

HEAD OF "P" BRANCH

(See A.F.O. Diagram Issue No. 46/45)

RESTRICTED(FOR OFFICIAL USE ONLY)*Not to be communicated to anyone outside H.M. Service***ADMIRALTY FLEET ORDERS**ADMIRALTY, S.W.1,
8th November, 1945.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

J. V. Markham

To Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Ships, Vessels and C.O. Craft, 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, 1943, Instructions, paragraph 10.

ADMIRALTY FLEET ORDERS

No. Subject.

8th November, 1945.

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

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

6374. Bases, Naval—Status of Bases in U.K.—Amendments.
 6375. Commands—Home—Reserve Aircraft and Technical Training Command—Organization.
 6376. Defence—Regulations—Wireless Receiver (Ships) Order, 1945—Cancellation.
 6377. Fishery—Protection Vessels—Belgian.
 6378. Parliament—Motion of Gratitude to H.M. Forces. *(Included in Notice Boards Only.)*

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

6379. Aircraft—Flying Regulations—Lifesaving Waistcoats—Wearing by Aircrews.
 6380. Assurance—Life—Scheme for Naval and W.R.N.S. Officers.
 6381. B.B.C.—Broadcast Talk by the Chief of Naval Information—"Nelson and Sea Power To-day". *(Included in Notice Boards Only.)*
 6382. Bases, Naval—H.M.S. "Proserpine"—Paying Off.
 6383. Canteen—Ratings—Extra Duty Allowances.
 6384. Chaplains—Honorary, to The King.
 6385. Complements—Steward Staffs in Aircraft Carriers—Dilution.
 6386. Courses—Naval Staff.
 6387. Cuba—Cuban Subjects Enrolled in the British Armed Forces—REPORTS.
 6388. Education—Adult Education and Vocational Training—Volunteers for Full Time Instructional Duties.
 6389. Education—Adult Education and Vocational Training.
 6390. Electrical Branch—Opportunity for Certain Officers on the Active, Retired and Emergency Lists of the Royal Navy to Apply for Transfer Thereto.
 6391. Films—Cinema Projectionists, Cinema Maintenance and Instructional Film Distribution.
 6392. Films—Instructional—Titles—"Teaching" (Serial No. D.548).
 6393. Insurance—National Health and Pensions Insurance of Naval Personnel—Increase of Pension Contributions.
 6394. Kits—Naval and W.R.N.S. Ratings—Disposal of Kits on Discharge.
 6395. Manpower—Re-allocation—Block Release in Class B—Arts Students.
 6396. Manpower—Re-allocation—Block Release in Class B—Bricklayers.
 6397. Manpower—Re-allocation—Block Release in Class B—Building Ancillary Trades.
 6398. Manpower—Re-allocation—Block Release in Class B—Building Materials Manufacture.
 6399. Manpower—Re-allocation—Block Release in Class B—Building Materials Manufacture.
 6400. Manpower—Re-allocation—Block Release in Class B—Building Trade Workers (General).
 6401. Manpower—Re-allocation—Block Release in Class B—Carpenters and Joiners.
 6402. Manpower—Re-allocation—Block Release in Class B—Civil Engineering.
 6403. Manpower—Re-allocation—Block Release in Class B—Civil Engineers.
 6404. Manpower—Re-allocation—Block Release in Class B—Coalminers.
 6405. Manpower—Re-allocation—Block Release in Class B—Colonial Service—Candidate for.
 6406. Manpower—Re-allocation—Block Release in Class B—Commerce, Banking, etc.
 6407. Manpower—Re-allocation—Block Release in Class B—Cotton Operatives.
 6408. Manpower—Re-allocation—Block Release in Class B—Distributive Trades.
 6409. Manpower—Re-allocation—Block Release in Class B—Draughtsmen.
 6410. Manpower—Re-allocation—Block Release in Class B—Draughtsmen.
 6411. Manpower—Re-allocation—Block Release in Class B—Electric Cables, Electric Apparatus Manufacture.
 6412. Manpower—Re-allocation—Block Release in Class B—Electric Cooker Makers.
 6413. Manpower—Re-allocation—Block Release in Class B—Electricians, Wiremen, etc.
 6414. Manpower—Re-allocation—Block Release in Class B—Erector Fitters (Electrical).
 6415. Manpower—Re-allocation—Block Release in Class B—Fitters (Unspecified).
 6416. Manpower—Re-allocation—Block Release in Class B—Floor and Patent Roofing Layers, Tilers (Wall and Floor).
 6417. Manpower—Re-allocation—Block Release in Class B—Gas Workers.
 6418. Manpower—Re-allocation—Block Release in Class B—Glass Manufacture.
 6419. Manpower—Re-allocation—Block Release in Class B—Glaziers.
 6420. Manpower—Re-allocation—Block Release in Class B—Mining and Quarrying (other than Coal, etc.).

(Issued separately on 8th November, 1945.)

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

6361. Manpower—Re-allocation—Block Release in Class B—Painters (House).
 6362. Manpower—Re-allocation—Block Release in Class B—Plasterers.
 6363. Manpower—Re-allocation—Block Release in Class B—Plumbers, Gas Fitters, etc.
 6364. Manpower—Re-allocation—Block Release in Class B—Police.
 6365. Manpower—Re-allocation—Block Release in Class B—Pottery, Earthenware, China, Porcelain, Glazed Tiles.
 6366. Manpower—Re-allocation—Block Release in Class B—Pottery, Earthenware, China, Porcelain, Glazed Tiles.
 6367. Manpower—Re-allocation—Block Release in Class B—Slaters and Tilers (Roof).
 6368. Manpower—Re-allocation—Block Release in Class B—Slaughtermen, etc.
 6369. Manpower—Re-allocation—Block Release in Class B—Stoves, Grates, Ranges, Pipes, Cast-iron, Hollow-ware and General Ironfounding.
 6370. Manpower—Re-allocation—Block Release in Class B—Woodworkers.
 6371. Manpower—Re-allocation—Block Release in Class B—Wool Operatives.
 6372. Manpower—Re-allocation—T.124 and Variant Agreements Personnel—T.124X Ratings—Release in Class A.
 6373. Manpower—Re-allocation—Volunteers—Voluntary Postponement of Release—Engineer, Instructor and Schoolmaster Officers—REPORTS.
 6395. Minesweeping—Engineering Administration and Maintenance.
 6396. Non-Substantive Ratings—S.D. Ratings Qualified for R.P.3—Payment.
 6397. Officers—Grant of Quasi-Permanent Acting Lieutenant—Commanders Rank.
 6398. Officers—Meritorious War Service—Grant of Additional Seniority.
 6399. Officiating Ministers of Religion.
 6400. Petrol—Concessions and Leave Permits for Naval Personnel on Leave.
 6401. Parliament—Political Facilities—Members of and Candidates for Parliament in the R.N. and R.M.
 6402. Prizes—Beaufort and Wharton Testimonials—Award for 1944.
 6403. Promotion to Commissioned and Warrant Rank from Lower Deck—Permanent Commissions—Executive and Air Branch—Fleet Selection Boards—REPORTS.
 6404. R.C.N.—Discipline.
 6405. R.M.—Officers—Transfer of Temporary Officers to Permanent Commissions.
 6406. Victualling—Marking of Hammocks.
 6407. Ratings—Stokers (M)—Advancement to Leading Rate.
 6408. Sports—R.N. and R.M. Rugby Union—Tickets for International and Service Rugby Matches, 1945-1946. *(Included in Notice Boards Only.)*
 6409. Surgeons and Agents—Additional Appointments.
 6410. W.R.N.S.—Desertion—Discharge and Disposal of Service Certificates.
 6411. W.R.N.S.—S.D.O. Watchkeepers—Assimilation in Coder Category.
 6412. W.R.N.S.—The Association of Wrens. *(Included in Notice Boards Only.)*
 6413. Welfare—W.R.N.S.—Family Welfare Sections—Vacancies for Temporary Women Welfare Workers to be Recruited from W.R.N.S.

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

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

6414. Aircraft—Bombs—Hellcats—Restriction on Nose Fuzing when Accelerating.
 6415. Aircraft—Bombs—Practise—Inspections Before Use—Disposal of Unserviceable Bombs.
 6416. Aircraft—General—Guns and Armament Materiel—Reporting of Defects.
 6417. Ammunition—Mortars—Holman Projector Ammunition—Disposal.
 6418. Ammunition—4-in.-16-in.—H.E. Shell Filled, R.D.X./T.N.T. with a Universal Cavity to Permit Exchange of Fuzes on Board—Introduction.
 6419. Guns—2-pdr.—Mark VIIIW—Body, Box, Steam Release—Modification.
 6420. Guns—5.25-in., Mark I, 4.7-in., Marks XI and XII—XIIB. and 4.5-in., Marks I, III and IV—Buffers Breech Block—Modification.
 6421. Gun Mountings—4.5-in.—C.P. V and R.P.50, Mark V—Safety Firing Gear—Modification to Safety Switch, etc.
 6422. Gun Mountings—40-mm.—Bofors, Single, Mark VII—Sight Board Diagram and Provision of Adaptors.
 Torpedo.—*(Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)*
 6423. Electrical—Communications, Internal—Material—Amplifiers, Pattern 13256, for Sound Powered Telephones—Failure of Electrolytic Condensers.
 6424. Electrical—Communications, Internal—Material—Telephone Equipment—Telephones and Telephone Control Boxes—Fitting of Condensers.
 6425. Mining (Ground and Buoyant)—Stores and Components—Aircraft Mines—Apparatus Testing Safety, St. No. 8140 and Apparatus Testing, Safety Switches, Mark 2, St. No. 5585.
 6426. Whitehead—Torpedo Components—Stores and Tools—21-in., Mark 8 and 9 Types—Method of Fitment of Stop Valve to Spindle.

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

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

6427. Aircraft—Carriers—Accelerators—H.II, H.II, Mod. 1 and H.IVC—Aircraft Launching Equipment.
 6428. Machinery—Engines—Diesel—National Gas and Oil Engine, Type HAUM6 Supercharged—Failure of Supercharger Ball Races.
 6429. Machinery—Engines—Fowler 2DY Engines in 25-ft. Motor Cutters—Lubricating Oil Filters.
 6430. Machinery—Generators—Diesel—Hercules DJX-C—Reconditioning—REPORTS.
 6431. Machinery—Surplus and Redundant—Storage and Disposal—REPORTS.

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

6432. D/F—Outfits—Loran Outfits APN-4 and APN-9—Fitting-Out Information.
 6433. Radar—Type 242M—Transmitter and Pre-Amplifier Unit Design 1, Pattern W.9458/A.
 6434. Radar—Types 267W/MW/PW, 268, 268U, 291/M/U/W, 970 and 971—A.C. Supply Outfits DUF, DUR and DUW—Pattern W.5095 Starter.
 6435. Shore Stations—Transmitting Equipment—Beacon Type YG—Bodine Motors—Failure.
 6436. W/T—Stores—Additional Loudspeakers, Pattern 8888A—Supply to Submarines.

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

6437. Asdics, Echo Sounding and Hydrophone Stores—Deletion from Rate Book and Authorized List of Naval Stores.
 6438. Echo Sounding—Establishment Lists—Base Spares for Echo Sounding Installations, Types 758, 761 and 764 Series.
 6439. Echo Sounding—Establishment Lists—Base Spares for Echo Sounding Installations, Type 765 Series.
 6440. Echo Sounding—Fitting and Maintenance—Cable Changing Junction Boxes—Modification—Existing Sets—Types 758 (Except "Q"), 761, 764 and 765 (Except "CL/CN") Series.

Aircraft.—(Technical.)

6441. Aircraft—Dinghy Valise for Avenger Aircraft—Introduction.
 6442. Aircraft—W/T—Radio—ARI.5270—Introduction.
 6443. Aircraft—W/T—Radio—Fracture of Screen Connection in Connectors, Types 2091 and 2186 When Used with Helmets, Flying, Types C, D and E (Wired).
 6444. Air Stations—Air Holding Down Point for Engine Ground Runs—REPORTS.

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

6445. Aircraft—Portable Gun Stripping Bench—Introduction.
 6446. Cables—Electric Cable Leads in H.M. Ships—Support.
 6447. Combined Operations—L.B.Vs.—Conversion to Ammunition Barges—Re-designation.
 6448. Destroyers—Scuttle to Gland and Plummer Block Compartments—Replacement—As. and As.
 6449. Lighting—Weather Deck Lighting—Re-introduction.
 6450. Stores—Administrative and General—Aircraft—Stores Under Section 3 of the R.A.F. Vocabulary.
 6451. Stores—Items—Avometers, Pattern 48A (or S.48A)—Increased Allowance.
 6452. Stores—Items—Portable Electric Drilling Machines—Allowances for Electrical Artificers.
 6453. Stores—Items—Station Pointers—Allowance to Minesweeping Motor Launches.
 6454. Telephones—Spares—Allowances—Destroyers.

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

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

6455. Boats—Present whereabouts—REPORTS.
 6456. Messing—Gear—Consolidated Scales.
 6457. Stores—Administrative and General—Addresses—Mersey Area—Address for Naval Stores for Ships under Construction, etc.
 6458. Stores—Administrative and General—Addresses—Store Depots—Thurso—Closing Down.
 6459. Stores—Administrative and General—Perspex and Similar Plastics—Disposal of Arisings.
 6460. Stores—Administrative and General—Storage Policy.
 6461. Uniform—Officers and Ratings—Action/Working Dress.
 6462. Victualling—Arrangements, Christmas, 1945.
 6463. Victualling—Stores in United Kingdom—Supply.
 6464. Waste—Empty Milk Bottles—Return.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

6465. Books of Reference—Amendments.
 6466. Books of Reference—B.R. 372—Establishment of Naval Stores for "Miners"—List of Errata No. 8.
 6467. Books of Reference—B.R. 387—Establishment of Naval Stores for L.C.G. (M) and L.C.S. (R)—List of Errata No. 1.
 6468. Books of Reference—B.R. 980 (Y) (Restricted)—Revised page 1 and additional pages 1A and 17 to Range Tables No. 415 for B.L. 14-in. Guns, Mark VII, October, 1945—Issue.
 6469. Books—U.S. Publications—U.S. Radio Equipment—Modifications to U.S. Handbook for T.B.S.-3.
 6470. Correspondence—General—Microgram Services.
 6471. Educational—Adult Education and Vocational Training—Technical Periodicals.
 6472. Forms—S.285f—Magazine Log—Supply to L.C.G. (L)s, L.C.G. (M)s, L.C.S. (R)s and L.C.T. (R)s.
 6473. Mercantile Marine—Admiralty Merchant—Ship Defence Instructions.
 6474. Publications—Air—A.P. (N) 1—Publications for the Naval Air Arm—Revision.
 6475. Resettlement in Civil Life—Careers for Men and Women—Pamphlets—Distribution.
 6476. Resettlement in Civil Life—Government Vocational Training Scheme—Pamphlets—Distribution.

SECTION 6.—SHORE ESTABLISHMENTS

6477. Admiralty—Civil Police—Sick Pay.
 6478. Civilian Non-Industrial Staff—Allowances—Removal, etc.
 6479. Civilian Non-Industrial Staff—Juvéniles—Employment and Conditions of Service.
 6480. Civilian Non-Industrial Staff—Promotion of Clerical Assistants (Treasury and Departmental) to the Clerical Class.
 6481. Civilian Non-Industrial Staff—Typing Grades—Promotion to the Clerical Class.
 6482. Clothing—Preservation.
 6483. Correspondence—General—Microgram Services (See A.F.O. 6470/45.)
 6484. Lifting Gear—Cranes, Coles, Mark III, Series II, Diesel Electric, Mobile—Towing.
 6485. Lifting Gear—Cranes, Mobile—Precautions to be taken when used in Vicinity of Overhead Electric Transmission Lines.

(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.

6374.—Status of Bases in U.K.—Amendments to M. 07409/45.—8 Nov. 1945.)

The following further changes in the Status of Bases in the U.K. are promulgated for ease of reference :—

Rosyth Command :—

- Naval Officer-in-Charge, Stranraer ; abolished 31st July, 1945.
- Naval Officer-in-Charge, Aultbea ; abolished 7th August, 1945.
- Naval Officer-in-Charge, Dundee ; reduced to Resident Naval Officer, Dundee, 1st September, 1945.
- Naval Officer-in-Charge, Oban ; abolished 10th September, 1945.
- Resident Naval Officer, Larne ; abolished 12th September, 1945.
- Naval Officer-in-Charge, Ardrossan ; abolished 30th September, 1945.
- Naval Officer-in-Charge, Inveraray ; abolished 30th September, 1945.
- Naval Officer-in-Charge, Lerwick ; abolished 30th September, 1945.
- Naval Officer-in-Charge, Thurso ; reduced to Resident Naval Officer, 15th October, 1945.

Nore Command :—

- Flag Officer-in-Charge, Harwich ; reduced to Naval Officer-in-Charge, Harwich, 1st August, 1945.
- Resident Naval Officer, Boston ; abolished 9th August, 1945.
- Naval Officer-in-Charge, Blyth ; abolished 15th August, 1945.
- Naval Officer-in-Charge, Sunderland ; abolished 15th September, 1945.
- Naval Officer-in-Charge, Ramsgate ; abolished 17th September, 1945.
- Flag Officer-in-Charge, Humber ; reduced to Naval Officer-in-Charge, Humber, 30th September, 1945.
- Resident Naval Officer, Brightlingsea ; abolished 30th September, 1945.
- Naval Officer-in-Charge, Tees ; reduced to Resident Naval Officer, Tees, 30th September, 1945.
- Flag Officer-in-Charge, Tyne ; abolished 12th October, 1945.
- Commodore-in-Charge, Sheerness ; reduced to Captain-in-Charge, Sheerness, 23rd October, 1945.
- Commodore-in-Charge, Southend ; abolished 31st October, 1945.

Portsmouth Command :—

- Resident Naval Officer, Newhaven ; abolished 15th August, 1945.

Plymouth Command :—

- Flag Officer-in-Charge, Milford Haven, abolished 14th August, 1945.
- Resident Naval Officer, Avonmouth ; abolished 15th October, 1945.
- Resident Naval Officer, Fleetwood ; abolished 31st October, 1945.

(A.F.O. 4239/45.)

6375.—Reserve Aircraft and Technical Training Command—Organization of (A.373/45.—8 Nov. 1945.)

The office of the Rear Admiral (E) in Charge Reserve Aircraft and Technical Training (R.A.R.A.), was established at Wykeham Hall, Lee-on-Solent, on the 15th October. It will probably move to the R.N. Air Station, Arbroath, before the end of 1945.

2. R.A.R.A. is responsible to Admiral (Air) for the administration of the following Naval air stations and establishments :—

Abbotsinch	Fleetlands
Anthorn	Newcastle-under-Lyme
Belfast	Stretton
Culham	Worthy Down
Donibristle	H.M.S. "Ariel"
Dunino	H.M.S. "Fledgling"
Evanton	

3. In addition R.A.R.A. is responsible to Admiral (Air) for :—

- (a) the general administration of the technical training of aircraft maintenance personnel in accordance with Admiralty requirements. (The R.N. air sections at the R.A.F. stations Defford, Hednesford, Kirkham, Locking and Melksham, and the R.N. Air Training Section, Loughborough, will continue for the present to be administered on all non-technical matters by the Commodore, R.N. Barracks, Lee-on-Solent, who will continue to be responsible also for the drafting and advancement of the ratings),
- (b) the receipt and allocation according to Admiralty directions of new aircraft and engines ;
- (c) the allocation of aircraft replacements in the United Kingdom ;
- (d) the supervision of the naval aircraft held by No. 41 Group, R.A.F. ;
- (e) the control of the distribution of all modification parts and equipment in the United Kingdom ;
- (f) the control of aircraft recovery and repair organization in the United Kingdom including on-site repairs and direct contact with the aircraft industry and the Civil Repair Organization within the limits laid down by the Admiralty ;
- (g) the administration of Naval aircraft salvage and transport units and the movement of all dismantled service aircraft and the major components thereof ;
- (h) the administration of the Naval Aircraft Ferry Pool Organization in the United Kingdom.

4. For the exercise of these functions R.A.R.A. will have direct access to the departments concerned at the Admiralty and to Headquarters, Technical Training Command, R.A.F., referring questions of policy to Admiral (Air).

5. Punishment warrants normally sent to the administrative authority will, for establishments under the charge of R.A.R.A., be sent to Admiral (Air) or F.O.F.T. on a geographical basis. Reports on disciplinary matters other than punishment warrants are to be sent to Admiral (Air), through R.A.R.A.

6. Pending the transfer of this new command to its permanent headquarters at R.N. Air Station, Arbroath, all correspondence for the Command should be addressed to :—

Office of R.A.R.A.,
c/o Admiral (Air),
Wykeham Hall,
Lee-on-Solent.

The Staff Communications Officer on the Staff of Admiral (Air) will automatically be responsible for signal communications of R.A.R.A. while at Lee-on-Solent.

7. Rear-Admiral (E) J. L. Bedale has been appointed Rear-Admiral (E) in charge of the Reserve Aircraft and Technical Training Sub-Command.

8. All Naval air stations and establishments not included in paragraph 3 above will continue to be administered by their present authorities.

(C.A.F.O. 1345/45, paragraph 8.)

6376.—Defence Regulations—Wireless Receivers (Ships) Order, 1945— Cancellation of

(N.L. 5319/45.—8 Nov. 1945.)

Their Lordships have now issued an Order whereby the Wireless Receivers (Ships) Order, 1945, is cancelled.

(A.F.O. 1251/45 is cancelled.)

6377.—Fishery Protection Vessels—Belgian

(M. 09478/45.—8 Nov. 1945.)

The following communication has been received from the Belgian Government:—

“The Ministry of Marine announces that in the execution of Article 26 of the Convention concluded at The Hague on the 6th May, 1882, the fishing boats O.179, “Ibis II”, and O.285, “Marie Jose Rosettee” will undertake the duty of the surveillance of fishing in the North Sea.

6378.—Motion of Gratitude to H.M. Forces

(M/C.S. 58/45.—8 Nov. 1945.)

*(Included in Notice Boards Issue only.)***Section 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, etc.****6379.—Flying Regulations—Life-saving Waistcoats—Wearing by Aircrews**

(A. 326/45.—8 Nov. 1945.)

Except as provided in paragraph 2 below, life-saving waistcoats are to be worn on all flights in Naval aircraft.

2. (i) *First Line, Training and Ancillary (other than communication) aircraft.*—Life-saving waistcoats need not be worn by aircrews on:—

- (a) Flights restricted to local circuits, not routed within five miles of the coast.
(b) Cross country flights not routed within ten miles of the coast.

(ii) *Communication aircraft.*—Aircrews and passengers are to wear their life-saving waistcoats on flights over water when warned by the pilot of the likelihood of an emergency.

3. For the purpose of this Order the term “coast” is defined as “The sea coast proper, together with the shores of estuaries, firths and lochs which are more than five miles wide at high water”.

4. A.F.O. 917/44, Section IX, paragraph 5, should be amended accordingly.

*(A.F.O. 917/44.)****6380.—Life Assurance Scheme for Naval and W.R.N.S. Officers**

(C.W. 60416/45.—8 Nov. 1945.)

The North British and Mercantile Insurance Company Limited, and the Phoenix Assurance Company Limited, have furnished particulars of the following change in their practice with regard to war risk.

2. All new policies will continue to bear the War and Aviation clause, but full war cover may be obtained on the same terms and conditions as shown in section 2(b) of the attachment slip (dated 1st January, 1943) to Form S.1045 except that the extra premium quoted therein will be reduced from 25 per cent per annum to £1 per cent per annum.

3. Existing policyholders who were paying a higher rate of extra than £1 per cent per annum to cover war risks are entitled to a reduction to the lower rate as from 1st October, 1945, for the balance of the extra premium paying period.

4. This is a temporary measure to cover present circumstances and does not preclude any further reduction of the extra premium for war risks which an improvement in the world situation might warrant; the benefit of such reduction would be extended to existing policyholders then paying war extra at a higher rate.

5. The Equitable Life Assurance Society state that their Policies will continue to bear their own war clause *vide* section 2(a) of attachment slip (dated 1st January, 1943) to Form S.1045. The war with Japan having ended, an officer would, without payment of extra premium, be insured for the full amount at present and for at least two-thirds of the premium in a future war.

6. The Director of Navy Accounts has issued instructions for the reduction in premiums payable by officers who receive the concession notified in paragraph 3 of this Order.

*(A.F.O.s 1054/37 and 1813/43.)***6381.—“Nelson and Sea Power To-day”—A Broadcast by The Chief of Naval Information**

(D.P.S.—8 Nov. 1945.)

*(Included in Notice Boards Issue only.)***6382.—H.M.S. “Proserpine”—Paying Off**

(M. 4755/45.—8 Nov. 1945.)

H.M.S. “Proserpine,” Depot Ship, Scapa, paid off on 31st October, 1945, when the remaining complement was absorbed in H.M.S. “Pomona,” Boom Defence Depot Ship.

2. H.M.S. “Pomona” is now the accounting base for former tenders to H.M.S. “Proserpine.” The Base Supply Officer, Lyness, who has administered both bases in the past, continues to administer H.M.S. “Pomona.”

6383.—Canteen Ratings—Extra Duty Allowances

(N. 24515/45.—8 Nov. 1945.)

In view of doubt which has arisen, it is notified for the information and guidance of all concerned that canteen ratings should not be employed as action plotters or on other duties which qualify for Naval allowances.

+6384.—Church of Scotland and the Free Churches—Honorary Chaplain to the King

(C.W. 66567/45.—8 Nov. 1945.)

His Majesty the King has been graciously pleased to approve the appointment of the Reverend Alexander Campsie, M.C., M.A., Senior Chaplain, Church of Scotland and the Free Churches, as Honorary Chaplain in succession to the Reverend Irving Davies.

*(A.F.O. 4839/45.)***6385.—Steward Staffs in Aircraft Carriers—Dilution**

(N. 20571/45.—8 Nov. 1945.)

To alleviate the present shortage in Steward ratings, particularly in the higher rates, it is necessary to establish as a temporary measure the following dilution in Steward staffs in Aircraft Carriers.

2. When the Wardroom staff of the Carriers shown in Column (1) below, as allowed by the standard complement, includes the number of P.O. Stewards shown in Column (2), the dilution in Column (3) will apply.

(1)	(2)	(3)
Fleet Carriers	3 P.O. Stewards	4 Stewards in lieu of 1 P.O. and 3 Leading Stewards
Fleet and Light Fleet Carriers	2 P.O. Stewards	3 Stewards in lieu of 3 Leading Stewards

3. In Naval Air Arm squadrons when less than 10 Steward ratings are allowed by complement a Steward should be drafted in lieu of the Leading Steward allowed by A.F.O. 2685/45, Note II.

4. This dilution does not constitute a reduction in complement and difference of pay is therefore payable where appropriate under the terms of K.R. and A.I., Article 1591.

5. This dilution does not affect Stewards staffs entered on a foreign station (e.g., Chinese).

(A.F.O. 2685/45.)

6386.—Naval Staff Course

(C.W/T.S.D. 358/45.—8 Nov. 1945.)

The duration of the Naval Staff Course will in future be 5 months, and two courses will take place each year, commencing 7th January, 1946, as follows:—

Commence	Finish
Monday, 7th January	Friday, 7th June.
Monday, 22nd July... ..	Friday, 20th December.

et seq.

2. Students will be drawn in the main from R.N. officers of the Executive Branch with the normal quota from (E) and (S) Branches, from the Dominion Navies, the Army and the R.A.F.

3. Officers qualifying in this course will be entitled to the p.s.c. appellation.

4. Applications by the Dominion Authorities for vacancies, will require to be received one month prior to the dates of the commencement of the courses.

(A.F.Os. 5853/44 and 514/45 are cancelled.)

*6387.—Cuban Subjects Enrolled in the British Armed Forces—REPORTS

(N. 21090/44.—8 Nov. 1945.)

The Cuban Government have asked to be supplied with particulars of officers and men of Cuban nationality who are serving in the Royal Navy or Royal Marines.

2. This information is required in consequence of a Resolution published in the "Cuban Official Gazette" of the 24th April, 1945, to the effect that Cubans who had enrolled in the forces of the United Nations would not forfeit their citizenship status.

3. The details required are as follows, and should be notified to the Admiralty by officers and men of Cuban or dual British/Cuban nationality through their Commanding Officer:—

- Name in full.
- Place and date of birth.
- Date of entry.
- Rank or rating and official number.
- Names and nationality of parents.

*6388.—Adult Education and Vocational Training—Volunteers for Full-Time Instructional Duties

(N/C.W. 71850/45; C.W./N. 25636/45.—8 Nov. 1945.)

A.F.O. 2120/45 is to be amended to read as follows:—

Paragraph 10. *Selection of Volunteers.*—All applications are to be made in the form given in paragraph 12, and should be sent in as soon as possible.

- Applications from officers, including R.M. officers, who are recommended, are to be forwarded in duplicate to Admiralty (for D.E.D.). Applications from W.R.N.S. officers should be sent in triplicate through the usual channels, D.W.R.N.S. requiring form in duplicate for transmission of one copy to D.E.D.

(iii) Applications from ratings and other ranks who are recommended should be sent to Commodores of Depots or Commandants, Royal Marine Depots, with a duplicate copy to Admiralty (for D.E.D.).

(iv) Applications from W.R.N.S. ratings at home should be made to their appropriate drafting authority in triplicate. One copy will be retained by the drafting authority, one will be forwarded to Admiralty (for D.W.R.N.S.), and one to Admiralty (for D.E.D.).

In the case of ratings of centrally drafted categories the establishment from which the application originates shall forward it in quadruplicate, three copies to the appropriate drafting authority who will act in accordance with the above, and one copy for information to the Superintendent, W.R.N.S., of the command in which the rating is serving.

Where possible, it is advisable that, prior to their application forms being forwarded for consideration, W.R.N.S. applicants should be interviewed by the senior W.R.N.S. Education Officer available.

W.R.N.S. ratings attending the course at H.M.S. "Cabbala" are on loan for four weeks. At the close of the course a disposal list is forwarded to each drafting authority who will then issue the appropriate draft orders in accordance with the list received.

(v) For officers and ratings serving abroad an additional copy of the application form should be sent to the Commander-in-Chief of the station for retention.

(vi) For ratings serving abroad, excluding W.R.N.S. personnel, Commanders-in-Chief will select suitable volunteers and will return them to their Home depots to await an E.V.T. course. The following quotas are allocated:—

British Pacific Fleet, East Indies and Mediterranean—not more than 10 ratings per month each.

South Atlantic, Western Atlantic, West Africa—not more than 2 ratings per month each.

(vii) Ratings in the following categories are to be considered ineligible as volunteers under A.F.O. 2120/45.

Seamen.	Communication.	Engineroom.
C.P.O. and P.O. with following non-sub. rates:—	C.P.O. and P.O. Tels. Ch. Yeo. Sigs. Yeo. Radio Mechs.	C.E.R.A. E.R.A. Ch. Stoker S.P.O. L/Stoker Ch. Enginemen (PS) Enginemen (PS) L/Stokers (PS)
G.M. R.C. Q.O. T.G.M. C.R.I. S.D.I. R.P. H.S.D.		
Artisans.	Miscellaneous.	Air Branch.
Ch.E.A. E.A. Ch. O.A. Shipwright	All Sick Berth Ratings C.P.O. and P.O. writers S.C.P.O. and Stores P.O. All Cooks (O) All Cooks (S) C.P.O. and P.O. Stewards	Ch. and P.O. Air Fitters (acting and confirmed P.Os.) Ch. and P.O. Air Mechs. (confirmed P.Os. only)
	} Except P.S. ratings.	

If any ratings in the above categories are permanently unfit for sea, they may volunteer at the discretion of the drafting authorities.

W.R.N.S. categories:—

Regulating	All rates
Radio Mechanics (G.S. and Air Arm)	All rates
Quarters Assistants	All rates
Cook (O) and (S)	All rates
Writer (General) and Writer (Pay)	P.O. rates and above
Stores (naval stores, clothing, victualling and air stores).	P.O. rates and above

(viii) Applications from ratings who are candidates for schoolmasters under paragraph 9 (c) (i) should be treated in the same way as for other ratings. They will be selected for promotion at the end of the training course.

Paragraph 12. *Cancel 1(g) and substitute:—*

"Have you volunteered for postponement of release in accordance with A.F.O. 5626/45 either as EMVOL or NEWVOL "

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

(A.F.O. 5645/45 is cancelled.)

See AFO 53/46. **6389.—Educational and Vocational Training**

(N./D.P.S. 1374/45/A.C.N.P.—8 Nov. 1945.)

Their Lordships again wish to draw attention to the importance which they attach to the provision of Educational and Vocational training. They realise that the great increase in the speed of releases is making the proper conduct of E.V.T. most difficult, but they hope that everything possible will be done to provide facilities for those men who wish for E.V.T. courses before their release.

2. The success of the scheme depends not merely on the work of those directly involved but on the support of the Commanding Officers and others in providing workshop and classroom accommodation and stores and in encouraging and affording opportunities for maximum numbers to attend.

3. More volunteers are required from those in the later Age and Service groups to act as full-time E.V.T. instructors. Attention is invited to A.F.O. 5644/45 about the allowances which are payable to instructors. Drafting authorities must do everything possible to make such volunteers as are suitable, available to the E.V.T. centres with the minimum delay.

4. It is also desired to increase instruction in Current Affairs and Citizenship as much as possible, the bulk of this work will fall on officers and it is important that all who have the necessary qualifications and training take an effective part in this work. Their Lordships desire that Commanders-in-Chief will investigate the practicability of stepping up compulsory instruction of this nature in working hours in shore establishments from the one-hour week prescribed in A.F.O. 123/45, paragraph 3, to two hours a week. It is known that this is already done in some establishments and Their Lordships believe it could be achieved in many others, if the necessary impetus is forthcoming.

5. The attention of Flag and Commanding Officers is also invited to the monthly publications distributed to Educational and Resettlement Information Officers which contain not only a reprint of all A.F.Os. dealing with E.V.T. and Resettlement, but also a bulletin on these questions and a cumulative index of all Admiralty publications relating to E.V.T. and Resettlement. There is reason to believe that a great deal of the information issued by the Admiralty on these important matters has not reached the Officers concerned and is not being passed on to Officers and ratings before their release.

(A.F.Os. 123/45 and 5644/45.)

See AFO 185/45. **6390.—Naval Electrical Branch—Opportunity for Certain Officers on the Active, Retired and Emergency Lists of the Royal Navy to Apply for Transfer thereto**

(C.W. 76345/45.—8 Nov. 1945.) *See AFO 5416/46*
See AFO 388/45. *.. 5417/46*

In A.F.O. 517/45, Their Lordships announced their intention to establish a Naval Electrical Branch. In A.F.O. 5283/45 the intended scope and conditions of service for officers of the branch were further described and the relevant paragraphs should be read in conjunction with this Order.

2. *Qualifications for Transfer.*—This Order is addressed to officers on the Active, Retired and Emergency Lists of the Royal Navy who possess the following qualifications:—

(a) Executive Officers qualified in Torpedo or Communications. Commanders and Captains who held either of these qualifications are also eligible.

- (b) Executive Officers and Officers of the (A) Branch who are Air Signal Officers.
- (c) Officers who, under the terms of A.F.O. 611/39 and subsequent amendments thereto, were promoted from Commissioned Gunners (T), Gunners (T), Commissioned Telegraphists and Warrant Telegraphists, direct to the rank of Lieutenant.
- (d) Commissioned Gunners (T), Gunners (T) and Officers promoted therefrom.
- (e) Commissioned Telegraphists, Warrant Telegraphists, and Officers promoted therefrom.
- (f) Officers of any branch who have electrical qualifications and experience likely to render them particularly suitable for the branch.
- (g) Officers of any branch born after 30th June, 1924, whose inclination is towards a career in the Electrical Branch.

3. Officers in the foregoing categories who are on the Retired or Emergency Lists will be accepted for re-instatement on the Active List and transfer to the Electrical Branch only if their experience renders them exceptionally suitable for such employment, and conditions of pay and pension will be considered for any individual case that may arise.

4. *Existing Electrical Branch.*—Officers of the existing Electrical Branch will be automatically transferred to the new branch from the date of its inception. After transfer special consideration will be given to the selection of Commissioned and Warrant Electricians for promotion direct to Lieutenant (L), since these officers were not included in A.F.O. 611/39 or subsequent amendments thereto.

5. *Torpedo Mechanical Branch.*—Officers who apply under this Order and are selected for Electrical Branch will be free to make application for further transfer to the Torpedo Mechanical Branch, foreshadowed by A.F.O. 1012/45, should they so desire when the conditions appertaining to that branch are published.

6. *Pay.*—It is contemplated that the basic pay of Electrical Officers will be equal to that of Engineer Officers, the present scale being given in Appendix to Navy List (June, 1945), pages 8 and 12. The scale of allowances is still under consideration.

7. *Rank and Seniority on Transfer.*—Transfer will be made to the corresponding grades with the same substantive rank and seniority as that held at the appropriate date, subject to possible modification in the case of Retired, Emergency and Temporary R.N. Officers.

8. *Promotion.*—Promotion of officers will be made under rules similar to those now in force for Cadet Entry Engineer Officers (K.R. & A.I., Articles 271 to 281) and for Warrant Engineer Officer Classes (A.F.O. 131/45).

9. *Retirement and Retired Pay.*—Compulsory age limits and conditions for retirement will also be similar to those now in force for Cadet Entry Engineer Officers and Warrant Engineer Officer Classes (Appendix to Navy List, June, 1945, pages 50 to 61).

10. Officers who wish to be considered for transfer should address applications to their Commanding Officers, giving the following details:—

- (i) Full name.
- (ii) Date of birth.
- (iii) Substantive rank and seniority, together with details of any quasi-permanent or acting rank held.
- (iv) Particulars of qualification, practical experience and any other qualification or factor bearing on their suitability for the Electrical Branch.

11. Commanding Officers should forward applications, together with a report on Form S.206, as to their opinion of the officer and his suitability for the Electrical Branch, to their Administrative Authority for remarks and onward transmission to the Admiralty (C.W. Branch).

12. Applications should be forwarded to reach the Admiralty as soon as possible and in any case by 31st January, 1946.

(A.F.Os. 611/39, 131/45, 517/45, 1012/45 and 5283/45.)

6391.—Cinema Projectionists, Cinema Maintenance and Instructional Film Distribution

(N./N.T. 5388/45.—8 Nov. 1945.)

It is appreciated that during the interim period between the end of hostilities and the end of the present emergency, cinema projectors will play their part among other amenities in maintaining morale.

2. To assure that projection facilities are available during the transitional period referred to, the following instructions are issued for guidance :—

Projectionists

When equipment is available but no cinema operators are borne, or where it is anticipated that the present cinema operators may shortly be withdrawn for dispersal or other reasons, steps should be taken to train a suitable active service rating in cinema operation. Such ratings should, when possible, have a fair degree of electrical or mechanical knowledge. They should not be trained to dismantle the equipment, nor should they be required to do so.

In the United Kingdom such ratings should, when possible, be sent to the R.N. Barracks, Chatham, to the cinema operators' school for a two weeks' course, arrangements being made direct with the Commodore.

Abroad, arrangements should be made with C.-in-C. for as much training as possible, in the running of cinema projectors, to be given by the Cinema Maintenance Officer on his staff.

Cinema Maintenance

In order to implement the present cinema maintenance scheme Commissioned Electricians and Warrant Electricians and selected electrical ratings should be given instruction in maintaining cinema projectors and associated gear. Names of suitable personnel should be reported to Commanders-in-Chief, who will arrange training.

In the United Kingdom this should be done at the cinema operators' school by arrangements with the Commodore, R.N. Barracks, Chatham.

Abroad, arrangements should be made for such officers and ratings to be attached to Cinema Maintenance Officers for training.

The requirements of the cinema maintenance depots should be kept under continuous review, staffs being replaced as requisite by Commissioned Electricians and Warrant Electricians and selected ratings trained as above, so long as the need exists. The Admiralty should be informed as soon as the depot can be closed, or Cinema Branch Officers or ratings dispensed with.

Instructional Film Libraries

Steps should be taken to train male ratings to understudy cinema operators whose age and service groups are due for early release. Such ratings should where possible be selected from age groups 50 or above.

It is considered that certain libraries may become redundant and recommendations for changes in the present system should be forwarded to the Admiralty by Commanders-in-Chief as soon as possible.

3. A.F.O. 5564/45 deals with the question of disposal of redundant cinema equipment and films.

4. Ratings, not of the Cinema Branch, will continue to be eligible for the allowance authorized in Appendix XVII, Part 3, No. 7, K.R. & A.I., when employed in the projection of instructional films.

(A.F.O. 5564/45.)

6392.—Resettlement Film, "Teaching" (Serial No. D.548)

(N./N.T. 5287/45.—8 Nov. 1945.)

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

	No. of Copies	
	35 mm.	16 mm.
Rosyth Library	3	3
Greenock Library	2	2
Liverpool Library	2	2
Chatham Library	3	3
Portsmouth Library	3	3
Devonport Library	3	3
London Library	1	1
Malta Library	2	2
Alexandria Library	0	1
Bombay Library	3	3
Colombo Library	4	4
Trincomalee Library	3	3
Sydney Library	3	3
Flag Officer, G.M.A.	1	1
Flag Officer, Malaya	3	3
Commander-in-Chief, South Atlantic	1	1
Commander-in-Chief, Germany	1	1
Commodore-in-Charge, Hong Kong	5	5
Commodore-in-Charge, Durban	1	1

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

3. The film, "Teaching" describes the emergency training scheme for teachers and shows that men and women who have been doing a great variety of jobs during the war are eligible. Questions relating to rates of pay, chances of promotion and conditions of work are answered by an experienced teacher. Approximate running time is 25 minutes.

(B.R. 1251.)

6393.—National Health and Pensions Insurance of Naval Personnel—Increase of Pension Contributions

(P.M. 2383/45.—8 Nov. 1945.)

In accordance with Section 41 (2) and (4) of the Widows', Orphans' and Old Age Contributory Pensions Act, 1936, weekly rates of pension contributions will be increased as from 7th January, 1946, by 2d. in the case of men and 1d. in the case of women.

2. Except in the case of personnel who already pay the full contribution, the Admiralty will meet the whole cost of the increase in the case of women, and half the cost of the increase in the case of men, the other half being deducted from pay.

3. Revised weekly contributions for the various classes of personnel will, therefore, be as from 7th January, 1946, as follows :—

(a)	Officers and Warrant Officers of the Retired and Emergency List re-employed or re-engaged, Officers and Warrant Officers of the Reserves, persons granted temporary commissions or warrants, officers on agreements T.124X, T.124T or Cable Ship Agreement.	1s. 7d. Full Rate (instead of 1s. 5d.) 9½d. Half Rate (instead of 8½d.)
(b)	W.R.N.S. Officers, V.A.D. Commandants and Assistant Commandants.	1s. 1d. (instead of 1s.)
(c)	Naval Ratings and Royal Marine other ranks, ratings on T.124X, T.124T, and Cable Ship Agreements, Royal Marine Police and Royal Marine Police Special Reserve.	7½d. (instead of 6½d.)
(d)	W.R.N.S. Ratings, V.A.D. Members, Q.A.R.N.N.S. Reserves.	5d. (no change)

Cancelled
by AFO 6212/46.

4. Quarterly deductions for the year 1946 in respect of the above classes will be as follows:—

	Lady Quarter 1946 12 weeks	Midsummer Quarter 1946 13 weeks	Michaelmas Quarter 1946 14 weeks	Christmas Quarter 1946 13 weeks
(a) paying full contribution ...	19s. 0d.	20s. 7d.	22s. 2d.	20s. 7d.
(a) paying half contribution...	9s. 6d.	10s. 3d.	11s. 1d.	10s. 4d.
(b)	13s. 0d.	14s. 1d.	15s. 2d.	14s. 1d.
(c)	7s. 6d.	8s. 1d.	8s. 9d.	8s. 2d.
(d)	5s. 0d.	5s. 5d.	5s. 10d.	5s. 5d.

The instructions regarding broken quarters are unaltered.

5. Separate instructions are being issued with regard to personnel serving on T.124 agreement.

(A.F.Os. 3606/40, 1902/43, 3919/43, 251/44, 5344/45.)

(A.F.O. 30/42 is cancelled.)

6394.—Naval and W.R.N.S. Ratings—Disposal of Kit on Discharge

(V/1/6446/45.—8 Nov. 1945.)

The instructions for dealing with the kits of Naval and W.R.N.S. ratings on discharge have been under review and the amended instructions set out in the Appendix to this Order have been approved and are to be brought into effect forthwith. The regulations will be amended as necessary in due course.

2. No Naval rating with less than six months' service discharged under the Release Instructions (B.R. 1281) is entitled to civilian clothing benefits—*vide* paragraph 118 of Part I of those Instructions. No Naval rating discharged in other circumstances with less than one month's service, or three months' service if discharged at own request, is entitled to civilian clothing benefits—*see* A.F.O. 2559/45, paragraph 4.

3. No W.R.N.S. *mobile* rating with less than six months' service discharged under the Release Instructions is entitled to civilian clothing benefits—*see* paragraph 119 of those Instructions. No W.R.N.S. *mobile* rating discharged in other circumstances with less than one month's service, or six months' service if discharged at own request, is entitled to civilian clothing benefits. No W.R.N.S. *immobile* rating released or discharged who has not completed 12 months' service is entitled to civilian clothing benefits (*see* A.F.O. 6144/44).

APPENDIX.

I.—NAVAL RATINGS

1. *Ratings who have completed three months' service and are discharged for any reason except misconduct or fraudulent entry.*—(a) If given civilian clothing benefits two blue and two white uniform suits are to be withdrawn except that two blue suits only are to be withdrawn from R.N. Patrol Service ratings who have not served abroad and consequently have not been given white uniform. Ratings may retain the remainder of their personal kit and also, for the present, their kit bags. If a rating is unable to produce the uniform suits ordered to be withdrawn he is to be charged half the value, at current issuing prices, of the articles deficient. (N.B.—The procedure to be followed for the return of suits by ratings directed to a Clothing Centre on release to draw their civilian clothing outfits is set out in A.F.O. 2559/45, paragraph 18, as amended by A.F.O. 5328/45.)

(b) If not given civilian clothing benefits ratings may retain the whole of their personal kit but kit bags are to be withdrawn with other loan items.

2. *Ratings discharged for any reason except misconduct or fraudulent entry, before completing three months' service.*—(a) If given civilian clothing benefits the whole of the free kit supplied on entry, with the exception of socks and underclothing, to be withdrawn. Ratings are to be charged half the value at current issuing prices for articles which they are required to surrender but are unable to produce. If ratings draw their civilian clothing from a Civilian Clothing Centre the procedure set out in A.F.O. 2559/45, paragraph 18, as amended by A.F.O. 5328/45, will apply for the return of uniform suits.

(b) If not given civilian clothing benefits, and if considered necessary by the Commanding Officer, ratings may be allowed to keep a cap, a blue suit, a pair of boots or shoes, a pair of socks and essential underclothing to enable them to leave decently dressed. The remainder of the free kit supplied on entry is to be withdrawn, but ratings invalidated may be allowed to retain their overcoat for the journey home if considered necessary. Ratings allowed to retain an overcoat are to be directed to return it by post on their arrival home, an "Official Paid" addressed label being given to them for the purpose. They should also be directed to obtain a receipt for the package from the post office when the coat is despatched. Ratings are to be charged half the value at current issuing prices of any items of the free kit supplied to them on entry which they are unable to produce and also of any articles they are allowed to retain permanently.

(c) If the charges under (a) and (b) above result in the rating being in debt to the Crown, recovery of the debt is to be waived.

3. *Ratings dismissed, discharged for fraudulent entry or discharged S.N.L.R.* (N.B.—*These ratings are not entitled to civilian clothing benefits unless specially directed by the Admiralty.*)—(a) If discharged within three months of entry the whole of the free kit supplied on entry is to be withdrawn except that if considered necessary by the Commanding Officer ratings may be allowed to retain a cap, a blue suit, a pair of boots or shoes, a pair of socks and essential underclothing to enable them to leave decently dressed. Ratings are to be charged half the value at current issuing prices of any items of the free kit supplied to them on entry which they are unable to produce and also of any articles they are allowed to retain.

(b) If discharged after completion of three months' service the whole of the compulsory kit is to be withdrawn, except that, if considered necessary by the Commanding Officer, ratings may be allowed to retain clothing as set out in the preceding paragraph to enable them to leave decently dressed. Ratings are to be charged half the value at current issuing prices of any articles of their compulsory kit which they are unable to produce or which they are allowed to retain.

(c) The articles withdrawn are invariably to include all "strictly uniform" articles, viz. badges, including cap badges, and crown and anchor buttons for men not dressed as seamen, and No. 6 drill jumpers, blue jean collars, cap ribbons, badges and crown and anchor buttons for men dressed as seamen—*vide* Uniform Regulations (Ratings).

(d) If a rating is not in possession of any of the articles required to enable him to leave decently dressed he is to be supplied with them and charged with the full value at current issuing prices.

(e) If the charges under (a), (b) and (d) above result in a rating being in debt to the Crown, recovery of the debt is to be waived, except that where men discharged for fraudulent entry are returned to their proper Service the debt is to be recovered through the Commanding Officer of their proper Service.

(f) The foregoing arrangements are to apply to men sentenced to imprisonment who are to be discharged from the Service on completion of their sentence without returning to one of H.M. ships or establishments. In the case of men sentenced to penal servitude, however, any articles of uniform which a man may be wearing when conveyed to prison will be returned by the prison authorities.

4. *Ratings discharged dead or insane.*—The kits of these ratings are normally to be sold on board by auction and the proceeds credited to their accounts. In the case of ratings discharged insane who are eligible for civilian clothing benefits, however, uniform suits are to be withdrawn as laid down in paragraph 1 (a). For the present, as an alternative to the sale by auction of the uniform articles comprised in the kits of these ratings, such articles may be disposed of by the method indicated in A.F.O. 546/44.

II.—W.R.N.S. RATINGS

1. *Ratings who have completed three months' service and are discharged for any reason except misconduct or fraudulent entry.*—(a) If given civilian clothing benefits, one blue suit, one raincoat, one overcoat (one overcoat or one raincoat in the case of despatch riders, whichever is included in the rating's kit), and one pair of shoes are to be withdrawn. If considered necessary, ratings may be allowed to retain an overcoat (or a raincoat) until they can obtain civilian clothes. Ratings may retain the remainder of their personal kit, and also, for the present, their W.R.N.S. kit bags. Ratings are to be charged half the value at current issuing prices for articles which they are required to surrender and are unable to produce and for the overcoat (or raincoat) if they retain this article. The charge for the overcoat (or raincoat) should be refunded on the return of the article.

(b) If not given civilian clothing benefits ratings may retain the whole of their personal kit, but kit bags are to be withdrawn with other loan items.

2. *Ratings discharged for any reason except misconduct or fraudulent entry before completing three months' service.*—(a) If given civilian clothing benefits, the whole of the free kit supplied on entry to be withdrawn except that, if considered necessary by the Commanding Officer, ratings may be allowed to retain a cap, a blue suit, an overcoat (or a raincoat), a pair of shoes and a pair of stockings until they can obtain civilian clothes. Ratings are to be charged half the value at current issuing prices for articles which they are required to surrender and are unable to produce or articles which they are allowed to retain. The charges for a cap, overcoat (or raincoat), blue suit, pair of shoes and pair of stockings retained temporarily should be refunded on the return of the articles. No refund of the grant allowed for underwear on entry will be required.

(b) If not given civilian clothing benefits and if considered necessary by the Commanding Officer, ratings may be allowed to keep a cap, a blue suit, an overcoat (or raincoat), a pair of shoes and a pair of stockings to enable them to leave decently dressed. In addition they may retain all their underwear. The remainder of the free kit supplied on entry is to be withdrawn. Ratings are to be charged half the value at current issuing prices of any items of the free kit supplied to them on entry which they are unable to produce and also of any articles they are allowed to retain. The charges for articles retained temporarily should be refunded on return of the articles. In addition, ratings who retain their underwear are to refund half the amount of the grant for underwear on entry (A.F.O. 4224/45, paragraph 4).

(c) If the charges under (a) and (b) above result in the rating being in debt to the Crown recovery of the debt is to be waived.

3. *Ratings dismissed, discharged for fraudulent entry or discharged S.N.L.R.*—(a) If discharged within three months of entry the whole of the free kit supplied on entry to be withdrawn except that if considered necessary by the Commanding Officer ratings may be allowed to retain a cap, a blue suit, an overcoat (or raincoat), a pair of shoes and a pair of stockings to enable them to leave decently dressed. In addition, they may retain all their underwear. Ratings are to be charged half the value at current issuing prices of any items of the free kit supplied to them on entry which they are unable to produce and also of any articles they are allowed to retain. In addition, ratings who retain the whole of their underwear are to refund half the amount of the grant for underwear on entry.

(b) If discharged after completion of three months' service the whole of the compulsory kit is to be withdrawn except that if considered necessary by the Commanding Officer, ratings may be allowed to retain clothing as set out in the preceding paragraph to enable them to leave decently dressed. They may also retain all their underwear. Ratings are to be charged half the value at current issuing prices of any articles of their compulsory kit which they are unable to produce or which they are allowed to retain. In addition, ratings who retain their underwear are to refund half the amount of the grant for underwear on entry.

(c) The articles withdrawn are invariably to include all "strictly uniform" articles, viz. badges, including cap badges, cap ribbons and crown and anchor buttons.

(d) If a rating is not in possession of any of the articles required to enable her to leave decently dressed she is to be supplied with them and charged the full value at current issuing price.

(e) If the charges under (a), (b) and (d) above result in a rating being in debt to the Crown, recovery of the debt is to be waived except that where ratings discharged for fraudulent entry are returned to their proper Service the debt is to be recovered through the Commanding Officer of their proper Service.

(f) The foregoing arrangements are to apply to ratings sentenced to imprisonment who are to be discharged from the Service on completion of their sentence without returning to one of H.M. ships or establishments. In the case of ratings sentenced to penal servitude, however, any articles of uniform which a rating may be wearing when conveyed to prison will be returned by the prison authorities.

4. *Ratings discharged dead or insane.*—The procedure laid down for the disposal of the kits of Naval ratings discharged, dead or insane should be followed so far as applicable.

5. W.R.N.S. ratings who are allowed to retain uniform clothing for which charges are made under paragraphs 1 and 2 above should be provided with an "Official Paid" addressed label to enable them to return it by post. They should be directed to obtain a receipt for the package from the Post Office.

(C.-in-C., *The Nore*, No. 1710/623/9/45, 20 Mar. 1945.)

(K.R. and A.I., *Arts. 1769 and 1879.*)

(*Uniform Regulations—Ratings—Section I, Clause 9.*)

(B.R. 1281 (I).)

(A.F.Os. 5781/43, 5782/43, 5783/43, 546/44, 6144/44, 2559/45, 4224/45 and 5328/45.)

(A.F.O. 6475/44 is cancelled.)

6395.—Engineering Administration and Maintenance

Fleet Minesweepers, Danlayers, B.Y.M.S., M.M.S. and attached M.S. Trawlers

(M./S. 0637/45.—8 Nov. 1945.)

The Engineer Captain appointed as Squadron Engineer Officer for Fleet Minesweepers, Danlayers, B.Y.M.S., M.M.S. and attached Minesweeping Trawlers, together with his Staff will, as from 7th November, 1945, be transferred from Granton to London.

2. The co-ordination of the requirements for these ships and flotillas and the duties laid down for such officers in K.R. & A.I. and in the engineering Manual continue to be assumed by him.

3. He will continue to scrutinize all proposed As. and As. from Flotillas before submission to the Admiralty and all correspondence relating to the engineering administration and maintenance of vessels whether at home or abroad is to be forwarded through him.

4. In order that he may be kept informed as to the state of the ships for which he is responsible, all signals in connection with their refits, reports, boiler cleaning, alterations, major defects, dates of taking in hand and dates when vessels actually complete should be repeated to him, and he should be included in the distribution of all relevant correspondence on such matters from Local Authorities, Repair Authorities, Senior Officers of Flotillas and Commanding Officers.

5. The address of the Squadron Engineer Officer, Minesweepers, will be Chelsea Court, Chelsea Embankment, London, S.W.3, and telephone number is Flaxman 3501. Extension numbers will be promulgated at a later date. Signals should be addressed S.E.O. M/S London.

Note.—The Administrative Authority for ships refitting or being converted is the Admiral Superintendent of H.M. Dockyard or the Flag or Naval Officer of the Area if work is being carried out in a private yard.

(C.A.F.O. 136/42 and A.F.O.s 3791/44 and 5091/45 are cancelled.)

6396.—S.D. Ratings Qualified for R.P.3—Payment

(N. 18402/45.—8 Nov. 1945.)

Certain Leading Seamen (S.D.) and Able Seamen (S.D.), who were in excess of requirements in the S.D. Branch, have recently been given a course to enable them to carry out the duties of R.P.3.

2. These men are to retain the rating of S.D. and a note to this effect is to be made on their Radar history sheets. Their drafting records are to be marked in the non-subsstantive column "Qual. R.P.3" and they will be drafted as such, but they will continue to be paid as S.D. and not as R.P.3.

3. Under the release scheme they will be discharged to the reserve as S.Ds, but, if any of these ratings qualify for R.P.2 before being released, they are to be rated R.P.2, and to relinquish the rating of S.D.

6397.—Grant of Quasi-Permanent Acting Lieutenant-Commanders Rank

(C.W. 74058/45.—8 Nov. 1945.)

The following officers have been promoted to date 1st November, 1945 :—

Lieutenant B. E. A. Bell.
 Lieutenant G. H. Cook.
 Acting Lieutenant-Commander S. E. Jagger.
 Lieutenant P. C. Chorley, D.S.C.
 Lieutenant A. Healey.
 Acting Lieutenant-Commander D. K. Seth-Smith.
 Lieutenant J. P. G. Brooks.
 Acting Lieutenant-Commander A. P. Boddam-Whetham, D.S.C.
 Lieutenant C. A. U. Pickering.
 Lieutenant B. W. Smith.
 Acting Lieutenant-Commander P. C. S. Black, D.S.C.
 Acting Lieutenant-Commander B. M. Skinner.
 Lieutenant H. Wake.
 Lieutenant H. C. J. Shand, D.S.C.
 Lieutenant D. N. Forbes, D.S.C.
 Acting Lieutenant-Commander L. E. Blackmore.
 Acting Lieutenant-Commander J. R. A. Denne, D.S.C.
 Acting Lieutenant-Commander H. R. Hewlett.
 Acting Lieutenant-Commander Hon. W. A. C. Keppel, D.S.C.
 Lieutenant C. St. C. Cameron.
 Lieutenant F. D. G. Challis, D.S.C.
 Lieutenant F. A. Booth.
 Lieutenant W. J. H. Moorman, D.S.C.
 Lieutenant R. I. T. Falkner.
 Acting Lieutenant-Commander W. H. Crawford.
 Acting Lieutenant-Commander J. H. Dundas, D.S.C.
 Acting Lieutenant-Commander D. Carson.
 Acting Lieutenant-Commander M. O. B. Fitzgerald.
 Acting Lieutenant-Commander J. S. Kerans.
 Lieutenant J. K. Lyon.
 Lieutenant N. Bowden-Smith, D.S.C.
 Acting Lieutenant-Commander D. Lambert, D.S.C. and Bar.
 Acting Lieutenant-Commander L. A. Pepperell.
 Lieutenant W. W. Dennis.
 Lieutenant A. M. Seymour, D.S.C.
 Lieutenant J. F. R. Dreyer.
 Lieutenant E. Palmer, D.S.C.
 Acting Lieutenant-Commander A. A. Diggins, D.S.C. and Bar.
 Acting Lieutenant-Commander J. Whitton, D.S.C.
 Acting Lieutenant-Commander J. B. Lamb, D.S.C.
 Lieutenant T. H. P. Wilson.
 Lieutenant C. J. Bateman, D.S.C.
 Acting Lieutenant-Commander J. C. N. Shrubsole.
 Lieutenant F. A. J. Andrew.
 Lieutenant J. K. Hamilton.
 Lieutenant A. M. Cardale.
 Lieutenant S. A. Porter, D.S.C.
 Lieutenant J. H. Stucley, D.S.C.
 Acting Lieutenant-Commander D. H. Mason.
 Acting Lieutenant-Commander R. A. St.C. Sproul-Bolton.
 Acting Lieutenant-Commander D. A. Pochon.
 Lieutenant P. J. H. Hoare.

Acting Lieutenant-Commander A. L. Harper.
 Lieutenant R. M. Rose.
 Lieutenant E. A. Stubbs.
 Lieutenant C. E. Doughty.
 Lieutenant H. H. Dannreuther.
 Acting Lieutenant-Commander J. A. Eardley-Wilmot, D.S.C.
 Lieutenant M. Harris.
 Lieutenant J. B. F. Brackenbury.
 Lieutenant E. H. Lee, D.S.C.
 Lieutenant K. S. Main.
 Acting Lieutenant-Commander M. K. Burnett.
 Acting Lieutenant-Commander T. P. Baillie-Grohman, D.S.C.
 Lieutenant D. J. Long.
 Acting Lieutenant-Commander J. N. Kempton.
 Lieutenant O. H. M. St.J. Steiner.
 Lieutenant N. A. McNeile, D.S.C.
 Lieutenant H. F. Short, M.B.E.
 Acting Lieutenant-Commander H. P. Allingham.
 Acting Lieutenant-Commander G. H. Evans.
 Lieutenant R. H. Weedon.
 Lieutenant J. B. Burfield, D.S.C. and Bar.
 Acting Lieutenant-Commander F. H. W. T. Foord.
 Lieutenant J. A. F. Somerville.
 Lieutenant L. J. Pearson.
 Lieutenant H. R. Wykeham-Martin.
 Lieutenant L. G. Lyne, D.S.C.
 Lieutenant G. M. Chenevix-Trench, D.S.C. and Bar.
 Lieutenant J. B. R. Horne, D.S.C.
 Lieutenant C. R. Sims.
 Acting Lieutenant-Commander G. Kilmartin.
 Lieutenant M. F. Renshaw.
 Lieutenant R. A. Purves.
 Lieutenant J. O. Barette.
 Lieutenant P. J. Williams.
 Lieutenant P. W. Stewart.
 Lieutenant E. M. B. Hoare, D.S.C.
 Acting Lieutenant-Commander F. R. A. Turnbull, D.S.C. and Bar.
 Lieutenant M. M. Dunlop, D.S.C.
 Lieutenant G. G. Marten, D.S.C.
 Lieutenant P. G. Loasby, D.S.C.
 Acting Lieutenant-Commander (A) T. W. Lamb.
 Acting Lieutenant-Commander (A) E. W. Sykes.
 Acting Lieutenant-Commander (A) C. E. Ealand.
 Acting Lieutenant-Commander (A) W. Dobson, O.B.E.
 Acting Lieutenant-Commander (A) T. W. Harrington, D.S.C. and Bar.
 Lieutenant (E) J. H. H. Perring.
 Lieutenant (E) G. P. Bennett.
 Acting Lieutenant-Commander (E) V. H. G. Rayment.
 Lieutenant (E) P. Carter.
 Lieutenant (E) J. L. H. Pearce, D.S.C.
 Acting Lieutenant-Commander (E) G. P. Blake, O.B.E.
 Acting Lieutenant-Commander (E) A. B. Dickie.
 Lieutenant (E) J. R. Broadhurst.
 Acting Lieutenant-Commander (E) J. W. Chase.
 Acting Lieutenant-Commander (E) E. H. W. Platt.
 Lieutenant (E) K. W. Spooner.
 Acting Lieutenant-Commander (E) F. Withers.
 Lieutenant (E) J. Stedman.
 Acting Lieutenant-Commander (E) A. S. C. Sanderson.
 Lieutenant (E) W. J. G. Jenkins, M.B.E.
 Lieutenant (E) F. J. C. Godfree.
 Acting Lieutenant-Commander (E) J. W. Mott.
 Lieutenant (E) P. N. King.
 Acting Lieutenant-Commander (E) M. J. Hodgson.
 Lieutenant (E) D. M. McConnell.
 Lieutenant (E) R. H. P. Elvin.

Acting Lieutenant-Commander (A) P. H. Leyton, D.S.C.
 Acting Commander (A) R. F. Spinks.
 Lieutenant (S) R. P. Peter.
 Acting Lieutenant-Commander (S) H. M. deB. Lipscombe.
 Acting Lieutenant-Commander (S) P. C. Eliot.
 Temporary Commander (S) R. E. D. A. James.
 Lieutenant (S) J. P. M. Godber.
 Lieutenant (S) J. G. West.
 Acting Lieutenant-Commander (S) A. J. Petrie-Hay.
 Acting Lieutenant-Commander (S) A. K. D. Edmunds, M.B.E.
 Acting Lieutenant-Commander (S) E. R. Wheeler, M.B.E.
 Acting Lieutenant-Commander (S) W. H. Fields, D.S.C. and Bar.
 Acting Lieutenant-Commander (S) C. C. H. Dunlop.
 Acting Lieutenant-Commander (S) P. White.

R.N.R.

Lieutenant T. Whinyates.
 Lieutenant D. Perry, D.S.C.
 Lieutenant H. H. Brown, D.S.C.
 Lieutenant G. V. Ward, D.S.C., R.D.
 Lieutenant A. G. Chandler.
 Lieutenant W. T. Chalmers.
 Lieutenant (E) J. A. Butcher.
 Lieutenant (E) E. F. J. Woods.
 Lieutenant (E) A. G. J. Miller.
 Acting Lieutenant-Commander (S) R. H. Mainwaring.
 Lieutenant (S) G. D. Anderson.
 Acting Lieutenant-Commander (S) H. J. C. Woods.
 Lieutenant (S) J. H. J. Boyle.
 Acting Lieutenant-Commander (S) J. G. Brisker.
 Acting Lieutenant-Commander (S) C. A. Clegg.
 Acting Lieutenant-Commander (S) G. H. Peters.

R.N.V.R.

Acting Lieutenant-Commander J. D. C. Slade.
 Acting Lieutenant-Commander W. H. S. Wallace.
 Lieutenant R. R. K. Clover.
 Lieutenant A. R. Taudévin, D.S.C. and Bar.
 Lieutenant P. M. Raynes, D.S.C.
 Lieutenant H. H. Baird.
 Acting Lieutenant-Commander (S) A. D. Taylor.
 Acting Lieutenant-Commander (S) O. F. Price, B.A.
 Acting Lieutenant-Commander (S) O. C. Biggs.
 Acting Lieutenant-Commander J. W. W. Hyde.
 Lieutenant (S) J. S. Gofton.
 Lieutenant (S) N. R. Prescott.
 Acting Lieutenant-Commander (S) E. P. D. Taylor.

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

6398.—Meritorious War Service—Grant of Additional Seniority

(C.W. 73918/45.—8 Nov. 1945.)

In accordance with C.A.F.O. 203/45, the following officers who have served with distinction during hostilities have been granted additional seniority:—

Lt. I. D. McLaughlan, D.S.C., R.N.	...	...	...	1 year
Lt. E. B. Ashmore, D.S.C., R.N.	...	...	...	1 year
Lt. J. P. Dixon, M.B.E., D.S.C., R.N.	...	...	...	9 months
Lt. (Acting Lt.-Cdr.) D. W. Kirke, R.N.	...	...	...	6 months
Lt. M. G. R. Lumby, D.S.O., D.S.C., R.N.	...	...	...	6 months
Lt. G. C. Leslie, R.N.	...	...	...	6 months
Lt. (E) (Acting Cdr. (E)) P. H. C. Illingworth, R.N.	...	...	...	9 months
Lt. Cdr. (E) A. H. Carmichael, R.N.	...	...	...	6 months
Lt. (E) H. E. Gardam, R.N.	...	...	...	6 months
Lt. Cdr. (S) T. P. Gillespie, M.B.E., R.N.	...	...	...	9 months
Lt. (S) K. A. Crawley, R.N.	...	...	...	6 months
Lt. Cdr. (S) (Acting Cdr. (S)) A. A. Chappell, R.N.V.R.	...	...	...	6 months

2. No adjustments of pay are to be made as a result of these awards without further authority. In the case of (a) Officers becoming eligible for increments, instructions will be issued by the D.N.A.; (b) Lieutenants attaining eight years' seniority through an award, promotion to Lieutenant Commander and the date from which the increment rate of pay is issuable, will be notified in the Daily List.

(C.A.F.O. 203/45.)

See AFO 3686/46
 " " 5652/46

6399.—Officiating Ministers of Religion

(C.E. 60804/45.—8 Nov. 1945.)

The following appointments have been approved:—

Church of England

H.M.S. "Benbow" } ...	...	Rev. J. D. Hutchison, B.A., Missions to Seamen, Wrightson Road, Port of Spain, Trinidad. (Honorary.)
H.M.S. "Goshawk" }		

Hatston (R.N. Air Station) } ...	...	Rev. R. A. Whitton, M.A., St. Olaf's Rectory, Kirkwall, Orkney.
Twatt (R.N. Air Station) }		

Roman Catholic

Gibraltar	Right Rev. R. Fitzgerald, Roman Catholic Cathedral, Gibraltar.
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Falmouth	Very Rev. Canon Cowd, St. Mary's, Killigrew Road, Falmouth. (Vice the Rev. W. Parkin.)
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Culham (R.N. Air Station)	Rev. D. Ford, Bridge House, Dorchester-on-Thames, Oxford. (Vice the Rev. E. Leicester.)
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Presbyterian and United Board

Falmouth	Rev. L. A. Fereday, 12, Florence Place, Falmouth. (Baptist.) (Vice the Rev. N. F. Gibson.)
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Halesworth (R.N. Air Station)	Rev. I. E. Moore, Station Road, Halesworth, Suffolk.
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Methodist

Walthamstow	Rev. R. A. Smith, 41, Beacontree Avenue, Walthamstow, E.17. (Vice the Rev. E. R. Sarchet.)
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The appointment of the Rev. S. E. Beaugie (A.F.O. 5803/45) is extended to include Royal Marines (Methodist) at Sandwich.

United Board

Belfast	Rev. William Wilson, 112, Orby Drive, Orangefield, Belfast. (Vice the Rev. G. H. Weir.)
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2. The usual facilities are to be afforded.

3. The following appointments have been cancelled:—

Church of England

Ballyhalbert (R.N. Air Station)	Rev. H. T. Cotter, T.C.D., B.A., Ballyeasboro' Rectory, Portavogie, Co. Down, N. Ireland.
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Roman Catholic

Falmouth	Rev. W. Parkin, St. Mary's, Killigrew Road, Falmouth.
Culham (R.N. Air Station)	Rev. E. Leicester, Bridge House, Dorchester-on-Thames, Oxford.
H.M.S. "Royal Athelstan"	Rev. H. W. van Boxal, Ruswijk Z.H., Oranjelaan 77, Holland.

Presbyterian and United Board

Falmouth	Rev. N. F. Gibson, Chy Noone, Dracaena Avenue, Falmouth.
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Presbyterian

Holyhead	Rev. R. H. Hughes, "Hendre", Holyhead, N. Wales.
Donibristle	Rev. D. M. G. Stalker, B.D., Aberdour and Dalgety Manse, Aberdour, Fife.

Methodist

Walthamstow	Rev. E. R. Sarchet, 41, Beacontree Avenue, London, E.17.
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United Board

Belfast	Rev. G. H. Weir, 12, Sandford Avenue, Belfast.
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(A.F.O. 5803/45.)

6400.—Petrol Concessions and Leave Permits for Motor Vehicles for Naval Personnel on Leave

(N.S.M.T. 1749/45.—8 Nov. 1945.)

The War Office have received complaints that when Naval ratings apply for petrol coupons and/or vehicle permits they are not in possession of the necessary leave certificate shown in paragraph 3 (f) (iii) of A.F.O. 4098/45.

2. Many of these ratings state they are unaware that they have to produce this document and, as it cannot be obtained after they have left the ship or overseas establishment, their applications are refused.

3. A.F.O. 4098/45 was also issued as a "Notice Boards Issue" and attention is directed to paragraph 5 of this Order.

4. The staff of the organizations who operate the scheme are, in some cases, giving voluntary service and, if the concession is to be continued, it is essential that the work entailed should be reduced to a minimum.

5. Commanding Officers are requested to arrange for the conditions under which leave petrol is allowed to be brought to the notice of all personnel.

(A.F.O. 4098/45.)

6401.—Political Facilities—Members of and Candidates for Parliament in the R.N. and R.M.

(N.L./C.S. 20/45.—8 Nov. 1945.)

With reference to the facilities which are to be given to Naval and Royal Marine officers and ratings and Royal Marine other ranks who are, or who desire to become, members of or prospective candidates for the Parliaments of the United Kingdom or Northern Ireland, Their Lordships have decided that during the continuance of the present emergency, with a view to simplifying the procedure to be followed, K.R. and A.L., Article 17a, shall be modified to the extent stated below.

2. *Preliminary Steps.*—An officer or man who wishes to stand for Parliament is to inform his Commanding Officer or other appropriate superior authority in order that any application which he may subsequently make for special facilities may be recognized. He may thereafter correspond with a party organization, attend selection committees, and take such other steps as may be necessary to secure his adoption as a prospective candidate or as a candidate. He may not, however, at that stage address a meeting open to the general public or otherwise give publicity to his intentions either in speeches or writing.

3. *Prospective Candidates.*—As soon as an officer or man has been formally adopted as a prospective candidate for a constituency he is to inform his Commanding Officer or other appropriate superior authority and furnish documentary evidence that he has been so adopted either in the form of a letter from the central organization of the political party with which he is associated, signifying his adoption for a particular constituency, or, failing that, in the form of a declaration signed by at least three residents in the constituency, who should give their addresses as stated on their National Registration Cards. On the production of this evidence, his Commanding Officer or other superior authority will authorize him to allow his adoption to be publicly announced and thereafter while he remains a prospective candidate he may, in the constituency only, canvass, address public meetings and publish messages in the Press. He may on no account wear uniform while at political meetings, while canvassing or while appearing in public on any occasion connected with his candidature.

4. *Leave—Personnel in United Kingdom.*—For the purposes allowed in paragraphs 2 and 3 above, officers and men in the United Kingdom may be granted short periods of leave subject to the exigencies of the service. In addition, they are entitled to a period of special leave on full pay of 28 days (or such shorter period as the officer or man may require) subject to the condition that in no circumstances will the period of special leave extend beyond the day preceding nomination day. This special leave will count against any home service leave due to the officer or man at the time of its commencement. The date of commencement and the duration of such special leave should be reported to the Admiralty by signal.

5. *Personnel Brought Home from Abroad.*—In the case of individuals serving abroad, no special facilities can be granted for return to the United Kingdom, except that when an election is pending in a constituency for which an officer or man has been formally adopted as a prospective candidate he will, in the case of an officer, be discharged to the United Kingdom, and, in the case of a rating or Royal Marine other rank, be drafted to his home depot if he so desires and if the means of transport available will enable him to reach the United Kingdom in time for the election. An application by an officer or man to return to the United Kingdom in these circumstances should be made through the usual channels and should be forwarded to the Admiralty by signal. A prospective candidate brought home from abroad will be granted any foreign service leave due to him, but such foreign service leave will not extend beyond the day preceding nomination day. Foreign service leave will commence immediately after arrival in the United Kingdom and cannot be deferred. If the foreign service leave expires before the day preceding nomination day, the officer or man is entitled to the period of special leave on full pay not exceeding 28 days referred to in the preceding paragraph.

6. *Candidates.*—With effect from (and including) the date on which a candidate for Parliament is nominated as such in connection with a forthcoming by-election or general election, or on the expiry of the full pay leave granted under the provisions of paragraphs 4 and 5 above, whichever is earlier, he will, as appropriate, be placed on unpaid leave, reverted to the retired or emergency list or temporarily released* until (and including) the day of the declaration of the poll. During that period he will be free to undertake political activities in his constituency and elsewhere, but will not be entitled to wear his uniform. A candidate abroad should, subject to the same conditions as are set out in paragraph 5 above, be given facilities to return to the United Kingdom if action under that paragraph has not already been taken.

7. *Rejoining for Duty—Restoration of Pay.*—If a candidate is elected it will rest with him to decide immediately whether—

(a) he will return forthwith to Naval service; or

(b) his Parliamentary duties require a continuance of his release.

He is to notify his decision direct to the Admiralty.

If his decision is as in (a) above, he is, in the case of a rating or Royal Marine other rank, to return immediately to his home depot or R.M. headquarters. In the case of an officer he will receive instructions as to his further appointment. Pay will be restored from the date on which the notification of his decision is received at the Admiralty.

If a successful candidate's decision is as in (b) above, he will remain on unpaid leave on the retired or emergency list, or continue to be temporarily released* as the case may be.

If a candidate is not elected he is to inform the Admiralty direct immediately and, in the case of a rating or Royal Marine other rank, is forthwith to return to his home depot or R.M. headquarters. Officers, after notifying the Admiralty, should await further instructions. Full pay will be restored with effect from the day following the declaration of the poll.

8. *Members of Parliament Serving in a Naval Appointment.*—(i) Subject to the exigencies of the Service, a Member of Parliament may be given leave on full pay for the purpose of his addressing a public meeting in his own constituency or elsewhere. When so doing he may at his discretion wear either uniform or plain clothes.

(ii) Leave to attend Parliament and to visit his own constituency in connection with his Parliamentary duties may be granted. Special leave granted to individuals under the above circumstances should not prejudice in any way any leave which would ordinarily be granted to them.

(iii) A Member of Parliament serving with the Navy or Royal Marines may at any time exercise the choice referred to in paragraph 6 above, viz. whether to continue serving or to obtain his release from his Naval duties. His application for release should be made through the proper channels to the Admiralty. Similarly, a Member of Parliament who has been released from Naval duties may at any time apply to the Admiralty for permission to return to duty.

(iv) If there is a dissolution and a released Member of Parliament either does not intend to seek re-election or fails to secure re-election, or if a released Member of Parliament otherwise vacates his seat, he should at once report to the Admiralty for instructions.

9. The name of any officer or man who has intimated under paragraph 2 above that he wishes to stand for Parliament is to be forwarded immediately to the Admiralty with further reports at the stages mentioned in paragraphs 3, 5 and 6. The prior sanction of the Admiralty is not necessary. An individual who is already a prospective candidate of a constituency at the time of joining the Navy should inform his Commanding Officer who should make reports accordingly as above through the proper channels to the Admiralty. Any application by such a person for special facilities should be dealt with as in paragraphs 3—5 above.

10. In the case of candidature for election to the Legislature of a Dominion or Colony the above rules will apply with such modification as may be necessary to suit local conditions.

11. Officers and ratings and Royal Marine other ranks availing themselves of the facilities offered in this A.F.O. should bear in mind their obligations as members of the fighting forces and should exercise due discretion in addressing public meetings, canvassing or sending messages for publication or otherwise taking part in political activities and when applying for special leave.

12. The facilities granted in this A.F.O. apply equally to officers and ratings in the Women's Royal Naval Service.

* *Note.*—The period during which a person is placed on unpaid leave or reverted to the Retired or Emergency List or temporarily released under the provisions of this A.F.O. will not count as service for paid time promotion, increase of pay for length of service, retired pay, service gratuity or pension, and he will not be entitled to pay or allowances during this period.

(K.R. and A.I., Article 17a.)

(A.F.O. 380/45 is cancelled.)

†6402—Beaufort and Wharton Testimonials—Award for 1944

(C.W. 70015/45.—8 Nov. 1945.)

The Beaufort and Wharton Testimonials for the year 1944 have been awarded to Lieutenant J. G. Corbett, R.N., H.M.S. "Macaw".

6403.—Promotion from the Lower Deck to Permanent Executive and Air Commissions—Fleet Selection Boards—REPORTS

(C.W. 76366/45.—8 Nov. 1945.)

With reference to A.F.Os. 147/44 and 4836/45, the next Fleet Selection Boards for candidates for permanent executive and air commissions should be held early in December, 1945, and the results reported to the Admiralty (C.W. Branch). The date for determining the maximum age will be 1st July, 1945.

2. Nil reports are also required and names of any unsuccessful candidates should be reported.

(A.F.Os. 147/44 and 4836/45.)

6404.—Royal Canadian Navy—Discipline

(M.L. 9323/44.—8 Nov. 1945.)

On the 15th October, 1945, a Canadian Act entitled the Naval Service Act, 1944, came into force. This Act sets up a separate and independent code governing all Canadian Naval Forces and while in most respects following the terms of the Naval Discipline Act, it expressly repeals that Act together with the Naval Discipline (Dominion Naval Forces) Act, 1911, and Kings Regulations and Admiralty Instructions in so far as they form part of the law of Canada.

2. New provision has been made for the relationship between the Royal Navy and the Royal Canadian Navy by reciprocal Orders made under the Visiting Forces (British Commonwealth) Act, 1933, and the complementary Canadian Act of a similar title. These Orders are set out as an Appendix to this Fleet Order.

3. The Admiralty Order made under the Visiting Forces (British Commonwealth) Act, 1933, has the following effects:—

(a) Members of the Canadian Naval Forces placed at the disposal of the Admiralty, are temporarily attached to the Royal Navy, during the period that they are so placed. While so attached, they will be subject to the Naval Discipline Act, in the same way as members of the Royal Navy, and will be treated and have like powers of command and punishment over Royal Naval personnel as if they were members of the Royal Navy of relative rank.

(b) Members of His Majesty's Naval and Royal Marine Forces raised in the United Kingdom are placed at the disposal of the Canadian Naval Authorities in the circumstances set out in the Order for the purpose of their being temporarily attached to the Canadian Naval Forces. Such personnel when serving in the circumstances referred to will be automatically attached to the Canadian Naval Forces under the Canadian Order. When so attached they will be subject to the Canadian Naval Service Act, 1944, in the same way as members of the Canadian Naval Forces, and will be treated and have like powers of command and punishment over the Canadian Naval personnel, as if they were members of the Canadian Naval Forces of relative rank.

(c) The Order specifies the circumstances in which members of the two Forces shall be deemed to be serving together for the purpose of the Act. When members of the two Forces are so serving together in the circumstances defined in the Order, members of each Force will have the like powers of command (but not of punishment) over members of the other Force as if they were members of that Force of relative rank.

4. The Canadian Order provides that such part of the Canadian Naval Forces as may be detailed by the Chief of Naval Staff in accordance with any instructions given to him by the Minister for National Defence for Naval Services and either operational or administrative requirements or both, shall act in combination with the Naval, Military or Air Forces of any other part of the Commonwealth, to which

the same have been so detailed until the Chief of Naval Staff otherwise directs. Any Royal Naval Officer in command of the combined force will, by virtue of the Order, be treated and have over members of the Canadian Naval Force like power of command and punishment and may be invested with the like authority to convene Courts Martial, as if he were an Officer of the Canadian Naval Forces of relative rank.

5. There is no reciprocal provision in this respect in the Order made by the Admiralty under the Visiting Forces (British Commonwealth) Act, 1933. Whenever it may be desired to make this provision, it will be necessary for an Order to be made by the Admiralty declaring that the Forces are to be deemed to be acting in combination.

6. Under the Canadian Naval Service Act, 1944, the power of the Minister to grant commissions to Officers authorizing them to convene Courts Martial, is confined to granting commissions to any Officer of the Canadian Naval Forces. There is therefore no power for the Minister to issue a warrant to convene Courts Martial for the trial of Canadian Naval personnel to an R.N. Officer, save when he is in command of Forces which have been declared to be acting in combination in the circumstances referred to in paragraph 4 above.

7. Similarly, Their Lordships are no longer able to grant commissions to convene Courts Martial for the trial of Naval personnel to Canadian Naval Officers and when the alleged offender is at a place at which there is no R.N. Officer holding a commission it will be necessary, if it is impracticable for the accused to be sent elsewhere for trial, either for a commission to be issued to an appropriate Royal Naval Officer at the place in question, or for the Court to be convened by an officer in some other command, who holds a commission to convene Courts Martial.

8. An appropriate amendment will be made to Appendix XXVI K.R. and A.I.

APPENDIX.

AT THE GOVERNMENT HOUSE AT OTTAWA.

15th day of October, 1945.

Present :

His Excellency

The Governor General in Council.

WHEREAS the Minister of National Defence for Naval Services reports that as a consequence of the coming into force of *The Naval Service Act, 1944*, appropriate orders are required pursuant to the provisions of *The Visiting Forces (British Commonwealth) Act, 1933*, for the purpose of establishing the relationship and status in matters of command and discipline between the Naval Forces of Canada, and the Naval, Military and Air Forces of the other parts of the Commonwealth :

NOW, THEREFORE, His Excellency the Governor General in Council, on the recommendation of the Minister of National Defence for Naval Services, pursuant to the provisions of *The Visiting Forces (British Commonwealth) Act, 1933*, is pleased to order and doth hereby order as follows :—

1. Every member of the Naval Forces in Canada shall for the purposes of Section 6 of the said Act be placed at the disposal of the appropriate service authorities of any part of the Commonwealth other than Canada for the purpose of being attached temporarily to the Naval, Military or Air Forces of any such part under *The Visiting Forces (British Commonwealth) Act*, of such part, for the period during which he is :

- (a) under appropriate arrangements, on the staff of or attending any school or training ship or establishment ; or
- (b) on the staff of or a patient in any hospital or convalescent establishment ; or
- (c) appointed, drafted or detailed for duty (whether on loan, interchange or otherwise) in any ship, vessel, formation, unit, detachment or establishment ; or
- (d) borne for passage in a ship or vessel ; or
- (e) while awaiting passage, borne for victuals or otherwise in a ship, vessel or establishment ;

which is in the service of any part of the Naval, Military or Air Forces of such part of the Commonwealth other than Canada serving either within or without such part.

2. Every member of the Naval, Military and Air Forces of any part of the Commonwealth other than Canada who is placed at the disposal of the Governor in Council for the purpose by the appropriate service authorities of any such part, shall for the purposes of Section 6 of the said Act be attached temporarily to the Naval Forces of Canada, whether serving within or without Canada for the period during which he is :

- (a) under appropriate arrangements, on the staff of or attending any school or training ship or establishment ; or
- (b) on the staff of or a patient in any hospital or convalescent establishment ; or
- (c) appointed, drafted or detailed for duty (whether on loan, interchange or otherwise) in any ship, vessel, or establishment ; or
- (d) borne for passage in a ship or vessel ; or
- (e) while awaiting passage, borne for victuals or otherwise in a ship, vessel or establishment ;

which is in the Naval Service of Canada.

3. (a) When any body, contingent or detachment of the Naval Forces of Canada is serving in the same place or in company with any part of the Naval, Military or Air Forces of any part of the Commonwealth other than Canada, the said body, contingent or detachment shall be deemed to be serving together with the said part of the Naval, Military or Air Forces of any such other part of the Commonwealth.

(b) Such part of the Naval Forces of Canada as may be detailed by the Chief of the Naval Staff in conformity with any instructions of the Minister and either operational or administrative requirement, or both, shall act in combination with the Naval, Military or Air Forces of any other part of the Commonwealth to which the same have been so detailed until the Chief of the Naval Staff otherwise directs.

4. Any officer of the Naval, Military or Air Forces of any part of the Commonwealth who is at any time exercising command of a combined force (being a force in which a Canadian force is serving together and acting in combination with any other force or forces also declared to be so serving and so acting by the appropriate authorities for such other forces) or of any part thereof, is hereby declared to be an officer appointed by His Majesty, or in accordance with the regulations made by or by authority of His Majesty, to command the combined force or any part thereof for all purposes, unless otherwise specified by appropriate authority.

The Lords Commissioners of the Admiralty in pursuance of the powers vested in them by sub-section 2 (i) of Section 4 of the Visiting Forces (British Commonwealth) Act, 1933, hereby attach temporarily to His Majesty's Naval Forces raised in the United Kingdom whether serving within or without the United Kingdom every member of the Naval Forces of Canada who is placed at their disposal for the purpose by the Governor General in Council of the Dominion of Canada for the period during which he is :—

- (a) under appropriate arrangements, on the staff of or attending any school or training ship or establishment ; or
- (b) on the staff of or a patient in any hospital or convalescent establishment ; or
- (c) appointed, drafted or detailed for duty (whether on loan, interchange, or otherwise) in any ship ; vessel, formation, unit, detachment or establishment, or
- (d) borne for passage in a ship or vessel ; or
- (e) while awaiting passage, borne for victuals or otherwise in a ship, vessel or establishment ;

which is in the service of His Majesty's Naval Forces raised in the United Kingdom, whether serving within or without the United Kingdom.

AND The Lords Commissioners of the Admiralty in pursuance of the powers vested in them by sub-section 2 (ii) of Section 4 of the Visiting Forces (British Commonwealth) Act, 1933, hereby place at the disposal of the Governor General in Council of the Dominion of Canada every member of His Majesty's Naval or Royal Marine Forces raised in the United Kingdom for the period during which he is :

- (a) under appropriate arrangements, on the staff of or attending any school or training ship or establishment ; or

- (b) on the staff of or a patient in any hospital or convalescent establishment ;
or
- (c) appointed, drafted or detailed for duty (whether on loan, interchange or otherwise) in any ship, vessel, formation, unit, detachment or establishment or
- (d) borne for passage in a ship or vessel ; or
- (e) while awaiting passage, borne for victuals or otherwise in a ship, vessel or establishment ;

which is in the service of any part of the Naval Forces of Canada whether serving within or without Canada.

AND The Lords Commissioners of the Admiralty hereby further declare that when any body, contingent or detachment of His Majesty's Naval or Royal Marine Forces raised in the United Kingdom is serving at the same place or in company with any part of the Naval Forces of Canada, the said body, contingent or detachment shall be deemed for the purposes of sub-section 4 of the Visiting Forces (British Commonwealth) Act, 1933, to be serving together with the said part of the Naval Forces of Canada.

Signed this fifth day of October, 1945.

(Sgd.) A. V. WILLIS.

(Sgd.) A. F. E. PALLISER.

By Command of Their Lordships,

(Sgd.) H. V. MARKHAM.

6405.—Royal Marines—Transfer of Temporary R.M. Officers to Permanent Commissions

(C.W. 33263/45.—8 Nov. 1945.)

Approval has been given for the transfer of a limited number of Temporary Officers to Permanent R.M. Commissions. The provision is not general and will be most selective in order best to meet the peace functions of the Corps.

Conditions of Transfer

2. (a) *Age*.—Not more than 21½ on 1st January, 1940. (Slightly older officers may be considered on their service records and individual qualifications).

(b) *Service*.—Officers must have a minimum of one year's commissioned service at the time of application and have been first commissioned as a Temporary 2nd Lieutenant *not* later than their 22nd birthday ; officers first commissioned between their 22nd and 23rd birthdays may be specially considered as in 2 (a) above.

(c) *Rank on Transfer*.—Officers accepted for transfer will take their seniority as Lieutenant on the permanent lists at a date roughly corresponding to the date of their promotion to Temporary Lieutenant. Adjustment will be made to prevent undue hardship to permanent officers of similar seniority. As far as possible temporary officers will retain the same relative position on the permanent lists as they had on the temporary lists. The exact position on the permanent lists will be decided by C.G.R.M. Final seniority will be given after the officer has completed his specialist courses (*see* paragraph 7 below).

(d) *Medical standard* : R.M.I.

Promotions

3. Officers transferred will be considered for promotion with their contemporaries on the permanent lists.

4. *Retired Pay, etc., Conditions—Temporary R.M. Officers transferred to permanent Commissions.—Majors and above*.—As for direct entry officers, subject to the special modification in paragraph 2 below of the age and service scale for officers whose reckonable service commenced after the age of 27.

Captains and below :—

A. Over 40 years of age on retirement

- | | | |
|---|--|---|
| (i) Retired for age. Compulsorily retired. Invalided for a non-attributable disability. | After not less than 15 years' service. | Retired pay on the general age and service scale for direct entry officers, subject to the special modification shown below of the age and service scale for officers whose reckonable service commenced after the age of 27. |
| (ii) Permitted to retire voluntarily. | After not less than 20 years' service. | Retired pay on the general age and service scale for direct entry officers, subject to the special modification shown below of the age and service scale for officers whose reckonable service commenced after the age of 27. |
| (iii) Retired for age in the rank of Captain. | With less than 15 years' service. | Retired pay at the rate of £250 a year, less deductions of £12 each year short of 15 years' service. |
| (iv) Invalided for a non-attributable disability or permitted to retire voluntarily. | With less than 15 years' service. | As provided under B below for officers similarly retired when under the age of 40. |
| (v) Invalided on account of attributable disability. | — | Retired pay as (i) above if qualified therefor, with additional retired pay on the scale laid down in clause 1 of Schedule I of the Disability Retired Pay Regulations (page 69 of Appendix to Navy List, June, 1945). If not so qualified, as B (iii) below. |

B. Under 40 years of age on retirement

- | | | |
|---|--|---|
| (i) Permitted to retire voluntarily. | After not less than 10 years' service from the date of transfer to permanent commission. | Gratuity on scale laid down for Captains and Lieutenants (Section D, page 63, of Navy List Appendix, June, 1945). |
| (ii) Invalided on account of non-attributable disability. | (a) Lieutenant with less than 4 years' commissioned time.
(b) Lieutenant with over 4 years' commissioned time. Captain. | Gratuity on the scale provided for direct entry officers.
Retired pay of £91 a year, with an addition of £9 for each complete year's service reckoned from a date four years after date of commission. |
| (iii) Invalided on account of attributable disability. | (a) Lieutenant with less than 4 years' commissioned time. | Disability retired pay on the scale laid down in clause 3 (b) of Schedule I of the Disability Retired Pay Regulations (as an alternative to the War Pensions scale for temporary officers) (pages 70 and 242 of Appendix to Navy List, June, 1945). |

- (b) Lieutenant with over 4 years' commissioned time. Captain. Retired pay as (ii) (b) above with additional retired pay on the scale laid down in clause 1 of Schedule I of the Disability Retired Pay Regulations (as an alternative to the War Pensions scale for temporary officers) (pages 69 and 242 of Appendix to Navy List, June, 1945).
- (iv) Retired compulsorily under Order in Council of 21st April, 1922, or otherwise. (a) Lieutenant with less than 4 years' commissioned time. Gratuities at Admiralty discretion not exceeding non-attributable invaliding awards.
- (b) Lieutenant with over 4 years' commissioned time. Retired pay on the scale laid down in paragraph 3A (iii) and 3B (iii) of the Retired Pay Regulations (Appendix to Navy List, June, 1945, page 63).

Age and Service Scale—Modifications for Late Entrants

For officers whose reckonable service commenced after the age of 27, it is necessary to make the following modifications in the normal age and service retired pay scale :—

- (a) The deductions for service short of the specified periods will not be limited to five ;
- (b) Further deductions will be made of £20 for each full year between the date of their 27th birthday and the commencement of their reckonable service.

Officers whose reckonable service commenced after their 35th birthday will not be eligible for retired pay on the above terms ; if any case arises it will be considered specially.

“ Ordinary ” Widows' Pensions.—“ Ordinary ” pensions for widows and compassionate allowances for children to be at the same rates and under the same conditions as those for direct entry officers.

Reckonable Service.—Reckonable service is full pay war service from age 18 or from date of first commission as a Temporary 2nd Lieutenant, if later.

5. Applications.—Applications should be forwarded by Commanding Officers as soon as possible together with a full report on Form S.206 prepared on the basis that the Commanding Officer is reporting on the officer as he would if he were a Permanent Officer in his new seniority. The S.206 should be covered by a special report on the officer in his present rank and appointment. Applications and reports should be sent by the quickest route and addressed Admiralty (C.G.R.M.). Officers will be selected for transfer on their reports but applicants may be required to be interviewed either at home or overseas, before a selection is made.

Recommendations may be forwarded by Commanding Officers in the case of officers who, although they do not entirely comply with all the above conditions, want to transfer, and because of their qualifications and war experience are considered especially suitable. These cases will be dealt with on their merits.

6. Uniform.—Officers will be required to provide the uniform articles of clothing for their permanent rank as laid down in Appendix to the Navy List. They will be paid the difference between any outfit allowance already granted and that obtaining at the time of transfer.

7. Training.—Officers will be required to qualify at a future date in selected courses laid down for probationary 2nd Lieutenant, R.M., depending on their previous training and experience.

*6406.—Hammocks, Ratings'—Marking of

(V/1/6375/45.—8 Nov. 1945.)

The following method of marking ratings' hammocks is to replace that laid down in the Manual of Victualling, (B.R. 93), Chapter XII, Section 7, paragraph 6.

2. Hammocks are to be marked with the man's name, Port Division (abbreviated) and official number in 1-in. block letters in black paint, in two positions as follows :—

- (a) with letters centred and resting on a line 10-in. from the head of the hammock, the top of the letters being towards the head ;
- (b) with letters centred and resting on a line 10-in. from the foot of the hammock, the top of the letters being towards the foot.

3. The new arrangement will enable men's names to be visible when hammocks are stowed in the racks.

4. Hammocks already marked in the manner previously authorized are to be marked in the new way as opportunity offers.

5. The Manual of Victualling (B.R. 93), Chapter XII and the Manual of Seamanship, Volume I, Chapter I, will be amended accordingly.

(Manual of Victualling (B.R. 93) Ch. XII, Sect. 7, para. 6)

(Manual of Seamanship, Volume I, Ch. I.)

(Commodore, R.N. Barracks, Portsmouth No. 1152/M.3051/38, 14 Aug. 1945)

(Commodore, R.N. Barracks, Chatham No. 3377/No. M.23, 23 Aug. 1945)

(Commodore, R.N. Barracks, Devonport, No. 5012/6/P.374, 6 Sep. 1945)

6407.—Stokers (M)—Advancement to Leading Rate

(N./C.O.P. 7049/45.—8 Nov. 1945.)

Although service in landing craft flotilla maintenance staffs counts as sea service, it is still necessary for Stokers (M) to obtain the Auxiliary Watchkeeping Certificate (Motor Vessels) referred to in paragraph 2 (B) (d) of A.F.O. 669/44 before becoming eligible for advancement to the leading rate.

2. It is, therefore, essential that these ratings should be given adequate facilities by Engineer officers for obtaining these certificates which they can only obtain in a ship or motor vessel. If landing craft are attached to a base, it should not be necessary to draft the ratings away from the base for this purpose.

(A.F.O. 669/44.)

6408.—Sports—R.N. and R.M. Rugby Union—Tickets for International and Service Rugby Matches, 1945-1946

(N.—8 Nov. 1945.)

(Included in Notice Boards Issue only.)

6409.—Admiralty Surgeons and Agents

(C.E. 23965/45.—8 Nov. 1945.)

The undermentioned appointments as Admiralty Surgeons and Agents have been approved.

Place	Name	Address	Remarks
Edinburgh	Mr. W. R. Allen, M.B., Ch.B.	48, Polworth Terrace, Edinburgh, 11. (Telephone : 61646.)	Vice Mr. J. A. H. Duncan.
Middlesbrough	Mr. J. E. Howell, M.B., Ch.B.	Park Terrace, Middlesbrough.	Re-appointed vice Mr. C. Rudd.

London district No. 6A : Sanderstead, Coulsdon, Addington and Purley.	Mr. T. H. W. Ritchie, M.D., M.B., Ch.B., B.A.D.	Dunsyre, Mitchley Avenue Hill, Sanderstead, Surrey. (Telephone : Sanderstead 4366.)	Addington, Purley and Sanderstead deleted from District No. 6.
Newcastle-under- Lyme (Staffs.).	Mr. R. M. Kelly, M.B., Ch.B.	Windsor House, King Street, Newcastle- under-Lyme, Staffordshire. (Telephone : 67424.)	Vice Mr. W. C. Allardyce.
Cardiff	Mr. D. Rees Jones, M.R.C.S., L.R.C.P.	5, Cathedral Road, Cardiff.	Re-appointed vice Mr. T. Wallace.

6410.—W.R.N.S.—Desertion—Discharge and Disposal of Service Certificates

(N. 23413/45.—8 Nov. 1945.)

The discharge of ratings of the W.R.N.S. who have deserted may be authorized at home by the Commanders-in-Chief, The Nore, Portsmouth, Plymouth and Rosyth, and the Admiral (Air). Overseas, discharge may be authorized by the Commanders-in-Chief, East Indies, Mediterranean, South Atlantic and British Pacific Fleet, the Vice-Admiral (Q), the Flag Officer Levant and Eastern Mediterranean and the British Admiralty Maintenance and Supply Representative, Washington.

2. Discharges under this Order will be reported by name to the Director, Women's Royal Naval Service as soon as they are authorized. Reports from overseas will be made by signal.

3. A deserter should not formally be discharged unless she has, subsequent to being marked "R," communicated in writing with, or has reported in person to a Naval authority.

4. When finally discharged, a deserter may be supplied with her Certificate of Service together with Discharge Form S.1558 and Board of Trade Form C.R.S.C.1, but not until she has surrendered her Sailor's Pay and Identity Book (Form S.43A). Where she is in touch locally with the Naval authorities, it may be possible to get her to call for her Service Certificate and Forms S.1558 and C.R.S.C.1, and at the same time recover Form S.43A. In other cases, the Service Certificate and Forms S.1558 and C.R.S.C.1 might be sent to the police with a request that they may be handed to the deserter in exchange for Form S.43A.

5. Deserters from whom no communication or report is received are to continue to be marked "R" and Service Certificates and Forms S.1558 and C.R.S.C.1 are to be withheld from them. Their Service Certificates should be retained for three months from date of desertion, after which they should be forwarded to the Director, Women's Royal Naval Service.

6. Such deserters should be omitted from statistical returns when removed from ships' books (*i.e.* after three months).

7. The concession in K.R. & A.I., Article 539, clause 6, that forfeitures of pay, etc., do not apply to monies which should have been paid before desertion but for some accidental reason were not paid, is not to be allowed to W.R.N.S. deserters unless they have returned to duty after being marked "R".

(K.R. & A.I., Article 589.)

(A.F.Os. 3922/43 and 6689/44 are cancelled.)

6411.—W.R.N.S.—S.D.O. Watchkeepers—Assimilation in Coder Category

(N./S.D. 3238/45.—8 Nov. 1945.)

The scheme for the assimilation of W.R.N.S. S.D.O. Watchkeepers in the Coder category has been abandoned.

2. No further conversion courses will be carried out and S.D.O. Watchkeepers will continue to be recommended for advancement and advanced in their present category.

(A.F.Os. 129/45 and 4288/45 are cancelled.)

6412.—W.R.N.S.—The Association of Wrens

(N. 25551/45.—8 Nov. 1945.)

(Included in Notice Boards Issue only.)

***6413.—Family Welfare Sections—Vacancies for Temporary Women Welfare Workers to be Recruited from W.R.N.S.**

(C.E. 58250/45.—8 Nov. 1945.)

A number of vacancies exist or are expected to arise in the near future for Temporary Women Welfare Workers to be employed on a civilian basis in the Family Welfare Sections at various ports in the United Kingdom.

2. The range of pay for fully qualified Women Welfare Workers is £300–£350 per annum plus Civil Service War Bonus (£48 per annum at present) with extension exceptionally to £400 per annum (basic) for candidates who possess a Diploma in Social Science or similar qualification, and who prove themselves to be specially competent in the work. Rates below £300 per annum (basic) are payable to those who are without qualifications or experience and who are not carrying out the full duties of a Welfare Worker.

3. It is probable that there are serving in the W.R.N.S., not necessarily in the Family Welfare Sections, a number of officers and ratings who possess qualifications and experience which would render them suitable for these appointments and the vacancies should accordingly be brought to the notice of W.R.N.S. personnel who are about to become due for release.

4. Applications giving full particulars of qualifications, experience, etc., should be forwarded through the usual service channels to the Secretary of the Admiralty Civil Establishments Branch I), 85, Whitehall, S.W.1.

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

6414.—Aircraft—Bombs—Hellcats—Restriction on Nose Fuzing when Accelerating

(G. 010288/45.—8 Nov. 1945.)

Experience has shown that there is a risk of damage to American nose fuzes in aircraft bombs due to being struck by the accelerator strop when Hellcats are being accelerated.

2. The risk with British components is small, but is not considered acceptable under peace conditions.

3. Nose fuzing is therefore not to be used in bombs on Hellcat aircraft to be launched by accelerator.

(A.F.O. 3750/45 is cancelled.)

6415.—Aircraft—Bombs—Practice—Inspections Before Use—Disposal of Unserviceable Bombs

(G. 07186/44.—8 Nov. 1945.)

Before fuzing, all practice bombs, 11½ lb., 10 lb. and 8½ lb. break up, are to be examined to ensure that—

(a) the shear wire is intact;

(b) the transit safety pin, safety plunger and locking wire are correctly assembled;

(c) the striker point is not standing proud of the striker guide.

With regard to (c), the following method should be adopted:—

Remove the container from the body and with all safety devices in place, rest the bomb body on the striker head. Apply a straight-edge to the striker guide to ensure that the striker point is not standing proud.

2. It has been found that in certain 10 lb. bombs of British manufacture, the central tube protrudes into the detonator pocket, so preventing the detonator burster from seating correctly. In addition to the examination detailed in paragraph 1, 10-lb. bombs of British manufacture are to be examined to ensure that the top of the central tube is flush with the bottom of the detonator pocket.

Note.—British bombs can be identified by the presence of a grub screw at the rear end of the nose casting. Bombs of South African manufacture, which can be identified by having no grub screw and by the marking on the boxes, are not included in this instruction.

3. *Disposal of defective bombs.*—Bombs found to be defective as described in paragraph 1 (other than those filled, white smoke, at R.N. air stations only) should be put aside, a report made, and returned to armament depot for rectification. Screw threads of the body should be re-greased with mineral jelly or oil M.80 if necessary.

4. Bombs found defective as in paragraph 2 are to be disposed of as described in paragraph 7 (i).

5. At air stations, defective bombs filled white smoke, should be dealt with in accordance with the following procedure:—

Select a site at least 50 yards down wind of buildings and runways. Remove the filling plug of the bombs and pour away the liquid filling.

Leave the bomb cases to weather for 24 hours and return the empty bombs to the appropriate Naval armament depot at the next opportunity.

Precautions

(i) The operator must stand up wind of the bomb during the emptying operation and must wear eye shields, anti-gas.

(ii) Should the operator be splashed with bomb filling the affected part is to be washed immediately with clean water.

6. *Bombs which have been accidentally dropped.*—Fuzed bombs, 10 lbs., of British manufacture, with safety devices in position, are liable to function if dropped from a height of 3 ft. or more on to concrete. Bombs of South African manufacture will withstand a drop of up to 10 ft. on a hard surface without functioning, but, from a height of over 6 ft. the shear wire will usually break and damage caused to the safety plunger and transit safety pin.

All practice bombs, 11½ lbs. and 10 lbs., of British or South African manufacture, and all break-up 8½ lb. bombs are to be regarded as unserviceable if accidentally dropped from any height on to a hard surface.

7. *Disposal of damaged bombs.*—Bombs damaged as a result of accidental dropping will be dealt with as follows:—

(i) *Fuzed bombs.*—To be dumped in deep water or, at air stations, destroyed by demolition.

Note.—At air stations, bombs, filled, white smoke, may at the discretion of the Air Gunnery Officer be returned to a fuzing point, unfuzed, emptied as described in paragraph 5 of this Order, and disposed of as salvage. If it is considered that unfuzing may be a dangerous operation, the bomb should be dumped or destroyed by demolition.

(ii) *Unfuzed bombs*

(a) White smoke, filled.—In ships, to be disposed of by dumping.

At air stations, to be emptied as described in paragraph 5 and disposed of as salvage.

(b) Brown smoke, flash and flame, filled.—To be disposed of by dumping or destroyed by demolition.

(iii) *Bombs, 8½ lb., break-up,* found to be cracked when removed from their boxes are to be dealt with as described in Article 22A of B.R. 863.

(B.R. 863.)

(A.F.O. 4875/45 is cancelled.)

6416.—Aircraft—Guns and Armament Materiel—Reporting of Defects

(G. 08583/45.—8 Nov. 1945.)

Attention is drawn to A.F.O. "P." 859/45 amending B.R. 863 by the insertion of detailed instructions on the reporting of defective armament materiel.

(B.R. 863.)

(A.F.O. "P." 859/45.)

6417.—Holman Projector Ammunition—Disposal

(A.S. 10524/45.—8 Nov. 1945.)

Consequent upon withdrawal from service of all Holman Projectors, all stocks of the following ammunition should be returned to the nearest R.N. Armament Depot at the first convenient opportunity:—

Projectiles, Illuminating, No. 2,

Grenades Testing projector,

Cartridges, Impulse, for Mark III Holman Projectors,

quoting this Order as authority.

2. *R.N. Armament Depots only.*—Stocks are to be retained pending receipt of disposal instructions, which will be issued separately.

(A.F.Os. 5212/45 and 5378/45.)

6418.—Ammunition—H.E. Shell, 4-in. to 16-in., Filled R.D.X./T.N.T. with a Universal Cavity to Permit Exchange of Fuzes on Board—Introduction

(G. 09829/44.—8 Nov. 1945.)

H.E. shell of calibres 4-in. to 16-in., filled with R.D.X./T.N.T., to a standard and universal depth of cavity which will permit interchange of fuzes on board ship are now being introduced.

2. With this system within certain limits dictated by operational intentions and the details set out in the table, any one of a number of fuzes can be fitted to these H.E. shell when the appropriate C.E. pellet exploder unit shown in the table has been inserted.

3. Other marks of shell and fuzes may be added to the table from time to time.

4. H.E. shell filled to the "Universal cavity" will be identified by a series of letters "U" stencilled in black round the head of the shell. Fixed ammunition will also be marked on the base of the cartridge case, "H.E.(U), Mark".

5. H.E. shell filled to the universal cavity will not be fitted with tracers.

6. H.E. shell filled to the universal cavity may be supplied either:—

(a) Explodered and fuzed.

(b) Explodered and plugged for a given fuze. Fuzes supplied in appropriate cylinder.

or (c) With the complete cavity plugged, using Plugs, fuze hole, 2-in., No. 32, Mark I. Fuzes supplied separately in cylinder No. 546, together with fuzing components.

Details of which method will be adopted in various classes of ships will be promulgated in A.F.Os. and will depend on the fuze stowage available on board and the liability of certain fuzes to deteriorate when fuzed into shell.

7. The supply of shell filled to the universal cavity will be gradual, and in the first instance will be on the basis of 20 per cent. of the outfit of H.E. shell carried, increasing at an early date to 40 per cent. outfit of H.E. shell.

8. H.E. shell filled to the universal cavity should be used last in order that stocks may be built up.

9. The fuzes supplied for alternative fuzing and referred to in the table will each be issued in a presscap metal cylinder No. 546, together with the appropriate C.E. pellet exploder unit which is complete with felt disc and made up into a package ready for insertion into the shell. Cylinders No. 546 are painted grey with a red band 1-in. wide below the soldered joint of the body and presscap neck to indicate that the contents are explosive. A circular coloured label giving details of the contents is affixed in the recess in the bottom of the cylinder. The colour of the label indicates the type of fuze, i.e. green for time, yellow for D.A. fuzes with C.E. magazines, and black for D.A. fuzes with powder magazine. A number of spare labels are included in the cylinder to cover repacking if the type of fuze is changed.

Cylinders will be packed in Boxes, No. 331, 12 cylinders, No. 546 per box.

When shell are supplied fuzed one box of empty cylinders will be provided to facilitate exchange of fuzes.

10. *Exchange of Fuzes on Board.*—It is desired to emphasize that exploder pellets are composed of tetryl and therefore must be handled with the greatest care and deliberation. It is most important that the general safety instructions for fuzing and unfuzing shell as stated in Article 231 of N.M. and E.R. should be carried out. It is also most important to ensure that the correct size of exploder unit is used with the fuzes as shown in the table.

11. When it is desired to insert or change a fuze, the plug or existing fuze should be removed after first having slacked back the fixing screw. Where the fuze is one with a separate gaine (see Table) and it is desired to fit another fuze requiring the same gaine, it is unnecessary to remove the gaine or other contents of the cavity. In all other cases the gaine, if separate, should be removed with Key No. 69, Mark II.

12. The two tracing cloth discs should be removed by means of the suction implement provided.

13. The exploder unit complete with a felt disc which is made up into a package with a tape lifting band should be withdrawn from the shell with this tape by means of the tool provided and inserted together with the fuze and gaine into the cylinder.

14. In the case of fuzes with separate gaines, care is to be taken that the cylinder's plastic washer is positioned below the plastic adaptor with the gaine intruding.

The gaine is to be screwed into the adaptor in such a position that the shoulder

below the thread on the gaine is flush with the bottom of the adaptor (not the screw thread), i.e. locate the plastic washer so that the shoulder of the gaine rests upon the top of the plastic washer; this will ensure that the gaine will not exert any undue pressure on the exploder unit and yet it will prevent play between the bottom of the gaine and the exploder unit.

15. In the case of fuzes with gaines combined the plastic washer is retained below the plastic adaptor and supported on the packing sleeve.

16. The cylinder is to be appropriately marked with a label affixed in the recess in the bottom of the cylinder for future identification and the cylinder closed.

17. The cavity in the shell should now be empty. The new fuze or fuze and gaine, together with its appropriate exploder unit and packing is to be removed from its cylinder and the exploder unit inserted into the empty cavity of the shell by means of its lifting band and the tool provided, felt end first. Two tracing cloth discs with their smooth surfaces together should be inserted on top of the exploder unit.

18. In shell, 6-in. and below, the walls of the cavity are only protected by a paper tube and greater care is necessary in fuzing and unfuzing to avoid damage to the walls of the cavity.

19. If the fuze is one with gaine combined or requires no gaine (see table) it should then be screwed home into the shell with its appropriate key; similarly the steel nose plug in the case of the 15-in. shell.

20. If the fuze is one having the gaine as a separate unit (see table) the gaine should be inserted after the exploder unit and tracing cloth discs. The gaine should be screwed home on its seating with key No. 69, Mark II. In order to ensure the correct compression of gaine No. 9 or No. 10 on the exploder unit the No. 7 gauge should be used. The shorter end marked "Go" should be inserted in the fuze hole and the flange on the gauge should make metal to metal contact with the lip of the shell. The fuze should then be inserted with the copper asbestos washer which, with some fuzes, is already attached to the fuze, between the flange and the shell lip; the fixing screw should be screwed down hard and the head of the screw covered with the approved luting.

21. When Mark 56 or Mark 60 fuzes are being fitted it is most important that luting should not be used on the threads of the fuze, fuze hole, screw or screw hole, which must be wiped clean of luting and dry before insertion of the fuze and fixing screw. With these fuzes luting is to be used only on the underside of the copper asbestos jointing washer under the fuze and for filling the recess over the fixing screw when the screw is home.

22. When an exchange of fuzes is carried out on board the shell should be stencilled "FUZED ON BOARD". If it is necessary to change the gaine, the gaine particulars stencilled on the shell should be barred out. No other marking on the shell is required.

23. The accompanying table tabulates the shell and fuzes with their respective exploder units, but this does not imply that all these combinations will necessarily be supplied to a ship with the relative calibre of shell. Fuzes No. 711 and No. 717 have been included in the table though they can only be supplied to a limited number of ships which must be suitably equipped to use them. Special arrangements will be made for supply of these fuzes.

24. The 5.25-in., Mark IX B.T. shell has been developed entirely for use with V.T. fuzes. It will not go up the horizontal H.A. hoists of certain 5.25-in. mountings until they have been suitably modified and it is unsuitable for use with time mechanical fuzes in conjunction with existing fire control systems. It can be used with D.A. fuzes No. 230 in bombardment provided that due allowance is made in the fire control gear. Provisionally the following corrections should be applied to the fire control table:—

MV + 11 f.s.

C — 7.5 per cent.

Allowance must also be made for the fact that the ballistic coefficient varies with range and is estimated to be — 5 per cent. of 20,000 yards.

25. A number of Plugs, fuze hole, 2-in., No. 32, Mark I, were made in cast iron and can be identified by the letter "F" after the Mark. Attention is drawn to A.F.O. 3124/42, which states that "plugs stamped 'F' are not to be fired in shell under any circumstances".

FUZES PERMITTED FOR USE WITH EXPLODER UNIT
(For Notes "a" and "b", see below.)

Calibre and mark of shell	4 in., XVI and XXI	4 in., XII and XXII	4.5 in.	4.7 in., Mark IX and XII	4.7 in., XI	5.25 in.	5.25 in.	6 in., XXIII	8 in.	14 in.	15 in.	16 in.
	III BT, IV BNT, V BNT	III BT, IV BNT, V BNT	VI CT and XIII C.N.T.	X A.T. and XI A	II BT and III B	V CT and VII C	IX B.T.	III B and IV B	III***B, IV**B, and VIB	VB	B.N.F. VIII B	III B
Mark 56 (gaine combined)	a	a	7½ ozs.	a	7½ ozs.	b (7½ ozs.)	7½ ozs.	a	a	a	a	a
Mark 60 (gaine combined)	7½ ozs.	a	a	7½ ozs.	a	a	a	a	a	a	a	a
No. 118 (no gaine)...	a	a	a	a	a	a	a	a	a	16 ozs.	a	16 ozs.
No. 198 (separate gaine) ...	a	a	a	11 ozs.	a	a	a	a	a	a	a	a
No. 206 (separate gaine) ...	11 ozs.	a	11 ozs.	11 ozs.	11 ozs.	11 ozs.	b (11 ozs.)	b (11 ozs.)	b (11 ozs.)	a	a	a
No. 207 (separate gaine) ...	11 ozs.	a	11 ozs.	11 ozs.	11 ozs.	11 ozs.	b (11 ozs.)	b (11 ozs.)	b (11 ozs.)	a	a	a
No. 211 (gaine combined)	11 ozs.	a	11 ozs.	11 ozs.	11 ozs.	11 ozs.	b (11 ozs.)	b (11 ozs.)	b (11 ozs.)	a	a	a
No. 230 (separate gaine) ...	11 ozs.	11 ozs.	11 ozs.	11 ozs.	11 ozs.	11 ozs.	11 ozs.	11 ozs.	11 ozs.	a	a	a
No. 230P (separate gaine)...	11 ozs.	11 ozs.	11 ozs.	11 ozs.	11 ozs.	11 ozs.	b (11 ozs.)	b (11 ozs.)	b (11 ozs.)	a	a	a
No. 360 C. Under Mazac cap or steel nose plug (no gaine).	a	a	a	a	a	a	a	a	a	a	16 ozs.	a
No. 400 (separate gaine) ...	11 ozs.	11 ozs.	b (11 ozs.)	11 ozs.	b (11 ozs.)	b (11 ozs.)	b (11 ozs.)	b (11 ozs.)	11 ozs.	11 ozs.	11 ozs.	11 ozs.
No. 401C (separate gaine)...	a	a	a	a	a	a	a	a	a	11 ozs.	11 ozs.	11 ozs.
No. 711 (gaine combined)...	a	a	a	a	a	a	a	b (8½ ozs.)	a	a	a	a
No. 717 (gaine combined)...	a	a	b (5½ ozs.)	a	a	b (5½ ozs.)	b (5½ ozs.)	b (5½ ozs.)	a	a	a	a

IMPORTANT—Note "a".—No attempt must be made to use these fuzes in the shell indicated. Note "b".—These fuzes may be used if ordered.
(A.F.O. 3124/42.)

6419.—Guns—Q.F., 2-pdr., Mark VIIIW—Body Box Steam Release—Modification
(A.S./G. 017570/44.—8 Nov. 1945.)

The following modification is approved :—

<i>Gun</i>	Q.F. 2-pdr., Mark VIIIW.
<i>Part affected</i>	Body box steam release.
<i>Purpose</i>	To obviate masking of steam escape holes.
<i>Nature of modification</i>	Two adjacent steam escape holes to be opened out to 0.375-in. and linked by slot 0.375-in. wide. Mark of body to be advanced to II.
<i>Drawing</i>	A.F.O. Diagram 403/45.
<i>By whom to be done</i>	Staffs of H.M. Ships, bases and R.N.A. depots.
<i>Degree of urgency</i>	Without delay.

(A.F.O. 3895/45 is cancelled.)

6420.—Guns—Q.F., 5.25-in., Mark I, 4.7-in. Marks XI and XII to XII B, 4.5-in. Marks I, III and IV—Buffers, Breech Block—Modification
(A.S. 17279/43.—8 Nov. 1945.)

Guns Q.F. 5.25-in. Mark I, Q.F. 4.7-in. Marks XI, XII to XII B, Q.F. 4.5-in. Marks I, III and IV.

Parts affected Mark I heads and nuts, buffers breech block.

Purpose To increase functioning distance for the buffer spring, reduce blow on buffer head and thus avoid broken and bent buffers.

Nature of Modification (a) Removal of metal from head to increase depth of pocket for spring.

(b) Removal of metal from head and nut to increase functioning distance of spring. Marks of breech block buffer, head and nut to be advanced to Mark II after modification.

(c) After modification to buffers, breech block, the breech block will open to a maximum exceeding the plan limit.

This will affect several components and spare parts and action to effect correct working of the breech mechanism is to be taken as follows :—

Q.F. 4.7-in. Marks XII to XII B and 4.5-in. Marks I and III guns.

Mark I lever rack, pinion. Remove metal to clear breech ring, interceptor bracket and link actuating and advance to I*.

Q.F. 4.7-in., Marks XI, XII to XII B, and 4.5-in., Marks I-IV, guns :—

Springs, actuating breech block—springs are to be removed and compressed to an overall length of 8.15-in. Any springs which fail to compress to this dimension are to be replaced by correct springs.

Q.F. 5.25-in. Mark I, 4.7-in. Marks XI, XII to XII B, and 4.5-in. Marks I-IV guns :—

Rack—metal to be removed from tails in accordance with N.O.D. 3112/72, items 1 or 2 as applicable.

Block stop, breech block—lengthen to following dimensions by sweating on distance pieces to end of stop block opposite stop face (i.e., inside end) with holes 0.45-in. dia. for screws to pass through :—

Q.F. 5.25-in. Mark I guns, 3.03-in.—0.01-in.

Q.F. 4.7-in. Marks XI to XII B and 4.5-in. Marks I, III and IV guns, 2.725-in.—0.01-in.

Blocks already modified on the stop face should be modified as above, when repair is necessary. The piece

originally fitted being removed. A star is to be added to the mark after modification.

- Drawings* ... Instructional Prints N.O.D. 3112/63, 3106/85, 3106/86, 3112/72 and 3112/73.
- By whom to be done* ... R.N. Armament Depots.
- Degree of urgency* ... Components and spare items in service at first opportunity; those in store before issue, if possible.
- (A.F.O. 5825/45 is cancelled.)

6421.—Gun Mountings—4.5-in. C.P.V., 4.5-in. R.P.50, Mark V Safety Firing Gear—Modification to Safety Switch, etc.

(G. 026762/44.—8 Nov. 1945.)

- (a) *Ships, Establishments and Authorities concerned* Destroyers of "Z" and "C" classes.
- (b) *Types and Marks of mountings* 4.5-in. C.P.V. and 4.5-in. R.P.50, Mark V (Reg. Nos. 72-181).
- (c) *Part of mounting affected* ... Safety firing switch and sliding interruptor lever of percussion firing gear.
- (d) *Purpose of modification* ... To ensure that both methods of firing, i.e., electrical and percussion, are cut out almost simultaneously when training into or depressing on a dangerous bearing.
- (e) *Nature of modification* ... To increase travel of safety switch spring-loaded contacts to 0.25-in. and weld a stop to sliding interruptor lever of percussion gear, to limit a tendency to rotate.
- (i) For all mountings—0.2-in. should be removed from the housing and its oilite bush.
- (ii) For mountings fitted with percussion firing gear, the existing shim should be removed; and the length of the screws securing contact box should be decreased by 0.2-in.
- (f) *Drawing or A.F.O. Diagram* ... A.F.O. Diagram 402/45 (Drawing No. G.R.6936) shows modifications necessary to component parts.
- (g) *By whom to be done* ... Ship's staff, with the assistance of depot ships if necessary.
- (h) *When to be done* ... First available opportunity.
- (i) *Whether to be treated as an A. and A. or a defect.* Defect.

(A.F.O. 3897/45 is cancelled.)

6422.—Gun Mountings—40 mm. Bofors Single Mark VII Mounting—Sight Board Diagram and Provision of Adaptors

Ships, G.M.O's and Establishments concerned.

(G. 8018/45.—8 Nov. 1945.)

Sight testing adaptors for Bofors Single Mark VII mounting are now available on demand from the Gun Mounting Depot at Coventry.

2. Each adaptor set consists of 2 tubes, a breech and muzzle tube.
3. One adaptor set should be supplied per ship fitted with these mountings, and should be demanded by Gun Mounting Overseers and Dockyards concerned to allow the sight tests to be carried out prior to the gun trials.
4. No additional supply of adaptor sets should be made to ships carrying Bofors Single Mark VII mountings, which are already fitted with 40 mm. Bofors Twin Mark IV or 40 mm. Twin R.P.50 Mark V mountings, as sight testing adaptors should have been supplied in accordance with previous orders.
5. Sight testing boards should be marked out as indicated in A.F.O. Diagram 397/45 (Drawing No. G.R.7121).

6423.—Amplifiers, Pattern 13256, for Sound Powered Telephones—Failure of Electrolytic Condensers

(T. 1101/45.—8 Nov. 1945.)

Instances have recently been reported where the 16 microfarad electrolytic condensers, Type F.W., which comprise the smoothing circuit in amplifiers, Pattern 13256 series, have been found unsatisfactory and broken down after a short period in use.

2. Condenser, Pattern 50732, 8 mfd., 350 v., working should be fitted in lieu of the existing condensers when necessary. Pattern 9773 is not a suitable alternative.

6424.—Telephones and Telephone Control Boxes—Fitting of Condensers

Ships concerned.

(N.S. 20466/45.—8 Nov. 1945.)

Experience has shown that the call-up noise made by telephones, Patterns 13224, 13235, 13231A, 13232A, 13233A, 13734A and 13735A and telephone control boxes, Patterns 13589B, 13590A, 13591 and 13592, when fitted in cabins and offices, is sometimes louder than is necessary for the prevailing conditions.

2. Where a reduced call would be advantageous, this can be obtained by the replacement of the existing 0.25 mfd. condenser by a condenser of 0.01 mfd. capacity in telephones, Patterns 13224 and 13235 or by connecting a condenser 0.01 mfd. capacity in series with the calling hooter of telephones, Patterns 13231A, 13232A, 13233A, 13734A and 13735A, and telephone control boxes, Patterns 13589B, 13590A, 13591 and 13592. Condenser, Pattern 9776, should be used for this purpose in all cases.

3. Care is to be taken when fitting this condenser to ensure that it is adequately secured, by suitable packing, against movement due to shock and vibration and that the connecting wires do not "earth". In the case of telephones, Patterns 13231A, 13232A, 13233A, 13734A and 13735A, the condenser should be mounted by means of a small clip on the bracket which supports the lampholder for the neon type calling lamp. To prevent loss of brilliance care should be taken to connect the condenser in series with the calling hooter (a sound powered telephone unit) and not in series with the primary of the calling transformer.

4. Ships concerned in commission should demand the number of condensers, Pattern 9776, required from their storing yards or depots. To provide for ships under construction, arrangements should be made for condensers, Pattern 9776, to be included in the first outfit of consumable Naval stores by the warrant and supplying yards and depots on the following basis, which is to meet the initial requirements of these condensers for all telephones:—

Capital ships and Fleet carriers	...	...	...	45
Cruisers and depot ships	...	...	...	30
Light Fleet carriers	...	...	...	25
Destroyers and other vessels so fitted	...	...	...	10

5. Additional quantities have been ordered from The Telegraph Condenser Co. Ltd., on C.P. 63247/45 for delivery to home yards, and arrangements made for supplies to be despatched to yards abroad.

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

(A.F.O. 4922/44 is cancelled.)

6425.—Aircraft Mines—Apparatus Testing Safety St. No. 8140 and Apparatus Testing Safety Switches Mark 2, St. No. 5585

(A.S. 13304/44.—8 Nov. 1945.)

The existing 2 pin plugs on all stocks of Apparatus Testing Safety St.No. 8140 and Apparatus Testing Safety Switches Mark 2, St.No. 5585 are to be replaced on board by plugs with pins of "solid" type, slotted, viz:—

Plug, 2 amp. 2 pin, B.S.S. side entry, St.No. 9329.

2. Supplies of Plugs, St. No. 9329 will be forwarded by A.S.O., Frater, without demand and stocks of redundant material should be disposed of locally to the best advantage.

(A.F.O. 2726/45 is cancelled.)

6426.—Torpedoes—21-in. Mark 8 and 9 Types—Method of Fitment of Stop Valve to Spindle

(A.S. 4001/45.—8 Nov. 1945.)

The simplified method of attaching the stop valve St. No. 2678 to the spindle (St. No. 13079) by use of a retaining wire (St. No. 13080) has proved unsatisfactory. It has, therefore, been decided to revert to the original method of securing the stop valve to its spindle, viz. by using two screwed pins.

2. Spindles, St. No. 13079, and Wires, St. No. 13080, fitted in torpedoes 21-in., Marks 8 and 9, types carried on board ships, etc. are to be replaced by Spindles, St. No. 2430, and Screws, St. No. 2679A. When fitting Spindles, St. No. 2430, and Screws, St. No. 2679A care is to be taken to ensure that, after the valve and spindle spherical portions are properly bedded together a clearance of 0.01-in. exists between the lower face of the spindle boss and the upper shoulder of the valve.

3. Consequent on the above, the allowances of Spindles, St. No. 2430, and Screws, St. No. 2679A to be carried in chests, spare gear 21-in., Mark 8-8** and 9-9** will be as follows:—

*Chests, spare gear, 21-in., Mark 8-8***

Spindles, St. No. 2430	...	...	...	6 per chest.
Screws, St. No. 2679A	...	...	...	12 per chest.

*Chests, spare gear, 21-in., Mark 9-9***

Spindles, St. No. 2430	...	...	...	6 per chest.
Screws, St. No. 2679A	...	...	...	12 per chest.

4. Demands for the quantities of Spindles, St. No. 2430 and Screws, St. No. 2679A required to complete torpedoes and chests on board are to be forwarded to the nearest Torpedo Depot. Replaced Spindles, St. No. 13079 and Wires, St. No. 13080 are to be returned to the nearest Torpedo Depot for scrapping.

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

(A.F.O. 4145a/45 is cancelled.)

6427.—Accelerators HII, HII Mod 1 and HIVC—Aircraft Launching Equipment "Tracker" and "Smiler" Class Escort Carriers

(D. 23105/45.—8 Nov. 1945.)

The commanding officers of ships being converted for purposes for which their accelerators are no longer required are to retain on board such aircraft launching equipment, including bridles and pendants, breaking rings and holdbacks, to make up their initial stocks to that supplied to them by U.S.A. before leaving that country.

2. All surplus items are to be returned to Manager, Engineering Department, H.M. Dockyard, Chatham.

6428.—Engines, Diesel—National Gas and Oil Engine, Type HAUM6 Supercharged—Failure of Supercharger Ball Races

Motor Minesweepers

(D.23550/45.—8 Nov. 1945.)

In order to reduce the possibility of failure of the ball races in superchargers of the National Gas Type HAUM6 engines fitted in motor minesweepers, a filter is to be fitted on the pressure side of the supercharger lubricating oil pump as indicated in Messrs. National Gas & Oil Engine Company's Drawing No. 24-207.

2. The work is to be treated as a defect and carried out at the first opportunity by ship or Base staffs.

3. Administrative authorities concerned should demand parts kits, comprising the parts required for the modification and Messrs. National Gas & Oil Engine Company's Drawing No. 24-207, from the Admiralty I.C. Spares Depot, Portsmouth, in accordance with A.F.O. 3711/44, quoting this Order as the authority.

(A.F.O. 3711/44.)

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

6429.—Fowler 2 DY Engines in 25-ft. Motor Cutters—Lubricating Oil Filters
Cancelled by AFO 6776/46 (D.20042/45.—8 Nov. 1945.)

All engines of the Fowler 2 DY type installed in 25-ft motor cutters are to be fitted with lubricating oil filters, and arrangements have been made for the supply of a sufficient number of filters and associated fittings to cover all engines not already so fitted, to be held by the Officer-in-Charge, Internal Combustion Spares Depot (I.C.S.D.), Portsmouth.

2. The arrangement of the filter is shown on A.F.O. Diagram 399/45, together with instructions for fitting.

3. This modification should be carried out by ships' staff at the first available opportunity, material being demanded in accordance with A.F.O. 3711/44.

(A.F.O. 3711/44.)

(A.F.O. 5837/45 is cancelled.)

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

6430.—Generators—Hercules DJX-C Diesel—Re-conditioning—REPORTS

Refit and Maintenance Authorities and B.Y.M.S.

(D/D.C.O.M. 1841/45.—8 Nov. 1945.)

Arrangements have been made for the refit at H.M. Dockyard, Chatham, of Hercules DJX-C diesel generators as fitted in B.Y.M.S. and for the maintenance of a small "pool" of these sets.

2. When B.Y.M.S. fitted with Hercules DJX-C diesel generators are taken in hand the repair or maintenance authority, after consultation with S.E.O. Granton, is to report immediately to Admiralty (D. of D. Bath), repeated to A.S. Chatham and S.E.O. Granton, if it is considered that one or more of the generator sets is in need of a major refit. The maker's registered number of the set or sets and the name of the manufacturer of the associated dynamo, a consigning address for the replacement sets and the latest date by which required to enable the completion date of the vessel to be maintained are to be given: it is important that the date given is the latest which can be accepted.

3. Upon receipt of Admiralty approval to supply replacements, the defective sets are to be consigned to S.N.S.O., H.M. Dockyard, Chatham, Kent, for M.E.D., by quickest route, consideration being given to the use of road transport to avoid the need for crating. It is essential that the sets are sent complete, without stripping of fittings or components, emptied of fuel and lubricating oils, and, to obviate damage due to frost, the water cooling system (including attached pumps and oil coolers) is to be carefully drained. The sets are to be clearly marked to identify them with the vessel from which removed. Replacement sets are to be supplied from Chatham Dockyard by such route as will ensure their delivery by the date required.

4. In refitting the engines it may be necessary to fit a crankshaft sub-standard on all pins and journals with corresponding bearings; this will be indicated by an engraved plate secured to the engine. Standard crankshaft bearings cannot be fitted in an engine which has a sub-standard crankshaft.

6431.—Machinery, Surplus and Redundant—Storage and Disposal of—REPORTS

Major Landing Craft

(D. 23577/45.—8 Nov. 1945.)

In order to regulate the flow and prevent irregular consignments of major landing-craft machinery and ancillary equipment into the various store houses of Messrs. H. Collingwood & Co., Ltd., all previous instructions for disposal of such gear are cancelled.

2. Where disposal instructions have already been issued by the Engineer-in-Chief (EN/12) action is not to be taken to dispose of the material in question until Form EN/PP. 15/D/H.C., "Application for storage of machinery at Messrs. H. Collingwood & Co., Ltd.", has been received by the consignor, stating:—

(a) Location of storage.

(b) Earliest date of which acceptance can be made by Messrs. H. Collingwood & Co., Ltd.

3. Where application has not already been made, information should be sent to E.-in-C. in the usual manner detailing the machinery items for disposal and Form EN/PP. 15/D/H.C. will then be forwarded in duplicate to consignee by E.-in-C., indicating the action to be taken.

4. Under no circumstances is direct contact permitted with Messrs. H. Collingwood & Co., Ltd., who will not accept machinery items for storage except under the conditions of this order and in compliance with the procedure incorporating Form EN/PP. 15/D/H.C.

5. Consignments of machinery should be covered by the usual despatch forms, but the EN/PP.15/D/H.C. reference number must be quoted thereon.

6. Items of machinery covered by this order are :—

(a) Main engine.

(b) S.L.M. gearbox units.

(c) Auxiliary machinery (excluding generators for which A.F.O. 5552/45 refers).

(d) D.A.R.s (excluding Serval 6 cu. ft. oil burning), ex L.C.T. 5.

7. Redundant machinery items for disposal other than in categories (a)—(d) should be reported to E.-in-C. (EN/PP.15/D) in the usual manner, the appropriate disposal instructions will then be issued.

(A.F.O. 5552/45.)

6432.—Loran Outfits APN-4 and APN-9—Fitting-out Information

(R.E. 11889/45.—8 Nov. 1945.)

A.S.E. Installation Specification No. B.611 has been prepared to show the method of fitting and wiring Loran Outfits APN-4 and APN-9.

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

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London and East Coast, South Wales, Belfast, Scottish, and North Eastern Areas; Warship Electrical Superintendents, Scottish, North Western, North Eastern, London and South Eastern, Midland and South Wales, South Western and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Loran Outfits APN-4 and APN-9 are therefore to apply to the Warship Production Superintendent of their areas for a copy of A.S.E. Specification No. B.611.

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.)

6433.—Radar, Type 242M—Transmitter and Pre-Amplifier Unit Design 1, Pattern W.9458/A

(R.E. 211/45.—8 Nov. 1945.)

In order to overcome the effect of the excessively noisy Type 242M Transmitter Blower motor, the Type 242M should be fitted in the sound-proof compartment of the Type 277 or 293 office.

2. Where this is not practicable the excessive noise of the Transmitter Blower can be reduced to an acceptable level without unduly affecting the ventilation by fitting a 200 ohm 40 watt resistance in series with the supply to the motor.

3. The resistance will be incorporated in production of the transmitter as soon as possible, but existing units should be modified by Ship's staff, or base staff in the case of new construction, as follows.

(a) Mount the resistance Pattern W1238 on the transformer Pattern 54669A as shown in A.F.O. Diagram 396/45 (1) (A.S.E. Drawing No. 44438). A.F.O. Diagram 396/45 (2) (A.S.E. Drawing No. 44438A) shows a suitable bracket which should be made up by ship's staff.

(b) Identify tag C on the blower motor supply panel mounted inside the front panel near the blower. Disconnect tag C from the filament fuse and connect the resistance W1238 between the fuse and tag C.

4. The following stores are required :—

W1238 Resistance 200 ohms 40 watts	...	...	1
637 Resistance Clip...	...	...	2

5. Stores should be demanded as detailed below, quoting this Order as authority :—

Ships in Home Waters from S.N.S.O., Haslemere.

Ships abroad from (S) N.S.O. Gibraltar, Malta, Alexandria, Colombo or S.N.S.O. (R.N.) Sydney.

6. The Fitting-out Specification and Handbook for Type 242M will be amended.

(A.F.O. 4158/45 is cancelled.)

6434.—Radar, Types 267W/MW/PW, 268, 268U, 291/M/U/W, 970 and 971, A.C. Supply Outfits DUF, DUR and DUW—Pattern W.5095 Starter

(R.E. 02166A/45.—8 Nov. 1945.)

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

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

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

(A.F.O. 6131/45 is cancelled.)

6435.—R.N. Shore Wireless Stations—Beacon Type YG—Bodine Motors— Failure

R.N. Air Stations, Aircraft Repair Yards, etc.

(R.E. 02739/45.—8 Nov. 1945.)

Cases have occurred of the Bodine speed reducer motor in the Antenna Control Unit of the YG transmitter, overheating and burning out. The following modifications are, therefore, to be carried out by station staff :—

(a) *Mains Transformer, A.P.53272.*—The input lead on the primary, at present on the 230-volt tap, is to be transferred to the 250-volt tap.

(b) *Transmitter Unit, Transformers T.201 and T.202.*—The input lead to these transformers, at present on the 115-volt tap, is to be transferred to the 105-volt tap.

(c) *Transmitter Unit, Transformer T.101 and Keying Relay K.101.*—Disconnect the two leads from the 115-volt tap on the primary of T.101. Ascertain which of the two leads runs to the right-hand front terminal on K.101, and reconnect it to the 115-volt tap on T.101. The other lead, which is the input lead, is to be connected to the 105-volt tap on T.101.

Note.—The position of the terminals on the transformers referred to will be found on the wiring diagrams W-305639 and TT-620764 in the YG Handbook.

6436.—Additional Loud Speakers, Pattern 8888A—Supply

Submarines

(N.S. 16548/45.—8 Nov. 1945.)

It has been approved to supply additional loudspeakers, Pattern 8888A, to all submarines of the above classes for use with the spare receiver B.28 (Receiver Outfit CDC) for entertainment purposes, as follows:—

"A" and "T" Classes	...	...	...	...	5
"S" Class	...	...	...	...	4
"U" Class	...	...	...	...	3

2. The loudspeakers should be looped together in parallel, and wired, using cable, Pattern 6108D, to an ON/OFF switch, Pattern 4097, at the receiver position, connection to the loudspeaker terminals of the set being made by flexible cable. If required an ON/OFF switch, Pattern 4089A, may be inserted in the supply line to each loudspeaker.

3. The small output available from the receiver makes it necessary to use the loudspeakers at reduced power and the connections used should provide for—

A and T classes—3 loudspeakers at medium power and 2 loudspeakers at low power.

S class—4 loudspeakers at medium power.

U class—3 loudspeakers at medium power.

Installation work is to be carried out by ships' or depot ships' staff in commissioned ships and by builders in new construction.

4. Submarine depot ships should forward demands to the Superintending Naval Store Officer, Risley, for loudspeakers required in attached vessels to complete to the above allowances. New construction submarines will be supplied without demand.

5. Any loudspeakers, Patterns 4480K/R and 4481K/R, originally supplied for this purpose, should be returned to storing yard.

6. Establishment of Naval Stores for W/T purposes will be amended.

(A.F.O. 3058/44 is cancelled.)

6437.—F.1A, Part II—Asdic, Echo Sounding and Hydrophone Stores—Deletion from Rate Book and Authorized List of Naval Stores

(N.S. 013169/45.—8 Nov. 1945.)

The following amendments are to be made to the Appendix to A.F.O. 5983/45:—

Amend "Pattern A.476" motor to read "Pattern A.476".

Amend "Pattern 2247" board to read "Pattern 2447".

Amend "Pattern 2247A" board to read "Pattern 247A".

Delete Pattern 7792 switch.

(A.F.O. 5983/45.)

6438.—Base Spares for Echo Sounding Installations, Types 758, 761 and 764 Series—Revised Establishment List

(N.S. 30535/45.—8 Nov. 1945.)

Establishment List No. A/S. 149, dated 18th September, 1945, of Naval Stores, comprising the spares to be held at bases and in depot ships for the maintenance of echo sounding installations, Types 758, 761 and 764 series, fitted in vessels attached (superseding Establishment Lists No. A/S 61 and No. A/S 94, dated 14th August, 1941, and November, 1942, respectively) has been prepared and copies will be distributed to the services concerned by the Superintending Naval Store Officer, R.N. Store Depot, Copenacre, Hawthorn, Wiltshire.

6439.—Base Spares for Echo Sounding Installations, Type 765 Series—Establishment List

(N.S. 26038/45.—8 Nov. 1945.)

Establishment List No. A/S 148, dated 10th September, 1945, of Naval stores, comprising the spares to be held at bases and in depot ships for the maintenance of echo sounding installations, Type 765 series, fitted in vessels attached, has been prepared and copies will be distributed to the services concerned by the Superintending Naval Store Officer, R.N. Store Depot, Copenacre, Hawthorn, Wiltshire.

6440.—E/S Equipment—Types 758 (except "Q"), 761, 764 and 765 (except "CL/CN") Series Existing Sets—Modification to Cable Changing Junction Boxes

(A/S.M.2727/45.—8 Nov. 1945.)

Reports have been received of failure of insulation at the terminal blocks in the cable changing Junction Boxes, Pattern A.2934, which are at present associated items of the flexible conduits supplied with new Type 765 series sets; and also when demanded for fitting to the hull units of existing sets, in cases where this is necessary to comply with Clause 170 of N.M. and E.R.

2. Insulation failure is due to condensation inside the Junction Boxes and the flexible conduits themselves, and the solution is:—

- To dispense with the terminal block in the Junction Boxes and use connectors, taped over with para rubber, for the cable junctions.
- To provide an additional gland in the Junction Boxes.

3. With reference to A.F.O. Diagram 401/45:—

- The first drawing shows arrangements in Junction Boxes, Pattern A.2934, as at present fitted.
- The second drawing shows how the existing arrangements are to be modified (with Pattern A.3950 set of parts as listed).
- The third drawing shows the arrangements when modified Junction Boxes, Pattern A.2934B are fitted. Stocks of Pattern A.2934 are being converted to Pattern A.2934B and future requirements, as in paragraph 1, will be met by supplying the latter.

4. The relevant Handbooks "Instructions for Installing" and Establishment Lists will be amended in due course.

Supply of Sets of Parts, Pattern A.3950.

5. Two sets of the above parts will be required by each ship already fitted with two Junction Boxes, Pattern A.2934, for modification purposes.

6. Demands from vessels in Home Waters should be forwarded as requisite to the Superintending Naval Store Officer, R.N. Store Depot, Copenacre, Hawthorn, Wilts.

7. Bulk supplies will be made to Naval Store Depots abroad as follows, and ships abroad should demand on the nearest depot holding stocks.

Singapore	...	...	30	Simonstown	...	...	20
Hong Kong	...	...	20	Colombo	...	...	30
Malta	...	...	30	Bombay (R.I.N.)	...	...	20
Gibraltar	...	...	10	New Zealand	...	...	10

Work Required

8. On receipt of sets of Parts, Pattern A.3950, by each ship affected, the work of modification should be undertaken by ship's (or depot ship's) staff.

9. In cases where the oscillator leads have had to be extended in the tank cover, Junction Boxes to reach the cable changing Junction Boxes, the junctions in the former Junction Boxes should also be dealt with to prevent insulation failure. This can most conveniently be done by filling the tank cover Junction Boxes with paraffin wax, after having "plugged" the conduit unions with Henley's compound to stop the wax flowing into the flexible conduits.

(A.F.O. 5672/44.)

6441.—Aircraft—Dinghy Valise for Avenger Aircraft—Introduction

(N.S. Air 3992/44.—8 Nov. 1945.)

American life rafts in Avenger aircraft are to be withdrawn and replaced by the British "M" type dinghy. Avenger Modification 825 enables the "M" type dinghy, packed in a new type cylindrical valise (Stores Ref. 27C/2154) to be fitted satisfactorily in the existing dinghy stowage position in Avenger aircraft.

2. Stocks of the new type valises have been despatched to S.N.S.O. (Air), Sydney, who will arrange supply without demand of "M" type dinghies to services holding Avenger aircraft as soon as the valises arrive.

3. This A.F.O. is to be read in conjunction with Mod. No. Avenger I, II, III/825.

6442.—Aircraft Radio—A.R.I.5270—Introduction

(N.A.R. 646/45.—8 Nov. 1945.)

Aircraft Radio Installation A.R.I.5270 is hereby introduced. This set provides a telephone intercommunication system and remote selection of radio services. The system is independent of the aircraft radio systems, but enables them to be co-ordinated.

2. The following operating facilities are available :—

- (i) Intercommunication between all members of the crew.
- (ii) Six reception lines, of which each operator may select and monitor simultaneously any number up to three.
- (iii) Four transmission lines of which each operator may select one.
- (iv) Any member of the crew can operate the "press to talk" button of the radio transmitting channel selected.
- (v) Intercommunication can be mixed with, or excluded from, the radio services, but the pilot cannot disconnect from the intercommunication.

All the above can be carried out without introducing cross-talk on any other channel.

3. Power is supplied from a rotary transformer. In those aircraft where the observer cannot make physical contact with the pilot, an emergency 12-volt battery capable of continuous operation for four hours is provided as a standby power supply system. Power drain for a three position installation is approximately 55 watts. L.T. and H.T. are regulated by the power unit.

4. The installation consists of the following items :—

Item	Stores Ref. No.	Height	Overall Size Width	Depth	Weight
Power unit, Type 383.	10K/1755	4 $\frac{5}{16}$ -in.	5 $\frac{1}{4}$ -in.	6 $\frac{3}{4}$ -in.—3-in. for removal of sockets.	5 lbs. 5 oz.
Switch unit, Type 185.	10F/2508	2 $\frac{11}{16}$ -in.—3-in. for removal of sockets.	3 $\frac{7}{16}$ -in.	2 $\frac{11}{16}$ -in.	9 oz.

Item	Stores Ref. No.	Height	Overall Size Width	Depth	Weight
Amplifying and junction box unit.	10A/19200	3-in.	4 $\frac{1}{2}$ -in.	9 $\frac{3}{4}$ -in.—3-in. at each end for removal of sockets.	3 lbs. 2 oz.
Control and amplifying unit.	10A/19199	5 $\frac{1}{2}$ -in.—3-in. for removal of sockets.	4 $\frac{1}{8}$ -in.	3 $\frac{3}{8}$ -in.	2 lbs.
Interconnecting cable.	—	—	—	—	2 $\frac{3}{4}$ oz. per foot run.
Accumulator 12-volt, 15 A.H., lightweight.	5J/3200	—	—	—	22 $\frac{1}{2}$ lbs.

The total weight for a 3-box installation is 15 lbs. plus 2 $\frac{3}{4}$ ozs. per foot run of cable and 22 $\frac{1}{2}$ lbs. for the emergency battery.

5. Each control box provides the following :—

- (i) Three 6-position receiver selectors which enable each member of the crew to choose any three reception lines. "Off" positions are provided if less than three reception lines are required. The reception channels are numbered and at present the following channels have been allocated :—

- (1) VHF.
- (2) G.P./H.F.
- (3) ZBX.
- (4) } Spare for future equipments.
- (5) }
- (6) }

- (ii) One switch for selecting one of any four transmitting channels.

- (iii) A push button marked "Press to transmit." This switch can be paralleled externally for operating the outgoing transmitting channel selected. The operation of this switch disconnects the microphone from the intercommunication channel and intercommunication cannot therefore be radiated.

- (iv) A switch having the following three positions :—

- (1) Rad only.
- (2) Mix
- (3) i/c only.

A red warning light operates when this switch is in position (1).

- (v) A dimmer switch for the light on the panel.

6. Maintenance and operating instructions are contained in A.P.2538G, and this publication will be distributed without demand.

7. Apart from the normal use of voltmeter and ohmmeter, the only test equipment required for maintenance purposes is test set 350, Stores Ref. 10S/784, an audio tone generator.

6443.—Aircraft Radio—Fracture of Screen Connection in Connectors, Types 2091 and 2186 when used with Helmets, Flying, Types C, D and E (Wired)

(N.A.R. 785/45.—8 Nov. 1945.)

It has been found in service that a fault develops in connectors, Type 2091 (Stores Ref. 10H/4887) and 2186 (Stores Ref. 10H/5229) in the following helmets :—

- | | | |
|---------------------------------|-----|-------------------------|
| Helmets, flying, Type C (wired) | ... | Stores Ref. 22C/877-880 |
| Helmets, flying, Type D (wired) | ... | Stores Ref. 22C/969-972 |
| Helmets, flying, Type E (wired) | ... | Stores Ref. 22C/973-976 |

2. The defect consists in the fracture of the screened lead near the point of entry into the plug, Type 517, and is attributed to the fact that the strain at the junction of the cord to the plug is borne entirely by the conductors.

3. In many cases the entire strain is borne by the screen lead itself, because, in terminating the cord, the screen lead has been brought out at the wrong side of the conductor leads and its effective length thereby shortened.

4. The remedy is to provide some means of taking the strain, and this may be done by securing the connector, Type 2091 or 2186, to the helmet by stitching at or near the whipping at the termination of the cord, Type 51 or 54, respectively.

6444.—R.N. Air Stations—Air Holding Down Point for Engine Ground Runs—REPORTS

(A.C.R.D. 795/45.—8 Nov. 1945.)

For Seafire Mark XV and later Marks fitted with Griffon engines it is necessary to provide a holding down point (ground ring) to which the aircraft is secured by special lashing down gear whilst the engine is being run up. The arrangement of the gear and ground ring is shown on A.F.O. Diagram 398/45. Separate arrangements are being made for the supply of the special lashing gear.

2. Stations are to arrange, in conjunction with the Officer-in-Charge of Works for the provision of ground rings as necessary within the cost of local powers of approval or, if outside these powers, raise proposals for their provision as appropriate. Pending experience, not more than twelve ground rings should be provided initially at any station.

3. The arrangements made should be reported to the Admiralty in due course.

6445.—Aircraft—Portable Gun Stripping Bench—Introduction

(N.S. 050453/45.—8 Nov. 1945.)

In order to supplement the existing facilities for aircraft gun maintenance, a portable gun stripping bench, Admiralty Pattern No. 5293, has been introduced under Subhead B.10. The bench, which is capable of taking 2 No. 20-mm. Hispano guns, will fold into a space approximately 7 ft. 3 in. × 2 ft. 0 in. × 5 in. Allowances to ships and services will be in accordance with the following scales :—

Pattern No.	Description	B.R. 378, Articles in Use. Carriers	Repair Ships		
			H.M.S. "Unicorn"	Aircraft Maintenance Ships	
5293	Subhead B.10 Bench, gun stripping.	(A)	4	2	(A)=Fleet carriers, 4 Light Fleet Carriers, 3

2. The following quantities have been provided under contract dated 18th July, 1944, CP9A/68796/44, Messrs. J. Wright & Co. :—

S.N.S.O., Leeds	S.N.S.O., Rosyth	S.N.S.O., Devonport	S.N.S.O., Mersey
18	14	16	172

3. Direct supply to the following ships has already been arranged :—

"Implacable"	"Venerable"
"Indefatigable"	"Vengeance"
"Colossus"	"Glory"

Other services concerned should forward demands to their storing yards quoting this Admiralty Fleet Order as authority for supply. Issues to new services will be made with their initial outfit of stores.

4. Supply of 55 No. Benches to S.N.S.O., Ceylon, has been arranged from Mersey Area. Any further requirements for yards abroad should be demanded direct on Director of Stores, Admiralty.

5. *Devonport only.*—Proposals should be forwarded for the addition of the Benches, Pattern 5293, to the authorized list of Naval Stores and appropriate contract schedule.

6. Aircraft stores establishments will be amended in due course, meanwhile establishments held by H.M. dockyards, R.N. air stations, store depots, etc., should be amended in manuscript.

6446.—Electric Cable Leads in H.M. Ships—Support of

(D. 023398/44.—8 Nov. 1945.)

Numerous reports of damage to cable leads in H.M. Ships have been received. The causes of damage have been :—

- Shock due to own gunfire.
- Excessive vibration.
- Shock incidental to damage by mine, torpedo or bomb.

The main cable leads are in general clipped to standard carrier plating which is in turn supported from the deck beams, frames or bulkhead stiffeners, or where these are not available, by straps attached directly to the deck or bulkhead plating. Light cable runs are also secured directly to the deck or bulkhead plating by clips generally stud welded to the plating.

2. The following broad conclusions are drawn from the reports of damage received :—

- The carrier plate itself has shown signs of weakness by distortion and tearing away from its fastenings. These fastenings to the supporting brackets have also failed on several occasions.
- The clips securing the cables to the carrier plates do not appear to have failed individually. They do appear, however, to have been a frequent source of damage by cutting into the cable, and their connections to the carrier plate have failed repeatedly.
- Special precautions taken by some shipyards in wake of gun blast have proved inadequate.

3. Investigations have shown that whereas the methods adopted for securing cables in ships everywhere follow the same general practice, there is a good deal of variation in detail. Experiments to determine the most effective way of supporting electric cable leads are continuing but in the meantime the following revised arrangements are to be adopted :—

New construction

- For overhead cable runs clear of gun blast and heavy vibration, the normal method of supporting cable carrier plating is to be adhered to, with the following modifications :—(See A.F.O. Diagram 400/45 (figs. 1 and 2).)
 - spacing of hangars is not to exceed 18 in. ;
 - mascolite washers are to be fitted on the securing bolts between the carrier plating and hangars ;
 - the securing bolts are to be fitted with spring washers and locknuts ;
 - the bolts securing the cable clips are to be fitted with spring washers and locknuts ;
 - cable clips to be not more than 9-in. apart in all cases.
- For overhead cable runs in places subject to the effects of gun blast and/or heavy vibration, the inverted type of cable support shown in A.F.O. Diagram 400/45 (fig. 4), is to be adopted. To assist in reeving the cables, one side of each hangar is to be arranged to hinge up as shown, the weight of the cable run being temporarily supported by suitable shores from the deck below. The spacing of the hangars should be not more than 24-in., those intermediate between deck beams being bolted to lugs welded or bolted to the underside of the deck cover.

Existing Ships

4. In existing ships, method (ii) in paragraph 3 above is to be used for replacements where present arrangements have not proved strong enough to stand up to gun blast or vibration. In places where complete replacement is not necessary, but strengthening of existing overhead cable runs is required, the method shown in fig. (3) of A.F.O. Diagram 400/45 is to be adopted, stirrups being fitted as shown to support the cables at alternate hangars.

5. In welding hangars and lugs to deck plating of D.W. quality steel, care is to be taken that the welds are not smaller than the size appropriate to the thickness of the material. Welding is *not* to be used to connect hangars and stirrup lugs to D quality deck plating $\frac{1}{2}$ -in. or more in thickness.

In all cases where welding is employed, special care is necessary to ensure that the welding is properly executed, and that the welds are adequate in size and quality.

6. As regards the attachment of light cable leads direct to plating, care is to be taken that where stud welding is used the studs are effectively secured to the plating.

7. The foregoing arrangements are to be adopted forthwith for all new work and where replacements to existing work are required.

6447.—L.B.Vs.—Conversion to Ammunition Barges—Re-designation

(P. 016391/45.—8 Nov. 1945.)

The following 12 L.B.Vs. under conversion to ammunition barges for service at R.N.A. Depot, Upnor, have been renumbered in the "N.A." series as shown:—

Old No.	New No.	Old No.	New No.
L.B.V. 13 ...	N.A. 228	L.B.V. 174 ...	N.A. 234
L.B.V. 55 ...	N.A. 229	L.B.V. 195 ...	N.A. 235
L.B.V. 104 ...	N.A. 230	L.B.V. 198 ...	N.A. 236
L.B.V. 106 ...	N.A. 231	L.B.V. 228 ...	N.A. 237
L.B.V. 114 ...	N.A. 232	L.B.V. 229 ...	N.A. 238
L.B.V. 124 ...	N.A. 233	L.B.V. 239 ...	N.A. 239

6448.—Scuttle to Gland and Plummer Block Compartments—Replacement—As. and As.*Fleet Destroyers "Z" to "Crescent," "Battle" and later Classes.*

(D./P. 06060/45.—8 Nov. 1945.)

In view of the requirement for a more easily operated type of scuttle to the gland and plummer block compartments, it has been approved to replace the "H" type scuttle at present fitted, by a modified "L" type as shown on Messrs. Mechans' Drawing 45.Y.1/1. All future "L" type scuttles will be manufactured to this design, which has been tested and found satisfactory up to a pressure of 6 lbs. per sq. in.

2. Items, classification "A" should be included in the class lists of As. and As. to cover the work involved.

3. Arrangements will be made with Messrs. Mechans for the supply of a number of these scuttles and demands should be forwarded to Director of Contract Works (Supplies), Bath.

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

(A.S.C.B.S., 25th June, 1945, No. 10815.)

*(This Order is to be retained until complied with.)***6449.—Weather Deck Lighting—Re-introduction***H.M. Ships*

(D. 23889/45.—8 Nov. 1945.)

Since the cessation of hostilities it has been decided to re-introduce weather deck lighting in all ships.

Where not fitted, authorities responsible for co-ordinating As. and As. should forward class items for all ships in commission, forming part of the active post-war fleet, stating the proposed arrangement.

*(This Order is to be retained until complied with.)***6450.—Aircraft—Stores under Section 3 of the R.A.F. Vocabulary**

(N.S. 18345/45.—8 Nov. 1945.)

Cancelled by AFO 6139/46.
Tools, combined calliper and poising should be *deleted* from the Appendix to A.F.O. 4767/45.

2. This item is already covered by Pattern No. B.11/4581, under the description "Tools, watchmakers, callipers, brass, parallel".

*(A.F.O. 4767/45.)***6451.—Avometers, Pattern 48A (or S.48A)—Increased Allowance***"Battle" Class Destroyers*

(N.S./T. 0600/45.—8 Nov. 1945.)

The allowance of avometers, Pattern 48A (or S.48A) to flotilla leaders and destroyers of "Agincourt", "Mons", "Trafalgar" and "Armada" classes for general electrical purposes has been increased from one to two per ship.

2. Ships concerned in commission should forward demands for the additional avometer to their storing yards or depots accordingly. Supply to ships under construction should be arranged by warrant and supplying yards in the usual manner.

3. B.R. 332A—Establishment of Naval Stores for flotilla leaders and destroyers—will be amended.

6452.—Portable Electric Drilling Machines—Allowances for Electrical Artificers*Capital Ships, Aircraft Carriers, Repair and Depot Ships, Cruisers**See AFO 7205/46* (N.S. 28148/45.—8 Nov. 1945.)

One $\frac{1}{2}$ -in. portable electric drilling machine complete with one set of spares is to be allowed to all Capital Ships, Fleet and Light Fleet Carriers, Repair Ships, Destroyer and Submarine Depot Ships and Cruisers (except "C", "D", "E" and "Hawkins" Classes) for the use of electrical artificers.

2. Distribution of sufficient machines and spares to yards at home and abroad is being arranged, but it is anticipated that they will not be available for some months. Ships concerned in full commission should forward demands to the nearest (Superintending) Naval Store Officers. Supply to ships concerned under construction should be arranged by warrant yards and supplying yards or depots in the usual manner.

3. B.R. 359—Establishment of Naval Stores for Torpedo Purposes—will be amended.

6453.—Station Pointers—Allowances*Fairmile Type Minesweeper Motor Launches*

(N.S. 32741/45.—8 Nov. 1945.)

One station pointer, Pattern 70, is to be allowed to the Senior Officer's ship of each Fairmile motor launch flotilla engaged on minesweeping operations, to be loaned, as necessary, to other vessels of the flotilla.

2. Demands to meet requirements of attached flotillas should be forwarded by bases concerned to their storing yards, where this has not already been done. Arrangements have been made for the supply of six station pointers to Malta to meet the requirements of vessels in the Mediterranean.

3. The sea store establishment will be amended.

6454.—Telephone Spares—Allowances

Flotilla Leaders and Destroyers of "Quilliam" and "Rotherham" Classes

(N.S. 28193/45.—8 Nov. 1945.)

The allowances of spares for telephones to flotilla leaders and destroyers of "Q" and "R" classes have been revised and are now to be as shown in the appendix to this Order. Allowances of spares for action intercommunication and broadcast systems, emergency communications and damage control remain unaltered.

2. Ships concerned in commission should adjust the quantities of spares held on board accordingly.

3. B.R. 332A, Establishment of Naval Stores for Flotilla Leaders and Destroyers, will be amended.

APPENDIX

Allowances of telephone spares to Flotilla Leaders and Destroyers of "Q" and "R" Classes

Pattern No.	Description	Denom.	Quantity	Remarks
<i>Permanent stores</i>				
<i>F.I.C.</i>				
12500	Telephone, Mark X** ...	No.	4	} 25 per cent. of the quantity fitted.
12562	Boxes, plug, Mark III ...	"	4	
12563	Plugs, concentric ...	"	3	
13220	Handset ...	"	8	
13221	Transmitter unit for all patterns except 12500 and 1192. Receiver unit for all patterns.	"	—	
13222	Transmitter unit for patterns 12500 and 1192.	"	—	
13318B	H.F. Generator ...	"	3	
13319	Transformer ...	"	3	
<i>Consumable Stores</i>				
<i>F.I.C.</i>				
9196	Discs, mica ...	No.	6	
9266	Earpads, I.R. ...	"	8	
9776	Condensers, .01 mf. ...	"	3	
13238	Card for telaupad ...	"	1	
13593	Moulded mouthpiece ...	"	4	
13745	" earcap ...	"	8	
13746	" mouthpiece ...	"	8	
13747	" retaining ring ...	"	8	
<i>F.2A</i>				
16085	Neon indicating lamp, 200/250 volts, A.C., ½ watt, S.BC	"	5	

Section 4

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

6455.—Boats—Present Whereabouts—REPORTS

(N.S. 34087/45.—8 Nov. 1945.)

The undermentioned boats were taken from Portsmouth to Dunkirk in 1940 and cannot be traced as having been returned:—

42-ft. Steam Pinnace, No. 431.

32-ft. Sailing Cutters, Nos. 144 and 145.

2. Any information regarding the present whereabouts of these boats, or which will assist in locating them, is to be reported to Director of Stores, Admiralty.

(S.N.S.O., Portsmouth, No. 5A/15660X, 8 Oct. 1945.)

6456.—Mess Gear—Consolidated Scales—Amendments

(V.5/4112/45.—8 Nov. 1945.)

The Appendix to A.F.O. 5969/44, amended by A.F.O. 1771/45, is further amended as follows:—

Page 4. Insert the following page numbers where necessary:—

Scale No.	Page
98	108A
99	108A
100	108A
101	108B
102	108D
103	108E
104	108G "

Pages 19, 28, 36, 45 and 51. Insert the following note in the remarks column against the item "Pattern No. 126T, Tankards":—

"Tankards to be drawn up to one-third of these allowances when replacement is necessary".

Page 50. Delete the following item where shown:—

"C.1015E, Steamers for pans, stew, 4 quart."

Page 59. Add the following item to the scale of special items of implements and mess utensils:—

"Pentecoon Cookers 1 per craft
(if specially demanded)"

Page 66. After "Tubs, Cooks', tinned, 40 gallon" add "or 21 gallon" and insert in the remarks column: "Size required to be stated when demanding".

Page 79. Add the following item to the scales of permanent items for issue to submarines:—

Pattern No.	Scale 71	Scale 72
284a Tins, bread, 2 lb. ...	18 ...	24 "

Page 97. Delete the following items where shown:—

"C.1014E Steamers for stew pans, 6-quart"

"C.1015E Steamers for stew pans, 4-quart"

Page 106. Insert the following allowances against the item "Pattern No. 123E, Jugs, water" under:—

Scale 96

1

Scale 97

1 plus 100 per cent. spare"

Scale 101, vide A.F.O. 1771/45:—

Insert "L.S.T.(3)" before the heading "Transport Ferries".

Insert the following note against the heading: "(b) Landing Ships Tank (2)":—

"This scale is to be used as a guide only for replacements of American patterns—Outfit Allowance Lists supplied on commissioning, show the maximum to which gear may be drawn to complete".

Insert "L.S.T.(3)" before the words "Transport Ferries" at present bracketed in the sub-heading "Officers M.T. ... (a) Scale 16".

Amend the sub-heading "Machines ... Scale 61" to read "Machines ... See Scale 61" and delete the scale of machines at present shown thereunder.

Delete the sub-heading "Implements and Galley Gear—Scale 62".

Amend "Supply Officers' Implements" to read "Supply Officers' Implements and Galley Gear".

Delete "(Scales 75 and 76)" at present shown against the sub-heading "Mess Utensils".

Amend "1 No. Tubs, cooks', covers for" to "2 No." under "Galley Gear—Permanent Stores".

Scale 103, vide A.F.O. 1771/45. Amend the item "C.1015E, Pans, stew, 4-pt., steamer for" to read "C.1015E, Pans, stew, 4-qt., steamer for".

A scale for "Landing Craft, Tank, Mark VIII" is promulgated as an Appendix to this Order.

APPENDIX

Scale of Mess Gear for Landing Craft Tank, Mark VIII

Scale No. 104

Permanent Stores

Table Ware

Pattern No.	Article	No.
C.1837 or C.1860	Forks, table	1 per officer plus 100 per cent. spare
W.	Knives, table	1 per officer plus 100 per cent. spare
C.1842E	Knives, fish, eating	1 per officer plus 100 per cent. spare
C.1851E or C.1863	Spoons, large	1 per officer plus 100 per cent. spare

Linen

Mats, cotton } See Scale No. 141 (f)
Mats, lino }

Pantry and Galley Hardware

81	Corkscrews	1
C.1781A	Knives, bread	1
C.990E	Pots, tea, 2 pts....	1
299b	Trays, japanned, round, 12 ins.	1

Consumable Stores

Table Ware

—	Pots, mustard, composition ...	1
—	Pots, pepper, composition ...	1
—	Pots, salt (pourer), composition	1
C.1850 or C.1870E	Spoons, small	1 per officer plus 100 per cent. spare
52P	Spoons, mustard	1 plus 100 per cent. spare
53P	Spoons, salt	1 plus 100 per cent. spare

Glass

123E	Jugs, water	1 plus 100 per cent. spare
128	Pots, jam, with cover	1 plus 100 per cent. spare
124a	Tumblers, pony	2 per officer plus 100 per cent. spare
P.437	Tumblers, table	2 per officer plus 100 per cent. spare

China and Earthenware

Pattern No.	Article	No.
20E	Cups, breakfast	2 per officer plus 100 per cent. spare
21E	Cups, coffee	2 per officer plus 100 per cent. spare
22E	Cups, egg	1 per officer plus 100 per cent. spare
60	Dishes, butter or sugar... ..	2
23E	Jugs, milk	1 plus 100 per cent. spare
83E	Plates, dinner	2 per officer plus 100 per cent. spare
84E	Plates, pudding	2 per officer plus 100 per cent. spare
86E	Plates, soup	2 per officer plus 100 per cent. spare
27	Plates, dessert	2 per officer plus 100 per cent. spare
24E	Saucers, breakfast	2 per officer plus 100 per cent. spare
25E	Saucers, coffee	2 per officer plus 100 per cent. spare

Linen

T.349E	Cloths, glass or tea	3
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Implements and Mess Utensils

Permanent Stores

1467	Balances, spring, 30 lbs. ...	1
—	Basins, pudding, 2 pts. ...	6
C.961E	Basins, sugar	2
89	Boards, paste	1
C.1032	Buckets, galvanized, 12-ins. ...	4
125B	Canisters, tea and sugar ...	2
C.963E	Castors, pepper	3
74	Choppers, hand, butchers' ...	1
C.914	Colanders, small	1
81	Corkscrews	2
218/219	Dishes, butter, and covers ...	3
223	Dishes, meat, 12-ins.	5
107C	Dishes, meat, No. 3	5
75	Hooks, meat	6
C.1003E	Jars, salt... ..	2
224	Jugs, enamel, 2 qts.	1
225	Jugs, enamel, 1 qt.	3
9	Kettles, mess, 4 galls.	2
123	Kettles, mess, 1½ galls....	2
	Kettles, 8 pts.	1*
	Kettles, 4 pts.	1*
	Kettles, fish, 12 pts.	1*
	Kettles, fish, 12 pts., wire basket for.	1*
C.1787	Knives, butchers', 8 ins. ...	1
C.1795	Knives, cooks', 8 ins.	1
C.942E	Ladles, cooks', 1 pt.	1
C.982E	Ladles, soup	1
	Mats, table, lino for	1 yard per table
83E	Measures, round, ½ pt.	1
85E	Measures, round, ½ gill	1
	Pans, frying, 12 ins.	1*
	Pans, frying, 8 ins.	1*
	Pots, stew, 10 pts.	3*
	Pots, stew, steamers, for 10 pts.	1*
	Pots, stew, 8 pts.	2*
	Pots, stew, 6 pts.	1*
	Pots, stew, 2 pts.	1*
	Pots, cooking, oval, 32 pts. ...	2*
	Pots, cooking, oval, 16 pts. ...	2*
	Pots, cooking, steamers, for 16 pts.	2*
136a	Pans, washing	2
C.994E	Pots, coffee, 6 pts.	1
C.1010E	Pots, mustard	3
C.992E	Pots, tea, 4 qts....	1

Permanent Stores—contd.

Pattern No.	Article	No.
	Table covers, leather cloth ...	1 per table
C.774	Saws, meat	1
C.941	Slices, cooks'	1
C.1810	Steels, cooks'	1
C.1064	Tubs, washing, 6 galls....	2
<i>Consumable Stores</i>		
29a	Cellars, salt	3
86	Cloths, dish	9
49	Cups, earthenware	1 per rating plus 100 per cent. spare
C.1807	Forks, carving	2
C.1860	Forks, table	1 per rating plus 100 per cent. spare
131	Jars, preserve, and covers ...	2 plus 100 per cent. spare
C.1790	Knives, carving	2
50	Knives, lever	1 plus 100 per cent. spare
11507	Knives, table	1 per rating plus 100 per cent. spare
—	Measures, compo, 1½ gills ...	1
234	Pins, rolling	1
86E	Plates, soup	3 per rating plus 100 per cent. spare
87	Saucers, earthenware	1 per rating plus 100 per cent. spare
C.1863	Spoon, large	1 per rating plus 2 for each mess, plus 100 per cent. spare.
267	Spoon, wood	1
P.437	Tumblers, table	1 per Petty Officer plus 100 per cent. spare.
C.1811	Steels, table	1

* Special items for use on hot plates of electric ranges.

(A.F.Os. 5969/44, 1771/45 and 5567/45.)

(A.F.O. 3846/40 is cancelled.)

6457.—Mersey Area—Address for Naval Stores Supplied for Ships under Construction

(N.S. 2428/45.—8 Nov. 1945.)

Naval stores intended for ships under construction or undergoing large refit in the Mersey area should, in future, be consigned as follows:—

Superintending Naval Store Officer,
Mersey Area,
Commissioning Store,
No. 26 Shed,
Gladstone Dock,
Liverpool.

6458.—Naval Store Department, Thurso—Closing Down

(N.S. 2450/45.—8 Nov. 1945.)

In view of the reduced Naval Store commitments at Scapa the Naval Store Organization at Thurso was closed down on 1st November, 1945. After this date stores for services in the Orkney Islands should be consigned *c/o* Naval Store Officer, Invergordon, in accordance with the normal procedure, except as indicated in paragraph 3 as regards stores of extreme urgency.

2. The reference in paragraph 2 of A.F.O. 3684/45 regarding the supply of stores to the Naval Store Representative, L.M.S. Station, Thurso, is therefore cancelled.

3. In instances of extreme urgency stores for H.M. Ships and Naval Establishments in the Orkneys may be consigned to the Resident Naval Officer, Thurso, but prior information as to time of arrival at Thurso, together with weights and

measurements of the cases should be forwarded to the R.N.O. The ferry service from Thurso (Scrabster) to Lyness has been further curtailed and now only runs on Tuesday, Wednesday, Thursday and Sunday of each week.

4. Correspondence which would normally have been sent to the Naval Store Representative, Thurso, should now be forwarded to the Naval Store Officer, Lyness.

(A.F.O. 3684/45.)

6459.—Perspex and Similar Plastics—Disposal of Arisings

(N.S. 41413/44.—8 Nov. 1945.)

All offcuts and scrap of transparent plastics from Admiralty Establishments and Services are, in future, to be carefully collected, dry stored and forwarded, as opportunity occurs, to a dockyard or other convenient Naval Store Depot which should transmit them periodically to the R.A.F. No. 1 Metal and Produce Recovery Depot, Cowley, Oxford, or to R.A.F. No. 2 Metal and Produce Recovery Depot, Nuffield Works, Eaglescliffe, near Stockton-on-Tees, Co. Durham.

(A.F.O. 4916/42 is cancelled.)

6460.—Naval Stores—Storage Policy

(N.S. 2417/45.—8 Nov. 1945.)

The approved policy in regard to storage of Naval stores is outlined below and is circulated for general information.

I. General Stores

2. Prior to the war the main stocks of general Naval stores were held at the three Southern yards. The expansion of the Fleet, coupled with the imperative need for dispersal on account of air raid risk, resulted in eight general storing organisations being set up, namely, Portsmouth, Devonport, Chatham, Rosyth, Clyde area, Mersey area, Severn area, West Riding area.

3. These eight centres will be reduced to five as soon as storage requirements, dictated by the requirements of the Fleet and the disposal of surplus stocks, permit. The first area to be reduced is the Severn area, which henceforth will be non-operational except as regards issues of stores to local craft, returns, and disposals, H.M. ships and foreign establishments at present stored from the Severn area will be reallocated to other storing centres.

4. The disposal of stocks in the Severn area will be effected gradually over a period; thereafter the West Riding area will be reduced, followed in due course by the Mersey area.

5. It is implicit in Admiralty policy that in future the amount of stores to be held in the dockyards will be much reduced compared with pre-war practice. The whole of the stocks of structural and certain other heavy stores will still be kept in the dockyards together with working stocks of other materials and about two months maintenance stores for ships visiting the port. The remainder of the stores will be held at inland store depots to be constructed either underground or on modern dispersed principles. Such store depots, however, will have to be considered in relation to the reconstruction of the dockyards as a whole and will need to be provided before existing stowage in the yards is relinquished.

6. Until such time as this work is taken in hand stocks of stores at the Southern yards will be held as follows:—

- (1) *Portsmouth Command.*—Stocks to be held at Portsmouth and Woolston.
- (2) *Nore Command.*—Stocks to be held at Chatham and Sheerness.
- (3) *Plymouth Command.*—The amount of storage remaining in the dockyard is insufficient and it is contemplated to use for the balance storage at present held by the U.S. Navy at Exeter.

7. In Scotland an inland dispersed storage depot in support of Rosyth has already been provided at Lathalmond. The fifth storage centre will be provided by the recently completed store depot at Carfin near Motherwell. It is anticipated that the latter depot will be used to hold part of the foreign yard reserves for shipment abroad.

II. Technical Groups of Stores

8. These stores fall under several headings, viz. :—

- (1) W/T and Radar.
- (2) Asdics and echo sounding gear.
- (3) Compasses and gear.
- (4) Photographic stores.
- (5) Cinema gear, including instructional films.
- (6) Controlled mining gear.
- (7) Electrical and acoustic minesweeping gear.

9. It is intended to hold the main stocks of W/T and Radar gear at the Admiralty Storage Depot at Risley, near Warrington, which is now in process of being taken over from the Ministry of Supply. Similar action is intended as regards photographic stores and cinema gear. The main stock of compasses will continue to be held at the Admiralty Compass Depot, Slough. No change is at present contemplated as regards the arrangements for housing asdic stores at Copenacre. It is under consideration to keep the main stocks of controlled mining gear at the former controlled mining depot at Nigg and of electrical and acoustic minesweeping gear at R.N. Store Depot, Woolston.

10. Arrangements have accordingly been inaugurated to move to Risley the main stocks of W/T and Radar stores from the Glossop and Oldham groups of requisitioned storage and also the photographic stores from Stroud and the air store depots. Similarly the stocks of instructional films and cinema gear are being transferred from Neasden and Portsmouth respectively to Risley.

III. Air Stores

11. See A.F.O. 6146/45.

(A.F.O. 6146/45.)

6461.—Uniform { Officers—Action Dress.
Ratings—Action/Working Dress.

Cancelled by
AFO 6757/46.

(V.L./5191/45.—8 Nov. 1945.)

Supplies—Supplies of the new action dress for officers and the action/working dress for ratings are now becoming available in sufficient quantities to enable ships proceeding to the East Indies and Pacific stations to be equipped before leaving United Kingdom. Demands should therefore be forwarded by such ships to the Admiralty (Director of Victualling) indicating the date by which the dress is required. Small supplies have been sent to the East Indies and Pacific stations, and further supplies will be sent to the latter as soon as they become available. Local production is being arranged on the East Indies station.

2. Initial gratuitous issues of two suits of the new dress to ratings (A.F.O. 2126/45, paragraph 5) are to be noted in pay books. If the new dress is supplied to ratings provided with khaki anti-malarial dress, the latter is to be withdrawn.

3. Issuing prices of the new dress are as follows :—

	Free of purchase tax.	Including purchase tax
Shirt	8s. 5d. each	9s. 10d. each
Trousers	9s. 3d. each	10s. 10d. pair

A.F.O.s 652/44 and 654/44 are to be amplified accordingly.

4. Sizes available are as follows :—

Shirt :—		1	2	3	4	5	6	7	8	9	10	11	12
Size No.		40	42	44	46	48	50						
Chest under arms when buttoned		14½	15	15½	16	16½	17						
Collar													
Trousers :		1	2	3	4	5	6	7	8	9	10	11	12
Size No.		30	32	30	32	32	34	34	36	34	36	36	38
Waist		29	29	30	30	31	31	32	32	33	33	34	34
Leg seam inside		41	41	42½	42½	44	44	45½	45½	46½	46½	48	48
Side seam		40	42	40	42	42	44	44	46	44	46	46	48
Seat													

(A.F.O.s 652/44, 654/44, 2125/45 and 2126/45.)

(A.F.O. 5261/45 is cancelled.)

*6462.—Victualling Arrangements, Christmas, 1945

(V. 2/7831/45.—8 Nov. 1945.)

Cancelled by
AFO 5701/46.

The following victualling arrangements for Christmas, 1945, have been approved :—

- (a) One issue of pork, not exceeding 8 oz. per head, may be made to messes on victualling allowance and special landing craft victualling allowance in H.M. ships and establishments at the issuing price of bone-in-beef (8d. per lb.). This concession does not, however, authorize any increase in the weekly ration allowance of meat (A.F.O. 4984/44, Appendix B, and A.F.O. 6077/45). At home, adequate supplies of pork cuts will be available through the normal channels.
- (b) Fresh eggs are expected to be available through N.A.A.F.I. on the basis of one egg per man in all ships and establishments at home.
- (c) A limited allocation of the ingredients of Christmas puddings and mince pies has been made to N.A.A.F.I. by the Ministry of Food in order that N.A.A.F.I. may be in a better position to meet the requirements of ships and establishments not victualled on the general mess system. Supply Officers of general mess ships and establishments should arrange as far as possible for requirements of Christmas puddings and mince pies to be made on board with service provisions.
- (d) The Ministry of Food has made a special allocation of turkeys to N.A.A.F.I. for supply to H.M. forces at Christmas on a basis which is expected to provide about 5 oz. a head, and H.M. ships and establishments in home waters which are victualled from Service sources should make early application to N.A.A.F.I. for their requirements.

2. In view of the arrangement made in (c) and (d) above, the purchase by Supply Officers or messes (including officers' messes) of poultry, Christmas puddings, mince pies or mince meat, from sources other than N.A.A.F.I. is to be avoided, in order that the civilian population may receive an equitable share of the available supplies.

3. Christmas fare as customary in the Service is to be provided in ships on modified general messing, and Supply Officers of Bases to which such ships are attached are to draw up and circulate to them a suitable Christmas Day menu. It is expected that the extra cost will be met out of savings on the authorized maximum daily rate over the year under the arrangement indicated in Section (1), paragraph 6, of the Memorandum on Modified General Messing. If the menu includes pork this may be valued at the issuing price of bone-in-beef.

(A.F.O.s. 4984/44 and 6077/45.)

(A.F.O. 6154/45 is cancelled.)

6463.—Victualling Stores in United Kingdom—Supply of

(V. 15/8220/45.—8 Nov. 1945.)

The victualling depots shown in the first column below have been or are being closed and ships and establishments which have hitherto demanded victualling stores from these depots should forward their demands to the addresses indicated in the second column in future :—

Victualling Depot being closed	Address for future demands
Dover	Superintendent, Royal Victoria Yard, Deptford, S.E.8. (Telephone: New Cross 0012.)
Immingham	Victualling Store Officer, H.M. Naval Victualling Depots, Yorkshire Area, Prudential Buildings, Halifax. (Telephone: Halifax 5288.)
Belfast	Victualling Store Officer, Northern Ireland, H.M. Naval Victualling Depots, Cullybackey, Co. Antrim. (Telephone: Cullybackey 241.)

*Victualling Depot
being closed*

Address for future demands

Milford Haven ... Victualling Store Officer, H.M. Naval Victualling Depot, Newtown, Montgomeryshire.
(Telephone : Newtown 366.)

Liverpool ... Superintending Victualling Store Officer, H.M. Naval Victualling Depots, Lancashire Area, Accrington, Lanes.
(Telephone : Accrington 3604.)

2. A.F.O. 5508/44 is being amended.

(A.F.O. 5508/44.)

6464.—Empty Milk Bottles—Return of

(V.11/8077/45.—8 Nov. 1945.)

The Ministry of Food has drawn attention to a shortage of milk bottles, the supply in many parts of the country being insufficient to meet requirements. The position cannot be eased by increased manufacture owing to labour difficulties. Particular care should therefore be exercised to secure the prompt return of all empty milk bottles to the distributor.

2. Any accumulations of milk bottles which may arise from any cause at Naval shore establishments, should be collected and returned to a local distributor of milk. In the absence of a local distributor the Milk Vessels Recovery, Ltd., Fawley Road, The Hale, Tottenham, London, N.17, will arrange to collect if duly notified.

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

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

6465.—Amendments to Books

(E.F.O.—8 Nov. 1945.)

The undermentioned amendments (A.F.Os. P.877–894) 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, 1943, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

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

Nore ... Book Office, Quarry House, Aylestone Hill, Hereford.

Plymouth ... Book Office, R.N. Port Library, Devonport.

Portsmouth ... Book Office, Fort Southwick, near Fareham, Hants.

A.F.O. P.877/45.—B.R. 980 (X) R.T. No. 423 for 4·5-in. Guns, Marks I, III, IV and V—Amendment.

***P.878/45.**—B.R. 383—A.S.E.—Amendment No. 21.

***P.879/45.**—B.R. 383—A.S.E.—Amendment No. 22.

***P.880/45.**—B.R. 378 (General)—A.S.E.—Amendment No. 87.

***P.881/45.**—B.R. 378 (General)—A.S.E.—Amendment No. 88.

***P.882/45.**—B.R. 378 (B)—Barracuda—A.S.E.—Amendment No. 54.

***P.883/45.**—B.R. 378 (J)—Seafire—A.S.E.—Amendment No. 31.

***P.884/45.**—B.R. 378 (General)—A.S.E.—Amendment No. 89.

***P.885/45.**—B.R. 378 (J)—Seafire—A.S.E.—Amendment No. 32.

P.886/45.—B.R. 295—Handbook for Naval Rangefinders and Inclometers, Volume I—General—Amendment No. 3.

P.887/45.—B.R. 836—Training of Coincidence Rangetakers at Sea—Amendment No. 4.

P.888/45.—B.R. 819 (3)—R.N.A.S. Part III—Torpedoes—Amendment No. 15.

P.889/45.—B.R. 1203—Instructions for the Inspection of Naval Armament Stores—Amendment No. 24.

P.890/45.—B.R. 1272—Naval Telephone Routeing Schedule—Amendment No. 1.

P.891/45.—B.R. 11—Admiralty Memorandum on Naval Court Martial Procedure (1937)—Amendment No. 24.

P.892/45.—B.R. 980 (B)—R.T. No. 351A for Q.F., 4·7-in. Guns, Mark VIII—Amendment.

P.893/45.—B.R. 980 (B)—R.T. No. 351B for Q.F., 4·7-in. Guns, Mark VIII—Amendment.

P.894/45.—B.R. 1298 (October, 1945)—Periodical Reprint of "Q" Messages on the Home Station—Amendment No. 2.

* *Exceptionally, A.F.Os. P.878–885/45 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherds Bush, W., who holds the stock of the parent books.*

(A.F.O. 6313/45.)

6466.—B.R. 372—Establishment of Naval Stores for Miners—List of Errata No. 8

(N.S. 34122/45.—8 Nov. 1945.)

List of Errata No. 8 to B.R. 372—Establishment of Naval Stores for "Miners"—has been prepared and copies will be distributed to services concerned from R.N. Store Depot, Park Royal, N.W.10, without demand.

6467.—B.R. 387—Establishment of Naval Stores for L.C.G.(M) and L.C.S.(R)—List of Errata No. 1 Distribution

(N.S. 32427/45.—8 Nov. 1945.)

List of Errata No. 1 to B.R. 387—Establishment of Naval Stores for L.C.G.(M) and L.C.S.(R)—has been prepared and a copy will be distributed with each copy of the parent publication from the R.N. Store Depot, Park Royal, N.W.10.

(A.F.O. 5864/45.)

6468.—B.R.980 (Y) Restricted—Revised Page 1 and Additional Pages 1A and 17 to Range Tables No. 415 for B.L. 14-in. Guns Mark VII—October 1945-Issue

(G. 7869/45.—8 Nov. 1945.)

Revised Page 1 and additional Pages 1A and 17 are now in the press.

2. Copies will be issued to all holders of the main table, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

3. The revised page 1 supersedes the existing page 1 dated June 1940, all copies of which should be disposed of in accordance with BR1—BR and ID Catalogue when the new pages are received.

6469.—U.S. Radio Equipment—Modifications to U.S. Handbook for TBS-8

(A.S.E.—8 Nov. 1945.)

The following information is promulgated for the attention of those concerned. A separate amendment will *not* be issued.

PART III.

Fig. 11. Centre left. Between junction of "L.401" and "C.444" and junction of "L.402" and "C.455". *Add* a resistor, "R.457".

Fig. 12. Centre left. Red lead between "L.401" and "L.402" replaced by "R.457".

PART IX.

Table III. Spare parts list.

Item 12. *Delete* "Group 501" from drawing number.

Item 19. *Amend* drawing number to read "K-860257-14". *Delete* "Group 502".

Item 128. Symbol design. *Add* "R.457".

Item 191. *Amend* "Description" to read: "Resistor for K.301, 0.029 ohm, wound on $\frac{5}{8}$ -in. dia. spool $2\frac{1}{2}$ in. long (see Note 1)".

Item 192. *Amend* "Description" to read: "Resistor for K.301, 0.029 ohm, wound on $\frac{5}{8}$ -in. dia. spool $2\frac{1}{2}$ in. long (see Note 2)".

Item 193. Spare parts box. *Delete* "1" from column 1. *Add* "1" to column 4.

Item 194. Spare parts box. *Delete* "1" from column 3. *Add* "1" to column 6.

Item 196. *Add* to "Description". "Alternate Resistor—Assembly consisting of laminated insulation board and three 1800 ohm $\pm 10\%$, 2 watt resistors (K-251930-65) in parallel.

Supplier # 1. Drawing No. M-440521-501."

Item 197. *Add* to "Description": "Alternate Resistor—Assembly consisting of laminated insulation board and eight resistors in series as follows:—

Part A—1800 ohms $\pm 5\%$, 1 watt (K-251414-165).

Part B—3900 ohms $\pm 10\%$, 1 watt (K-251414-69) in series with 3300 ohms $\pm 10\%$, 1 watt (K-251414-68).

Part C—2200 $\pm 5\%$, 1 watt (K-251414-167).

Part D—1100 ohms $\pm 10\%$, 1 watt (K-251414-62).

Part E—22 ohms $\pm 10\%$, 1 watt (K-251414-42).

Part F—Two 27 ohm $\pm 10\%$, 1 watt resistors (K-251414-43) in series. Supplier # 1. Drawing No. M-440521-502".

6470.—Microgram Services

(C.E. 54508/45.—8 Nov. 1945.)

Consequent upon the cessation of hostilities and the improved air mail facilities now available, all microgram services have been withdrawn. Official correspondence should, where necessary, be transmitted by air mail.

(C.-in-C., South Atlantic, 702/1586, 1 Jun. 1945, Signal 271030/Sept.)

(C.-in-C., Mediterranean, 2730/Med. 45/85/7/8, 14 Jun. 1945.)

(Capt. Supt., Kilindini, YL75, 17 Mar. 1945.)

(C.-in-C., British Pacific Fleet, 365/BPF/1019/OPS. 13 Jun. 1945.)

(A.F.O. 2526/45.)

(A.F.O. 1789/45 is cancelled.)

6471.—Adult Education and Vocational Training—Technical Periodicals

(N./D.P.S. 636/45S.C.—8 Nov. 1945.)

Sets of technical periodicals are being distributed regularly to certain ships and establishments as a means of helping Naval personnel to keep in touch with civilian occupations which they may wish to enter or to which they expect to return on leaving the Service. Others will be added as they become available.

2. Distribution is being made without demand by H.M.S.O., 429 Oxford St. W.1 on the following scale:—

(a) 1 set to each of certain battleships, cruisers, carriers, destroyer flotilla leaders and amenities ships of the East Indies and British Pacific Fleets.

(b) 14 sets to the Fleet Education Officer, British Pacific Fleet, for distribution to establishments.

(c) 14 sets to the Fleet Education Officer, East Indies Station, for distribution to establishments.

(d) 15 sets to the Fleet Education Officer, Mediterranean, for distribution to ships and establishments.

(e) 10 sets to Command Education Officer, Staff of B.N.C. in C.G. for distribution to Naval parties.

(f) 1 set to each of the Command Education Officers, Plymouth, Portsmouth, Lee-on-Solent, Nore, and Rosyth respectively for main E.V.T. centres.

(g) 1 set *each* to the Education Officer, Patrol Service Central Depot, Lowestoft, for E.V.T. Centre, the Director of Studies, R.N.A.S. Middle Wallop, and the Staff Education Officer, E.V.T. Centre, 9, East Cliff, Dover.

3. The periodicals are to be given the widest possible circulation among the ship's company. This can probably best be achieved by placing them in the Information Room. Where there is no Information Room, a definite scheme of circulation is to be put into operation to ensure that as many of the ship's company as possible have access to the periodicals.

(A.F.Os. 123/45 and 1652/45.)

6472.—Forms S.285f—Magazine Logs—Supply*L.C.G.(L)s, L.C.G.(M)s, L.C.S.(R)s, L.C.T.(R)s.*

(G. 7844/45.—8 Nov. 1945.)

Magazine logs S.285f are to be kept for recording temperatures and inspections of magazines in L.C.G.(L)s, L.C.G.(M)s, L.C.S.(R)s, and L.C.T.(R)s, in accordance with Naval Magazine and Explosives Regulations.

2. Craft in commission should demand as follows for copies of S.285f, Magazine Log, required—

- (a) Home Station S.N.S.O., Park Royal, N.W.10.
- (b) East Indies Station S.N.S.O., Colombo.
- (c) Eastern Mediterranean Station ... S.N.S.O., Alexandria.
- (d) Central and Western Mediterranean Stations. S.N.S.O., Malta.

Supplies are being made to Colombo, Alexandria and Malta from the R.N. Store Depot, Park Royal, to enable demands to be met.

6473.—A.M.D.I.

(E.F.O.—8 Nov. 1945.)

Admiralty Merchant-Ship Defence Instruction (A.M.D.I.), No. 38/45, is being distributed concurrently with this issue of A.F.Os.

*(A.F.O. 5593/45.)***6474.—Publications for the Naval Air Arm—AP(N)1—Revision**

(N.S. Air 12850/45.—8 Nov. 1945.)

A complete revision of AP(N)1 has now been carried out, and copies of the revised list will be distributed without demand in approximately two months' time.

2. The following are the main alterations which have been embodied :—

- (a) Publications no longer applicable have been eliminated.
- (b) The quantities allowed conform more closely to probable requirements.
- (c) Many allowances have been "asterisked," indicating that they will not be included automatically in the initial outfit of publications supplied without demand, but may be demanded by services requiring them, without higher authority.
- (d) AP(N)1 has been divided into sections for more easy reference, viz. :—
 - (A) Airframe Engine and Power Plant Publications. (British.)
 - (B) General Air Publications.
 - (C) Miscellaneous (e.g., Flight Deck, etc.).
 - (D) Books of Reference and Official Use Publications.
 - (E) American Publications.

3. An advance copy of the revised AP(N)1 will be despatched forthwith to Admiral (Air) and to the (S) N.S.Os. at Park Royal, Shepherds Bush and Belfast, and all future supplies will be regulated in accordance with the revised allowances.

4. The Depot Task (D.T.) system, hitherto applied to first outfits of air stores, has been extended to cover supply of all initial outfits of publications for the Naval Air Arm.

*(A.F.O. 6633/44 is cancelled.)***6475—Resettlement in Civil Life—Careers for Men and Women—Pamphlets Distribution**

(E.F.O. 144/45.—8 Nov. 1945.)

The following pamphlets forming part of the "Career" Series have been or will be distributed with Admiralty Fleet Orders.

<i>Pamphlet No.</i>	<i>Description</i>	<i>Date of Distribution</i>
11	Civil Service	1st November, 1945
45	Male Nursing	1st November, 1945
*33	Nursing and Midwifery Services (Women)	4th and 7th October, 1945
39	Social Work	8th November, 1945

*Note.—Distribution of Pamphlet No. 33 was limited to R.N. Hospitals, auxiliary hospitals, sick quarters, and to Senior Officers, W.R.N.S.

6476.—Resettlement in Civil Life—Government Vocational Training Scheme—Pamphlets—Distribution

(E.F.O. 195/45.—8 Nov. 1945.)

The following pamphlets forming part of the Government Vocational Training Scheme series were distributed with Admiralty Fleet Orders dated 1st November, 1945, for the use of Educational and Resettlement Information Officers :—

Description of Pamphlet

Basket Making.
Scottish woollens.

2. The scale of supply is that laid down for the Educational and Resettlement Information Series (instituted by A.F.O. 2875/45).

(A.F.O. 2875/45.)

Section 6.—SHORE ESTABLISHMENTS

6477.—Admiralty Civil Police—Sick Pay

(C.E./U.S.B. 1991/45.—8 Nov. 1945.)

Admiralty Civil Police (Unestablished) whose remuneration (inclusive of Civil Service War Bonus) exceeds £250 per annum may be regarded as eligible for sick pay in accordance with the terms of Part I of the Memorandum of Sick Leave Regulations applicable to Temporary and Unestablished Employees.

2. Part III of the Memorandum (as modified by A.F.O. 1014/43) will continue to apply to those whose remuneration does not exceed this amount.

(A.F.Os. 1014/43 and 1999/43.)

6478.—Civilian Non-Industrial Staff—Removal, etc., Allowances

(C.E. 18977/45.—8 Nov. 1945.)

The following amendments are to be made to A.F.O. 4846/44.

Paragraph 38.

(i) Delete word "Normal" in first line and substitute "Permanent".

(ii) Delete phrase in lines 2 and 3 "places in the vicinity of their home" and substitute "their permanent headquarters town."

Paragraph 41.

(i) Delete word "normal" in (a) and substitute "permanent".

(ii) Delete word "headquarters" in first line of last sub-paragraph and substitute "place of duty"; also substitute paragraph 38 for paragraph 39.

Paragraph 42.

(i) Insert word "Unmarried" before "Officers".

(ii) Delete phrase "return to their homes during Official Visits" and substitute "during official visits, live at their parents' home".

(iii) Delete word "non-householders" and substitute "Officers".

Paragraph 43.

(i) Insert word "Married" before "Officers".

(ii) Delete words "ordinary" and "normal" in lines 1 and 4 and substitute "permanent".

Paragraph 141. *Cancel and substitute* :—

"Where the regulations provide for the refund of removal expenses, three competitive tenders for the removal of furniture should be obtained wherever possible, and if the distance involved is over 60 miles, one of the tenders is to be from the local railway company. Payment will be restricted to the amount of the lowest tender save for good reasons to the contrary."

Paragraph 142. *Cancel and substitute* :—

"Insurance and Cleaning

The extra cost of insurance of furniture while in transit will be allowed up to the value for which it is ordinarily insured by the officer and where the cost of storage is payable the extra cost of insurance while in store will also be allowed. No liability for loss or damage, etc., sustained to furniture while in transit or in store can be accepted by the Admiralty. Where, however, the furniture has been in store for two years or more, expenses incurred in respect of unpacking, cleaning and re-stacking may be refunded at intervals of not less than one year within a maximum of £2 on each occasion."

Paragraph 145. *Cancel and substitute* :—

"Where on transfer from one station to another the regulations provide for the refund of removal expenses, officers may be allowed to use their own private motor vehicles for the journey from the old to the new station, irrespective of distance, and coupons for petrol may be issued by the Head of Department or Establishment to cover the journey."

Paragraph 146. *Cancel and substitute* :—

"Officers who make use of their own motor vehicles as in paragraph 145 may be allowed mileage allowance at rate of 1½d. a mile for a motor cycle, with or without sidecar, and at rate of 1½d. a mile for a private motor car. No additional allowance will be paid for the driver but an additional allowance of ½d. a mile may be paid for each passenger conveyed in a car or sidecar of a motor cycle whose rail fare would otherwise be a charge to public funds."

Paragraph 147. *Cancel and substitute* :—

"The cost of conveying a private motor car by rail on transfer from one station to another will not be allowed unless the car has been regularly and mainly used for official purposes and a long journey is involved. The amount allowed in such cases will be limited to the appropriate mileage allowance laid down in paragraph 156."

(A.F.O. 4846/44.)

6479.—Non-Industrial Staffs—Employment and Conditions of Service of Juveniles

(C.E. 60239/44.—8 Nov. 1945.)

The regulations regarding the employment, conditions of service of and facilities afforded to, juveniles in Admiralty establishments have been revised and consolidated as set out below.

EMPLOYMENT

2. Where difficulty is experienced in recruiting clerical and typing staff over 15 years of age establishments may, as a temporary measure, enter juveniles in the temporary clerical and typing grades (full time or part time) if they have completed at school the term in which they become 14 and so are legally exempt from the obligations of school attendance.

3. If juveniles under 16 are not already employed at an establishment a report should be rendered to the Secretary of the Admiralty (C.E. Branch II, Bath) before any are entered, showing the arrangements which could be made locally for their welfare, training, etc.

RECRUITMENT, ETC.

4. The procedure laid down in A.F.O. 5118/44 for recruitment, limitation of entries, completion of forms on entry, and termination of employment of temporary clerks applies similarly to juveniles.

TRAINING

5. The following extracts from Treasury instructions issued during the war are intended as a guide to the arrangements which should be applied where juveniles are employed on office duties. It is recognized that the extent to which the provisions can be implemented will vary according to the facilities which are or can be made available at particular establishments :—

(a) *Extracts from Treasury Instructions.*—Several departments are now embarking on training schemes for temporary staff, particularly temporary clerks, and the Treasury are strongly of opinion that this is a development which ought to be encouraged. . . . Meanwhile, it is essential that any department employing juveniles in any numbers should make arrangements for their training.

These arrangements fall under two main heads: initiation into office methods generally and the departmental methods in particular, and concurrent continued education and vocational training.

(b) *Office Training.*—It is provided in the revised rates of pay authorized below that juveniles of 14 and 15 should be recruited as trainees (not as temporary clerks, typists . . . etc., though, exceptionally,

a qualified girl of 15 might be recruited as a temporary typist). The intention is partly to underline the importance of continuous training during the first few months of a juvenile's working life, and partly to enable departments to sort their juveniles on to the most suitable work after having had an opportunity of seeing their capabilities. The training period should, it is thought, occupy six months. During these months the juvenile should, of course, be working—as a . . . clerk, etc., or at a mixture of jobs—but under especially close supervision and with the maximum possible assistance and explanation.

- (c) During the first week of employment every juvenile should be regarded as supernumerary and should spend the time in learning the way about the department and having the general organization explained. During this week, classes, talks, conducted tours, etc., should, if possible, be arranged; or, if the numbers are insufficient to justify this, the juveniles should be attached to particular officers who will give them some insight into the general activities of the department. It is important that all new recruits, but particularly these very young ones, should be helped to feel at home in the labyrinth of corridors and rooms that make up most Government offices and in the department's particular symbols and technique, and they should be encouraged to feel, too, that the inevitably dull and seemingly unimportant jobs which they will have to do at the beginning are a necessary part of both of the whole work of the department and of the war effort. In circumstances in which it is impossible to offer any permanent career to these juveniles there is a danger that they will leave Government service in the first few weeks through bewilderment and discouragement, when they could, with more imagination and care on the part of the department, have become useful members of the organization.
- (d) It is suggested that any department which, as a war-time measure, is employing or proposing to employ juveniles in some numbers, should place the responsibility for their recruitment, training and welfare on one officer, probably (though not necessarily) a woman officer, specially selected for her aptitude for such work. It should be her function first to make contact with the local office of the Ministry of Labour or the juvenile employment bureau of the local education authority; second, to initiate the juveniles, when recruited, into the departmental organizations, to introduce them to the canteens and other welfare associations provided for the staff, and generally to give them any help and advice which they may need; third, to sift them in the preliminary period of training, giving advice on their posting as their individual aptitudes and capacities suggest, and, in their early months especially, making regular reports on their progress; and fourth, to ensure that, so far as possible, they receive further education and training both for their own encouragement and for increasing their utility to the department. During their early months it may often be desirable to move the juveniles about from one branch to another, or from one type of work to another, in order to find out for what they are most apt, and it should be the responsibility of this officer to make recommendations. Normally the Welfare Officer will give special attention to the general welfare of juveniles, being available for help and advice, but where there is no Welfare Officer, the Training Officer should take on these functions.
- (e) *General Education.*—It should be the aim of every department employing juveniles of 14 or 15 to give them some vocational training and to help them at the same time to continue their general education, especially in the use of the English language and in arithmetic. General education, which should be arranged outside working hours (see, however, paragraphs 15–17) should preferably be continued at classes provided by the local education authority, but vocational or technical training, which may be arranged inside working hours, will probably have to be given by classes provided in the department, although in some establishments appropriate facilities may happen to be available at independent

classes outside. Any proposed new schemes of vocational training especially those involving the use of outside agencies should be reported to C.E. Branch. Insistence on further education and training is in the interest of the employing department as well as in that of juveniles themselves, as it furnishes a source of recruitment for qualified typists, temporary clerks, machine operators, duplicator operators, etc., and also makes employment in the department more attractive, both to the boys and girls themselves and to their parents. Dead-end employment cannot possibly attract potentially good material, and while the Government service cannot, at the present time, offer a career to young entrants, it can at least provide them with a training which will assist them in finding good employment.

6. The Treasury, in issuing details of the scheme for the general education of juveniles under the age of 16 in Government service in London have laid stress on the advantage of attending school for a whole day, as opposed to two half days.

7. Provision is being made accordingly, where practicable, to release juveniles under 16 employed in London for a whole day in each week in order to attend classes for general education. Where these facilities are afforded attendance at such classes becomes a condition of employment. Similar provisions should be made by outport establishments where juveniles attend whole day classes provided by the local education authority. Establishments, however, need not release:—

(i) Juveniles in technical or industrial grades for whom vocational training is being arranged.

(ii) Juveniles who are nearly 16 and of obviously high educational standard

If it is not possible to arrange day continuation classes, the juveniles should attend evening classes organized by the local education authorities, and should if necessary be released from duty early in order to enable them to have a meal before classes begin.

8. Departments are authorized to pay the fees of juveniles under 16 years of age attending any private classes held by local education authorities, for example, classes in English, arithmetic, typewriting, shorthand, etc.

9. Departments may pay excess travelling expenses for juveniles under 16 attending classes as a condition of employment.

10. Where a local education authority ordinarily requires students under 16 to provide their own text books, etc., departments may bear the cost of such provision, on the understanding that it is not more than would be incurred in respect of non-Civil Service juveniles attending the same classes. The books, etc., should remain the property of the purchasing department.

11. Boys and girls between 16–18 years of age should, wherever practicable, be released to attend day continuation classes during official hours. It is advantageous for them to attend classes for a whole day rather than for two half-days, and where local education authorities provide whole day classes, juveniles should if possible be released to attend. Where fees are payable, the full fees will be paid by the Admiralty. Attendance at day continuation classes should rank as official attendance.

12. Boys and girls between 16 and 18 years of age and over should be encouraged to continue their education at evening classes, and should if necessary be released from duty early in order to enable them to have a meal before classes begin. Normally, fees are payable by the individual. In some cases in the provinces however, the fees fixed by the local education authority for evening classes in English, that is to say, classes which are designed to improve the individual's use of the English language and appreciation of its literature may be substantially more than those payable in London. In any case where the fee for such English classes exceeds 2s. 6d. per term, the excess over 2s. 6d. may be paid by the Admiralty.

13. The general arrangements for juveniles under 18 who attend day classes, may be applied to juveniles of 18, in so far as it is necessary to enable them to complete the term in which they attain the age of 18.

14. It is recognized that in some cases departments will simply not be able, in present circumstances, to make the arrangements which they would like to make for the training and education of juveniles. They are, however, urged to do what they can, always subject to the immediate needs of public business.

HOURS OF DUTY

15. Juveniles under 16 years of age should not ordinarily be made to work more than 39 hours a week gross, exclusive of time spent on general education as distinct from vocational or technical training. It has, however, been decided that in present circumstances all juveniles should be conditioned to 44 hours, with the result that no juvenile will be eligible for overtime pay until more than 44 hours are worked. Juveniles of 14 or 15 should never be required to work more than 44 hours and, as stated, their normal week should be 39 hours; but it is recognized that it may, on occasion, be necessary to require them to work more than the normal week, up to 44 hours. Vocational or technical training which is being provided directly in the department's interest as well as in the child's may be arranged in working hours. As regards general education, although it is intended that this should be arranged outside working hours, appropriate classes may be available only in the middle of the day, and, if the department can conveniently do so, juveniles should be allowed to attend them, the 39 hours being made up outside the attendance at class.

16. Where, however, attendance at classes lasting the whole day would make it necessary to work long hours during the rest of the week to achieve a total of 39, the weekly hours are reduced to 36. During periods when classes are suspended on account of school holidays, etc., the normal working week becomes 39 hours again.

17. Boys and girls of 16 may, in present conditions, be expected to work the 44 hours gross as a normal thing, although for them, as indeed for any member of the staff, arrangements for technical training can be made in working hours if the department so desires.

Notes.—(1) The normal hours of attendance of staff aged 16 should not exceed 44 a week, and those of staff aged 17 should not exceed 48 a week. Where hours in excess of those quoted are being worked, establishments should investigate the position with a view to effecting a reduction.

(2) Young people of 16 and 17 should in no circumstances be required to work more than 49 and 51 hours a week respectively. If this cannot be achieved without an increase in staff, the facts should be reported to the Admiralty, Bath (C.E., Branch II), for consideration.

RATES OF PAY

18. The following rates of pay, which are exclusive of war bonus, should be applied to juveniles :—

Age	Trainees		
	London	Int.	Prov.
14 or 15 (recruitment age)	16s.	15s.	14s.
<i>Grade III Clerks, including Machine Operators</i>			
	London	Int.	Prov.
Under 16 (after 6 months as trainees)	20s.	19s.	18s.

Note.—(a) Although juveniles aged 14 and 15 normally work a 39-hour week, they are *conditioned* to (*i.e.* the same rate of pay covers) a 44-hour week and are not, therefore, eligible for any additional payment for hours worked in excess of 39 and up to 44.

Age	Typists			Shorthand Typists		
	London	Int.	Prov.	London	Int.	Prov.
14 (<i>see note below</i>)	22s.	20s.	18s.	—	—	—
15 (<i>see note below</i>)	25s.	23s.	21s.	—	—	—
16	31s.	29s.	27s.	Grade I. 40s.	38s.	36s.
				Grade II. 35s.	33s.	31s.

Note.—Juvenile Typist trainees under 16 who have completed 6 months' service at the trainee rate are to be given a typing test at 30 w.p.m., together with a simple test in English grammar, punctuation and spelling. On passing, they will be graded as Temporary Typists, and be paid at the appropriate rate as shown above. Any who cannot yet maintain with accuracy a speed of 30 w.p.m., but nevertheless show promise at typing may be graded as Temporary Typists, but should be paid at 3s. a week less than the standard rate of pay for their age.

19. An analogous English test, together with an arithmetic test, where the department thinks this desirable, should be given to juveniles whom it is proposed to assign to clerical work. Juveniles should take the test for clerical work as near as possible to the date on which they complete six months' service. If the test is passed before the completion of six months' service, the juvenile may be regraded when the six months are up, without any further test. If the test falls due only a short time after the completion of 6 months' service, regrading should normally be postponed until the test has been held, and if the juvenile passes satisfactorily regrading may be back-dated to the six months date. A Shorthand Typist should not be assigned to Grade I unless she is capable of minimum speeds of 40 w.p.m. typing, and 100 w.p.m. shorthand; nor to Grade II unless she is capable of 30 w.p.m. typing and 80 w.p.m. shorthand. Wherever a training school is available, all speeds should be tested in the school in order to ensure uniformity of standards. The assistance of the local school should be sought in setting appropriate tests in English and arithmetic at the end of each term.

CONDITIONS OF SERVICE—LEAVE AND SICK LEAVE

ANNUAL LEAVE

20. Juveniles are entitled, subject to any leave restrictions which may be applied to civilian non-industrial staff generally, to 12 days' annual leave accruing at the rate of 4 days a quarter, reckoning from the beginning of the leave year, viz. 1st February. Where an officer begins employment after the commencement of the leave year, only a strictly proportionate part of the full period of leave may be regarded as accruing in respect of each completed month of service in that year. Leave not taken during a particular leave year cannot be carried forward to the next leave year.

Note.—As a purely temporary concession, an additional 6 days' annual leave (making 18 days) may be granted to those juveniles, aged 17, who would normally become entitled to not less than 18 days' annual leave at age 18.

21. Part-time juveniles who work not less than 18 hours a week may be allowed paid annual leave covering 2 weeks. Thus an officer who works regularly 18 hours a week should be allowed paid annual leave up to 36 hours.

SICK LEAVE

22. Juveniles are eligible for sick leave as provided for Boy and Girl Messengers in Part V of the Treasury Memorandum of Sick Leave Regulations for temporary and unestablished staffs until being graded as Clerks or Typists, when they should, however, whatever their age, be granted Part II terms. The grant of sick leave privileges is, of course, dependent in all cases on the completion of the usual qualifying period of 6 months' service.

23. Paid sick leave is not granted to part-time employees. They may, however, be granted unpaid sick leave subject to the production of medical evidence in like circumstances as in the case of full-time temporary staffs, but the question of their continued employment should be raised if the sickness is likely to be prolonged or if satisfactory medical certificates to support the absence are not produced.

PROVISION OF FREE MEALS

24. In order to ensure that they shall have an adequate midday meal it has been arranged that non-industrial juvenile staff under the age of 16 years shall receive meal vouchers valued at 1s. without charge and that juvenile staff aged 16 and 17 can purchase the shilling voucher for sixpence.

25. Normally, five vouchers should be issued for each week to cover midday meals from Monday to Friday. A different type of voucher is not printed for those over 16 years of age. Vouchers may be used on the day on which juveniles attend a whole-day school for general education, but they should not be issued for periods of absence on leave, whether sick, annual or special.

26. All meal vouchers will only be accepted in payment or part payment for a main meal and words to this effect are printed on the voucher. The attention of all juveniles should be drawn to this condition, and the object of the scheme (that they should have a good midday meal) should be explained to them when the vouchers are issued.

27. Juveniles may, of course, supplement the 1s. voucher with their own money, but no refund should be sought by the establishment where the price of food bought is less than 1s. and it should be made clear to the canteen or restaurant that the juvenile is not to receive the difference in cash. The cash value of the voucher should not be paid to juveniles who go home for lunch or for whom arrangements for the provision of a meal cannot be made. In certain canteens under the supervision of the Controller of Canteens, it had been the practice for a standard dinner meal to be provided at a cost of 1s. Towards the end of 1944 the price of this meal was increased to 1s. 1d., but arrangements were made by which juveniles would receive the meal in exchange for a meal voucher without payment of the additional 1d. It should be emphasized, however, that the contribution from Navy Votes in these cases remains at 1s., the excess cost being met from canteen funds. In other canteens where the cost of the meal exceeds 1s. the extra cost must be borne by the individual.

28. In order to secure the co-operation of the juveniles, some special approach should be made to them to explain the scheme and the advantages of securing a good midday meal without encroaching on the family rations. It may be advisable for a responsible officer to accompany the juveniles for their first meal, to ensure that the arrangements work smoothly.

29. On first issue, juveniles should be told that vouchers are for their personal use, and that any misuse would be a disciplinary offence. Establishments should watch this aspect of the scheme.

30. Where possible, arrangements should be made for these juveniles to have their lunch in the office canteen or luncheon club, or, if one is not available, in the canteen of a neighbouring department. If none of these facilities is available, arrangements should be made, if possible, with the nearest British or other local restaurant to accept the vouchers. The Ministry of Food has informed local authorities responsible for British Restaurants that they may expect departments to approach them.

31. Printed serially numbered meal vouchers will be supplied to establishments on application to K.S.P., London. They are supplied in strips of five, representing a normal weekly issue.

32. In London, where all Londoners' meals centres are operated by the London County Council, negotiations have been carried out centrally by the Treasury with the L.C.C. who are prepared to accept the standard printed meal vouchers referred to at 25 above. One of the conditions of the Treasury arrangement with the L.C.C. to accept meal vouchers is that accounts shall be sent to a single address. It has been arranged for accounts to come to the Admiralty Welfare Officer, and vouchers issued for use at Londoners' meals centres should, therefore, bear the name of the establishment to facilitate the work of passing accounts for payment. Outport establishments in London who make use of any Londoners' meals centres should inform Admiralty Welfare Officer, Admiralty, London, S.W.1 of the address of the centre they will use and the number of juveniles who will use it. Changes in the number of juveniles using the centre should also be reported.

33. Accounts for meals supplied under these arrangements, except in the special circumstances noted in the foregoing paragraph, should be paid locally by cashiers as a charge against the Vote which bears the salaries of the juveniles concerned.

34. 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.

ISSUE OF NATIONAL MILK COCOA (N.A.M.C.O.)

35. In connection with the Ministry of Food scheme for the issue of National Milk Cocoa (known as N.A.M.C.O.) to all young workers under 21 years of age, arrangements have been made by heads of establishments for the provision of a daily cup (one-third of a pint) of N.A.M.C.O. to all staff under 21 in Admiralty employ. A reduced price of $\frac{1}{2}$ d. a cup is to be charged, the balance of the cost being met by the Admiralty and charged to the establishment vote.

36. Heads of establishments should make the necessary arrangements for distribution. Application for a permit should be made to the nearest food office, where full particulars and every assistance will be given. In the case of small establishments where the 20-lb. container (the only size available) is over large, it might be possible for several small establishments in the neighbourhood to combine. The local food office will render assistance in this connection.

37. It is most desirable that all eligible young workers in Admiralty employ should take full advantage of this scheme, and heads of establishments should do all they can to make it a success. Posters may be obtained from the local food office.

38. Any queries in connection with the scheme which cannot be settled by consultation with the local food office should be addressed to Civil Establishments, Branch II, Bath.

WEIGHING AND MEASURING OF JUVENILES

39. The following measures have been approved with a view to safeguarding the health of juvenile employees by ensuring that they are not employed on duties for which they are physically unfitted.

40. All juveniles aged 14 and 15 employed in a non-industrial capacity should be medically examined on entry by the Admiralty Medical Officer, or, in establishments where no medical officer is borne, by the doctor who is in regular attendance and is well acquainted with the background of the establishment. In such cases it will not be necessary to require the juveniles to furnish a medical certificate of fitness obtained from their private practitioner.

41. In establishments where a medical officer is not borne, and there is not a doctor in regular attendance non-industrial juveniles should still be required to be medically examined by their own doctor and to produce a medical certificate of fitness on entry.

42. Juveniles aged 14 and 15 should be weighed and measured on entry and thereafter at intervals of three, six and twelve months and undergo further medical examination when this appears to be necessary. The weighing and measuring should be carried out by the Nurse or Welfare Officer of the establishment who should keep a record of each juvenile, and, if necessary, arrange for further examinations to be carried out by the medical officer or by the doctor in regular attendance. At establishments where no medical officer is borne and no doctor is in regular attendance, the parents should be advised to consult the juvenile's own doctor if further medical examination is considered necessary.

43. Any medical treatment which may be found necessary as a result of such medical examination should be carried out by the juvenile's own doctor.

(A.F.Os. 5118/44, 5721/44, 6355/44, 3104/45 and 3568/45.)

(A.F.Os. 5120/44, 5501/44 and 5131/45 are cancelled.)

6480.—Civilian Non-Industrial Staff—Promotion of Clerical Assistants (Treasury and Departmental) to the Clerical Class

(C.E. 24654/45.—8 Nov. 1945.)

Attention is drawn to A.F.O. 4835/44.

2. Heads of establishments are reminded that the next review of Clerical Assistants and Departmental Clerical Assistants, Grade I, for promotion to the clerical class is due to take effect on the 1st January, 1946, and that recommendations for promotion under this review should reach the Admiralty, C.E. Branch II, Bath, not later than the 15th November, 1945.

3. Recommendations should be in the form laid down in paragraph 4 of A.F.O. 4835/44.

(A.F.O. 4835/44.)

6481.—Civilian Non-Industrial Staff—Typing Grades—Promotion to the Clerical Class

(U.S.B. 2198/45.—8 Nov. 1945.)

Heads of establishments are reminded that nominations for the next review, in accordance with the provisions of A.F.O. 5117/44, Section IV, are due to reach the Under Secretary's Office, Bath, by 15th November, 1945.

(A.F.O. 5117/44.)

6482.—Clothing—Preservation of

(L. 18396/45.—8 Nov. 1945.)

The following message which has been issued by the Board of Trade should be prominently displayed on notice-boards, etc. :—

"In view of the fact that the 24 coupons from the 1945/46 Clothing Book will have to last for eight months instead of six, employers are asked to remind their workers by circular or poster that it is more important than ever before to take every possible precaution against industrial accidents to their existing clothing, and to warn them that while supplies are so short replacement of damaged clothing may have to be made on a reduced scale."

6483.—Microgram Services

(C.E. 54508/45.—8 Nov. 1945.)

Attention is drawn to A.F.O. 6470/45 in Section 5 of this issue.

(A.F.O. 6470/45.)

6484.—Cranes, Coles', Mark III, Series II, Diesel, Electric, Mobile—Towing

(D. 7661/45.—8 Nov. 1945.)

Attention is drawn to the serious consequences which may arise from failure to observe instructions laid down in the Coles', Mark III, Series II, crane instructional book.

2. In paragraph 2, page 15, it is stated that the travel gear change lever should be placed in the neutral position before the crane is put on tow. As the crane is normally towed at a speed in excess of its normal driven speed, neglect of this precaution may result in excessive centrifugal stresses being set up in the armature of the main travel motor and consequent destruction of the armature.

3. Further, as the travel motor is series-wound, in no circumstance should it be run when the travel gear change lever is in the neutral position, as this also may result in the motor operating at an abnormally high speed.

6485.—Cranes, Mobile—Precautions to be Taken When Used in Vicinity of Overhead Electric Transmission Lines

(D. 7661/45.—8 Nov. 1945.)

Drivers of all mobile cranes are to be warned of the real danger to life and property which may result from lack of care when driving or operating a mobile crane in the vicinity of overhead electric transmission lines.

2. Mobile cranes should not be used immediately under overhead electric transmission lines or driven under them with jib raised. Medium voltage lines may be as low as 15-ft. and high voltage lines as low as 20-ft. from ground level.

3. Further, when a mobile crane is being driven under any overhead line where the clearance is known to be small, speed must be reduced to prevent excessive "bounce" of the jib which may cause it to foul.

THE STATE OF TEXAS, COUNTY OF DALLAS, ss. I, JAMES H. ...

1886-1887

Drivers of all motor vehicles can be without of the road ...



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