—As for small arms ammunition.

(b) *Hedgerow equipment.*—To be reduced to care and maintenance, batteries disconnected and treated as in (C) above and mounting and spigots painted and greased as necessary and covered with suitable canvas covers.

(c) *2-in. M.L. ranging mortars.*—To be dismantled, preserved with grease and packed separately for stowage below deck.

(d) *Electrical firing equipment.*—Apply a few drops of oil to the plunger and to the spring of the safety switch, taking care to ensure that oil does not reach the rubber gland of the main spindle.

Grease the bearing of the ripple firing switch handle through the channel on the inside of the handle and apply a few drops of oil to the spindle of the selector switch.

(2) *L.C.S.(M)*

(a) *Ammunition.*—As for small arms ammunition.

(b) *4-in. Mortars and power-operated 0.5-in. turrets.*—Guns and mortars to be dismantled (0.5-in. water jackets to be drained), preserved with grease, D.T.D. 143C, and packed separately for stowage below deck. Mountings to be painted and greased as necessary (0.5-in. turret to be topped up with Hydraulic Fluid, D.T.D. 144D) and covered with suitable canvas covers.

- (3) *Marking*.—All packages should be clearly marked in waterproof materials with nature of contents and the number of the craft from which the armament has been removed (e.g. 0·5-in. Vickers M/G ex L.C.S.(M) (3) No. 123) in addition to the necessary freight markings.
- (4) *Applications for assistance*, if required, should be made through the local Naval Authority to the nearest Armament Depot, or to the local F.O.G.O. or F.O.G.M.O.

9. L.C.N. (E/S and H/P equipment).

(A) *Radar equipment*—

- (i) All radar apparatus should be left *in situ*, valves should not be removed.  
 (ii) The S.O.13 mast should be securely lashed in the stowage position.  
 (iii) All canvas covers to be lashed securely in place.

(B) *W/T Equipment*

The T.C.S. and Q.H. whip aeriels should be removed and stowed in a convenient position on board the craft. The rest of the equipment should remain installed.

(C) *E/S equipment*

*Type 762*

- (i) Remove all dry (G.B.) batteries from recorder.  
 (ii) Provide and fit painted canvas covers for recorder and amplifier.  
 (iii) Pack and tally spares and dry (G.B.) batteries.

*Type 715c*

- (i) Remove dry (H.T.) battery and 2-volt (L.T.) cell from amplifier. Fully charge latter then wash out with distilled water and leave empty.  
 (ii) Unship amplifier.  
 (iii) Unship training shaft/oscillator assembly and stow where convenient on board, leaving lifting cap fitted to protect connector. Great care is necessary in arranging stowage to ensure that rubber-covered face of oscillator is adequately protected from damage.  
 (iv) Pack and tally amplifier (wrapped in damp-proof paper), spares, dry (H.T.) battery and 2-volt (L.T.) cell. Battery and cell must not be packed in amplifier.  
 (v) *Note*.—All dry batteries have a very limited "shelf life" and they may be found useless when sets are again required. If so, new ones will have to be obtained locally.

10. *Voyage and offloading*.—Craft which have been prepared in accordance with the foregoing instructions should not require any routine maintenance during voyage, and no provision for such maintenance is being made. After offloading, the engines should not be run and the craft should be kept as dry as possible, en route to the L.C. Base or Storage Section where it is to be held (in reserve).

11. No special internal treatment for engines which have been inhibited with C.S. 1746A, will be necessary before they are run, since the preservative will not affect the recommended lubricating oils.

12. *Naval stores*.—Minimum outfits of Naval stores, other than items listed at paragraph 4, are to be despatched without delay to H.M.S. "Monck" by the Landing Craft Base or Storage Section holding the craft at the time it is selected for shipment. They are to be securely cased, and the cases are to be given appropriate markings, which should be communicated to H.M.S. "Monck" for identification purposes. A certificate should be forwarded to H.M.S. "Monck", with the relevant Naval store accounts, confirming that the Naval store items listed at paragraph 4 are in place in the craft.

All Naval stores held for the craft, other than items comprising minimum outfits, are to be returned immediately to the S.N.S.O., Severn Area, special care being taken in the packing and handling of radio, radar, loud hailing and other fragile equipment. Technical assistance should be applied for, where necessary.

13. *Despatch of Naval and armament stores and spare gear*.—Admiralty will notify the receiving authority of arrangements made for the despatch of:—

- Minimum outfits of Naval stores.
- Operational outfits of Naval stores (including group store allowance).
- Naval stores for maintenance and/or after-action repair.
- Armament (other than fixed armament, *vide* paragraph 8 (D)).
- Small arms.
- Ammunition.
- Spare gear.

(O.A.F.Os. 1732/43, 2005/43, 2077/43, 2747/43, 490/44, 2283/44.)

(A.F.Os. 6010/43, 865/44, 3701/44.)

(A.F.O. 3741/44 is cancelled.)

**6316.—Warning Light for S.U. Petrol Pumps—Fitting of—As. and As.**

L.C.T.(3) (Petrol-engined)

(D. 10334/44.—30 Nov. 1944.)

In all L.C.T.(3) with Sterling Admiral engines where S.U. type petrol pumps are fitted, visual indication is to be provided to show when the pump circuit on each engine is closed. This is to be effected as follows:—

(a) An indicating lamp fitting, Pattern 5543, with ring, Pattern 5546, red shade, Pattern 5547, and lamp, Pattern 9897, is to be fitted on the engine-room bulkhead adjacent to the cocks in the suction line of the pumps, and the lamp is to be connected across the 24-volt supply to the petrol pumps, so that the lamp will light when the pumps are switched on.

(b) One such lamp is to be fitted for each engine.

2. A warning notice, worded as under, is to be fitted adjacent to the switch in the pump circuit of each engine.

"*WARNING*.—Under no circumstances must the petrol pumps be switched on when the suction line cocks are closed."

3. The above-mentioned modification is to be undertaken as an A. and A. item, classification "A".

4. The Admiralty pattern fittings mentioned in paragraph 1 (a) are to be demanded from the nearest Naval Store Depot.

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

**6317.—Rudders—Modification—As. and As.—**

L.C.T. (4)

(D./D.C.O.M. 5339/44.)—30 Nov. 1944.)

A new type of rudder has been introduced for L.C.T.(4). This rudder is in certain respects similar to the pattern in use prior to the issue of A.F.O. 3430/44 but does not require the modifications called for in that order.

2. In order to enable the rudder on any craft to be identified, the outlines of the three types are shown on A.F.O. Diagram No. 417/44.

3. Commanding Officers of craft in commission which have rudders of type A shown on the diagram, should insert an item, classification "A" in their lists of As. and As., to have the rudder modified to type B at the first convenient opportunity. Should a rudder of either type A or B need replacement, type C should be fitted.

(A.F.O. 3430/44 is cancelled.)

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

**6318.—Serrated M/S Ropes—Tests**

(N.S. 29489/44.—30 Nov. 1944.)

Serrated minesweeping ropes, 2½-in., should be retained for issue if, after test, the breaking strain is found to be at least 7·5 tons. These ropes, however, should be issued *only* to trawlers carrying the Mark II Oropesa Sweep, or, if issued for the Mark II\* sweep, should only be issued to vessels whose maximum sweeping speed through the water does not exceed 8½ knots. For all other minesweeping purposes, the breaking strain of 2½-in. serrated S.W. rope should not be less than 11 tons.

2. Serrated M/S ropes, 1½ in., which on test are found to be below the 90 per cent. limit of strength referred to in Store Duties Instructions, Article 362b, paragraph 2 (b), should be specially reported before disposal.

3. B.R. 674, Store Duties Instructions, will be amended.

(Chatham Y.L.548, dated 11 Feb. 1944.)

**6319.—Adult Education—Supply of Zip Fasteners for use in Craft Work Classes**

(N.S. 29023/44.—30 Nov. 1944.)

With a view to establishing a regular supply of zip fasteners for use in craft work classes referred to in A.F.O. 5881/44, arrangements have been made for the purchase under Subhead B, Item 9C, of 10,600 ft. of fastener as shown below from Messrs. Lightning Fasteners, Ltd., Birmingham, 6, under contract C.P. 7A/88301/44 dated 11th August, 1944:—

<i>Zip Fasteners</i>			
<i>Featherweight—</i>			
In 4-in. lengths	...	...	1,200 No.
In 6-in. lengths	...	...	2,400 No.
In 9-in. lengths	...	...	2,400 No.
<i>Lightweight—</i>			
In 12-in. lengths	...	...	2,400 No.
In 14-in. lengths	...	...	1,200 No.
In 16-in. lengths	...	...	1,200 No.
In 18-in. lengths	...	...	1,200 No.

2. Delivery will be effected to the Officer-in-Charge, R.N. Store Depot, Civic Centre, Godfrey Road, Newport, Mon., and demands should be forwarded to the Superintending Naval Store Officer, R.N. Store Depot, Stanley Mills, Stroud, Glos.

3. Shipment to Superintending Naval Store Officer, Colombo, of one-sixth of the total quantity of each size is to be arranged by the Superintending Naval Store Officer, Severn Area, to meet requirements of the Eastern Theatre.

(A.F.O. 5881/44.)

**6320.—Methyl Chloride Gas—Supply***L.C.1.(L)*

(N.S. 38619/44.—30 Nov. 1944.)

L.C.1.(L) fitted with 100 cubic feet refrigerators are to carry one 16-lb. cylinder of methyl chloride gas for recharging refrigerators.

2. Bases should arrange supply to craft concerned, requirements in U.K. being demanded from Superintending Naval Store Officer, Park Royal, and those overseas from the nearest (Superintending) Naval Store Officer.

3. The establishment of stores will be amended.

**6321.—“D” Type M.T.Bs.—Minelaying Arrangements**

(C.F.M. 4522/44.—30 Nov. 1944.)

“D” Type Fairmile M.T.Bs., Nos. 724 and later, are fitted with seatings for 3 in number chutes for ground mines and 5 in number traps for moored mines, each side.

2. The 6-pdr., Mark VII gun mounting, when fitted, rendered number 4 moored mine seating each side unserviceable.

3. In new construction of this class the moored mine seatings have been re-arranged to provide 5 serviceable seatings on each side.

4. For existing craft, Nos. 724 and later, an A. and A. item Classification “C” will be raised by the Admiralty. “To reposition moored mine seatings in accordance with Fairmile Marine Company drawing No. D.273”.

5. Copies of the drawing, and necessary materials, should be demanded from the Fairmile Marine Company, Cobham, Surrey, as required. Demands should specify the pendant number of the craft concerned.

**6322.—A.P. 1141 Guards—Withdrawal from Service**

(N.S. 35247/44.—30 Nov. 1944.)

Guards, Pattern 1141, under Subhead F2B, are being made obsolete.

2. These articles were introduced for use with temporary lighting fittings, Pattern 1074, which have been superseded by fittings, Pattern 1075.

3. Any outstanding demands for guards, Pattern 1141, should be satisfied by supply of fittings, Pattern 1075, and when fittings, Pattern 1074, still in service become defective, complete new fittings, Pattern 1075, should be demanded in replacement.

**6323.—Change-over Flap Valve for Air Filtration Systems***H.M. Ships*

(D.3073/44.—30 Nov. 1944.)

A revised design of change-over flap valve for air filtration systems of H.M. ships has been prepared and is shown on drawing D.N.C. 8/V7, dated September, 1944.

2. The valve is designed so that it can be used for left or right handling.

3. Copies of the drawing which supersedes drg. D.N.C. 8/A.357, will be supplied on application to Section 8, D.N.C. Department, Admiralty, Warminster Road, Bath.

(Portsmouth Yard Letter, 25 Feb., 1944, No. 1391.)

(A.F.O. 3653/42 is cancelled.)

**6324.—Inflammable Stores—Precautions necessary when unpacking**

(N.L. 13780/44.—30 Nov. 1944.)

A fire occurred recently at one of the R.N. store depots during the unpacking of a case containing aircraft parts, as a result of which the contents of the case were destroyed.

2. It appears that the case had been exposed to the heat of the sun's rays and that consequently the newly doped contents would be breathing an inflammable vapour which would permeate into the protective felt. Bitumastic paper lining has also been known to give off inflammable vapour under heat, particularly when new.

3. It is probable that ignition of this inflammable vapour was due to a spark, from a hammer used during unpacking, or to the creation of static electricity.

4. As the risk of a combination of these circumstances might occur in any establishment where dopes, etc., are used, the attention of all concerned is drawn to the necessity for taking precautions against creating sparks when unpacking cases which are liable to have an inflammable vapour content.

**6325.—Batteries for Fire Control Purposes—Cells—Components Required for Complete Battery of 12 Cells**

(N.S. 21279/44.—30 Nov. 1944.)

Some confusion has recently arisen in connection with the supply of connectors and sockets for batteries, and cells, Patterns 5530-2, 4, 5, 5459 and 5466. In order to reduce the difficulties, pattern numbers have been assigned (*see* Appendix B) to the components concerned, and these will be added to the Authorized List of Naval Stores under Subhead F.2A.

2. Details of the patterns and quantities of connectors and sockets required to complete batteries of 12 cells, are given in Appendix A

3. In future, battery manufacturers will supply batteries of cells complete with the requisite cable sockets and inter-cell connectors (in accordance with the Standard Specification) when ordered in this manner for the requirements of new construction, but when cells only are ordered, they will be supplied without sockets and connectors. The manufacturers concerned have been informed accordingly.

4. When complete batteries of cells are required the demands should include the requisite components in accordance with the scale shown in Appendix A.

*(Superintending) Naval Store Officers only*

5. Initial purchases have been arranged for delivery as detailed on Appendix B, and supplies to yards abroad are to be arranged in accordance with Appendix C. Further quantities required at yards abroad should be demanded in the usual way.

APPENDIX " A "  
FIRE CONTROL CELLS.  
*Components required for a complete battery of 12 cells. (With tapping at 11th cell.)*

Battery of Cells			In Trays or Crates		Components required per Battery of 12 Cells					
Patt.	Capacity (Amp. Hrs. at 5 Hr. rate.)	No. Off.	Patt.	No. Off.	Intercell Connectors		Cable Sockets		End Cell Connectors	
					Patt.	No. Off.	Patt.	No. Off.	Patt.	No. Off.
5466	550	12	5468	3 Trays (4-cell)	14100	9	14102	7	14101	6
5530	400	12	5537	3 Trays (4-cell)	14103	9	14105	7	14104	6
5532	250	12	5469	3 Trays (4-cell)	14106	9	14107	7		
			5538	2 Trays (6-cell)		10		5		
5534	150	12	5470	3 Trays (4-cell)	14108	9	14111	7		
			5539	2 Trays (6-cell)		10		5		
5535	100	12	9816	3 Trays (4-cell)	14109	9	14111	7		
			5540	2 Trays (6-cell)		10		5		
5459	60	12	5458	3 Crates (4-cell)	14110	9	14111	7		
			5457	2 Crates (6-cell)		10		5		

## APPENDIX " B "

Pattern	Description	Chatham	Sheerness	Ports- mouth	Devon- port	Stroud	Rosyth	Glasgow	Preston	Leeds	Carfin	New- castle
14100	Connectors, intercell ...	500	—	500	500	500	600	100	100	100	100	—
14101	Connectors, end cell ...	200	—	300	300	300	300	100	300	100	100	—
14102	Sockets, cable ...	200	—	300	300	300	300	100	300	100	100	—
14103	Connectors, intercell ...	300	—	500	300	1,000	4,000	200	4,000	400	2,000	300
14104	Connectors, end cell ...	200	—	200	200	500	3,000	100	3,000	300	1,300	200
14105	Sockets, cable ...	200	—	200	200	500	3,000	100	3,000	300	1,300	200
14106	Connectors, intercell ...	3,000	500	6,000	500	10,000	3,000	1,000	10,000	3,000	1,000	1,000
14107	Sockets, cable ...	2,000	400	4,000	400	6,000	3,000	600	6,000	1,500	500	600
14108	Connectors, intercell ...	3,000	1,000	3,000	1,000	1,000	3,000	1,000	5,000	1,000	—	1,000
14109	Connectors, intercell ...	1,500	1,000	1,500	1,000	6,000	2,000	10,000	5,000	20,000	—	12,000
14110	Connectors, intercell ...	1,000	—	1,000	1,000	1,000	1,000	1,000	5,000	500	—	500
14111	Sockets, cable ...	6,000	2,000	6,000	2,000	2,000	6,000	2,000	10,000	2,000	—	2,000

## APPENDIX "C"

Pat-tern		From Preston			From Stroud			
		Gib-raltar	Malta	Alex-andria	Durban	Ceylon	Bombay	Free-town
14100	Connector ...	27	27	27	45	45	45	45
14101	Connector ...	18	18	18	30	30	30	30
14102	Sockets, cable	21	21	21	35	35	35	35
14103	Connectors ...	90	90	90	90	90	90	90
14104	Connectors ...	60	60	60	60	60	60	60
14105	Sockets, cable	70	70	70	70	70	70	70
14106	Connectors ...	450	450	450	90	90	90	90
14107	Sockets ...	350	350	350	70	70	70	70
14108	Connectors ...	450	450	450	90	90	90	90
14109	Connectors ...	350	350	350	90	90	90	90
14110	Connectors ...	450	450	450	90	90	90	90
14111	Sockets, cable	350	350	350	70	70	70	70

**6326.—Barracuda Airframe Spares—Reduction in Range of Allowances**

(N.S. Air 13826/44.—30 Nov. 1944.)

A revision of the Barracuda A.S.E. allowances has resulted in large reductions in the range of items allowed to ships and air stations, details of which will be included in Amendment Lists (P. Series A.F.O.) to B.R. 377(B) and B.R. 378(B), to be issued at an early date.

2. On receipt of these amendment lists ships and stations are to return stocks of items concerned, except where retention is specially desired.

3. Any of the deleted items appearing on outstanding demands raised by the Admiralty or by R.N. store depots for ships and R.N. air stations, M.O.N.A.Bs. and S.S.Us. are to be cancelled therefrom at the Store Depots, and the corresponding lists of deficiencies amended accordingly.

**6327.—Bexoid—Introduction of, for Plotting***Coastal Force Craft*

(N.S. 35052/44.—30 Nov. 1944.)

Bexoid, matt finished sheet, 40 in. × 24 in. × 0.040 in. thickness, has been added to the Authorized List of Naval Stores as Pattern 2681 under Subhead E, Item 2E, and supplies are now available for coastal force craft to replace Perspex for plotting purposes. Ordinary lead or coloured pencils may be used on Bexoid in lieu of chinagraph pencils.

2. These sheets should be used for operational plotting only and not for navigational reckoning owing to the danger of the overlay moving in reference to the chart.

3. Coastal force bases should demand requirements on the basis of 1 sheet per boat, from the appropriate storing yard. Warrant yards are to arrange supply to new construction vessels in the usual manner.

4. Purchase has been arranged from Messrs. B.X. Plastics, Ltd., under C.P. 24382/44 and C.P. 31342/44, of the undermentioned quantities for delivery as shown.

Chatham	Portsmouth	Devonport	Rosyth	Preston	Severn Area
330	440	220	110	200 (a)	200 (b)

(a) Includes the following quantities for shipment :—

50—Gibraltar.  
100—Malta.  
50—Alexandria.

(b) Includes the following quantities for shipment :—

100—Bombay.  
100—Colombo.

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

**6328.—Gymnastic and Fencing Gear—Allowances***Landing Ships*

(N.S. 37395/44.—30 Nov. 1944.)

Supply of gymnastic gear to White Ensign landing ships will be made to the scales shown in the Appendix to this Order.

2. Ships concerned should forward demands to storing yards or Naval store depots to complete to the quantities shown ; any items in excess of the allowances which may already be held on board should be returned to store.

## APPENDIX

*Gymnastic and Fencing Gear—Allowances to Landing Ships*

Pat-tern	Description	Den.	L.S.T.(2), L.S.E., F.D.T., L.S.F. (“ Boxer ” Class), L.S.D., L.S.G.	Converted merchant ships	
				Under 6,000 tons displacement	6,000 tons and over displacement
<i>Subhead E.12</i>					
<i>Permanent</i>					
C.401	Balls, punching, complete with bladders.	No.	1	1	1
C.401B	Ball and socket joints, for ...	No.	1	1	1
C.402	Gloves, bayonet fencing, left ...	No.	4	4	4
C.403	Gloves, bayonet fencing, right ...	No.	4	4	4
C.407	Gloves, boxing, 8-oz., laced ...	pairs	6	6	8
C.411	Helmets, bayonet fencing, large	No.	4	4	4
C.412	Helmets, bayonet fencing, small	No.	2	2	2
C.457	Jackets, bayonet fencing, large	No.	4	4	4
C.458	Jackets, bayonet fencing, small	No.	2	2	2
C.456	Balls, recreational training ...	No.	2	2	4
C.424	Clubs, Indian ...	pairs	4	4	4
C.429	Muskets, fencing, No. 3 ...	No.	4	4	4
C.429A	Bayonets, spring, for ...	No.	2	2	2
—	Horses, vaulting, box type, Mark I.	No.	1	1	1
T.405	Mats, gymnasia ...	No.	3	3	3
80	Pumps ...	No.	1	1	1
<i>Consumable</i>					
C.401A	Bladders, for punch balls, spare	No.	2	2	2

**6329.—Cancelled.**

## 6330.—Aircraft Plywood

(N.S. Air 14076/44.—30 Nov. 1944.)

As available supplies of aircraft plywood are restricted, partly in consequence of heavy requirements for glider production, this type of timber is not to be used for purposes where its special qualities are not essential, and only minimum quantities are to be demanded. Demands for aircraft plywood (Section 31A of R.A.F. Vocabulary) should be certified for use in aircraft, timber for ground and sea use being demanded under subhead A.

2. Whilst this type of timber remains in short supply, alternative issues may be made in accordance with the following table:—

Ref. No.	Size	Alternative		Ref. No.	Size	Alternative	
		Ref. No.	Size			Ref. No.	Size
31A/27	$\frac{1}{8}$ in.	82	1.5 mm.	31A/87	3.0 mm	91	0.12 in.
28	$\frac{3}{32}$ in.	86	2.5 mm.	90	0.09 in.	{ 28	$\frac{3}{32}$ in.
29	$\frac{1}{2}$ in.	87	3.0 mm.			{ 86	2.5 mm.
30	$\frac{5}{32}$ in.	88	4.0 mm.	91	0.12 in.	29	$\frac{1}{8}$ in.
31	$\frac{3}{16}$ in.	93	4.75 mm.	92	3.75 mm.	96	0.15 in.
81	1.2 mm.	89	0.05 in.	93	4.75 mm.	31	$\frac{3}{16}$ in.
82	1.5 mm.	27	$\frac{1}{8}$ in.	97	0.18 in.	{ 31	$\frac{3}{16}$ in.
86	2.5 mm.	28	$\frac{3}{32}$ in.			{ 93	4.75 mm.

## 6331.—Towing Equipment for Rescue Tugs

All commissioned and New Construction Rescue Tugs  
Rescue Tug Bases at Home and Abroad

(D. 08353/44.—30 Nov. 1944.)

The approved allowance of towing equipment for rescue tugs is now as follows:—

Description	Class of Tug		
	Heavy	Large	Small
<b>Main equipment.</b>			
<b>Manila hawsers, cable laid, right lay; fitted with thimble and link at each end:—</b>			
20-in. × 100 fms.	1	—	—
18-in. × 100 fms.	—	1	—
18-in. × 60 fms.	1	1	—
16-in. × 100 fms.	—	—	1
16-in. × 60 fms.	—	—	1
<b>Steel wire hawsers, galvanized extra special flexible, right lay, fitted with thimble at each end:—</b>			
5½-in. × 90 fms.	1	—	—
5½-in. × 60 fms.	1	—	—
5-in. × 90 fms.	—	1	—
5-in. × 60 fms.	—	1	—
4-in. × 90 fms.	—	—	1
4-in. × 60 fms.	—	—	1
<b>Steel wire hawsers, galvanized, extra special flexible, right lay, fitted with special thimble (diameter of eye 6-in.) at each end to engage towing hook:—</b>			
5½-in. × 30 fms.	6	—	—
<b>Shackles, rigging, with round screw bolt (proof tests 50 tons), 2½-in. ...</b>			
	8	3	3
<b>Shackles, anchor, merchant quality, 2½-in., for connecting hawsers to tow bow ...</b>			
	2	—	—
<b>Port Towing Springs</b>			
Blended manila rope, cable laid, right lay, 12-in. × 10 fms., fitted with thimble at each end, also S.W. rope extra special flexible, right lay, 3½-in. × 35 fms., one end of which is spliced through one thimble of the blended manila with a soft eye and the other end plain			
	2 sets	2 sets	2 sets

## Disabled Submarine Towing Gear

Steel wire hawser, extra special flexible, right lay, fitted with thimble and five elliptical floats, pattern 8717, at one end and with thimble at other end:—

3½-in. × 40 fms.	...	...	...	1	1	1
Anchor shackles, merchant quality, 1½-in.	...	...	...	1	1	1 (a)
Secondary Manila Hawsers	...	...	...	...	as required	

(see paragraphs 9 and 10)

Note.—(a) Not additional to small class rescue tugs when 1½-in. anchor shackles are carried.

2. The above scales of allowances are applicable to the following rescue tugs:—

Heavy Class	...	5 "Bustler" class (and 3 new construction by June 1945)
Large Class	...	17 "Assurance"* class and 6 Improved "Assurance" class (new construction), i.e. "Envoy", "Enticer", "Enigma", "Enforcer", "Enchanter", "Encore". 24 B.A.T., A.T.R., and Wooden class (American* built)

also "Marauder", "Resolve", "Mastadonte", "Nimble", "Sea-Giant", "Mammouth", "Freebooter", "Bandit", "Buccaneer".

Small Class ... 8 Empire\* class  
also "Attentif", "Captive", "St. Mellows", "Champion", "Danube V", "Seaman", "Superman", "Busy", "Confident", "Behest".

\* For names of vessels in various classes, see C.A.F.O. 339/44.

3. Towing Winch Wires.—Each of the rescue tugs in its own class should carry on board two of the wires indicated for use with the towing winch. One of these will be a spare.

Steel wire hawsers, extra special flexible, right lay, fitted with thimble at one end:—

5-in. × 350 fms.	...	"Mastadonte", "Sea-Giant", "Bustler" class and American built B.A.T., A.T.R., and Wooden class.
4½-in. × 550 fms.	...	"Nimble", "Marauder", "Freebooter", "Buccaneer" and "Bandit".

4. Reserves at Bases.—(i) Main Equipment:—

Base	SETS†			Towing winch wires 5-in. × 350 fms.
	Heavy	Large	Small	
Portsmouth	1	1	1	2
Falmouth	—	1	1	—
Milford Haven	—	2	2	—
Campbeltown	1	2	2	—
Greenock	—	2	1	1
Tyne	—	1	1	—
Harwich	—	1	—	—
St. Johns N.F.	—	2	—	—
Simonstown	—	1	—	—
Freetown	—	1	—	1
Gibraltar	—	3	3	2
Malta	—	3	3	2
Aden	—	3	—	2
Kilindini	—	3	—	2
Colombo or Trincomalee	—	6	—	15

† One set of Main Equipment consists of one manila, one 90 fm. and one 60 fm. steel wire hawser and one shackle, the sizes being dependent on the class of tug.

(ii) Steel wire hawser, 3½-in., fitted with floats and shackle, 1½-in., for towing disabled submarines:—Three of each at Rosyth and Campbeltown. One of each at all other bases.

(iii) Appropriate equipment as shown in paragraph 2 of C.A.F.O. 84/43 is to be transferred as follows to give effect to the change now promulgated.

From Freetown to Simonstown	...	...	...	1 set
From Freetown to Gibraltar	...	...	...	3 sets
From Freetown to Malta	...	...	...	3 sets
From Kilindini to Colombo	...	...	...	2 sets

The sets of equipment remaining at Bermuda, Alexandria and Basra and any surplus gear at Aden and Kilindini should be retained for the time being.

5. It should be understood that the shortening of the main manila from 120 fms. to 100 fms. is only for future hawsers and those at present in use or stock should not be cut. Heavy class tugs are to retain their second 20-in. manila hawser until necessary to replace.

6. Pure manila hawsers 12-in. circ. and above will be supplied for ocean tug rescue work and blended manila hawsers 12-in. and below for harbour springs. Tugs fitted with towing winches should not use manila springs except where considered essential. In open waters veering more wire (and if necessary an adjustment of speed) will usually give the spring required and keep it submerged.

7. Partly worn or condemned manila hawsers from all tugs should be inspected with a view to the best portion being utilized to make 60 fm. lengths now allowed.

8. In order that reserves at all bases may be maintained Base Supply Officers and (S) N.S.Os. should keep the Director of Stores fully informed of all transactions affecting their reserves.

9. *Secondary Equipment.*—It has not been possible to standardize the secondary towing equipment for all rescue tugs attached to home bases. Any requirements of such equipment for commissioned rescue tugs may be demanded from the relevant storing yard without Admiralty approval, provided the demand has been approved by the Officer-in-Charge of the base.

10. *New Construction.*—Supply of first equipment of special towing gear (vide paragraph 1) to rescue tugs under construction will be arranged by Admiralty without demand, except for any secondary manila hawsers required which should be demanded by the Overseer or by the Commanding Officer (when tug is in commission) from the storing yard.

(C.A.F.O. 339/44.)

(A.F.Os. 1198/41 and 3402/41, and C.A.F.O. 84/43 are cancelled.)

#### Section 4

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

#### 6332.—Stores, Naval, including Air—Shipment to Australia—Consigning Instructions

(N.S. 02978/44.—30 Nov. 1944.)

Naval stores shipped to Australia on Imperial account are to be consigned to A.D.S. (R.N.) at the port concerned, e.g., Sydney, Fremantle.

2. All packages are to be marked "Royal Navy Stores".

3. Bills of lading, invoices and telegraphic advices of consignments should be addressed to N.S.O. (R.N.), 7, Wynyard Street, Sydney, N.S.W. or N.S.O. (R.N.), c/o N.O.I.C., Fremantle, W.A., as requisite.

4. Supplies on repayment to Australian Commonwealth will not be affected.

5. It should be noted that S.N.S.O., Garden Island, Sydney, is not a consigning address for stores for *Royal Naval* service in Australia.

#### 6333.—W.R.N.S. Officers' Tropical Dresses

(V/1/6259/44.—30 Nov. 1944.)

Arrangements are being made to provide stocks of W.R.N.S. officers' tropical dresses for issue on repayment from Service sources, and a further A.F.O. will be issued when these are available.

2. In the meantime, officers may wear tropical dresses of the same pattern as ratings, with appropriate buttons and shoulder straps, and the dresses may be purchased from Service stocks.

3. A.F.O. 1049/44 is to be amplified as follows:—

*Section 1—*

*Against* "† Dresses, white cotton, tropical" add an asterisk.

*Section 2—*

*Add* "Dresses, white cotton, tropical ... 12s. 10d. each".

(A.F.O. 1049/44.)

#### 6334.—Naval Air Ratings Abroad—Tropical and Anti-malarial Clothing

(V/1/4258/44.—30 Nov. 1944.)

*See AFO 1954/45*  
*" 2098/40*

Naval Air ratings now serving on stations abroad where tropical clothing is worn who have been given white tropical clothing only are to be given an initial free issue of 2 khaki bush shirts and 2 pairs of khaki shorts for wear if disembarked for service on shore. A similar free issue should be made to Naval Air Ratings arriving on the station in future who have been given white tropical clothing only. The issue should normally be made in the ship to which the men are drafted or in which they are serving on the station.

2. Naval Air Ratings now serving or who may in future be serving on stations abroad where tropical clothing is worn who have been given khaki shirts and shorts, instead of white tropical clothing, under the arrangements set out in A.F.O. 5402/43 before leaving England, are, if required to serve afloat on the station, to be given an initial free issue of 2 suits of white tropical clothing in the ship in which they are embarked.

3. Naval Air Ratings now serving or who may in future be serving in the Eastern Theatre are to be given an initial free issue of 2 pairs of khaki drill trousers, 2 pairs of hose tops and 1 pair of web anklets, for anti-malarial purposes, and are also to be supplied on personal loan, with 1 khaki sun helmet. The khaki sun helmet is for camouflage purposes. The record in the pay books of any men now serving in the Eastern Theatre who have been provided with all these items on personal loan under A.F.O. 5403/43 is to be amended accordingly.

4. A similar issue to that set out in the preceding paragraph may be made to Naval Air Ratings serving on other stations if and when considered necessary. The arrangements for the supply of tropical and anti-malarial clothing to Naval Air Ratings drafted for service in Australia are set out in A.F.O. 6011/44, and for ratings of Mobile Naval Air Units in C.A.F.O. 2462/43.

5. It is the intention that all the issues set out above should be made on the station, the necessary supplies of khaki kit being obtained locally from Army stocks. Steps should be taken to arrange with the military authorities for the provision of the quantities expected to be required. If khaki sun helmets are not available and the use of helmets is essential, Naval pattern white sun helmets should be suitably dyed by any method practicable, and used instead.

6. The free and loan issues set out above will apply to Air Repair Division ratings.

7. The initial free and loan issues are to be noted in the men's pay books. Replacements of either khaki or white tropical clothing after the initial free issue are to be paid for out of kit upkeep allowance in the usual way except in the case of the articles issued on personal loan which may be replaced free of charge when necessary unless lost or damaged by neglect.

(A.F.Os. 5402/43 and 6011/44.)

(C.A.F.O. 2462/43.)

(A.F.O. 5403/43 is cancelled.)

## 6335.—Compressed Yeast and Dried Yeast for Breadmaking

(V. 14/1065/44.—30 Nov. 1944.)

Contract dated 28th July, 1942, C.P. 58177/42, with The Distillers Co., Ltd., 12, Torphichen Street, Edinburgh, and Extension Orders, has been further extended by C.P. 23658/44, dated 14th October, 1944, to cover period ending 31st January, 1945, for the supply of compressed bakers' yeast and dried yeast to H.M. Naval Establishments and H.M. Ships at any port in England, Scotland, Wales, Northern Ireland and the Isle of Man.

2. Compressed yeast will now be supplied in one-pound blocks wrapped separately in greaseproof paper and packed in containers holding 28 lb. Smaller quantities, from two pounds upwards, may, however, be ordered as required. The price, including delivery and packing, will be 6d. per lb.

3. The contract has now been amplified to include dried yeast, which will be supplied in the following containers :—

	<i>Price, including delivery</i>
Packed in cardboard containers, each containing 48 × 1 lb. tins ...	2s. 6d. per lb.
Packed in cardboard containers, each containing 4 × 14 lb. tins ...	2s. 5d. per lb.
Packed in wooden cases, each containing 6 × 10 lb. tins ...	2s. 4d. per lb.

4. Orders for dried yeast packed in wooden cases should normally be confined to requirements of victualling yards and depots for shipment abroad.

5. Dried yeast does not require refrigerated storage. In ships which have both "cool" and "cold" storage, "cool" storage is preferable in warm climates.

6. On account of the higher price of dried yeast, supplies should be restricted generally to small ships which do not possess refrigerated storage. Other ships may, however, obtain a proportion of their requirements, up to 25 per cent., in the dried yeast variety if desired.

7. The contractors' distributing agents, to whom all orders should be addressed, are as follows :—

*Zone 1.*—The whole of Scotland and England down to the southern borders of Durham and Cumberland :—

The Distillers Co., Ltd., 8-12, Torphichen Street, Edinburgh.

The United Yeast Co., Ltd., Corporation Street, Newcastle-on-Tyne.

*Zone 2.*—South of Zone 1 to the southern boundary of Yorkshire Nottingham, Cheshire, Shropshire and Montgomery, also the Isle of Man and Northern Ireland :—

The Distillers Co., Ltd., 271, Vauxhall Road, Liverpool.

The United Yeast Co., Ltd., 78-84, Miller Street, Manchester 4.

The United Yeast Co., Ltd., Unecol House, York Street, Leeds, 9.

Star Yeast Co., Ltd., 26, Shaftesbury Square, Belfast.

*Zone 3.*—Derbyshire, Leicestershire, Staffordshire and Northamptonshire :—

The United Yeast Co., Ltd., Doe Street, Birmingham, 4.

*Zone 4.*—South Wales and the West Country, including on the north the counties of Cardigan, Radnor, Hereford, Worcester and Warwick, and on the east, Gloucester, Wiltshire, Hampshire and the Isle of Wight :—

The Distillers Co., Ltd., Bristol Yeast Factory, Bristol.

The United Yeast Co., Ltd., 103, Temple Street, Bristol, 1.

*Zone 5.*—The counties of Lincoln, Norfolk, Rutland, Huntingdon, Cambridge, Suffolk, Bedford, Essex, Hertford, Bucks, Oxford, Berks, Surrey, Kent, Sussex, Middlesex and the London Metropolitan Police Area :—

The United Yeast Co., Ltd., 10-14, White Lion Street, Islington, London, N.1.

8.—To economize paper, the usual copies of the contract are not being sent to all the demanding authorities.

(A.F.O. 1020/44.)

## 6336—Ships' Libraries

(V.5/6159/43.—30 Nov. 1944.)

The arrangements for the supply of books for Ships' Libraries in H.M. Ships and Establishments by the Admiralty and by the R.N. War Libraries have been reviewed.

2. Supplies of recreational library books by the R.N. War Libraries will in future be restricted to H.M. Ships and Establishments with complements of 250 or less and the supply of Ships' Libraries to such Ships and Establishments by the Admiralty will be discontinued.

3. *Libraries supplied by the Admiralty.*—Ships' Libraries will be supplied by the Admiralty to Ships and Establishments on the following scale :—

Complements of over 1,000 ...	1st class library of 1,500 books
" between 651 and 1,000 ...	2nd class library of 1,100 books
" " 401 and 650 ...	3rd class library of 800 books
" " 251 and 400 ...	4th class library of 500 books

4. Under present conditions it is not practicable to issue books in accordance with a standard Ship's Library Catalogue, and libraries will, therefore, consist of books of miscellaneous titles. A circulating set system cannot be operated under existing conditions. Nevertheless the variety of books available to a particular ship or establishment over a period will be increased if exchanges are made between Ships and Establishments. Books which are considered to have been sufficiently widely read may, therefore, be exchanged for an equal number with another ship or establishment by mutual arrangement provided that this is done in minimum units of 50 books at a time.

5. The augmented allowances of books set out in paragraph 3 will be applied to ships commissioning from the date of this order; demands should be forwarded to the Admiralty (Director of Victualling). Owing to the present shortage of books demands from other ships and establishments to complete libraries to the new scales should not be lodged pending further instructions.

6. Books should be accounted for in accordance with the directions contained in K.R. & A.I., Article 1859, and losses dealt with under Article 1884. The value should be based on the average price of 4s. 6d. per book new, except where this is known to be appreciably less or more than the original price of the particular book lost. There is no objection to payment for lost or damaged books being made, at the discretion of the Commanding Officer, from local library funds, provided that the loss or damage is not due to culpable negligence. All unserviceable books are to be returned to the nearest Victualling Depot.

7. *Libraries supplied by the R.N. War Libraries.*—Libraries for Ships and Establishments with complements of less than 250 will be supplied by the R.N. War Libraries in accordance with the arrangements detailed in A.F.O. 4905/43, paragraph 23, which should be amended in manuscript accordingly.

8. Applications should be made through Port Amenities Liaison Officers in accordance with paragraph 24. These Officers should demand and maintain sufficient R.N. War Libraries units in sacks to meet up to two months' requirements of small ships.

9. *General.*—Any books supplied in the past by R.N. War Libraries to ships and establishments now entitled to libraries in accordance with paragraph 3 may be retained pending the receipt of Admiralty supplies; they should then be returned to the nearest Port Amenities Liaison Officer. Similarly ships with complements of 250 or less should retain circulating library sets supplied by the Admiralty until they have received their supplies from the R.N. War Libraries, when the circulating library sets should be returned to the nearest Victualling Depot.

10. Depot ships have hitherto included the complements of their tenders when demanding libraries. In future separate libraries will be supplied to each vessel either by the Admiralty or by the R.N. War Libraries, according to complement.

11. One copy of the King's Regulations and Admiralty Instructions is to be allocated to the Ship's Library out of the supply allowed to the Ship.

12. The instructions contained in B.R. 93, Manual of Victualling, Volume I, Chapter XVI, Section D, are suspended.

(A.F.O. 4905/43.)



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

## 6337.—Amendments to Books

(E.F.O.—30 Nov. 1944.)

The undermentioned amendments (A.F.Os. P.808-829/44) 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.808/44.**—O.P. 629A—(U.S. Publication) Description, Adjustment, Care and Operation of U.S. Navy Torpedoes—R.N. Amendment No. 11.

**P.809/44.**—O.U. 6341(2)—Regulations for maintenance of 21-in. L.C., Marks I, II, II\* and Vosper L.C. Torpedo Tubes (Cordite Impulse) in M.T.Bs. and S.G.Bs.—Amendment No. 24.

**P.810/44.**—O.U. 6341(3)—Regulations for Maintenance of 18-in. L.C., Mark II Torpedo Tubes (Powder Impulse) in M.T.Bs. and 18-in. Troughs—Amendment No. 15.

\***P.811/44.**—B.R. 380/A—Swordfish I & II—S.C.L.—Amendment No. 5.

\***P.812/44.**—B.R. 380/A—Swordfish—S.A.E.L.—Amendment No. 6.

\***P.813/44.**—B.R. 380/B—Barracuda I & II—S.A.E.L.—Amendment No. 12.

\***P.814/44.**—B.R. 380/B—Barracuda—S.A.E.L.—Amendment No. 13.

\***P.815/44.**—B.R. 380/G—Wildcat, Mark IV—S.A.E.L.—Amendment No. 7.

\***P.816/44.**—B.R. 380/J—Seafire—S.A.E.L.—Amendment No. 10.

\***P.817/44.**—B.R. 380/K.B. or K.C.—Avenger I & II—S.A.E.L.—Amendment No. 4.

\***P.818/44.**—B.R. 380/M—Wildcat V—S.A.E.L.—Amendment No. 4.

\***P.819/44.**—B.R. 380/M.1—Wildcat VI—S.A.E.L.—Amendment No. 2.

\***P.820/44.**—B.R. 380/P.A., P.B. and P.C.—Corsair, Marks I, II and III—S.A.E.L.—Amendment No. 2.

\***P.821/44.**—B.R. 380/Y—Sea Otter—S.A.E.L.—Amendment No. 1.

**P.822/44.**—B.R. 1034(2), A.P. 2813A(2)—Handbook for Components and Testing Apparatus for Independent Mines—Testing Apparatus—Amendment No. 1.

**P.823/44.**—B.R. 796/42—Handbook for Periodical Maintenance Routines for 21-in., Mark VIII\*\* Torpedoes—Amendment No. 15.

**P.824/44.**—B.R. 841—Maintenance Routine for U.S.A. 22.4-in., Mark 13 Modification Torpedoes—R.N. Amendment No. 7.

**P.825/44.**—B.R. 859—Regulations for Maintenance of 21-in., Mark VIII—VIII\*\* Torpedoes—Amendment No. 11.

**P.826/44.**—B.R. 1005—Regulations for Maintenance of 21-in., Mark IX\*—IX\*\* and IX\*\* N.A.B. Torpedoes—Amendment No. 5.

**P.827/44.**—B.R. 317(23)—Mining Drill Book—Drill for Mine, Mark XVII—Assembly Nos. 49 and 50—Amendment No. 2.

**P.828/44.**—B.R. 669—Instructions for the Conduct of Cash Duties, 1932—Amendment.

**P.829/44.**—O.U. 5407(A)—R.N.A.S., Part I—Amendment No. 7.

\* *Exceptionally, A.F.Os. P.811-821 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. 6213/44.)

## 6338.—A.M.S.Is. and A.M.D.Is.

(E.F.O.—30 Nov. 1944.)

Admiralty Merchant Shipping Instructions (A.M.S.Is.) 60-62/44, are being distributed concurrently with this issue of A.F.Os.

There are no Admiralty Merchant-Ship Defence Instructions (A.M.D.Is.) for distribution with this issue of A.F.Os.

(A.F.O. 6214/44.)

## 6339.—B.R. 370—Establishment of Naval Stores for H.M. Mooring Vessels—List of Errata No. 3

(N.S. 37928/44.—30 Nov. 1944.)

List of Errata No. 3 to B.R. 370—Establishment of Naval Stores for H.M. Mooring Vessels—has been prepared, and copies will be distributed to services concerned from R.N. Store Depot, Park Royal, without demand.

## 6340.—B.R. 1041—Equipment of Naval Stores for Defensively Equipped Merchant Ships—List of Errata No. 1

(N.S. 35178/44.—30 Nov. 1944.)

List of Errata No. 1 to B.R.1041—Equipment of Naval Stores for Defensively Equipped Merchant Ships and Staffs of the Naval Control Service—has been prepared and copies will be distributed to services concerned by Superintending Naval Store Officer, Park Royal, without demand.

## 6341.—B.R. 1050C—Fishing and Trading Craft of the Netherlands East Indies, New Guinea and the Solomon Islands—Issue

(N.I.D. 5336/44.—30 Nov. 1944.)

The above-mentioned B.R. is now in the press and will shortly be issued, without demand, by the Superintending Naval Store Officer, Park Royal, London, N.W.10.

2. Distribution will be made to the East Indies, Australia and New Zealand Stations only on the following basis:—

Flag Officers	} 1	Flotilla Leaders	} 3
Battleships		Repair ships	
Battlecruisers		Netlayers	
Cruisers		Destroyers	
Fleet carriers		A/A ships	
Light fleet carriers		Submarines	
Escort carriers		Minelayers	
Armed merchant cruisers		Flag and Naval Officers in Charge on shore.	
Ocean boarding vessels		Naval air stations ... ..	
Destroyer and Submarine Depot ships.			

3. In addition one copy will be supplied to S.Os. (I) on all stations.

## 6342.—B.R. 1206 (Restricted)—A Review of the Japanese Naval Air Service—Issue

(N.I.D. 05559/44.—30 Nov. 1944.)

The above book is now in the press and will shortly be issued, without demand, by the Superintending N.S.O., Park Royal, London, N.W.10.

2. The basis of distribution is as follows:—

Flag Officers ... ..	1	Escort carriers ... ..	2
Battleships, battle cruisers, armed merchant cruisers, ocean boarding vessels, destroyer and submarine depot ships and bases, flotilla leaders, repair ships, destroyers, landing craft carrying ships, L.S.T., minesweepers and monitors	1	Large naval air stations ... ..	6
Flag and Naval Officers-in-Charge on shore ... ..	1	Small Naval air stations and sections	1
Fleet and light carriers ... ..	4	First line Naval air squadrons ...	1
		Loan libraries... ..	1
		Aircraft recognition schools (para. 9 of C.A.F.O. 1076/44) ... ..	1
		Coastal force bases and depot ships... ..	2
		Training ships and establishments ...	1
		Air Ministry ... ..	12
		R.N. Staff College, Greenwich ... ..	3

**6343.—Form D. 121—Abolition**  
(Sta. 10199/44.—30 Nov. 1944.)

The following has been abolished :—

D.121 Engineer Overseers' record sheet for material tests.

**6344.—Revision of A.P. 1803 (Aeroplane Hydraulic Equipment) and Increase in Scope to Cover Undercarriage Equipment**  
(A.E. 7016/44.—30 Nov. 1944.)

In view of the increasing size of A.P. 1803 and the need for a specialised publication on undercarriages, it has been decided to supersede the existing A.P. 1803 by a series of publications covering aircraft hydraulic and undercarriage equipment.

2. The undermentioned publications will constitute the series :—

- A.P. 1803A. General information on aircraft hydraulic and undercarriage equipment.  
A.P. 1803B. Lockheed aircraft hydraulic equipment.  
A.P. 1803C. Lockheed aircraft undercarriage equipment.  
A.P. 1803D. Dowty aircraft hydraulic equipment.  
A.P. 1803E. Dowty aircraft undercarriage equipment.  
A.P. 1803F. Messier aircraft hydraulic and undercarriage equipment.  
A.P. 1803G. Turner aircraft hydraulic and undercarriage equipment.  
A.P. 1803H. I.A.E. aircraft hydraulic equipment.  
A.P. 1803K. V.S.G. and Rotol aircraft hydraulic equipment.  
A.P. 1803L. B.L.G. aircraft undercarriage equipment.  
A.P. 1803M. Bristol aircraft hydraulic equipment.  
A.P. 1803N. Vickers aircraft hydraulic and undercarriage equipment.  
A.P. 1803P. Miscellaneous aircraft hydraulic and undercarriage equipment.

3. With the exception of A.P. 1803A (which will consist of a Vol. I only) the publications will each comprise Vol. I, Vol. II, Part 2, and Vol. II, Part 3.

4. Leaflets affecting the subject matter of any publication in the series will continue to be issued in the existing A.P. 1803, Vol. II, Part 1. The section letter of each leaflet will be the same as the suffix letter of the publication to which it relates, e.g., the first leaflet issued on Lockheed hydraulic equipment will be numbered A.P. 1803/B.1.

5. The existing A.P. 1803, Vol. III, will remain as the spare parts list for engine-driven pumps only. Spare parts for other hydraulic components, and for undercarriages, will continue to be listed in the relevant airframes spare parts schedules.

6. The information at present in A.P. 1803, Vol. I, Vol. II, Part 2, and Vol. II, Part 3, will gradually be re-issued (revised where necessary) in the appropriate volume of the new series. With the exceptions mentioned in paragraphs 4 and 5 above, A.P. 1803 will, thus, eventually become obsolete, but all chapters will remain current until cancelled by normal amendment action.

7. Every holder of any publication in the series will be assumed to hold A.P. 1803A and A.P. 1803, Vol. II, Part 1, in addition. Apart from this, each publication will be independent of the others in the series, and services need hold only those covering equipment with which they are concerned.

**6345.—Air Publications Distributed During the Week Ending 11th November, 1944**  
(N.S. Air. 10848/44.—30 Nov. 1944.)

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

<i>T.O. No.</i>	<i>Description.</i>	<i>Distribution.</i>
T.O. 03-5AE-1 (dated 10th November, 1942)	Handbook of Instructions with Parts Catalogue for Aircraft Generators, Types 0-1, -3, P-1, -3 (Delco-Remy).	Initial General.
T.O. 03-20CA-1 (dated 20th August, 1941).	Operation and Flight Instructions for Constant Speed Propellor Governors and Controls and Hydromatic Propellor Governors and Controls (Hamilton).	Initial General.

T.O. 03-20CA-2 (dated 20th September, 1941)	Handbook of Service and Overhaul Instructions with Parts Catalogue for Constant Speed and Hydromatic Constant Speed Propellor Governors and Controls (Hamilton).	Initial General.
T.O. 03-20CA-6 (dated 15th September, 1941)	Pressure Cut-out Switches (Hamilton).	Initial General.
T.O. 03-20CA-7 (dated 16th September, 1942)	Instructions for Pressure Cut-out Switch, Part No. 55526, Hamilton Standard Propellers.	Initial General.
T.O. 03-20CC-2 (dated 30th November, 1942)	Service and Overhaul Instructions for Hydromatic Propellor (Hamilton).	Initial General.
A.N. 05-20GC-1 (dated 25th October, 1943).	Handbook of Instructions with Parts Catalogue for A.N. 5736, Navy Model FSSC-88-1-1350 Gyro Horizon Indicator (Jack and Heintz).	Initial General.
T.O. 05-70C-1 (dated 20th July, 1942).	Handbook of Instructions with Parts Catalogue for Manifold Pressure Gauges, Types D-9, -10 and A.N. 5770-1 (Manning, Maxwell and Moore).	Initial General.

**6346.—Victualling Department Headquarters—Addresses**

(V. 7/8516/44.—30 Nov. 1944.)

Correspondence (including Victualling Store Accounts) for Victualling Department Headquarters should be addressed to :—

The Director of Victualling,  
Queen Anne's Mansions,  
St. James's Park,  
London, S.W.1.

(Tel. No. : Whitehall 9444.)

except for the items detailed in paragraph 2.

2. Correspondence on the subject of victualling and canteen accommodation in H.M. Ships and Establishments and Victualling Yard Craft should be sent to :—

Victualling Department (Branch 6),  
Grand Pump Room Hotel,  
Bath.

(Tel. No. : Bath 5481.)

**6347.—Admiralty Engineer Overseer, Barrow District—Change of Appointment**

(E.-in-C.—30 Nov. 1944.)

Commander (E) L. F. Ingram, R.N., has been appointed to relieve Captain (E) R. W. V. Reeves, R.N., as Admiralty Engineer Overseer, Barrow District, as from 15th November, 1944.

2. Correspondence should continue to be addressed to :—

Admiralty Engineer Overseer,  
C/o Messrs. Vickers-Armstrongs, Ltd.,  
Barrow-in-Furness.

3. The existing telegraphic address and telephone number remain unchanged.

**6348.—H.M.S. "Eglinton" and R.N.A.S. "Eglinton"—Confusion**

(M. 011199/44.—30 Nov. 1944.)

Some confusion has arisen in correspondence and signals between H.M.S. "Eglinton" and R.N.A.S. "Eglinton." In order to avoid unnecessary delay care is to be taken that the correct prefix is used, and that correspondence for the R.N. Air Station is addressed in full, i.e. R.N. Air Station, Eglinton, Londonderry, N. Ireland.

## Section 6.—SHORE ESTABLISHMENTS

### 6349.—“Pay-as-you-Earn” System of Collection of Income Tax

(D.N.A. 31454/44.—30 Nov. 1944.)

The following system has been devised to provide a means of identifying individual tax deduction cards with the relative tax table without sorting the cards into tax table order and to facilitate the reading of the closely-printed tax tables.

2. Use has been made of the fact that the tax tables are printed under four main groups, i.e., codes 1-15, 16-30, 31-45, and 46-60. A different colour has been allotted to each group as follows:—

Group 1 (Codes 1-15)	...	...	Red
Group 2 (Codes 16-30)	...	...	Green
Group 3 (Codes 31-45)	...	...	Yellow
Group 4 (Codes 46 on)	...	...	Blue

One of these four colours is allotted to each tax deduction card according to the code number group into which the individual card code number falls. The colour allocated to each card is shown by:—

- (a) attaching a coloured corner tab to one of the four corners of the card, or
- (b) attaching a coloured signal tab to the top edge of the card.

In method (a) each corner is reserved for one colour.

Top left corner	...	...	...	Red
Top right corner	...	...	...	Green
Bottom right corner	...	...	...	Yellow
Bottom left corner	...	...	...	Blue

The code number of the card is written on a corner tab of the appropriate colour, the tab is affixed to the correct corner of the card and the other three (unused) corners are cut off.

The card's code colour will always be visible as it stands out beyond the cut corners of the other cards with which it may be associated. Not more than  $\frac{1}{2}$ -in. of the corner should be cut off in order that sufficient card should be left to affix tabs of different colours since it will be necessary to change the colour of the tab in those cases where a taxpayer's code is amended to one in another group.

Method (b) works in a similar fashion, but instead of being at the corners the signalling tabs are all affixed to the tops of the cards. Either method allows the four groups in a batch of cards to be readily distinguished.

3. The gross pay for the week is posted to all the tax deduction cards and the gross pay to date is ascertained, as the first operation. Next, the tax tables are opened to the first group (i.e., 1-15) and by reference to the cards bearing red signals or tabs a direct selection can be made in turn of all the cards which relate to the first group. After the tax to date has been found on the red group of codes, the next colour (green representing codes 16-30) is taken, and so on. On completion of this operation for all the cards, the tax to be deducted for the week is ascertained and entered on the pay books.

4. A guide rule, combining the use of the colour code, has been designed as an aid to reading the tax tables. The guide can be moved up and down the page until the correct gross pay to date has been located and the eye is then attracted to the tax to be deducted under the appropriate tax code number.

5. The system described above has been found in practice to possess the following advantages:—

- (a) Page turning of the tables is minimized.
- (b) The eyes become accustomed to a page, and reference becomes easier.
- (c) There is no need to sort the P.9 cards to code number, and to resort back to pay list order, with risk of error in re-filing.
- (d) Maximum accuracy is ensured.

6. Paying Officers who consider that the system can be adopted by them with advantage should requisition the necessary supply of corner tabs and guide rules through the normal channels.

### 6350.—Civil Servants in Operational Areas—Compensation for Injury

(C.E. 20779/44.—30 Nov. 1944.)

With effect from the 1st December, 1944, inclusive, the list of areas specified in A.F.O. 3474/44, as amended by A.F.O. 3902/44, should be amended to read as follows:—

- (1) France—East of longitude 5° east and north of latitude 47° north.
- (2) Belgium—East of longitude 5° east and so much west of that line as is north of latitude 51° north.  
(Note.—(1) and (2) bring in an area of North-East France running roughly from Sedan in the north to Dijon in the south, and exclude roughly that part of Belgium which lies south of a line Ghent to Malines and west of a line Diest to Sedan.)
- (3) Holland.
- (4) Luxemburg.
- (5) Germany.
- (6) Italy—North of latitude 44° north, i.e. approximately north of Florence.
- (7) Albania.
- (8) Jugoslavia.
- (9) Islands in the Aegean Sea, including Crete, which are still in enemy occupation.
- (10) Burma.
- (11) The Indian Ocean and the Pacific Ocean east of longitude 90° east, west of longitude 165° east and north of latitude 10° south, and in the territories comprised therein (i.e. the areas involved in the war against Japan).

(A.F.Os. 3474/44, 3902/44 and 4438/44.)

### 6351.—Subordinate Technical Supervisory Grades—Grant of War Allowances

(C.E. 4928/44.—30 Nov. 1944.)

In view of the wide field over which normal earnings relativities between subordinate technical supervisory grades and workpeople have been disturbed, it has been decided to extend the scheme of war allowances for the salaried staff as follows.

2. The allowances may be paid with effect from the 1st January, 1944, to all officers in the grades indicated employed at home or abroad, including officers in the Overseeing service and officers in receipt of charge allowances or comparable allowances; total emoluments receivable are now conditioned only to the over-riding stipulation that maximum basic salary and allowances, other than Overseeing allowances, do not exceed £550 a year.

3. The option of flat rates of £330 a year and £285 a year which has hitherto been available to certain officers holding acting appointments in the grades, e.g. of Inspector of Trades and Foreman of Works, is withdrawn. Officers who were in receipt of those optional flat rates on the 1st January, 1944, are, with effect from that date, to be assimilated to the normal salary scale of their grades, their points of entry into and incremental dates on their scales being calculated as if they had entered the appropriate scale under normal rules on the date of appointment to the grade and had progressed thereon by annual increments during the whole of their service in the grade.

4. These arrangements are a purely war-time measure.

5. The allowances are not payable to temporary officers on ranges of salary.

6. The allowances may be paid to re-employed retired officers, but specific instructions for payment should be sought from Admiralty (C.E. II), Bath, in all cases where any pension is still in issue.

7. Any other points of doubt in connection with these arrangements should also be referred to Admiralty (C.E. II), Bath, for decision.

*Allowances at the rate of £75 a year :—*

Surveyor of Stores on the scale £400 × £18—£540.  
 Foreman of the Yard.  
 Foreman of Engineering Branch.  
 Foreman of Electrical Branch.  
 Foreman of Electrical Supply.  
 Foreman of Shipfitters.  
 Foreman of Smiths.  
 Foreman of Boilermakers.  
 Foreman of Founders.  
 Yard Clearance Officer on the scale £380 × £18—£540.  
 Foreman of Factory, Armament Supply Department Establishments.  
 Foreman of Fitters, Torpedo Depots.  
 Foreman of Factory (ex mechanic), Naval Ordnance Inspection Department.

*Allowances at the rate of £60 a year :—*

Foreman of Joiners.  
 Foreman of Ropery.  
 Foreman of Plumbers and Coppersmiths.  
 Inspectors of Dockyard Trades on the scale £270 × £12—£350.  
 Senior Electrical Station Engineer.  
 Electrical Station Engineer.  
 Safety Officer on the scale £270 × £12—£350.  
 Chief Supervisor of Aircraft Repairs and Chief Supervisor of Aircraft Repairs Inspection on the scale £380 × £18—£540.  
 Supervisor of Aircraft Repairs and Supervisor of Aircraft Repairs Inspection on the scale £270 × £12—£350.  
 General Foreman of Works.  
 Senior Foreman of Works.  
 Foreman of Works.  
 Foreman of Joiners  
 Assistant Foreman of Joiners  
 Assistant Foreman of Factory (ex mechanic)  
 Assistant Shop Manager  
 Torpedo Foreman  
 Torpedo Assistant Foreman  
 Assistant Foreman of Patternmakers  
 Assistant Foreman of Coppersmiths  
 Assistant Foreman of Moulders  
 Foreman of Fitters  
 Assistant Foreman of Fitters  
 Foreman of Electricians  
 Assistant Foreman of Electricians  
 Foreman of Chemical Plumbers  
 Inspector of Chemical Plumbers  
 Assistant Foreman of Factory, Armament Supply Department Establishments.  
 Inspector of Fitters, Torpedo Depots.  
 Refrigerating Engineer, Victualling Department.

} Naval Ordnance Inspection Department.  
 }  
 } R.N. Torpedo Factory, Greenock.  
 }  
 } R.N. Cordite and Propellant Factories.

*Allowances at the rate of £50 a year :—*

Foreman of Painters.  
 Inspector of Painters.  
 Foreman of Sailmakers.  
 Inspector of Sailmakers.  
 Inspector of Riggers.  
 Safety Officer on the scale £320 × £12—£380.  
 Foreman of Factory (non-mechanic)  
 Assistant Foreman of Factory (non-mechanic)  
 Superintending Recorder  
 Leading Recorder  
 Superintending Measurer and Recorder  
 Leading Measurer and Recorder

} Naval Ordnance Inspection Department.  
 }  
 } R.N. Torpedo Factory, Greenock.  
 }  
 } Expense Accounts Department.

*Allowances at the rate of £40 a year :—*

Senior Foreman of Laboratory.  
 Foreman of Laboratory.  
 Assistant Foreman of Laboratory.  
 Principal Foreman of Storehouses.  
 Senior Foreman of Storehouses.  
 Foreman of Storehouses.  
 Assistant Foreman of Storehouses.  
 Inspector of Storehousemen.  
 Inspecting Officer  
 Assistant Inspecting Officer  
 Principal Foreman of Manufacture  
 Foreman of Manufacture  
 Assistant Foreman of Manufacture  
 Assistant Foreman of Gas Factory, R.N. Cordite Factory.  
 Foreman of Wharf  
 Leading Man of Wharf  
 Engineer (higher and lower scales)  
 Master Cooper  
 Leading Man of Coopers  
 Master Miller and Baker  
 Inspector of Tinsmiths

} Naval Stores Department.  
 }  
 } R.N. Cordite and Propellant Factories.  
 }  
 } Victualling Department.

*(A.F.G. 3476/44 is cancelled.)***6352.—Civilian Personnel proceeding from or returning to the United Kingdom—Allotments***(D.N.A. 5665/43.—30 Nov. 1944.)*

The attention of all Cashiers and Paying Officers is drawn to paragraph 17 of A.F.O. 115/44 about the limitation in allotments to be declared by personnel during the period on passage.

2. Cases have been reported where workmen have been permitted to declare allotments in excess of their pay on passage with the result that they have arrived at the foreign establishment considerably in debt.

*(A.F.O. 115/44.)***6353.—Civilian Staff Proceeding Abroad—Vaccination and Inoculation***See RFO 5600/46. (C.E. 19330/44.—30 Nov. 1944.)*

It has been decided that civilian staff (non-industrial and industrial) proceeding abroad may be vaccinated and inoculated by the Medical Officer of the Naval establishment concerned, or, if none is borne, by a Surgeon and Agent without charge.

2. Where this is not practicable, reasonable cost of private service will be refunded.

3. Paragraph 2 of A.F.O. 5962/44 should be regarded as amended accordingly.

4. Article 477, paragraph (4), H.D.R. Addendum No. 3. will be amended in due course.

*(A.F.O. 5962/44.)***6354.—Temporary Typing Staff—Recruitment, Qualifications, Pay and Conditions of Service***(C.E. 52513/44.—30 Nov. 1944.)*

The following correction should be made to A.F.O. 5119/44 :—  
 Paragraph 19, line 3. *Delete* "established" and *insert* "temporary".

*(A.F.O. 5119/44.)*

6355.—Juvenile Staff—Industrial and Non-Industrial—Provision of Free Meals for—Extension of Scheme

See AFO 5472/46.

(C.E. 58185/44.—30 Nov. 1944.)

The schemes for providing meal vouchers for juvenile staffs under the age of 16 (A.F.Os. 4780/43 and 5120/44) has now been extended to allow young people of 16 and 17 years of age, both industrial and non-industrial, to purchase the shilling voucher for sixpence.

2. Juveniles under 16 will, as heretofore, have the benefit of the shilling voucher free.

3. All meal vouchers will in future be accepted only in payment or part-payment for a main meal, and words to this effect will be printed on the vouchers. The attention of all juveniles should be drawn to this condition, and the object of the scheme (that they should have a good mid-day meal) should be explained to them when the vouchers are issued.

4. Vouchers will continue to be supplied as at present in strips of five. It is not intended to print a different type of voucher for issue to the young people aged 16 and 17.

5. The London County Council and local authorities responsible for British Restaurants have been informed about the extension of the scheme, but Establishments should themselves notify any other restaurants where arrangements for accepting the Civil Service meal voucher have been made.

6. Establishments will be responsible for making arrangements for the issue of free meal vouchers and for maintaining adequate records of receipts and issues to enable reasonable checks to be made of the claims by restaurants and canteens and of the receipts from the young people of 16 and 17 years of age.

(A.F.Os. 4780/43 and 5120/44.)

6356.—National Health, Contributory Pensions and Unemployment Insurance—Temporary Employment of Scholars, etc.

(C.E. 15723/44.—30 Nov. 1944.)

The following instructions are issued for the guidance of Cashiers and Paying Officers in connection with the Insurance of the classes of temporary employees mentioned.

*National Health and Contributory Pensions Insurance*

2. The National Health Insurance (Exception) Regulations, 1943 (S.R.O. No. 1489), provide that as from 5th April, 1943, the following classes of temporary employees should, if not normally insured, be excepted from Health and Pensions Insurance :—

- (i) Any scholar or student ordinarily receiving instruction at a school, college, university or other similar institution who is temporarily employed during the recognized holidays of the institution or during any other periods in respect of which special leave of absence for the purposes of such temporary employment is given by the institution.
- (ii) Any other person during his holidays from his usual employment or during any other periods in respect of which special leave of absence for the purposes of such temporary employment is given by the employer.

3. The classes of persons affected comprise *inter alia* those (including scholars and students) who during their holidays or spare time and in the circumstances specified take up temporary work with the Admiralty. The exclusion from insurance, however, does not apply to persons who on taking up such temporary employment were already insured under the National Health Insurance Acts or were juvenile contributors thereunder.

*Unemployment Insurance*

4. The Unemployment Insurance (Emergency Powers) (Amendment) (No. 2) Regulations, 1943, apply, the same rules as to exception from Unemployment Insurance as are set out in paragraphs 2 and 3 above in relation to Health and Pensions Insurance, with the proviso that the exception does not apply to any person in respect of whom contributions have been paid at any time within twelve months immediately preceding the date of entering the temporary employment. In practice the general rule to be followed is that where an employee produces a current unemployment book it should be stamped but not otherwise.

6357.—Clothes Rationing—Industrial Workers—"Industrial Ten" Supplement for 1944-45—Surrender of Coupons for Loaned Protective Clothing

(L. 8951/44.—30 Nov. 1944.)

*I.—Issue of Supplementary Coupons to Employees*

The Board of Trade scheme whereby an extra issue of clothing coupons is made to a wide range of manual workers and others is to be adopted again during the 1944-45 rationing period (1st August, 1944, to 31st July, 1945).

2. The classes of employee entitled to the extra coupons and the procedure for applying for them will be announced by the Board of Trade through the Press and the B.B.C. on 28th November and a leaflet giving full details will also be obtainable on that date from the Ministry of Labour Employment Exchanges. Heads of Establishments and Departments should note the public announcement, obtain copies of the leaflet, and then follow the instructions laid down for "employers", in respect of any of their staffs (industrial or non-industrial) affected. The Secretary of the Admiralty (Labour Branch, Bath) is to be informed when application has been made for these coupons.

3. The scheme will apply to most manual workers, but will apply to supervisory and administrative workers only if they are wholly employed on manual labour for more than 22 hours a week, or are employed under certain other conditions involving particularly heavy wear and tear on clothing.

4. The general scheme for the issue of supplementary coupons, and the arrangements described below for the surrender of coupons by individuals, will not apply to :—

- (a) Wearers of uniform who surrender coupons under the provisions of A.F.O. 5607/44.
- (b) Workers in the explosives industry, including all manual workers employed at the R.N. Cordite Factory, Holton Heath, and R.N. Propellant Factory, Caerwent; workers employed in "clean" areas at other Armament Supply establishments; and C.I.N.O. staff employed in the explosives industry. (Special arrangements will be announced for the whole of this group.)
- (c) Hospital staffs (for whom special arrangements will be announced).

*II.—Surrender of Coupons for Loaned Protective Clothing*

5. Board of Trade instructions, agreed with the Trades Union Congress, require clothing coupons to be surrendered by all workpeople using overalls, and certain other types of protective clothing, which reduce the wear and tear on ordinary working clothes, where these are supplied on loan by their employer, irrespective of whether the individual has received any supplementary coupons under the scheme described above.

6. In Admiralty establishments, therefore, all employees (except those mentioned in paragraph 4 above), regularly and continuously using any of the following garments :—

Boiler suits, bib and brace overalls, overall jackets, overall trousers, overall long coats, wrap-over coats or aprons (except leather and rubber aprons, and the aprons made from old hammocks supplied to smiths and smith's strikers in the Dockyard foundries)

supplied on loan in accordance with Store Duties Instructions (Article 190 of Appendix XI), will be required to surrender 4 coupons for the use of these garments during the present rationing period (1st August, 1944 to 31st July, 1945).

7. The surrender of 4 coupons is a "token" surrender in return for the right to use any or all of the garments indicated (if so entitled under Admiralty regulations) during the current rationing year. The number surrendered is irrespective of the particular type of garment used, or the number of issues made during the current rationing period, i.e., no employee will be required to surrender more than 4 coupons during the current rationing period even if he uses several types of garment during the period or receives replacements on account of fair wear and tear or damage by enemy action; but he will still have to surrender 4 coupons even if he is still using overalls issued to him on loan before the commencement of the current rationing period.

8. No surrender of coupons will be required for the use of types of protective clothing other than those described above (e.g., for Fearnoughts, leather or rubber aprons, rubber boots, oilskins, etc.) issued in accordance with the regulations :

nor from an employee intermittently engaged on work for which protective clothing of the types described in paragraph 6 is essential. (An employee is to be regarded as intermittently engaged on such work if, on the average, he is so engaged for 75 days or less in a year, or 15 or less working hours in a week.)

9. Employees first receiving an initial issue of overalls after 1st August, 1944 (e.g., new entrants) will surrender coupons at the rate of 1 coupon for each complete quarter remaining before 1st August, 1945. Thus an employee receiving an initial issue in January, 1945, will be required to surrender 2 coupons, and an employee receiving an initial issue in March, 1 coupon.

10. An employee who has surrendered coupons for the current rationing period under these arrangements, and is subsequently transferred to another Admiralty establishment during the period is to be given a voucher indicating the number of coupons surrendered and will be allowed to use loaned protective clothing in the establishment to which transferred, during the remainder of the period without further surrender of coupons.

11. An employee who has surrendered the appropriate number of coupons under paragraph 6 or 9 above and subsequently leaves Admiralty employment before 1st August, 1945, is to be given a proportionate refund at the rate of 1 coupon for each complete quarter remaining before 1st August, 1945. No refunds will, however, be made to employees who leave to join H.M. Forces. Emergency coupon vouchers for refunds will be obtained by application to the Chief Accountant, Board of Trade, I.M.3, Control Section, Northgate, Prince Albert Road, London, N.W.8.

III.—Procedure

12. The four coupons required from each employee concerned under Part II, paragraph 6, will not be collected until the "Industrial Ten" supplementary coupons are available for distribution to those entitled to them (see Part I). It has been agreed with the Trade Union Side of the Admiralty Industrial Council that, in order to save time and labour, the requisite number of coupons will then be deducted from the "Industrial Ten" supplement before it is issued to all those entitled to receive it, and required by this Order to surrender coupons for loaned clothing. Those who are not entitled to receive the supplement, but are due to surrender coupons in accordance with this Order, will be required to surrender the requisite number from their personal ration at the same time.

13. Coupons required from employees recruited to the establishment after the issue of the "Industrial Ten" supplement (see paragraph 9) will be collected from the employee at the time the initial issue of overalls is made.

14. If, in any case, more than four coupons have already been collected from any individual since 1st August, 1944 for the loan of protective clothing, the excess collected (above 4) should be refunded, vouchers for this purpose being obtained from the Board of Trade as described in paragraph 11.

15. If any employee, who is regularly and continuously using, or entitled so to use, protective clothing of the types described in paragraph 6 above, refuses to surrender the number of coupons due from him in accordance with this Order, or claims to be allowed to receive the full "Industrial Ten" supplement without deduction, he should be informed—

- (i) that this can only be allowed on condition that he returns at once all loan clothing of the types mentioned, which may have been issued to him;
- (ii) that he will not be permitted to use any loan clothing of the types indicated for the remainder of the current rationing period and may be liable to prosecution (e.g., under the Public Stores Act) if any such clothing is found in his possession.
- (iii) that if he has, since 1st August, 1944, been using such clothing (except as provided for in paragraph 8 above) he may be liable to prosecution by the Board of Trade (particulars of any such cases should be reported to the Admiralty);
- (iv) that, in the event of any accident, any claim by him for compensation (monetary or in clothing coupons) for any damage to his personal clothing arising therefrom is likely to be endangered by his failure to use protective clothing of a kind which he would have been entitled to wear on loan if he had surrendered the appropriate number of coupons in accordance with this Order.

16. When the arrangements described in paragraph 12 have been carried out, all coupons collected from employees to date should be despatched by registered post to the Chief Accountant, Board of Trade, New Oxford House, Bloomsbury Way, London, W.C.1, as soon as possible. Any coupons collected during the remaining months of the rationing year should be retained until 31st July, 1945, and then despatched, not later than 15th August, 1945, to the same address, together with a return showing details of the coupons collected from employees throughout the rationing year. The prescribed form for this return will be sent direct from the Board of Trade towards the end of the rationing period. A copy of this form is, however, reproduced as an appendix to this Order, so that records may be kept in a manner which will enable the information for the return to be easily extracted.

17. The arrangements described in this Order have been agreed with the Board of Trade and the Trade Union Side of the Admiralty Industrial Council. The contents of the Order should be brought to the notice of local Industrial Whitley Councils, and given the widest possible publicity amongst employees in the establishment. (Copies of the Order, suitable for posting on notice boards, may be obtained from the Editor of Fleet Orders.)

Form.....

Appendix : Copy of prescribed form of return to be made at end of period.

BOARD OF TRADE

Statement for the rationing period from 1st August, 1944, to 31st July, 1945, of the number of coupons collected from employees in respect of cotton overalls issued to them.

This statement should be submitted by *registered post*, together with the number of coupons shown in item 5, to the Chief Accountant, Board of Trade, New Oxford House, Bloomsbury Way, London, W.C.1, not later than the 15th August, 1945.

			Number of Coupons
1.—*Number of coupons collected from employees at the rate of 4 coupons each	...	...	.....
*Number of coupons collected from employees at the rate of 3 coupons each	...	...	.....
*Number of coupons collected from employees at the rate of 2 coupons each	...	...	.....
*Number of coupons collected from employees at the rate of 1 coupon each	...	...	.....
Total			.....
2.—Add	Number of coupons allocated by the Board for refunds for employees		.....
Together			.....
3. Deduct—	Number of coupons refunded to employees during the period		.....
4. Deduct—	Coupons delivered to the Board in respect of the period :		.....
	Date	Receipt No.	Number of Coupons
	.....	.....	.....
	.....	.....	.....
	.....	.....	.....
	.....	.....	.....
5. Balance of coupons due to the Board of Trade and returned herewith	...	...	.....

## Declaration

I declare that, to the best of my knowledge and belief, the information given in the foregoing statement is correct.

Date..... Signature.....  
(on behalf of the management)  
Signatory's status.....  
Name of Factory.....  
Address.....

## Footnote

\* See Item 1. Workers who are in employment at the commencement of the rationing period and to whom overalls are issued, will surrender the full coupon rate of 4 coupons. Those who enter employment during the period will be required to surrender only a proportion of 4 coupons at the rate of 1 coupon for every quarter or fraction of a quarter, remaining in the rationing period. Thus a worker joining after 1st November, 1944, will only have to give up 3 coupons; after 1st February, 1945, 2 coupons; after 1st May, 1945, 1 coupon.

(A.F.Os. 6192/43, 247/43 and 4200/44 are cancelled.)

### 6358.—Brass and Manganese Bronze Bars, Rods and Sections—Termination of Allocation Scheme

(P. 15634/44.—30 Nov. 1944.)

As the difficulties in supply of brass and manganese bronze which necessitated an allocation scheme in 1942 no longer exist, the Non-Ferrous Metals Control has decided, with the agreement of Service Departments, to terminate the allocation scheme for these products on 31st December, 1944.

2. Manufacturers and merchant stockists in the industry have been instructed by the Control concerning the winding-up of the allocation scheme and the revised procedure necessary for delivery of orders as from 1st January, 1945.

3. All users of these products during 1944 for Admiralty naval work have been informed by A.L. P.15634/44, dated 10th November, of the termination of the allocation scheme. D.D.M.B. (M. & P.), Glasgow, is making similar arrangements with his contractors.

4. The following procedure for obtaining supplies of these materials must be adopted by contractors from now on:—

(a) Contractors should continue to make application on Form B/A for allocations relating to material required for the execution of Admiralty work where delivery is needed before the end of 1944, as hitherto:—

(i) For *Naval* contracts, to the Secretary of the Admiralty, P. Branch, (Brass Section), Empire Hotel, Bath.

(ii) For *Mercantile Marine*.

Contracts, to Admiralty Merchant Shipbuilding and Repair Department (Materials and Priority), St. Enoch Hotel, Glasgow, C.1.

The allocation symbol and number thus obtained must be quoted when orders are placed with manufacturers.

(b) When delivery is required in January, 1945, and later, contractors may place their orders with any manufacturer in the industry without the need for an authorization form as required under the allocation scheme. The supplier will be responsible for obtaining a licence from the Non-Ferrous Metals Control to enable him to execute the order. All orders placed by contractors for material in connection with Naval work should continue to show the Admiralty contract number(s) concerned but with the additional prefix symbol "AD", i.e. AD/C.P. 12345/45, etc. In the case of Mercantile Marine requirements, orders should show the prefix symbol "AdM". This is necessary to assist manufacturers in classifying their orders from consumers between the Government Departments concerned when they no longer state the Departmental allocation symbol.

(c) Under the new procedure, if a supplier cannot be found or where a licence is refused by the Control, the consumer should report the position to the Production Department concerned, or in cases of doubt to D.C.W. (Supplies), Bath. (Telephone: Bath, Tennyson 9394.) In the same way, if delivery promises are unsatisfactory or are unfulfilled the contractor should report to D.C.W. (Supplies), Bath, for assistance. For Mercantile Marine work, such difficulties should be reported to D.D.M.B. (M. & P.), Glasgow.

5. Dockyards, establishments and authorities empowered to make local purchase orders, when placing orders involving any of these products should ensure that the contractor is aware of the above procedure.

6. Requisitions by the Director of Stores will continue to be made as before, a copy being forwarded to the Admiralty representative on the Inter-Services Committee of the Non-Ferrous Metals Control.

(A.F.O. 4950/42 is cancelled.)

### 6359.—M.T. Vehicles—Trailers Fitted with "Over-run" Brakes (Reversing)

(N.S.M.T. 3935/44.—30 Nov. 1944.)

When reversing trailers fitted with "Over-run" brakes, it is essential that the brake mechanism on the trailer shall first be rendered inoperative. Drivers of prime movers hauling trailers fitted with this type of brake should be informed accordingly, and should be instructed concerning the method of putting the trailer brakes out of action and also, when reversing has been completed, that the brake mechanism must be returned to its operative position.

2. In the majority of instances, "Over-run" brakes are rendered inoperative by placing a small "shoe" (generally attached to the trailer by a chain) over the shaft of the draw-bar eye, to prevent the latter from being forced rear-ward.

3. Drivers should be warned that it is their responsibility on all occasions to ensure that these instructions are carried out.

### 6360.—Passenger Travel

(C.E. 54223/44.—30 Nov. 1944.)

The Ministry of War Transport state that rail transport conditions still make it desirable that conferences should be confined, as far as possible, to small numbers and should not occasion a large amount of travel over long distances.

2. Subject to these considerations, it is no longer desired by the Ministry that conferences that would ordinarily be held shall be cancelled.

(A.F.O. 2957/44.)

