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HEAD OF "P" BRANCH

A.F.Os. 6505—6649/44

(See A.F.O. Diagram Issue No. 51/44)

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HEAD OF "P" BRANCH

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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
14th December, 1944.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

H. V. Markham

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

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

ADMIRALTY FLEET ORDERS

No. Subject.

14th December, 1944.

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 6546. Anti-Aircraft Fire Control—Rangefinder Directors—Mark IIIW—Change of Mid-training position—As. and As.
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6582. W/T—Communication Sets—Type 65—Introduction of Master Oscillator Unit.
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6628. *Cancelled.*
6629. Books of Reference—King's Regulations and Admiralty Instructions, 1943 Edition—Amendments No. 2 and 3.
6630. Far East—Information About the Far East and the War against Japan—Distribution of Literature.
6631. Mercantile Marine—Admiralty Merchant Shipping Instructions and Admiralty Merchant-Ship Defence Instructions.
6632. Post Office—Mail—Air Letter Service—Concession to Empire and Allied Personnel Serving with Royal Navy in United Kingdom.
6633. Publications—A.P.(N)1—Allowances of Air Publications—Issue of Revised Edition.
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6635. Publications—Air Publications Distributed During the Week Ending 25th November, 1944.
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6647. Stores—Administrative and General—Stores, etc. delivered by Contractors—Procedure for Dealing with Form D.55, Contractors Advice and Inspection Note.
6648. Workpeople—Clothes Rationing—Industrial Workers—"Industrial Ten" Supplement for 1944-45—Surrender of Coupons for Loaned Protective Clothing.
6649. Workpeople—Clothes Rationing—"Third Iron Ration"—Coupon Pools for Workers in Certain Heavy Industries.

(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.

6505.—Air Establishments at Home and Overseas—Titles

(A. 01605/44.—14 Dec. 1944.)

All R.N. air establishments at home and overseas from which flying can take place are to be called "R.N. air stations" irrespective of their function.

2. The titles of R.N. air sections at R.A.F. stations and of the R.N. Telegraphist Air Gunners School at the R.C.A.F. Station, Yarmouth, Nova Scotia, are to remain unaltered.

6506.—M.L.C. on Ocean Passage—Procedure to be followed to avoid Bad Weather or Seek Shelter

(M./O.D. 1534/44.—14 Dec. 1944.)

The following procedure should be followed so that major landing craft on ocean passage may take timely action to avoid bad weather or seek shelter:—

(i) Naval authorities concerned are to arrange for special weather forecasts to be communicated to these craft whether in tow or under their own power.

(ii) The preparation and transmission of these special forecasts is to be governed by the local communications organization and prevailing circumstances, but the authority controlling the movement must arrange for these reports to continue when the craft pass from one command to another.

2. Major landing craft normally carry a single operator and limited signal publications. A.F.O. "S" 130/44 refers.

(A.G.Ms. 877a and 889a are cancelled.)

6507.—Stornoway—Paying Off of H.M.S. "Mentor" and Transfer of R.N. Sick Quarters, Lewis Castle, to R.A.F.

(M. 012314/44.—14 Dec. 1944.)

The R.N. Sick Quarters, Lewis Castle, Stornoway, have been transferred to the R.A.F. as from 30th October.

2. H.M.S. "Mentor", the A/S working up base Stornoway paid off 15th November.

3. Ships calling at Stornoway will not in future be able to obtain any service provisions.

6508.—Japanese Hospital Ships

(M. 2881/44.—14 Dec. 1944.)

The following are the particulars of vessels which the Japanese Government state have been taken up as hospital ships and which have been accepted as such by H.M. Government up to the date of this Order. No other Japanese ships are to be recognized as hospital ships unless further instructions are issued:—

| Name | Tons gross | Length in metres | Funnels | Masts |
|------------------------|------------|------------------|---------|-------|
| "America Maru" ... | 6,069 | 126·0 | 2 | 2 |
| "Arabia Maru" ... | 9,480 | 144·0 | 1 | 2 |
| "Asahi Maru" ... | 9,326 | 147·22 | 1 | 2 |
| "Baikal Maru" ... | 5,266 | 121·90 | 1 | 2 |
| "Buenosaires Maru" ... | 9,625 | 140·0 | 1 | 2 |

| Name | Tons gross | Length in metres | Funnels | Masts |
|-------------------------|------------|------------------|---------|-------|
| "Chicago Maru" ... | 5,866 | 124·0 | 1 | 2 |
| "Daini Hikawa Maru" ... | 5,500 | 140·0 | 2 | 2 |
| "Hikawa Maru" ... | 11,621 | 155·90 | 1 | 2 |
| "Hokusin Maru" ... | 5,819 | 125·0 | 1 | 2 |
| "Huson Maru" ... | 8,195 | 144·0 | 2 | 2 |
| "Kohoku Maru" ... | 2,578 | 86·70 | 1 | 2 |
| "Manila Maru" ... | 9,486 | 145·0 | 1 | 2 |
| "Mikasa Maru" ... | 3,143 | 99·0 | 1 | 2 |
| "Mizuho Maru" ... | 8,506 | 140·20 | 1 | 2 |
| "Muro Maru" ... | 1,606 | 70·0 | 1 | 2 |
| "Ryuko Maru" ... | 2,962 | 90·0 | 1 | 2 |
| "Saiberiya Maru" ... | 3,461 | 106·70 | 1 | 2 |
| "Seattle Maru" ... | 5,772 | 124·90 | 1 | 2 |
| "Takasago Maru" ... | 9,347 | 142·90 | 2 | 2 |
| "Tatibana Maru" ... | 1,722 | 76·0 | 1 | 2 |
| "Ural Maru" ... | 6,374 | 123·50 | 1 | 2 |
| "Yoshiono Maru" ... | 8,990 | 141·0 | 1 | 2 |

2. All Japanese hospital ships carry the markings prescribed by the Geneva Convention, 1907, and also display on the funnels Red Crosses which are electrically illuminated at night. With the exception of the "Asahi Maru", "Hikawa Maru", "Muro Maru" and "Takasago Maru", all the ships shown above carry the following additional markings:—

(i) A Red Cross on each side.

(ii) Above crosses are illuminated at night.

(iii) A Red Cross either over bridge or deckhouse at stern. Deck is painted white.

(iv) At night there is an illuminated Red Cross either over bridge or over deck in addition to the crosses mentioned above.

(A.F.O. 657/44 is cancelled.)

6509.—Message Sent on the Occasion of Greek Navy Day

(M. 03565/42.—14 Dec. 1944.)

The following message was sent to H.M. King George of the Hellenes:—

"It gives me great pleasure on this anniversary of the Patron Saint of Greek Seamen, when Greece is once more free, to send on behalf of the Board of Admiralty and the Royal Navy, through Your Majesty, warmest greetings to all officers and men of the Royal Hellenic Navy and the Greek Mercantile Marine who have so gallantly played their part in the war at sea, and have now returned triumphant to their native shores. We share their joy that the period of suffering and sacrifice of their country under the Nazis has ended and we trust that in the era which lies ahead Greece will enjoy peace and prosperity, free from the fear of aggression." A. V. Alexander.

The following reply was received:—

"I was very gratified to receive your message on the occasion of the anniversary of St. Nicholas the Patron Saint of Greek Seamen and I have transmitted to the officers and men of the Royal Hellenic Navy and the Greek Merchant Navy the Board of Admiralty's greetings and good wishes. In sending you my best thanks for this kind thought I wish to assure you that the Royal Hellenic Navy and the Greek Merchant Navy which are proud of their participation in this righteous cause will continue to give of their best until complete victory is won." GEORGE II R."

6510.—Message on Yugoslavia National Day

(M. 013733/41.—14 Dec. 1944.)

The following message was sent to H.M. King Peter:—

"It gives me great pleasure on this anniversary of Yugoslavia's National Day, when the liberation of the country is almost completed, to send once again, on behalf of the Board of Admiralty and the Royal Navy, cordial

greetings to Your Majesty and through your Majesty to the Yugoslav Forces and the people of Yugoslavia. We are glad to take the opportunity of paying our tribute to a gallant nation whose dogged and determined fight against the enemy has played so important a part in bringing about the collapse of the Nazis in the Balkans.—*A. V. Alexander.*”

The following reply was received :—

“ Please accept heartfelt thanks for kind message of greeting to my people my forces and myself on our union day. I feel confident that the bonds of friendship and co-operation between our two nations developed during the exertions of our common struggle and strengthened by the many benefits of our comradeship in arms will in the future prove a powerful contribution to the maintenance of a lasting peace.—*Peter II R.*”

6511.—Transfer of Power Boats between H.M. Ships—Necessity for Reporting to Admiralty

(P. 07880/44.—14 Dec. 1944.)

The attention of Commanding Officers of H.M. ships is directed to the necessity for reporting to the Admiralty the transfer of power boats in accordance with Article 56 of B.R. 4, “ Instructions for Naval Stores ”, and Articles 338 and 345, “ Engineering Manual ”.

2. The permanent transfer of power boats should not be made without prior Admiralty approval. If temporary allocation is necessary, a report of the transfer should be made at once by letter to the Secretary of the Admiralty (P. Branch) in accordance with Article 56 of B.R. 4.

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

6512.—Uniform Allowances for Naval and R.M. Officers—Increases in Non-Standard Rates

(C.W. 63368/44.—14 Dec. 1944.)

With reference to the recently-announced increase in the standard rate of initial uniform allowance from £55 to £60, increases have been approved in respect of uniform allowances in force at varying rates for Naval and R.M. officers as shown in the last column below.

2. The increased rates will apply to officers who become eligible for the allowances on or after 1st July, 1944.

3. Payment of the increase will be authorized in due course by the Director of Navy Accounts, and individual applications are therefore not required.

I.—PERMANENT SERVICE OFFICERS

| | Increased rates from 1st December, 1942. | Further increased rates from 1st July, 1944. |
|-------------------------------------|---|--|
| | £ s. | £ s. |
| 1. Acting Sub-Lieutenant, R.N.— | | |
| On promotion from lower deck | 90 0 | 90 0 |
| On confirmation | 22 10 | 25 0 |
| Total | 112 10 | 115 0 |

| | Increased rates from 1st December, 1942. | Further increased rates from 1st July, 1944. |
|--|---|--|
| | £ s. | £ s. |
| 2. Cadet (E) promoted from Artificer Apprentice ... | 73 0 | 73 0 |
| On promotion to Midshipman (E)—£30 may be advanced when appointed to Keyham College, leaving balance of £38 when promoted to Midshipman (E) | 68 0 | 68 0 |
| On promotion to Sub-Lieutenant (E) | 45 0 | 45 0 |
| Total (no change) | 186 0 | 186 0 |
| 3. Probationary 2nd Lieutenant, R.M.— | | |
| On promotion from ranks... .. | 55 0 | 60 0 |
| On completion of theoretical military course | 55 0 | 55 0 |
| Total | 110 0 | 115 0 |
| 4. Lieutenants, R.M., granted permanent commissions | | |
| from N.C.O. under special war-time Scheme | 55 0 | 60 0 |
| On appointment afloat | 55 0 | 55 0 |
| Total | 110 0 | 115 0 |

Note.—The foregoing special rates (Nos. 1–4) include provision for white and/or tropical outfit and the normal white and/or tropical grant is not payable in addition.

II.—RETIRED AND EMERGENCY LIST OFFICERS RECALLED

| | Increased rates from 1st December, 1942. | Further increased rates from 1st July, 1944. |
|---|---|--|
| | £ s. | £ s. |
| 5. Over 15 years out of service | 55 0 | 60 0 |
| 6. Over 5 years, but less than 15 | 27 10 | 30 0 |
| <i>Lieutenants (retd.) R.N. and R.M.</i> | | |
| 7. Vouched expenditure on uniform due to promotion from Commissioned Warrant or Warrant rank, within a maximum of: | 55 0 | 60 0 |

III.—TEMPORARY, RESERVE OFFICERS AND OTHERS

| | | |
|--|-------|------|
| 8. Skippers (T.124 and variants) | 14 0 | 15 0 |
| 9. Officers (T.124 and variants, not granted naval rank) | 14 0 | 15 0 |
| 10. Radio Cadets | 14 0 | 15 0 |
| 11. Skippers, R.N.R. | 27 10 | 30 0 |
| 12. Temporary Chief Boom Skippers, R.N.R. | 27 10 | 30 0 |
| 13. Temporary Boom Skippers, R.N.R. | 27 10 | 30 0 |
| 14. Temporary Chief Boom Engineers, R.N.R. | 41 0 | 45 0 |
| 15. Temporary Boom Engineers, R.N.R. | 41 0 | 45 0 |
| 16. Officers (T.124 and variants, granted naval rank) ... | 41 0 | 45 0 |
| 17. Radio Officers in A.M.Cs. and cable ships | 41 0 | 45 0 |
| 18. Skipper Lieutenants, R.N.R. Vouched Expenditure on uniform due to promotion within maximum ... | 27 10 | 30 0 |
| 19. Chaplains, R.N. and R.N.V.R. | 24 0 | 26 0 |
| 20. Special khaki allowance for Naval Officers serving with units requiring full khaki outfit in lieu of blue (with prior Admiralty approval in each case) ... | 34 0 | 37 0 |
| 21. Special supplementary allowance for Temporary R.M. Officers requiring R.M. blue uniform in lieu of khaki when serving afloat | 34 0 | 37 0 |

| | Increased rates from | | Further increased rates from | |
|---|----------------------|----|------------------------------|----|
| | 1st December, 1942. | | 1st July, 1944. | |
| | £ | s. | £ | s. |
| 22. Temporary R.N.V.R. Officers granted unpaid commissions for service with Sea Cadet Corps... | 20 | 0 | 22 | 0 |
| 23. R.N.S.S. and R.N.S.W.S. ... | 34 | 0 | 37 | 0 |
| 24. R.M. Police— | | | | |
| Chief Constable and Superintendents ... | 20 | 0 | 22 | 0 |
| Chief Inspectors and Sub-Divisional Inspectors | 17 | 10 | 20 | 0 |
| (A.F.Os. 2525/39, 3063/39, 951/40, 1287/40, 4647/40, 203/41, 410/41, 1258/41, 5228/41, 3253/43 and 4065/44) | | | | |
| (A.F.O. 4650/40—not in annual volume.) | | | | |
| (A.F.O. 2113/43 is cancelled.) | | | | |

6512a.—B.R. 1081—Instructions for Classification in Age and Service Groups—Correction

(C.W. 64294/44.—14 Dec. 1944.)

Attention is drawn to the corrections and additions to B.R. 1081, Instructions for Classification in Age and Service Groups, issued as A.F.O. "P." 857/44.

(Admiralty General Message, Home and Abroad, 654A (232334A September).)

(A.F.O. 5106/44 is cancelled.)

6513.—Coastal Force Craft and Flotilla Maintenance Staffs—Drafting of Ratings at Home and to and from Foreign Stations

(N. 30663/44.—14 Dec. 1944.)

Hitherto the drafting of all ratings for Coastal Force craft and their appropriate flotilla maintenance staffs has been carried out by H.M.S. "Hornet" for all stations at home and abroad, and the provision of Foreign Service reliefs has also been effected in general by direct arrangements between the station drafting authority abroad (or C.F. bases at home) and H.M.S. "Hornet".

2. As part of the policy announced in A.F.O. 5989/44 for re-integrating the Coastal Forces more closely into the general service, it is intended that ultimately all the drafting at present carried out by H.M.S. "Hornet" shall revert to the main depots, flotillas being manned on a port divisional basis. Meanwhile it has been decided, as an interim measure, that from 1st February, 1945, all requirements in respect of Coastal Forces on foreign stations shall be included in the periodical signal of requirements made by the C.-in-C. to the Admiralty. Ratings sent in satisfaction of these requirements will be drafted to the General Station Pools maintained at Alexandria, Malta, Gibraltar, Freetown, Durban and Ceylon. Such spare crews for coastal craft as have already been drafted will be regarded as part of those pools from the above date. These pools will be augmented as appropriate to cover the Coastal Force commitment (including specialist categories, e.g. engine room ratings), thus enabling all reliefs, both temporary and for the longest abroad roster to be provided. Drafts to replenish the foreign pools will be ordered by the Admiralty from the main depots or H.M.S. "Hornet" as necessary. All ratings returning from abroad on relief should be discharged to their depots and not to H.M.S. "Hornet."

3. Drafting arrangements for H.D.M.Ls. are excluded from the above as R.N.P.S. pools and spare crews are maintained abroad and replenishments are already included in the station's periodical demands.

4. On the home station for the time being, H.M.S. "Hornet" will remain the Coastal Force drafting authority, and all applications for reliefs should continue to be made to that establishment.

5. To implement the arrangement promulgated in A.F.O. 5989/44, paragraph 6 (b), steps are being taken to draft a proportion of C.S. and S.S. ratings into the complements of new construction coastal craft building at home, and wastage replacements from home depots will be C.S. or S.S. until each category of rating in C.F. craft complements includes a 20 per cent. proportion. Drafts for both these purposes

will be made from home depots as required to H.M.S. "Hornet". It is equally necessary that on foreign stations wastage should be replaced from station pools by C.S. and S.S. ratings until the proportion in C.F. craft reaches 20 per cent.

6. It is not considered necessary to make special arrangements to draft a proportion of C.S. or S.S. ratings into the authorized complements of flotilla maintenance staffs.

7. It is recognized that no C.S. or S.S. equivalent for the undermentioned ratings exists in the Naval service, and that for the time being "H.O." ratings must continued to be drafted:—

| | |
|---------------------------|--------------------------------|
| Motor Mechanics (A and B) | Stokers 1st and 2nd Class (XX) |
| Leading Stokers (XX) | Hydrophone Listeners. |

8. No alteration is necessitated in the returns made under C.A.F.O. 1160/44.

9. Ratings allocated to Coastal Forces and drafted from H.M.S. "Hornet" are excluded from the returns on Form S.162, vide A.F.O. 2817/44, paragraph 1 (e). This exclusion is now cancelled in respect of Coastal Force bases and craft on foreign stations, and returns for them should now be made on Form S.162 or variant.

(C.A.F.O. 1160/44, A.F.Os. 2817/44 and 5989/44.)

6514.—Complement of Writer and Stores Ratings—Scales for Assessing and Measure of Substitution by W.R.N.S. Personnel—REPORTS

See AFO 7,56/45
See AFO 999/46
Naval Shore Establishments at Home and Abroad (excluding Royal Marine Establishments)

(N/D.P.S. 1090/44 M.—14 Dec. 1944.)

Paragraph 9 of A.F.O. 5992/44 should be amended as follows:—

After " (working in conjunction with Superintendents, W.R.N.S.) "
Read "on receipt of a report which is to be rendered by each establishment to its manning port on the first day of each month. The report is to be".

(A.F.Os. 5992/44 and 5993/44.)

6515.—Supply Officers' Course at R.N. Safety Equipment and Air Medical Schools, Eastleigh

(C.W.—14 Dec. 1944.)

Forthcoming courses for Supply Officers in safety equipment and allied matters will be held at R.N.A.S., Eastleigh, on the following dates:—

| | |
|---------------|---------------|
| Commencing | Completing |
| 18th December | 26th December |
| 1st January | 3rd January |
| 15th January | 17th January |
| 29th January | 31st January |

(A.F.O. 4569/44.)

***6516.—Correspondence and Postal Study Courses—REPORT**

(N. 30321/44.—14 Dec. 1944.)

Amended regulations for the Vocational and Postal Study Courses, outlined in A.F.O. 2958/44, and information about courses which have been revised or suspended, are given in this Order.

Because of the recent very large increase in the number of applications for courses, delay in the receipt of lessons and books is to be expected temporarily. Some inconvenience must be accepted.

2. *Eligibility for Courses.*—Courses are now open to personnel who are serving on T.124T. and Cable Ship Agreements.

3. It is important that an officer who countersigns an application form for a correspondence course should satisfy himself that the applicant—

- has the necessary educational background to profit by the course, and
- is unable to obtain instruction in the subject in any other way, i.e., by oral classes, etc.

4. Attention is drawn to the fact that those who wish to take courses, but who have not yet enrolled, must not communicate direct with the War Office (A.E.3). A large number of such communications have recently been received, and in many cases enquiries are for information which is contained in A.F.O. 2958/44. Education Officers should therefore take steps to bring the provisions of the Order to the notice of officers and ratings and to emphasize that all initial enquiries are to be referred to themselves. If the questions are of such a nature that they cannot be readily answered, reference should be made to Command Education Officers or other experienced Instructor or Schoolmaster Officers.

5. *Applications for more than one Course.*—As from 1st December, 1944, no student will be enrolled for more than one course at any one time (whether Vocational or Postal Study), unless he is sitting for an examination before 1st October, 1945, and his Commanding Officer or Education Officer specially recommends that he be allowed to take a number of courses simultaneously.

In other cases, if application is made for more than one course, the student will be enrolled for the first available course on his list. Application for a second course must be made as directed in A.F.O. 2958/44, Part II, paragraph 2, and must be accompanied by a notice of completion of the first course and of the handing in of any text books. This procedure must be followed if further enrolments are desired.

6. *Engineering (Civil, Mechanical and Electrical).*—The courses E.1 to E.16 are being revised and amplified in order to bring them into line with the new Examination Syllabuses of the Institutes concerned which come into force in October, 1945. These revised courses should be available at the end of January, 1945. Students enrolled for any of the existing courses who wish to sit for an examination in or after October, 1945, will be able to transfer to the new courses. No further applications for courses in the existing series should be forwarded unless the student intends to take an examination before October, 1945.

7. *Vocational Courses for which enrolment cannot yet be made:*—

| | |
|-----------------------------|--|
| *Accountancy. A.I (ii). | †Accountancy (Cost and Works). C.W.1 and 3. |
| *Town Planning. T.P.3. | †Horticulture. H.S.3. |
| *Teachers' Training. T.T.7. | †Printing. P.R.10 and 11. |
| *Ready in February, 1945. | †Date when ready is uncertain. |

8. *Courses which are temporarily suspended and for which applications should not be sent until further notice.*

(a) *Vocational Courses.*

| | |
|--------------------------------|---|
| Bakery. B.A.2. | Accountancy. A.4, 8 and 13. |
| Banking (English). B.1. | Architecture. A.R.3, 4, 9 and 10. |
| Engineering (C. and G.) C.G.2. | Estate Management. E.M.1, 2, 3, 4, 6 and 9. |
| Horticulture. H.S.2. | Theology. T.1-7 (inclusive). |
| Law (English). L.10. | Handicraft Teachers. H.A.3, 4, 5, 6, 7, 10, 11, 12 and 14. |
| Transport. T.R.2. | |

(b) *Postal Study Courses.*

| | |
|---|--|
| Economics—Social. H.3. | Art (Press). P.2. |
| English Anthologies. H.4. | Handwriting. P.4. |
| English Authors. H.5. | Spelling. P.9. |
| Political and Social Theory. H.26. | Motor Mechanics. P.10. |
| French (general). M.4B. and M.4C. | Diesel Engines. P.12. |
| History (English Constitutional). M.9. | English Literature (forms of writing). R.7. |
| Biology. U.2B. | Esperanto. R.8. |
| Botany. U.2C. | Government—Problems of R.10. |
| School Hygiene. U.30. | Philosophy. R.16. |
| School Hygiene with Physiology. U.31. | |
| Zoology. U.36B. | |

(A.F.Os. 2958/44 and 5881/44.)

6517.—**Instructional Film**—"The Use of Instructional Films and Film Strips"—
Serial No. A.189

(N.T. 5401/44.—14 Dec. 1944.)

With reference to A.F.O. 2975/44, "Duties of Visual Training Officers (V.T.Os)", an instructional film entitled "The Use of Instructional Films and Film Strips" is now available and copies will be issued without demand in accordance with paragraph 3 below.

2. This film has a running time of approximately 25 minutes and is designed to show training staff audiences how the four types of instructional films—"Comprehension", "Detail", "Morale" and "Practice"—should be used. The use of film strips is also described.

3. The distribution will be as follows:—

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

(b) Copies on permanent loan:—

Instructional Technique Courses:—

| | | |
|----------------------------------|---|---|
| R.N. Barracks, Chatham | 1 | 1 |
| R.N. Barracks, Portsmouth | 1 | 1 |
| H.M.S. "Raleigh" | 1 | 1 |
| H.M.S. "Excellent" | 1 | 1 |

(c) Duplicating facilities:—

| | |
|---------------------------|---------------------------|
| F.O.C.R.I.N. | } Negatives. |
| N.S.H.Q., Ottawa | |
| B.A.D., Washington | Master duplicating print. |

4. Application for copies of this film on temporary loan should be made in accordance with A.F.O. 5377/44 (paragraph 107).

(A.F.Os. 792/44, 2975/44, 5377/44 and 5880/44.)

*6518.—**Saying "Thank You" to Malta and Gibraltar Fund—Appeal by the Bishop of Gibraltar**

(N. 28336/44.—14 Dec. 1944.)

The Bishop of Gibraltar has opened a fund as a tribute to the vital part played in the war by Malta and Gibraltar and to pay homage to those men and women who gave their lives in defending and maintaining the Island.

2. The appeal aims at raising £100,000 for the purpose of installing a Shrine of Remembrance in St. Paul's Anglican Cathedral in Malta, for repairing the Cathedral at Malta and adding to the Cathedral at Gibraltar, and for building social centres in both Malta and Gibraltar. The social centres will be open to members of the Forces and of the Mercantile Marine and to British civilians domiciled in either place.

3. It is earnestly hoped that officers and men will respond to this very deserving appeal to the best of their ability. Contributions should be collected and transmitted as directed in due course by Commanders-in-Chief, or sent to: The Bishop of Gibraltar, Saying "Thank You" to Malta and Gibraltar Fund, 35, Great Peter Street, London, S.W.1.

See AFO 4701/40. *6519.—Leave—Restrictions in London Area
(N. 30119/44.—14 Dec. 1944.)

Until further orders, owing to the limited accommodation available in London, leave to the London postal area is to be restricted to men who have a *bona-fide* home there or who have been granted permission to visit London on compassionate grounds.

2. Permission to visit London on leave may also be granted to officers and men whose normal domicile is in one of the Dominions or Colonies or in a foreign country when no alternative leave address is available to them, since the majority of clubs for such officers and men are in London.

3. All naval ratings below Petty Officer in London should be in possession of one of the following documents :—

- (a) A combined leave and rail ticket showing destination as London or a journey which involves travel via London.
- (b) A leave ticket endorsed to show that travel to London or via London is authorized.
- (c) Form S.248B for men on short leave.
- (d) In the case of men serving in London a document signed by their Commanding Officer to establish this fact.

(A.F.O. 2408/44.)

(A.G.M.318AZ is cancelled.)

6520.—Honours and Awards—Polish Navy

(H. & A. 216/44.—14 Dec. 1944.)

The King has been graciously pleased to approve the following awards for outstanding services in the O.R.P. "Krakowiak" in hazardous operations in the Aegean :—

The Distinguished Service Cross

Lieutenant-Commander (E) Tadeusz Sukiennik, Polish Navy.

The Distinguished Service Medal

Able Seaman Henryk Jasionowski, Polish Navy.

2. These awards will not be gazetted.

✓ *6521.—Oak Leaf Emblems—Wearing in Uniform in Lieu of Commendation Badge

(H. & A. 251/43 ; H. & A. 1237/44.—14 Dec. 1944.)

It has been approved that officers and men who have been awarded the King's Commendation, which is published in the London Gazette, should wear the Bronze Oak Leaf Emblem, used to show mentions in despatches, when in uniform in lieu of the Commendation Badge.

2. Letters conveying the thanks, appreciation or commendation of Their Lordships and local commendations from Commanders-in-Chief (A.F.O. 4860/44) do not give the right to wear a badge or emblem.

(A.F.O. 4860/44.)

(A.F.O. 5730/44 is cancelled.)

See AFO 1571/45. *6522.—Temporary Warrant Officers, R.N. and R.M.—Classification in Age and Service Groups

(C.W. 57637/44.—14 Dec. 1944.)

The Temporary Warrant Officers, R.N., and R.M. fall into three categories, viz. :—

- (a) those promoted from pensioners ;
- (b) those promoted from R.F.R. ratings ;
- (c) those promoted from active service ratings who are nearing time for pension.

2. For the purpose of release, those in categories (a) and (b) are to be classified in Age and Service groups in accordance with the instructions in B.R.1081.

3. In accordance with paragraph 7 of A.F.O. 1107/40, those in category (c) will be retained, provided that their services are satisfactory, until they would have completed time for pension as ratings in order to ensure that they will not be retired with less retired pay than they would have received in pension as ratings had they continued to serve as such until the completion of their engagements, and also to ensure that they do not obtain earlier release owing to promotion than they would have done had they continued to serve as ratings.

4. When these Officers reach the date on which they would have completed time for pension had they remained ratings they are to be classified into Age and Service groups.

5. All service since 3rd September, 1939, is to count, adjusted, where necessary, as shown in B.R.1081, paragraph 7.

6. B.R.1081 will be amended in due course.

(A.F.Os. 1107/40, 1704/40 and 5159/44.)

6523.—Officiating Ministers of Religion

(C.E. 51936/44.—14 Dec. 1944.)

The following appointments have been approved :—

Church of England—

Idsworth (R.N. Auxiliary Hospital) Rt. Rev. Bishop A. B. L. Karney, D.D.,
Blendworth Rectory,
Horndean,
Hants.

The usual facilities are to be afforded.

✓ 6524.—Temporary Commissions in Special Branch of R.N.V.R. for H/F D/F Duties—Cessation of Entries

(C.W. 58576/44.—14 Dec. 1944.)

No further candidates for temporary commissions in the Special Branch of the R.N.V.R. for H/F D/F duties are required.

2. Recommendations on Form C.W.1(T) received prior to the date of this A.F.O. will be considered. After few remaining vacancies have been filled names of any other suitable candidates will be placed on a roster to be called upon should further requirements arise. Commanding Officers concerned will be notified of decision made.

(A.F.O. 4069/44 is cancelled.)

✓ 6525.—Provision of Higher Substantive and Non-Substantive Ratings required for Manning the Fleet—Arrangements for Recommending and Drafting

See AFO 785/43. See AFO 2852/45. 790/46. (N. 30319/44.—14 Dec. 1944.) *See AFO 1840/46.*

Certain instructions concerning the provision of experienced ratings for manning the Fleet and the related drafting machinery, which have been promulgated from time to time in Admiralty Letters, Messages and Fleet Orders, are reproduced below for information and for action as necessary.

2. It will be appreciated that the Fleet is the only source from which suitably-balanced crews for commissioning new ships can be produced and from which the large numbers required for non-substantive and other courses can be drawn, and that failure to provide a sufficient flow of ratings from the Fleet for these purposes would mean that new ships could not be manned.

3. *Changes during commission.*—During the first six months of a sea-going ship's commission, changes will generally be confined to the relief of men who become supernumerary through advancement and to the replacement of wastage.

Thereafter, changes should be expected in ships in Home Waters in small numbers and at frequent intervals, so arranged that a complete turn-over of the ship's company will take place every 2½ years. This will entail a rate of change in

every branch of approximately 4 per cent. per month. In ships abroad, changes will depend largely on the working of the Longest Abroad rosters which are designed to ensure, as far as circumstances allow, that men are discharged to U.K. in their turn after 2½ years on the Station, exclusive of time spent on passage abroad and home.

4. Changes in complement should be spread as evenly as practicable, but short notice of withdrawals is sometimes unavoidable. It is therefore essential that the organization on board should include the training of spare numbers who are capable of taking over the duties of higher ratings withdrawn in accordance with these instructions as well as of replacing casualties.

5. On the Home Station and in the West Atlantic Area, ratings are to be withdrawn by name, as required, by the Commodores of the manning depots, and reliefs are to be provided by the depots.

Elsewhere all arrangements are to be made by Commanders-in-Chief or local drafting authorities and if in exceptional cases it is necessary to issue instructions from the Admiralty or from depot for the discharge of individual ratings to the United Kingdom, these instructions are to be addressed to the Commanders-in-Chief or local drafting authority. They may be repeated to ships concerned.

6. *Drafting Pools.*—To enable authorities abroad to effect these changes, drafting pools have been established on various stations. The location of these pools is at the discretion of Commanders-in-Chief and may be altered from time to time. The main pools at present are maintained in Alexandria, Malta, Gibraltar, Freetown, Simonstown, Ceylon and Sydney.

7. Requirements of ratings for manning new commitments, on Foreign Stations, as well as for replenishing Station pools, are to be signalled to the Admiralty by Commanders-in-Chief on dates advised from time to time by the Admiralty. As a general rule, requests for pool replenishments should be limited to young ratings and to those senior ratings who do not become available locally through advancement or Station training (e.g., G.M., Q.R.1, L.R.1, L.R.2, R.C.1, R.C.2, R.P.1, R.P.2, T.G.M., L.T.O.(LP), L.T.O., S.D.I., H.S.D., P.R.T.I., Mechanician, R.P.O., and Divers).

8. Local authorities requiring ratings of any kind, for new commitments or as reliefs, are to apply to the Commander-in-Chief and not to the Admiralty.

9. It is realized that on foreign stations it is not always practicable to ensure that ratings are employed only in ships manned from their own port division. The advisability of doing so, especially when a ship is due to return to the United Kingdom, should, however, be borne in mind.

10. *Training on Board.*—Authority has been given in Admiralty Fleet Orders for the qualification of the following non-substantive ratings under various conditions in ships:—Q.R.2, Q.R.3, L.R.3, C.R.1(U), C.R.2, C.R.3, A.A.1(U), A.A.2(U), A.A.3, Q.O., R.C.3, R.P.3, S.T. and S.D.(U)—but, owing to the small numbers that can be trained at sea under war conditions, it is essential to maintain the flow of candidates into the Gunnery, Torpedo, A/S and Radar schools at home.

11. *Recommendations for Non-Substantive Training.*—(a) To enable drafting authorities at home and abroad to find the necessary candidates for courses the names of men recommended for non-substantive training are to be forwarded promptly on Form S.1303, etc.

(b) In the case of men discharged from abroad to the United Kingdom their recommendations should also be shown on Form S.543 (Discharge Note and Tobacco Permit).

(c) In addition a complete nominal list of all ratings who have been recommended, and who are still in the ship, is to be shown every month on the back of or attached to, Form S.162 (or equivalent complement return) as directed in A.F.O. 2817/44, paragraph 6 (a).

(d) It is essential that this list should contain a high proportion of recommendations for the ratings specified in (h) below. The number of candidates for each of these particular ratings, to be included in the list, is always to be *not less than* one-third of the number of that rating allowed by scheme of complement as amended by the Temporary Manning Standard. Fractions are to be counted as the next higher whole number.

For example, if 3 G.M., 1 T.G.M. and 11 L.T.O. are allowed, the list must include the names of at least 1 candidate for G.M., 1 for T.G.M. and 4 for L.T.O. If a recommended man is drafted away his place on the list must be filled the following month by another candidate.

(e) If the number of men suitable for immediate recommendation is insufficient, the list should include the names of those considered likely to become suitable in due course or a report should be forwarded giving reasons for the shortage.

(f) Where numbers are small the required number of recommendations should be made on a squadron or flotilla basis. For instance, at least 1 H.S.D. in each destroyer flotilla should be nominated as a candidate for S.D.I.

(g) The scale in (d) above does not apply to schools and training establishments, to ships with reduced complements, or to ships that have been in commission for less than six months.

(h) Candidates are most urgently required for the following ratings:—

| | | | |
|-------|-------|------------|-------------|
| G.M. | Q.O. | R.P.2 | S.D.I. |
| C.R.1 | R.C.1 | T.G.M. | H.S.D. |
| A.A.1 | R.C.2 | L.T.O.(LP) | P.R.T.I.2/c |
| A.A.2 | R.P.1 | L.T.O. | Diver 2/c |

12. *Substantive Advancement.*—It is essential to increase the number of advancements to the following ratings:—

| | | | |
|-----------|-----------|--------------|----------|
| L.S. | Ldg. Tel. | Ldg. Ck. (O) | L.S.A. |
| Ldg. Sig. | Ldg. Sto. | Ldg. Steward | L.S.B.A. |

It is not intended to lay down target figures for these, but ships should report periodically to their Administrative Authority the number of advancements or recommendations made.

13. *Engine Room Artificers.*—In all sea-going ships, in every three months on the average:—

At least 1 A/E.R.A.4 in every 4 borne should be awarded a B.R.W.K.C.
At least 1 A/E.R.A.4 in every 5 should pass for confirmation.

At least 1 E.R.A.4 in every 4 borne should be awarded an E.R.W.K.C.

These confirmations and awards of watchkeeping certificates are to be reported to depots *promptly*.

14. *General.*—Commanding Officers are expected to give their personal attention to the following points:—

- Continually to encourage ratings of all branches to fit themselves for advancement.
- To ensure that the required numbers are recommended in accordance with paragraph II above.
- To see that the monthly complement return (vide A.F.O. 2817/44) is rendered promptly and accurately.
- To organize and train their ship's companies so that changes do not materially affect their efficiency.
- To see that there is no delay in the release of ratings whose discharge has been ordered.

15. It must constantly be borne in mind that, in the present state of our resources, any supernumerary borne (unless specifically authorized) represents an equivalent deficiency in some other commitment, and that only the concerted efforts of all concerned, accurate reports, prompt compliance with instructions and ceaseless training, can ensure that no man-power or latent talent is wasted.

(A.F.O. 2817/44.)

(A.F.O. 2816/44 is cancelled.)

6526.—Volunteers for Service in Japanese Campaign—REPORTS

(N./C.O.P. 4845/44.—14 Dec. 1944.)

A.F.O. 5734/44 is to be amended as follows:—
Paragraph 7.

Delete references to D.C.O.P.

Substitute H.M.S. "Copra" (Drafting) and H.M.S. "Copra" (Pay).

(A.F.O. 5734/44.)

*6527.—Re-engagement—Pensioner Chief Petty Officers and Petty Officers

(N. 23547/44.—14 Dec. 1944.)

See AFO 7348/70.
" " 268/40.
" " 24406/405.
In order to provide higher ratings in branches which will be short of them during the immediate post-war period, while the Navy is in process of reduction to its peace-time strength, the services of a certain number of the younger Pensioner Chief Petty Officers and Petty Officers are required on a limited re-engagement, which will correspond generally with the "fifth five" engagement in force before the war.

2. The branches concerned are :—

| | |
|--|-----------------------|
| Seaman. | Ordnance Artificer. |
| Telegraphist. | Electrical Artificer. |
| Signalman. | Sick berth. |
| E.R.A. (fitter, fitter and turner, coppersmith and boilermaker : but not patternmaker or moulder). | Writer. |
| Mechanician. | Stores. |
| Stoker. | Cook (S). |
| Shipwright. | Cook (O). |
| | Steward. |
| | Regulating. |

3. Pensioners of the above branches who hold the rate of Chief Petty Officer or Petty Officer (in the artificer and shipwright/branches, 3rd class or above), and who were born in the years 1901, 1902, 1903 or 1904, are accordingly invited to volunteer for further service on the following terms. It will be understood that such volunteering does not affect or override the legal liability of every naval pensioner to serve "to the expiration of the present emergency," as determined by Order-in-Council, if he is required to do so.

- Re-engagement to be for four years or five years, at the option of the pensioner.
- Re-engagement to commence as from the date of signing the re-engagement form.
- Pay to be at rates now current, subject to any changes that may be generally applied hereafter, with pension in addition. Men who, having completed time for pension, are not drawing pension, but are counting their further service towards increase of pension, will have the option of continuing that arrangement.
- Volunteers must be medically fit for general service anywhere, afloat or ashore. If any accepted volunteer subsequently becomes unfit for general service, his re-engagement will be terminated, and he will be retained, if required, under his obligations as a pensioner.

4. If any man re-engaged under this Order desires, owing to a change in circumstances, to be released at the end of active hostilities, in both Eastern and Western theatres of war, instead of completing his full re-engagement, favourable consideration will be given to his release to civil life at that time.

5. This Order applies to Chief Petty Officers and Petty Officers in the Boom Defence Service as well as to those in the general service, but not to men in the Patrol Service.

6. Re-engagement leave as laid down in Article 651, Clause 2, of K.R. & A.I., will be given to pensioners re-engaging under this Order as the exigencies of the Service permit.

7. Pensioners desiring to re-engage under this Order, who are recommended and who fulfil the conditions of the Order, may be accepted and re-engaged locally on the authority of the Commander-in-Chief, without restriction as to numbers. The names of men accepted should be forwarded to the Commodores of their depots (or in the case of Boom Defence ratings, to the Superintendent, Boom Defence Depot, Rosyth).

(K.R. & A.I., Art. 651, Clause 2.)

*6528.—R.N.R., R.N.V.R., Temporary R.N.(E), and Instructor Officers—Grant of Acting Rank or Relative Rank of Lieutenant Commander

(C.W. 46859/44.—14 Dec. 1944.)

See AFO 24/40.
The following order consolidates the previous orders governing the half-yearly selective promotion of officers to Acting Lieutenant Commander.

2. To enable the Admiralty to fill appointments which require Lieutenant Commander's rank by the officers most suited to hold these appointments, officers of the following categories may be recommended for the rank of Acting Lieutenant Commander or relative rank :—

R.N.R., R.N.V.R. and R.N.V.(W.)R. Officers (Permanent and Temporary) (excluding officers serving on T.124 and similar agreements).
Temporary R.N.(E) Officers.
Temporary Instructor Officers (Hostilities only).

3. As these promotions are designed to meet the requirements of the Fleet for officers of this rank, recommending officers should state the type of appointment or appointments for which the officer is considered suitable. Commanding Officers should not limit their recommendations to officers who are capable of performing all the duties of a Lieutenant Commander. Normally, ability to perform the duties of a Lieutenant Commander in the particular type of duties in which the officer has specialized is sufficient.

4. Promotions will be by selection and will be made half-yearly on the 31st March and 30th September.

5. *Qualification.*—Officers of all branches are eligible and must :—

- Have two years mobilized service in the confirmed rank of Lieutenant (but see paragraph 9 (iii) for Pilots and Observers).
- Be recommended as at least above average in the performance of their duties as Lieutenants and fully suitable to hold the rank of a Reserve or Temporary Lieutenant Commander.

Note.—Normally, officers under the age of 30 will not be considered.

6. *Recommendations.*—Recommendations (which may be made at any time) are to be rendered on Forms S.206.d. and are to be forwarded through Administrative Authorities to the Admiral Commanding Reserves. They must reach him by the 15th February and the 15th August for consideration in March and September. Recommendations received after these dates cannot be considered until the next half-year. Recommendations for R.N.R. and R.N.V.R. officers are to be forwarded separately; recommendations for Temporary Instructor Lieutenants are to be forwarded to the Director of Education Department, Admiralty, and not to Admiral Commanding Reserves.

7. Officers recommended but not selected for promotion are not automatically reconsidered when the next selections are made. Fresh recommendations must, therefore, be forwarded if it is desired that officers not promoted one half-year should receive consideration the following half-year. There is no limit to the number of times an officer may be recommended under this order.

8. Instances have come to notice of officers on detached service who, although eligible and suitable for consideration, have been overlooked, apparently through lack of a regular administrative authority. Every endeavour should be made to obviate any officers' opportunities of promotion being jeopardized in these circumstances.

9. (i) *Executive Officers.*—It is to be stated whether or not the officer holds a Watchkeeping Certificate.

(ii) *Transferees from one Branch to another.*—Officers who have transferred from one Branch of the Navy to another may count time in both branches towards the war service required.

(iii) *Pilots and Observers.*—In view of the comparatively early age at which operational flying ceases and the requirements for Lieutenant Commanders for command of squadrons, executive or Air Branch officers who are qualified as Pilots or Observers will be eligible for recommendation after six months' service as a confirmed Lieutenant in an operational squadron, or twelve months in a non-operational squadron. Conditions are otherwise as for other branches but the note to paragraph 5 will not necessarily apply.

10. Normally officers promoted under this Order will continue to be employed in appointments carrying this rank and will not, therefore, be required to revert to the rank of Lieutenant subject to continued efficiency and satisfactory service. Officers holding the acting rank "while holding present appointment" should therefore be included in recommendation if qualified.

11. Applications for the grant of the rank of Acting Lieutenant Commander to officers not qualified under this Order when the duties on which they are engaged are considered to necessitate the grant of the higher rank may continue to be made but these appointments will normally be filled by an officer holding the higher rank under this Order and not by promoting the Officer already holding the appointment. Any such application should give details of the exact nature of the officer's duties; if the officer exercises immediate command over other officers, the numbers and ranks are to be stated.

12. It is still necessary, however, that the Admiralty should be aware of the names of all Reserve officers who are considered above average and suitable for higher rank even though they are not qualified under this Order, and recommendations of such officers should continue to be forwarded to Admiral Commanding Reserves. The recommendations should be supported by Forms S.206 and should indicate the type of appointment or appointments for which the officer is specially qualified or recommended.

(A.F.O. 3927/44 is cancelled.)

6529.—Royal Marines—Preparation and Rendering of Forms S.365a

(R.M. 1013/7/44.A.I.—14 Dec. 1944.)

The attention of all officers commanding R.M. detachments and formations is drawn to the necessity for strict compliance with Article 759, K.R. & A.I., particularly in regard to the correct preparation and prompt rendering of Forms S. 365a.

2. Incorrect or inadequate completion and delay in rendering may result in undue hardship to N.C. officers and candidates for promotion.

3. The latest reprint of Form S. 365a includes under the column headed "If recommended for promotion" a fourth heading "† (d) Not Recommended." Where stocks of the latest reprint are not held, the forms in use should, to ensure uniformity throughout the Corps, be amended in manuscript to include the additional heading. The "†" in the new heading denotes "If the total number of marks awarded is below the average of five, this does not mean that an adverse (d) report must be given. On the other hand, if an adverse (d) report is awarded the total marks should, generally speaking, be below the average of five."

6530.—Royal Marines—Reduction for Unsuitability—Procedure for Acting Temporary N.C.Os.

(N/N.L. 16705/44.—14 Dec. 1944.)

During the period of hostilities the practice of promoting Royal Marines to Acting Temporary N.C.O. rank has been widely adopted.

It is the intention that Acting Temporary rank, as distinct from Permanent or Temporary rank, should be awarded in accordance with the suitability and efficiency of the man concerned.

2. A man holding Acting Temporary rank may be reduced to a lower rank, including Marine, by Warrant as a punishment under K.R. & A.I., Article 560. In this event the usual procedure is followed with consequential effect on assessment of character, long service and good conduct medal, etc.

3. A man holding Acting Temporary rank may be reverted for unsuitability to a lower Acting Temporary rank or to such Permanent or Temporary rank as he may hold or, if he holds no Permanent or Temporary rank, to Marine by his Commanding Officer if, after due trial in the Acting Temporary rank, he is found to be unsuitable for it. The character of an offence or offences for which an A/Ty. N.C.O. has been punished may, however, be such as to show that the individual is professionally unsuitable for the rank he holds, and subsequent reversion for unsuitability would then be at the discretion of the Commanding Officer.

4. Reversion for unsuitability is not to be carried out by warrant; it will not be included in the punishment return, as it is not awarded as a punishment; nor will the penalties which follow reduction by warrant be applicable.

5. The procedure laid down in K.R. & A.I., Article 795, will not apply to Acting Temporary rank, but remains in force as regards Permanent and Temporary rank.

6. If the N.C.O. holds Permanent or Temporary rank higher than that of Corporal, an order for reversion shall not be made on account of inefficiency or unsuitability without the previous sanction in writing of a Flag Officer.

(Arts. 560 and 795, K.R. & A.I.)

6531.—Ethylene Glycol and De-Icing Fluid—Poisonous Nature of

(N.S. 03584/44.—14 Dec. 1944.)

Attention is drawn to A.F.O. 6613/44 in Section 3 this issue.

6532.—Acting Sub-Lieutenants, R.N.—Courses, January, 1945

(C.W. 64640/44.—14 Dec. 1944.)

Provided that they are duly recommended, the Midshipmen named in the following groups are due for promotion to Acting Sub-Lieutenant on the 1st January, 1945, and to undergo shore courses for the rank of Lieutenant. They will be required to join for courses p.m. on the 7th January, 1945.

2. Midshipmen are to be discharged in sufficient time to take a short period of leave before commencing their studies.

3. Attention is particularly invited to K.R. and A.I., Article 263, and A.F.Os. 2968/42, 12/43 and 929/44.

4. On being discharged from their ships, the private addresses of all officers are to be reported to the Admiralty (C.W. Branch). Officers discharged from ships on foreign stations are also to report their addresses to H.M.S. "Excellent" and the date of their arrival.

5. Individual appointments will not be promulgated in C.W. List of Appointments nor will personal appointments be sent to the officers except where deviation from the programme becomes necessary. Officers will be borne on the books of "Excellent" throughout the courses. They will be accommodated at the establishments named against the respective courses.

6. Commanding Officers are to take steps to ensure that officers concerned who are serving in ships or establishments under their command at the date of the receipt of this Order are made acquainted with its details.

7. Officers proceeding to the R.N. Air Station, Arbroath, for the Air Course should leave London, for Arbroath, on Saturdays, travelling by the train leaving Kings Cross at 1900, and arriving at Arbroath at 0641 hours on Sundays.

8. Sub-Lieutenants attending the Gunnery Course in H.M.S. "Excellent" will wear blue serge working dress, anklets, web Marine, and boots, during instructional hours.

9. A number of Acting Sub-Lieutenants (ex lower deck) now undergoing instruction will also be appointed to these courses.

| Name | Ship | Course |
|------------------------|--------------------|-----------------------|
| GROUP "M" | | |
| <i>Divisional</i> | | |
| J. S. Wilson | "Scorpion" | Begins 8 Jan. 1945. |
| P. D. Nichol | "Orestes" | Ends 13 Jan. 1945. |
| M. W. Paynter | "Blackpool" | H.M.S. "King Alfred." |
| F. H. I. Austen | "Forth" | |

| Name | Ship | Course |
|---------------------------------|----------------------|--|
| GROUP "M"—contd. | | |
| M. L. Stacey ... | "Dunbar" ... | <i>Radar</i> |
| P. C. Prince ... | "Seagull" ... | Begins 15 Jan. 1945. |
| R. M. B. Swindells ... | "Lanka" ... | Ends 20 Jan. 1945. |
| I. C. Davenport, R.I.N. | "Venus" ... | R.N. Barracks, Portsmouth. |
| J. E. G. Bartholomew, R.I.N. | "Queen Elizabeth" | <i>Signals</i> |
| | | Begins 22 Jan. 1945. |
| | | Ends 10 Feb. 1945. |
| | | H.M.S. "Vernon," Portsmouth. |
| | | <i>Navigation</i> |
| | | Begins 12 Feb. 1945. |
| | | Ends 3 Mar. 1945. |
| | | H.M.S. "Dryad." |
| | | <i>A.I.T.C.</i> |
| | | Begins 5 Mar. 1945. |
| | | Ends a.m. 8 Mar. 1945. |
| | | H.M.S. "Dryad." |
| | | <i>Anti-Gas</i> |
| | | Begins p.m. 8 Mar. 1945. |
| | | Ends 10 Mar. 1945. |
| | | H.M.S. "Dryad." |
| | | <i>Air</i> |
| | | Begins 12 Mar. 1945. |
| | | Ends 17 Mar. 1945. |
| | | R.N.A.S., Arbroath. |
| | | <i>Torpedo</i> |
| | | Begins 19 Mar. 1945. |
| | | Ends 7 Apr. 1945. |
| | | H.M.S. "Vernon," Roedean. |
| | | <i>Anti-Submarine</i> |
| | | Begins 9 Apr. 1945. |
| | | Ends 14 Apr. 1945. |
| | | H.M.S. "Excellent." |
| | | <i>Gunnery</i> |
| | | Begins 16 Apr. 1945. |
| | | Ends 26 May 1945. |
| | | (Firefighting, 25 Apr. 1945 ; Submarine, 26 Apr. 1945.) |
| | | H.M.S. "Excellent." |

GROUP "N"

| | | |
|------------------------|-----------------|----------------------------|
| J. A. H. Langton ... | "Bangor" ... | <i>Divisional</i> |
| J. P. Fisher ... | "Gleaner" ... | Begins 8 Jan. 1945. |
| D. T. Heap ... | "Beaumaris" ... | Ends 13 Jan. 1945. |
| M. Rogers ... | "Renown" ... | H.M.S. "King Alfred." |
| M. G. Le C. Barnes ... | "Tadoussac" ... | <i>Radar</i> |
| N. C. W. Tetley ... | "Lanka" ... | Begins 15 Jan. 1945. |
| L. R. B. Davies ... | "Forth" ... | Ends 20 Jan. 1945. |
| | | R.N. Barracks, Portsmouth. |

| Name | Ship | Course |
|------------------|------|---|
| GROUP "N"—contd. | | |
| | | <i>Gunnery</i> |
| | | Begins 22 Jan. 1945. |
| | | Ends 3 Mar. 1945. |
| | | (Firefighting, 31 Jan. 1945 ; Submarine, 1 Feb. 1945.) |
| | | H.M.S. "Excellent." |
| | | <i>Anti-Submarine</i> |
| | | Begins 5 Mar. 1945. |
| | | Ends 10 Mar. 1945. |
| | | H.M.S. "Excellent." |
| | | <i>Signals</i> |
| | | Begins 12 Mar. 1945. |
| | | Ends 31 Mar. 1945. |
| | | H.M.S. "Vernon," Portsmouth. |
| | | <i>Navigation</i> |
| | | Begins 2 Apr. 1945. |
| | | Ends 21 Apr. 1945. |
| | | H.M.S. "Dryad." |
| | | <i>A.I.T.C.</i> |
| | | Begins 23 Apr. 1945. |
| | | Ends a.m. 26 Apr. 1945. |
| | | H.M.S. "Dryad." |
| | | <i>Anti-Gas</i> |
| | | Begins p.m. 26 Apr. 1945. |
| | | Ends 28 Apr. 1945. |
| | | H.M.S. "Dryad." |
| | | <i>Air</i> |
| | | Begins 30 Apr. 1945. |
| | | Ends 5 May 1945. |
| | | R.N.A.S., Arbroath. |
| | | <i>Torpedo</i> |
| | | Begins 7 May 1945. |
| | | Ends 26 May 1945. |
| | | H.M.S. "Vernon," Roedean. |

GROUP "O"

| | | |
|--------------------------|-------------------|----------------------------|
| | | <i>Radar</i> |
| D. W. S. Collins ... | "Fraserburgh" ... | Begins 8 Jan. 1945. |
| H. G. Cethin-Jones ... | "Onyx" ... | Ends 13 Jan. 1945. |
| R. A. G. Nesbitt ... | "Parrsboro" ... | R.N. Barracks, Portsmouth. |
| A. J. Fryer ... | "Lanka" ... | <i>Divisional</i> |
| H. J. Bickford-Smith ... | "Forth" ... | Begins 15 Jan. 1945. |
| R. C. Martin ... | "Speedwell" ... | Ends 20 Jan. 1945. |
| J. F. H. Burkitt ... | "Saladin" ... | H.M.S. "King Alfred." |
| H. R. Keate ... | "Lanka" ... | <i>Navigation</i> |
| | | Begins 22 Jan. 1945. |
| | | Ends 10 Feb. 1945. |
| | | H.M.S. "Dryad." |

| Name | Ship | Course |
|--------------------------|------|--|
| GROUP "O"— <i>contd.</i> | | |
| | | <i>A.I.T.C.</i> Begins 12 Feb. 1945. Ends a.m. 15 Feb. 1945. H.M.S. "Dryad." |
| | | <i>Anti-Gas</i> Begins p.m. 15 Feb. 1945. Ends 17 Feb. 1945. H.M.S. "Dryad." |
| | | <i>Anti-Submarine</i> Begins 19 Feb. 1945. Ends 24 Feb. 1945. H.M.S. "Excellent." |
| | | <i>Gunnery</i> Begins 26 Feb. 1945. Ends 7 Apr. 1945. (Firefighting, 7 Mar. 1945 ; Submarine, 8 Mar. 1945.) H.M.S. "Excellent." |
| | | <i>Air</i> Begins 9 Apr. 1945. Ends 14 Apr. 1945. R.N.A.S., Arbroath. |
| | | <i>Torpedo</i> Begins 16 Apr. 1945. Ends 5 May 1945. H.M.S. "Vernon," Roedean. |
| | | <i>Signals</i> Begins 7 May 1945. Ends 26 May 1945. H.M.S. "Vernon," Portsmouth. |

| GROUP "P" | | |
|-----------------------|------------------|---|
| A. Stein... .. | "Dornoch" ... | Begins 8 Jan. 1945. |
| J. H. D. Tupper-Carey | "Frolic" ... | Ends 13 Jan. 1945. |
| M. F. Bright | "Bridport" ... | R.N. Barracks, Portsmouth. |
| J. S. Glendinning ... | "Speedwell" ... | |
| L. A. Robinson | "Bridport" ... | |
| E. G. Parker | "Tadoussac" ... | Begins 15 Jan. 1945. |
| P. F. W. House | "Quickmatch" ... | Ends 24 Feb. 1945. (Firefighting, 24 Jan. 1945 ; Submarine, 25 Jan. 1945.) H.M.S. "Excellent." |
| | | <i>Anti-Submarine</i> Begins 24 Feb. 1945. Ends 3 Mar. 1945. H.M.S. "Excellent." |
| | | <i>Air</i> Begins 5 Mar. 1945. Ends 10 Mar. 1945. R.N.A.S., Arbroath. |

| Name | Ship | Course |
|--------------------------|----------------|---|
| GROUP "P"— <i>contd.</i> | | |
| | | <i>Navigation</i> Begins 12 Mar. 1945. Ends 31 Mar. 1945. H.M.S. "Dryad." |
| | | <i>A.I.T.C.</i> Begins 2 Apr. 1945. Ends a.m. 5 Apr. 1945. H.M.S. "Dryad." |
| | | <i>Anti-Gas</i> Begins p.m. 5 Apr. 1945. Ends 7 Apr. 1945. H.M.S. "Dryad." |
| | | <i>Signals</i> Begins 9 Apr. 1945. Ends 28 Apr. 1945. H.M.S. "Vernon," Portsmouth. |
| | | <i>Divisional</i> Begins 30 Apr. 1945. Ends 5 May 1945. H.M.S. "King Alfred." |
| | | <i>Torpedo</i> Begins 7 May 1945. Ends 26 May 1945. H.M.S. "Vernon," Roedean. |
| GROUP "Q" | | |
| | | <i>Anti-Submarine</i> Begins 8 Jan. 1945. |
| J. R. Symonds-Taylor | "Seagull" ... | Ends 13 Jan. 1945. |
| A. A. W. Blathwayt ... | "Forth" ... | H.M.S. "Excellent." |
| H. V. Bruce | "Sidmouth" ... | |
| P. L. M. Hill | "Bangor" ... | |
| R. J. E. Craven | "Lanka" ... | <i>Air</i> |
| G. M. Mason | "Forth" ... | Begins 15 Jan. 1945. |
| C. M. H. Le Rougetel ... | "Lanka" ... | Ends 20 Jan. 1945. |
| M. Mark-Wardlaw | "Onyx" ... | R.N.A.S., Arbroath. |
| | | <i>Torpedo</i> Begins 22 Jan. 1945. Ends 10 Feb. 1945. H.M.S. "Vernon," Roedean. |
| | | <i>Divisional</i> Begins 12 Feb. 1945. Ends 17 Feb. 1945. H.M.S. "King Alfred." |
| | | <i>Navigation</i> Begins 19 Feb. 1945. Ends 10 Mar. 1945. H.M.S. "Dryad." |
| | | <i>A.I.T.C.</i> Begins 12 Mar. 1945. Ends a.m. 15 Mar. 1945. H.M.S. "Dryad." |

| Name | Ship | Course |
|--------------------------|------------------|---|
| GROUP "Q"— <i>contd.</i> | | |
| | | <i>Anti-Gas</i> Begins p.m. 15 Mar. 1945. Ends 17 Mar. 1945. H.M.S. "Dryad." |
| | | <i>Radar</i> Begins 19 Mar. 1945. Ends 24 Mar. 1945. H.M.S. "Vernon," Portsmouth. |
| | | <i>Signals</i> Begins 26 Mar. 1945. Ends 14 Apr. 1945. H.M.S. "Vernon," Portsmouth. |
| | | <i>Gunnery</i> Begins 16 Apr. 1945. Ends 26 May 1945. (Firefighting, 2 May 1945 ; Submarine, 3 May 1945.) H.M.S. "Excellent." |
| GROUP "R" | | |
| J. Goldsmith | "Quickmatch" ... | <i>Torpedo</i> Begins 8 Jan. 1945. |
| D. I. Berry | "Halcyon" ... | Ends 27 Jan. 1945. |
| M. T. Howland | "Dunbar" ... | H.M.S. "Vernon," Roedean. |
| R. M. Blunt | "Virulent" ... | |
| O. P. Sutton | "Renown" ... | <i>Air</i> |
| C. Rusby | "Beaumaris" ... | Begins 29 Jan. 1945. |
| G. A. Cavendish | "Lanka" ... | Ends 3 Feb. 1945. |
| C. J. Balfour | "Grecian" ... | R.N.A.S., Arbroath. |
| | | <i>Radar</i> Begins 5 Feb. 1945. Ends 10 Feb. 1945. H.M.S. "Vernon," Portsmouth. |
| | | <i>Signals</i> Begins 12 Feb. 1945. Ends 3 Mar. 1945. H.M.S. "Vernon," Portsmouth. |
| | | <i>Gunnery</i> Begins 5 Mar. 1945. Ends 14 Apr. 1945. (Firefighting 14 Mar. 1945 ; Submarine, 15 Mar. 1945.) H.M.S. "Excellent." |
| | | <i>Anti-Submarine</i> Begins 16 Apr. 1945. Ends 21 Apr. 1945. H.M.S. "Excellent." |
| | | <i>Divisional</i> Begins 23 Apr. 1945. Ends 28 Apr. 1945. H.M.S. "King Alfred." |

| Name | Ship | Course |
|--------------------------|-------------------|---|
| GROUP "R"— <i>contd.</i> | | |
| | | <i>Navigation</i> Begins 30 Apr. 1945. Ends 19 May 1945. H.M.S. "Dryad." |
| | | <i>A.I.T.C.</i> Begins 21 May 1945. Ends a.m. 24 May 1945. H.M.S. "Dryad." |
| | | <i>Anti-Gas</i> Begins p.m. 24 May 1945. Ends 26 May 1945. H.M.S. "Dryad." |
| GROUP "S" | | |
| | | <i>Navigation</i> |
| B. S. Littledale ... | "Oribi" ... | Begins 8 Jan. 1945. |
| J. D. Treacher ... | "Tattoo" ... | Ends 27 Jan. 1945. |
| T. A. C. Clack ... | "Bootle" ... | H.M.S. "Dryad." |
| R. B. W. Bundle ... | "Queen Elizabeth" | <i>A.I.T.C.</i> |
| T. L. E. Lowther ... | "Blackpool" ... | Begins 29 Jan. 1945. |
| D. S. Robertson- | "Forth" ... | Ends a.m. 1 Feb. 1945. |
| | Macdonald | H.M.S. "Dryad." |
| A. N. Campbell-Harris | "Lanka" ... | <i>Anti-Gas</i> Begins p.m. 1 Feb. 1945. Ends 3 Feb. 1945. H.M.S. "Dryad." |
| | | <i>Air</i> Begins 5 Feb. 1945. Ends 10 Feb. 1945. R.N.A.S., Arbroath. |
| | | <i>Torpedo</i> Begins 12 Feb. 1945. Ends 3 Mar. 1945. H.M.S. "Vernon," Roedean. |
| | | <i>Divisional</i> Begins 5 Mar. 1945. Ends 10 Mar. 1945. H.M.S. "King Alfred." |
| | | <i>Radar</i> Begins 12 Mar. 1945. Ends 17 Mar. 1945. H.M.S. "Excellent." |
| | | <i>Gunnery</i> Begins 19 Mar. 1945. Ends 28 Apr. 1945. (Firefighting, 28 Mar. 1945 ; Submarine, 29 Mar. 1945.) H.M.S. "Excellent." |

| Name | Ship | Course |
|--------------------------|-------------------|--|
| GROUP "S"— <i>contd.</i> | | |
| | | <i>Anti-Submarine</i> |
| | | Begins 30 Apr. 1945. Ends 5 May 1945. H.M.S. "Excellent." |
| | | <i>Signals</i> |
| | | Begins 7 May 1945. Ends 26 May 1945. H.M.S. "Vernon," Portsmouth. |
| GROUP "T" | | |
| | | <i>Gunnery</i> |
| G. H. Wace | "Orestes" ... | Begins 8 Jan. 1945. |
| B. C. G. Hutchings ... | "Forth" ... | Ends 17 Feb. 1945. |
| R. de Pass | "Bootle" ... | (Firefighting, 17 Jan. 1945 ; Submarine, 18 Jan. 1945.) |
| C. R. J. Young | "Gleaner" ... | H.M.S. "Excellent." |
| R. A. L. Longworth ... | "Parrsboro" ... | <i>Radar</i> |
| D. K. Wright | "Assegai" ... | Begins 19 Feb. 1945. |
| J. T. Fetherston-Dilke | "Lanka" ... | Ends 24 Feb. 1945. |
| G. L. B. Gossage | "Fraserburgh" ... | H.M.S. "Vernon," Portsmouth. |
| | | <i>Signals</i> |
| | | Begins 26 Feb. 1945. Ends 17 Mar. 1945. H.M.S. "Vernon," Portsmouth. |
| | | <i>Divisional</i> |
| | | Begins 19 Mar. 1945. Ends 24 Mar. 1945. H.M.S. "King Alfred." |
| | | <i>Torpedo</i> |
| | | Begins 26 Mar. 1945. Ends 14 Apr. 1945. H.M.S. "Vernon," Roedean. |
| | | <i>Navigation</i> |
| | | Begins 16 Apr. 1945. Ends 5 May 1945. H.M.S. "Dryad." |
| | | <i>A.I.T.C.</i> |
| | | Begins 7 May 1945. Ends a.m. 10 May 1945. H.M.S. "Dryad." |
| | | <i>Anti-Gas</i> |
| | | Begins p.m. 10 May 1945. Ends 12 May 1945. H.M.S. "Dryad." |
| | | <i>Air</i> |
| | | Begins 14 May 1945. Ends 19 May 1945. R.N.A.S., Arbroath. |
| | | <i>Anti-Submarine</i> |
| | | Begins 21 May 1945. Ends 26 May 1945. H.M.S. "Excellent." |

(K.R. & A.I., Art. 263.)

(A.F.Os. 2968/42, 12/43 and 929/44.)

6533.—Cancelled.

6534.—W.R.N.S.—Medical Re-examination before Promotion to Officer Rank

See AFO 2129/40. (C.W. 57127/44.—14 Dec. 1944.)

In future, if more than three months has elapsed since the medical examination of W.R.N.S. ratings carried out on being recommended for promotion to officer rank, a further medical examination is to be made on notification of their appointment to the officers training course.

2. If they passed medically fit each candidate is to bring with her a certificate to this effect on reporting to the officers training course.

3. Should any such candidate not be found medically fit on re-examination, the Director, W.R.N.S., is to be informed immediately.

4. A similar procedure is in future to be adopted for ratings appearing before an Officers Selection Board.

(A.F.O. 2139/41 is cancelled.)

6535.—W.R.N.S. Officers' Training Course—Procedure

(C.W. 33481/44.—14 Dec. 1944.)

The Officers' Training Course extends for 28 days.

2. W.R.N.S. personnel will be called to the Officers' Training Course by signal sent only to the Commanding Officer concerned, except for categories drafted by an authority other than the Home Superintendent (A.F.O. 1901/43 refers) in which cases the Drafting Authorities will be informed.

3. When a signal under paragraph 2 is received, Commanding Officers should confirm with Director, W.R.N.S., that the ratings will attend. Accountant Officers should then be informed that they are lent to H.M.S. "Pembroke III" for 28 days' training and the necessary accountant action taken.

4. Each rating should be issued with a travel warrant and expense sheet and should be notified of the instructions outlined in paragraph 5 below.

5. *Instructions.*—(a) Personnel crossing London must travel by the 1415 train from Paddington to Slough, thence, if Naval transport is not available, by the 1517 bus, No. 335, to Framewood Manor, Stoke Poges, and if in difficulty should report immediately to W.R.N.S. Headquarters (Whitehall 9444, Ext. 297).

(b) Weekend leave will be granted as follows:—1st weekend—leave of absence will not be granted; 2nd, 3rd and 4th weeks—leave of absence will be granted from 1200 Saturday until p.m. Sunday (time of return will be communicated by Superintendent, W.R.N.S. O.T.C.).

Requirements.—(a) Plain clothes will not be needed. All personnel should bring a raincoat, two pairs of shoes, and the necessary underclothing for the course, dressing gown and bedroom slippers.

(b) Personnel wishing to play tennis, squash or hockey, should bring the necessary gear and suitable clothing. Shoes with rubber soles, and shorts, or short skirt and shirts, tunic or "keep fit" dress must be brought for P.T. if possible. Every effort should be made to provide suitable kit.

(c) The following are required: washing and shoe cleaning materials, writing materials for use in lectures, torch and rug.

(d) The following may be brought: musical instruments, hot-water bottles; bathing dresses may be brought during the summer months but personnel must supply their own towels for this purpose.

(e) All personal possessions to be clearly marked with the owner's name, including luggage, which must be no more than each person can carry herself; luggage should not be placed in the rear guard's van at Paddington, as this causes unnecessary delay at Slough station.

(f) Each person must bring a gas mask.

6. Every Cadet Wren reporting to O.T.C. should bring with her all the articles in her regulation kit which cannot be used on promotion to officer rank (e.g. overcoats, jackets, and, where applicable, navy shirts and collars, trousers and cotton flannels).

(A.F.Os. 1177/43 and 1901/43.)

See AFO 413/46.
6536.—Family Welfare Sections—Enquiries into Cases referred by Commanding Officers

(N. 28884/44.—14 Dec. 1944.)

It has been reported that hasteners are frequently received in the depots as to the result of enquiries by the Family Welfare Sections which have to be conducted into cases referred by Commanding Officers.

2. Owing to their nature these enquiries often take some time to complete, and whilst every effort is made by the Family Welfare Sections to expedite investigations, very early replies cannot be expected in the majority of instances. Resort to hastening signals, which in turn entail further signals, should, therefore, only be made in cases of exceptional urgency and where undue delay can reasonably be considered to have taken place.

(A.F.O. 4723/44.)

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

6537.—Cancelled.

6538.—Aircraft—Pyrotechnics—Signal Cartridges—Precautions when Handling

(G. 020041/44.—14 Dec. 1944.)

A minor accident has recently occurred on one of H.M. ships in which a box of signal cartridges, 1½ in., was dropped from a few feet on to the deck, resulting in one or more cartridges being fired and the remainder in the box destroyed by fire.

2. The box had been previously opened and cartridges removed. The cause of firing may have been due to loose packing, so that the jolt received on striking the deck resulted in the firing of at least one of the cartridge caps.

3. This type of accident is rare, but in order to avoid a repetition it is emphasized that care must be taken at all times when handling these stores, to prevent accidental dropping.

Care is also to be taken to ensure that the contents of partially filled boxes are packed in such a way as to prevent movement of individual cartridges. Waxed paper or other protective wrappings must always be wrapped around cartridges which may be re-stowed in a box.

See AFO 5059
6539.—Aircraft—Pyrotechnics—Signals, Distress, Two Star, Red, Marks I and II—Waterproofing

(G. 021450/44.—14 Dec. 1944.)

Signals, Distress, Two Star, Red, Marks I and II, are liable to have their watertightness impaired as a result of the tape sealing at the screwed neck becoming severed during normal handling.

2. Arrangements have been made for stocks of these signals at armament depots to be fitted with an improved red cellulose tape.

3. H.M. ships and air stations are to demand re-taped signals, and on receipt are to return all Marks I and II signals to the appropriate armament depot for re-taping at the earliest opportunity.

4. Mark III signals are not affected by this Order.

6540.—Ammunition—General—Cartridge Cases and Primers

(G. 3817/44.—14 Dec. 1944.)

Considerable trouble is being experienced with regard to cartridge cases cracking at the mouth when being re-formed, the cause of which is attributed to the cases being returned to armament supply depots without having been washed, dried and lubricated in accordance with the instructions laid down in paragraph 259 in B.R.932.

2. Attention is drawn to the necessity for washing cartridge cases and primers as soon as possible after firing, in order to remove the acid deposit, which has a very injurious effect on the metal of the case if it is not removed within a short time.

3. It is appreciated that under war conditions some difficulty may be experienced in complying with the instructions, more especially in regard to cartridge cases 40 mm. and below, but as far as possible an endeavour should be made to ensure that the washing, drying and lubricating is carried out in regard to cartridge cases and primers above 40 mm.

(B.R.932, paragraph 259.)

6541.—Ammunition—Boxes, Packages, Cartridge Containers and Labels—Rolled Paper Containers—Deterioration

(G. 019243/44.—14 Dec. 1944.)

Reports from the Far East indicate that rolled paper containers stored under humid conditions are deteriorating due to the action of micro-organisms on the adhesive used in manufacture.

2. With a view to eliminating this particular form of bacteriological decay, a suitable fungicide is now being incorporated in the adhesive before manufacture.

3. Rolled paper containers fabricated with the fortified adhesive will be stencilled with the letter "Z" in 1-in. red lettering in three places on lid and body of container in each instance, to facilitate identification.

4. Where storage under humid conditions is unavoidable, containers so marked should be chosen in preference to those not so marked.

6542.—Ammunition—Fuzes, Primers and Tubes—Primers, Percussion, No. 9, Lot 213 FY.42 Filled BR.3/42—Withdrawal for Examination—REPORT

(A.S/G. 5644/44.—14 Dec. 1944.)

As the result of failures due to loose magazines, it is desired that all primers, percussion, No. 9, lot 213 FY.42, filled BR.3/42, loose or in cartridges, be withdrawn from service for examination at N.A. Depots.

2. Commanding Officers of H.M. ships are to arrange for primers on board, both loose and in ammunition, to be examined at the first opportunity and any ammunition containing these primers to be landed, with any loose primers, at the nearest N.A. Depot.

3. These primers may be regarded as coming under Category (b) of C.A.F.O. 991/42, i.e., not dangerous, but may have a percentage of failures to function, and may be found in cartridges for the following guns:—

| | | |
|---------|-----|------------------------|
| 4.7-in. | ... | IX E.M.F. |
| 4.7-in. | ... | VIII |
| 4-in. | ... | XIX |
| 4-in. | ... | XII |
| 4-in. | ... | V and V* S.L. and F.A. |
| 4-in. | ... | IV |
| 3-in. | ... | 20-cwt. |

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

5. At N.A. Depots these primers should be dealt with in accordance with Admiralty Letter A.S. 17166/42/B.95 dated 31st January, 1944, paragraphs 4 to 7 inclusive, monthly reports showing quantities of primers examined and found with loose or empty magazines being forwarded to D.A.S. B.89, Bath, commencing on 1st January, 1945. Nil reports are not required.

(C.A.F.O. 991/42.)

6543.—Ammunition—S.A., 0.50-in. Browning (Colt) Incendiary B, Mark IIZ—Withdrawal

(A.S./G. 01052/44.—14 Dec. 1944.)

It has been decided, in view of their liability to cause short-round stoppages, to withdraw from service all cartridges, S.A., 0.50-in. incendiary B, Mark IIZ.

2. H.M. ships concerned are to demand sufficient cartridges, S.A., 0.50-in., incendiary M.1, to replace all B Mark IIZ ammunition on board. On receipt of the M.1 all quantities of B Mark IIZ held are to be landed.

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

4. All B Mark IIZ ammunition held or landed as a result of this Order at depots abroad should be dumped locally at the earliest opportunity.

5. At home depots all B Mark IIZ ammunition held or subsequently received is to be set aside to await disposal instructions. Such ammunition is to be transferred to unserviceable charge.

(A.F.O. 3150/44 is cancelled.)

6544.—Ammunition—S.A. 20 mm. Oerlikon H.E. N.F.M.8 B.4—Critical Examination—REPORT

(A.S. 13842/43.—14 Dec. 1944.)

Samples of the ammunition asked for in A.F.O. 6025/44 having now been obtained, the A.F.O. should be regarded as cancelled.

(A.F.O. 6025/44 cancelled.)

6545.—Annual Inspection of Explosives during 1945

(A.S. 11948/44.—14 Dec. 1944.)

The Annual Percentage Examination and Proof of Explosives, as laid down in Article 301, Naval Magazine and Explosive Regulations, also the testing of cordite in accordance with Naval Cordite Regulations, are to be carried out during 1945, except as stated in paragraph 4 (b).

2. Landing of percentages by H.M. ships are to be deferred where necessary until a port is visited where N.A. depot facilities are available.

3. The complete outfit of explosives on board H.M. ships and in Naval air stations and shore bases is to be landed for examination during 1945 (except as stated in paragraph 4 (a)) where examination is due under Article 300 N.M.E.R. to be carried out during the year.

4. As regards underwater explosives, the following procedure will be observed:—

(a) *Article 300 N.M.E.R.*—Examination of complete outfit to be observed when due by:—

(i) *H.M. Ships*—but only when the outfit is necessarily landed for some other reason.

(ii) *Shore Bases and Naval Air Stations*—but to be confined to explosives which have been held for two years or more.

(b) *Article 301 N.M.E.R.*—Percentage examination to be observed by:—

| | | |
|--|-----|---|
| (i) H.M. Ships | ... | } Except that return of Depth Charges under Article 301 (19) should be limited to Depth Charges which have been more than 12 months on board. |
| (ii) Shore Bases and Naval Air Stations. | ... | |

5. As regards paragraph 4 (b) above, the percentage landings are to include the following:—

| | | | | |
|-------------------------|-----|-----|-----|---|
| Projectile Squid | ... | ... | ... | } 1 of each per ship's outfit to be landed. |
| Squid Impulse Cartridge | ... | ... | ... | |
| Hedgehog Projectile | ... | ... | ... | |

6. Detonation proof of shell will be carried out from those landed under Article 301, instructions in regard to which have already been given to R.N.A. depots.

6546.—Anti-Aircraft Fire Control—Rangefinder Directors, Mark IIIW—Change of Mid-training Position—As. and As.

Ships, H.M. Dockyards and Overseers concerned

(G.01876/43.—14 Dec. 1944.)

The rangefinder directors, Mark IIIW, fitted in the ships, referred to below, at present train $\pm 300^\circ$ from 180° . The arrangement of the long range armament in these ships can best be served by a director whose training arc is centred on 0° .

2. The maximum $\pm 300^\circ$ is governed by the available cable drop. By retaining this and the existing training stops the mid-training position can be changed from 180° to 0° as follows:—

(a) Disconnect flexible cables from the ship's structure junction box and the lower cable clamp from its adjacent deck-seating. Remove director holding-down bolts.

(b) Lift and rotate the director, complete with flexible cables and lower cable clamp, through 180° . The director locking bolt should be "in" before lifting.

(c) The director bearing scale will then be 180° in error. Access to it can be gained by lifting the revolving part of the director clear of its fixed portion, by an amount sufficient to enable the screws, locating the scale, to be removed and the racer rotated through 180° . In some directors the adjustable locking bolt will then be at 180° , but provided an additional housing socket is fitted at 0° , no disadvantage obtains.

(d) Reconnect the system.

(d) The training stop gear of the gyro roll corrector will require re-meshing and rearrangement of the cables and clamps to bring the "no-twist" position from 180° to 0° .

3. The Commanding Officers of the ships quoted in paragraph 4 should insert an item, Classification "A*", in their lists of As. and As. to cover the work of dockyards or repair authorities in carrying out the alterations required to the rangefinder directors, Mark IIIW, to give $\pm 300^\circ$ training from 0° , instead of 180° , concurrently whenever possible with fitting watertight lower cable clamps, which will be the subject of a separate order. Ships not mentioned in paragraph 4 are not concerned.

4. "Magpie", "Amethyst", "Hart", "Lapwing", "Hind", "Lark", "Mermaid", "Peacock", "Woodcock", "Ariadne", "Apollo" and "Manxman".

6547.—Guns—2 pdr. Mark VIII—Notes on Guns and Wiring of Barrel Heaters

(G. 4248/44.—14 Dec. 1944.)

1. (a) An instance has occurred in which damage was caused to a Q.F., 2-pdr., Mark VIII Gun, due to the lock being incorrectly assembled.

(b) Particular care must be taken when re-assembling the lock, that the extractor actuating levers are below and NOT above and behind the horns of the extractor.

(c) Should the lock be assembled with the extractor actuating levers above and behind the extractor horns the following will occur:—

(i) The lock cannot be withdrawn fully to the rear if incorrectly assembled in its forward position.

(ii) The lock cannot be run fully forward if incorrectly assembled in its rear position.

In both cases it will not be possible to load the gun.

(d) Care must also be taken not to load the gun with the front cover off, as the extractor may jump above its correct position and allow the extractor actuating levers to jump on top of the extractor horns, it is then possible to run the lock back sufficiently to allow the front cover to be replaced. On running the lock forward the extractor will be pushed down by the front cover to its correct position for the striker to go forward through the firing hole in the extractor; therefore the gun may be fired and the lock will travel a short distance to the rear and then jam.

In order to clear this jam it is necessary to remove the axis pin connecting the crank to the connecting rod, to allow the lock to be withdrawn fully to the rear.

2. Several cases have been reported of stoppages occurring due to separation of the round in the feed block. In order that the gun may be brought into action again as soon as possible the following action should be taken:—

- (i) Put the gun safety lever to safe.
- (ii) Take the weight of the run out with the recoiling tool provided.
- (iii) Remove rear and front covers.
- (iv) Lift the feed slide from the feed box.
- (v) Remove the rounds and links from the feed box.
- (vi) Run the gun out by easing off the recoiling tool.
- (vii) Withdraw the lock to the rear and remove any loose cordite, making sure the bore is clear.
- (viii) Run the lock forward and replace the feed slide.
- (ix) Assemble front and rear covers.
- (xi) Reload the gun.

3. When O.Q.F., 2-pdr., Mark VIII, L.V., guns are converted to H.V., the following information is to be entered in the Memorandum of Inspection:—

By Armament Depots and Inspecting Officers:—

On conversion the classification of the gun which is to be shown on the front page of the Memorandum of Inspection immediately after the registered number of the gun is to be deleted and the following notation added—"Converted to *e.g.* A.H.V." followed by the date of conversion and initialled.

4. (a) As a result of experience under war conditions it has been found that the assessment of one H.V. charge for Q.F., 2-pdr., Mark VIII and XIV guns as equal to two equivalent full charges is inaccurate.

(b) Each H.V. charge is to be assessed on Memoranda of Inspection and Forms S.1404 as $1\frac{1}{2}$ E.F.C.

(c) Rounds entered in the Memoranda of Inspection are to be amended forthwith to show each H.V. charge as $1\frac{1}{2}$ E.F.C. in lieu of 2 E.F.C. and amendment is to be made to the last page of Appendix "B" or to the table at the foot of page 10 in the Memoranda of Inspection as follows:—

"Q.F., 2 pdr., H.V. guns
1 H.V. charge = $1\frac{1}{2}$ E.F.C."

quoting this order as authority. The columns in the "Record of Rounds Fired" are to be amended as follows:—

| Proof | Full H.V. | Full L.V. | Reduced. |
|-------|-----------|-----------|----------|
|-------|-----------|-----------|----------|

(d) Barrels of Q.F., 2-pdr., Mark VIII H.V. and L.V. and Q.F., 2-pdr., Mark XIV guns are to be exchanged when, or shortly before the P.R.L. is 900 E.F.C., i.e. they should be sentenced for exchange when on inspection the P.R.L. is below 1,200 E.F.C. (900 as above plus an inspection series).

(e) Barrels will be exchanged only in Naval Armament Depots. If circumstances preclude this being done during the ship's stay in port, guns should be exchanged complete.

(f) Flag Officers may authorize the exchange of barrels with remaining lives not exceeding the E.F.Cs. in the ammunition outfit—

(i) where the future employment of the ship may result in barrels becoming exchangeable at an early date, in circumstances where exchange would be either impossible or temporarily detrimental to fighting efficiency, and

(ii) when there is a favourable opportunity for exchange, e.g. a refit.

(g) It has also become apparent that the average full life of the barrel is 7,200 E.F.C. for Q.F., 2-pdr., Mark VIII H.V. and L.V., and Q.F., 2-pdr., Mark XIV guns on the basis of the new assessment mentioned above. A provisional up-to-date average mean wear curve is being issued to Inspecting Officers to supersede the existing wear curve for 2-pdr., Mark VIII gun barrels. Individual barrels may depart somewhat widely from this curve in the later stages of life, depending on the rate of fire, length of continuous bursts of fire, etc. It can be assumed, however, that the curve for any barrel will be approximately parallel to the average mean wear curve.

5. The correct positions for assembling the release handles of the crank locking latches of Q.F., 2-pdr., Mark VIII guns are as follows:—

8-Gun Equipments:—

Guns, Nos. 1, 2, 3 and 4, on right-hand side of top cover.
Guns, Nos. 5, 6, 7 and 8, on left-hand side of top cover.

4-Gun Equipments:—

Guns, Nos. 2 and 3, on right-hand side of top cover.
Guns, Nos. 1 and 4, on left-hand side of top cover.

Single (Marks VIII* and XVI) Equipments:—

On left-hand side of top cover.

R.N. Armament Depots are to ensure that guns are issued with handles correctly positioned to suit the type of mounting for which they are required. The handles of guns already mounted should be repositioned if necessary in accordance with paragraph 1 as opportunity offers.

6. Barrel springs, for Q.F., 2-pdr., Mark VIII guns, manufactured in future will be parkerised (black rustproof finish) instead of nickel plated.

Wiring of Barrel Heaters.

7. (a) Reports indicate that the present system of wiring for the barrel heater connections of Marks V, VI and VII mountings is not entirely satisfactory, particularly under Arctic conditions. It has therefore been decided that the leads are to be taken through the centre pivot gland plates as permanent connections to the heaters, to permit the mountings to be operated without disconnecting any cables, and ensuring watertight connections under all conditions.

(b) The modifications should be made in accordance with A.F.O. Diagram 446/44 (1-6) (G.R.6106, G.R.6192, G.R.6193, D.E.E.10452, D.E.E.10453 and D.E.E.10459), amended as in paragraph (f) below and are briefly as follows:—

(i) The manufacture and fitting of a gland plate, as shown on A.F.O.

Diagram 446/44 (3) (G.R.6193) to take the additional cables, except on 2-pdr. R.P.10 and R.P.50, Mark VI, and 2-pdr. R.P.50, Mark VII mountings where sufficient spare glands are available. In the case of the 110-volt, Mark V mounting in H.M.S. "Adventure" the No. 4 gland rendered redundant by the removal of the loading lights should be used in addition to the 3 in number provided on the additional gland plate.

(ii) The gland arrangements in the A.P. 6965B section boxes and A.P. 5137B distribution boxes will require to be modified in accordance with A.F.O. Diagram 446/44 (6) (D.E.E.10459), to take flexible cables. To enable this to be done, the distribution boxes, A.P. 5137B, will be supplied undrilled for the outgoing cable glands. These section and distribution boxes will be issued to ships concerned on demand.

(iii) When connecting the leads from the section and distribution boxes to the heaters, on Marks V and VI mountings, the four leads to the 2 kW. heaters should be taken from the section box and the four leads to the 1.2 kW. heaters from the distribution box. Sufficient slack cable should be left to enable the guns to be depressed to 10° D.

- (iv) For 2-pdr., Mark VII mountings, two of the leads from the section box should be led through the flexible conduit, the remaining two leads being lashed to the outside of the conduit at the rear, sufficient space being left between each lashing to allow the cable to buckle as the cradle is elevated.
- (v) The section and distribution boxes should be fitted approximately in the positions shown, but arranged to clear any local fittings.
- (vi) The supply to the mountings should be arranged where possible from the same connections as were used to supply the Niphan boxes on the fixed structure, and led through a cable changing box to the centre pivot. This supply is to be kept entirely separate from the power circuits to the mountings, i.e. it is not to pass through the automatic or hand change-over switches. The redundant Niphan boxes and plugs should be returned to store.
- (vii) On Marks V and VI mountings the left-hand side of the forward exit chute will require to be slotted to clear the heater socket connection at depression. After slotting, the side of the chute should be stiffened as necessary by means of a small doubling plate.

(c) Commanding officers of ships concerned should include an item, Classification "A", in their lists of As. and As. to cover the work involved, which should be progressed as and when opportunity offers by ship's staff, depôt ship or base staff, and completed by dockyard or repair authority at the first opportunity. The necessary stores to progress the work should be demanded, quoting this A.F.O. as the authority.

(d) In "King George V" class battleships and H.M.S. "Indomitable", where mountings are arranged with cables through the centre pivot to Niphan boxes on the cradles, the above modifications are not required unless experience under Arctic conditions shows that the present arrangements are unsatisfactory.

(e) All future mountings will be arranged with permanent leads to the heaters during manufacture.

6548.—Guns—0·50-in., Browning Machine (All Types)—Assembly and Filling of Oil Buffers

(G. 014269/43.—14 Dec. 1944.)

A.—Assembly

There is a possibility of stoppages of the 0·50-in. Browning machine-gun occurring at high elevation firing if the oil buffer assembly has been assembled too short.

A short oil buffer assembly may be detected by the following method:—

- Remove the return spring assembly from the gun.
- Replace the back plate.
- Elevate the gun to 90 degrees elevation.
- Open the cover.
- Note the position of the barrel extension.
- If the barrel extension drops back away from the trunnion block, the oil buffer assembly is too short. There should be no gap between the barrel extension and the trunnion block. This should be tested with feeler gauges.

2. If this test indicates that the oil buffer is too short, the following action should be taken to aircraft guns and guns in H.M. ships by ships' staffs, and to guns in D.E.M.S. by base staffs only:—

- Disassemble the oil buffer assembly and check the $3\cdot970 \pm 0\cdot014$ dimension shown in A.F.O. Diagram No. 444/44.
- Adjust the position of the piston head to bring the dimension within the tolerance there specified.
- Re-assemble, making certain that the clearance between the piston head and piston valve is between 0·04 in. and 0·05 in. (This is extremely important and must be carefully checked.)

- (d) If, during re-assembly, it is discovered that the locking pin cannot be inserted in the piston rod (due to the new position of the castellated nut and piston head) correct this by interchanging parts and re-checking the $3\cdot970 \pm 0\cdot014$ dimension.

It may be necessary to install a new piston rod. Those of later manufacture are slightly longer.

- (e) After the oil buffer is re-assembled, except for the spring and spring guide, refill the cylinder and operate the piston rod several times to check for leakage. Replace the packing glands or other parts as necessary to eliminate any leakage.
- (f) Complete re-assembly, by installing spring and guide, and measure the overall length of the assembly from the rear face of the oil buffer tube to the extreme forward tip of the piston rod hook. This dimension should be between 6·525 in. and 6·553 in. If this dimension is incorrect, disassemble and interchange parts until a measurement is obtained within the tolerance.

It may be found that the length of the threaded portion of the oil buffer cap which screws into the oil buffer tube exceeds 0·50 in. This may make it difficult to obtain the measurements quoted. Such caps should be modified by H.M. ships, R.N. armament depots and R.N. air stations by removal of metal from the rear face of the cap to bring this length within the plan dimension 0·50 in.—0·005 in.

- (g) If the oil buffer cannot be re-assembled within the limits specified the entire assembly should be returned to the nearest Naval armament depot quoting this A.F.O., and replacements drawn in lieu.
- (h) The threads of the oil buffer cap are very fine, and the greatest care should be exercised when stripping and assembling this component, to prevent stripping the threads.

3. *Oil buffer spring.*—The free length of the oil buffer spring is approximately $5\frac{7}{8}$ in.

B.—New Oil Buffer Packing

An improved type of oil buffer packing has now been developed and is being supplied in all guns of current manufacture. This new packing consists of the following components:—

| | Drawing Number |
|----------------------------------|----------------|
| Packing, oil buffer gland | A.153162 |
| Washer | A.153161 |
| Spring | A.153163 |

which replace the following components previously supplied:—

| | Drawing Number |
|----------------------------------|-------------------|
| Packing, oil buffer gland | A.9279 or A.9279A |
| Ring | A.9297 |
| Spring | A.9299 |

2. The new type of oil buffer packing should be assembled in the cap, oil buffer tube, as follows:—

| | Drawing Number |
|--------------------------------------|----------------|
| (a) Packing, oil buffer gland | A.153162 |
| (b) Washer, oil buffer gland | A.153161 |
| (c) Spring, oil buffer gland | A.153163 |

3. It may be found that in some guns the oil buffer packing is assembled in the reverse order, but if this method is giving satisfactory service it should not be changed.

4. Very limited supplies only are available of the new components and it will not be possible at present to exchange the complete assemblies. Demands should be limited to the number required for replacement of items as they become defective.

(A.F.O. 3670/44 is cancelled.)

6549.—Guns—Machine, Maxim 0-303-in.—Disposal

(A.S. 11142/44.—14 Dec. 1944.)

All Maxim 0-303-in. machine guns, including guns converted from 0-45-in. calibre, in Naval service are to be scrapped, together with all spare parts and ancillaries peculiar to these guns, except as provided in paragraph 4.

2. Guns in store are to be disposed of by R.N. armament depots forthwith.

3. Guns mounted afloat and held at shore establishments for local defence are to be returned, together with ammunition, as soon as possible to the nearest R.N. armament depot for disposal; but where replacement by modern weapons is considered essential by the local administrative authority they may be retained temporarily until replacements are received. Replace machine gun equipments, where essential, should be demanded through the usual channels.

4. Cone mountings held as Articles-in-Use at R.N. armament depots are excepted from the order in paragraph 1, as are 20 mountings to be held at Kingswinford for similar purposes.

5. Mountings of other types should be returned to the nearest dockyard for disposal, and those held in store at the various gun mounting stores should be disposed of as scrap.

6550.—Gun Mountings—5-in., U.S., 38 Cal., Mark XXX, Mod. 50, Mark XXXVII and Mark XXXVII, Mod. 2 Mountings—Barrage Sights—Fitting*Ships, Dockyards and Repair Establishments concerned*

(G. 013979/44.—14 Dec. 1944.)

Barrage sights fitted to these equipments are to be removed and replaced by British type 200-knot barrage sights.

2. The arrangement and details of the British type sight are shown on A.F.O. Diagram 441/44, copies of which may be obtained from the following bases on demand:—

| | | |
|------------|------------|-----------|
| Portsmouth | Alexandria | Devonport |
| Colombo | Gibraltar | |
| Malta | Durban | |

3. The work involved in removing the original U.S. sight, manufacturing and fitting the British sight is to be undertaken by ship's staff assisted as necessary by dockyards.

6551.—Gun Mountings—Fuze Setting Machines—Inaccurate Fuze Setting

(G. 09268/44.—14 Dec. 1944.)

Reports are still being received of incorrect performance of time fuzes.

2. The accompanying table gives the usual causes of incorrect fuze setting and the action necessary to prevent inaccuracies.

| | Cause. | Effect. | Remedy. |
|---|---|--|---|
| 1 | Insecurely fuzed shell (loose grub screws). | In Mark V fuze-setting machine partial or complete rotation of fuze body in shell occurs, resulting in high settings or no setting at all. | (i) Careful examination of fuzed shell as soon as possible after receipt on board to ensure that fuzes are screwed home and grub screws are set up tightly. (ii) Periodical examination of ammunition in R. U. stowages and magazines to ensure that grub screws have not slacked back. <i>Note.</i> —The grub screw is being re-designed to provide more positive locking. |

| | Cause. | Effect. | Remedy. |
|---|---|---|--|
| 2 | Fuzes not set to "safe" correctly after being pre-set. | Inaccurate fuze setting | Examination of rounds in R.U. stowages whenever possible. |
| 3 | Fuzes pre-set and stowed in R.U. lockers. | The dome may creep and give inaccurate settings. | Only the minimum of rounds should have pre-set fuzes. Creeping of dome is not possible until shear-wire is broken. Frequent inspection of pre-set fuzes at sea. |
| 4 | Inadequate gripping of fuze setting ring resulting in slipping of grips and tearing of setting rings. | High settings or possibly no setting at all. | In the case of Marks I, I*, II, III and VI machines shell should be launched firmly into machine to ensure adequate gripping. Highly tensioned or inadequately preserved fuzes will accentuate this trouble. |
| 5 | Incorrect adjustment of shell grips in fuze-setting tray. | Partial rotation of shell body may occur, resulting in high settings. | Fuze setting trays should be modified in accordance with previous instructions to allow of independent adjustment of shell-grips and the adjustment should be made using the mandrel provided. |
| 6 | General maladjustment of fuze setting machine and tray and failure to incorporate modifications authorized. | Inaccurate fuze-setting... | Modification to machine to incorporate shortened ejector rod modified setting sleeve in case of double-knife grip machines, and to trays of Mark V machines to reposition the worn pieces to suit No. 207 and No. 211 fuzes. |
| 7 | Plastic caps breaking up in machine. | Inaccurate fuze setting... | Fuzes with plastic caps are being withdrawn. |
| 8 | Internal defects in fuze-setting machines. | Inaccurate fuze-setting... | Tests should be carried out periodically in accordance with test sheets in handbook and grips should be examined for wear of knife-edges. |

3. It should be remembered that not every instance of incorrect fuze performance is due to errors in fuze setting, as the fuzes themselves have small inherent errors and, moreover, do not invariably function correctly, particularly in worn guns. The various weaknesses in the fuze design brought to light by experience are, however, being corrected in new manufacture, and there is no doubt that constant attention to the points mentioned in the table will result in more accurate fuze performance and consequent better hitting effect.

(A.F.O. 4079/43.)

(A.F.O. 5732/43 is cancelled.)

6552.—Provision of "D" or Base Sets of Spare Gear for Non-transferable Mountings and Method of Accounting—REPORT*Ships, Dockyards, Bases and Gun Mounting Overseers concerned*

(G. 018470/44.—14 Dec. 1944.)

Experience in the supply of spare items for non-transferable gun mountings has shown the necessity for provision of "D" or base sets for them on the lines of that already in force for transferable mountings.

2. Action is being taken to make available such "D" sets for 16 in., Mark I; 15 in., Marks I and I/N; 14 in., Marks II and III; 8 in., Marks I and I*, and 6 in., Marks XXI to XXIV.

When available, these "D" sets will be distributed to the best advantage. Particulars of the items included in the standard "D" sets will be included in B.R.226 now being re-written. Pending issue of the revised B.R.226, details of such sets will be supplied to ships and dockyards concerned as the gear becomes available.

Many of the items included in these sets of spares will be obtained from gear on deposit from ships as base spares for the ships or from reserve or redundant mountings. It will not always be possible to standardize all these sets of spares, due to the non-availability of certain items and to avoid unnecessary re-distribution of gear already available at certain yards.

3. To ensure a record being kept of receipt and issue of items included in these sets, all items concerned, including all gear for the above mountings at present held on deposit, are to be transferred from deposit to the main ledger. A separate section of the ledger is to be opened for each type of mounting concerned. Items subsequently received as spares for these mountings are to be accounted for in the same manner in accordance with the regulations for transferable gun mounting spares in Chapter VI of B.R.225. A report should be forwarded to the Admiralty (D.N.O.) of items so transferred.

In general, when any of the non-transferable spare gear items are expended, action should be taken to repair or replace them as for all other items on the main ledger in accordance with Appendix IV, B.R.225, a return of issues or receipts being made on Form D.742A.

Certain items at present held as ships' base spares on deposit from ships for the older non-transferable mountings, however, may be considered redundant and surplus to requirements, and yards concerned will be informed, when the lists of spare gear to be held are issued, of such items which need not be replaced after expenditure or can be brought to produce.

4. In view of the curtailment of Cost Accounts, it will not be necessary to value spares on their transfer from deposit to the main ledger. Valuations should, however, be applied to subsequent issues made from main ledger to the same extent as for other articles on main ledger charge, e.g. for new construction repayment sources, etc.

5. Ships for which base spares for these mountings are held on deposit at dockyards or bases should delete the items concerned from the gunner's list of fixtures and report to Admiralty (D.N.O.) and to the dockyard at which the gear is on deposit, particulars of items which have been removed from the fixtures list, quoting this order.

(B.R.225 and 226.)

(Form D.742A.)

6553.—Gun Mountings—4·7-in. C.P., Mark XXII—Modification to Tripper Gear to give Automatic Release of Rammer

(G. 022846/44.—14 Dec. 1944.)

(a) *Ships, establishments and authorities.*—Ships concerned and Gun Mounting Depot, Smith Street, Coventry.

(b) *Types and Marks of Mountings.*—4·7-in., C.P., Mark XXII.

(c) *Part of Mounting affected.*—Tripper gear of loading tray.

(d) *Purpose of Modification.*—To convert from hand to automatic rammer release.

(e) *Nature of Modification.*—To fit additional parts to be demanded from Gun Mounting Store, Coventry, on a basis of 1 set per four mountings.

(f) *Drawing or A.F.O. Diagram.*—A drawing showing assembly and all necessary adjustments will be supplied with each set of new gear.

(g) *By whom to be done.*—Ship's staff.

(h) *When to be done.*—As soon as possible.

(i) *Whether to be treated as an A. and A. or as a defect.*—Defect.

6554.—Gun Mountings—4·7-in. C.P., Mark XXII, 4·5-in. C.P., Mark V, 4·5-in. R.P. 50, Mark V

(G. 021698/44.—14 Dec. 1944.)

Modification to Spring Rammer Compressor Brackets

(a) *Ships, Establishments and Authorities.*—Ships, repair establishments and depot ships concerned.

(b) *Types and Marks of Mountings.*—4·7-in. C.P., Mark XXII; 4·5-in. C.P., Mark V; 4·5-in R.P. 50, Mark V.

(c) *Part of Mounting Affected.*—Automatic ramming gear—spring rammer compressor bracket.

(d) *Purpose of Modification.*—A number of rammer spring compressor brackets have failed in service and the cause is attributed to the fact that the gun recoiled into the bracket in the cocked or partly cocked position. The modification will enable the breechworker to see at a glance whether bracket is in the correct position for firing before reporting "Ready."

(e) *Nature of Modification.*—In order to indicate when the bracket is in its forward position, broad white lines 3 in. wide should be painted on the balance weight support tube and the compressor bracket extension lug, so that these are in line when compressor bracket is right forward. A breechworker's warning tally plate should also be fitted.

(f) *Drawing or A.F.O. Diagram.*—A.F.O. Diagram No. 448/44 (Drawing No. 29081 G.B.).—Arrangement and details of instruction plate for breechworker.

(g) *By whom to be done.*—Ship's staff, with materials supplied by dockyards and repair establishments where necessary.

(h) *When to be done.*—As soon as possible.

(i) *Whether to be treated as an Alteration and Addition or as a Defect.*—Defect.

6555.—Gun Mountings, 40-mm., Bofors, Twin, Marks IV and IV*—Lifting Ships concerned, Dockyards and Repair Establishments

(G. 023870/44.—14 Dec. 1944.)

Reports have been received of 40 mm. Bofors twin mountings, Marks IV and IV* being damaged while lifting. Suitable arrangements for slinging are shown in C.A.F.O. Diagram 26/44. The instructions for slinging are to be followed carefully.

(C.A.F.O. 247/44.)

6556.—Gun Mountings—20 mm., Mark VIIA, Cocking Wires

H.M. Ships, F.O.G.M.Os., G.M.Os., Dockyards and Bases concerned

(G. 021827/44.—14 Dec. 1944.)

It has been reported that there is a tendency for the thimble in the cocking wire of 20 mm., Mark VIIA, mountings, to close in under the action of cocking and that difficulty is experienced in removing the wire from the gun cocking stud.

2. In all cases the thimble is to be removed from the cocking wire.

3. After removal of the thimble, cocking of the gun is to be checked in order to ensure that the cocking wire is not too long.

4. It has also been reported that some cocking wires are longer than plan dimensions and this, together with wire stretch, after use, and the removal of the thimble, may render the wires too long.

5. In order to provide for long wires, an additional hole is to be drilled in the trunion bracket and the cocking wire axis bolt repositioned as necessary, in accordance with A.F.O. Diagram No. 440/44.

6. To prevent damage to the cocking cable when not in use, a simple washer forming a hook, should be made and placed under one of the nuts of the shield stay securing bolts, on which the cable should always be hung when not in use.

7. The work is to be carried out by ships' or base staffs.

8. Modifications to the cocking arrangements of 20 mm., Mark VIIA* S/M mountings, will be issued in a separate A.F.O.

6557.—Small Arms—Machine Carbines or Sub-Machine Guns—Bulging of Barrels—Defective Ammunition

(G. 024171/44.—14 Dec. 1944.)

Instances of bulged barrels of Lanchester and Thompson machine carbines are being reported as failures of the weapon on Form S.1148 (h).

2. Bulged barrels in these weapons, as well as in small arms generally, are almost invariably due to obstructions in the bore. With machine carbines and pistols the obstruction is usually a lodged bullet, attributable to a "no charge" or a "low charge", or to failure of the charge to ignite when the cap fires. Exposure to damp or contamination by grease or oil are the usual causes of failure to ignite.

Lodged bullets may also result from a case bursting or separating at the base.

In the Lanchester and Sten machine carbines the firing of a damaged round or a fouled chamber may cause a burst case and result in a lodged bullet.

3. It is not the initial failure which causes the bulging, but the round following, and in automatic fire the firing of the subsequent round cannot be prevented.

To reduce the chances of bulged barrels to a minimum the following precautions are to be observed:—

- Ammunition which has been exposed to damp or which shows signs of discolouration or of contamination by grease or oil is not to be used.
- Ammunition is to be visually examined when filling magazines. Damaged rounds are not to be used.
- Carbines should be examined before firing and at intervals during prolonged firing to ensure that the chamber is not fouled, particularly at the front end. A fouled chamber must be cleaned with a wire brush.

4. Bulged barrels in machine carbines should be reported on the new form S.1148 (n), which is shortly to be issued. Pending the issue of form S.1148 (n), bulged barrels should be reported as ammunition failures on form S.1148 (i), as well as on form S.1148 (h). Full particulars of make, date of manufacture and lot number of the ammunition should be recorded.

5. Every precaution is to be taken to keep ammunition dry and free from oil, whether in boxes or magazines.

(A.F.Os. 1914/42 and 3000/42 are cancelled.)

6558.—Training—Instructional Appliances—The Panoramic Gunnery Trainer, Mark I

(G.D. 0966.—14 Dec. 1944.)

The hit registration marks on the sea-to-air films supplied with the Panoramic Gunnery Trainer, Mark I, are calculated to allow for own ship's speed. In film A.A.1, for example, all the attacks are made from bearing Red 90, and own ship's speed of 25 knots is allowed for. Since allowance for own ship's speed in close range A.A. fire is not taught in the Royal Navy, it is desirable to eliminate this from the scoring: otherwise a gunner aiming correctly "as taught" will never score a hit on the trainer.

2. The hit registration marks are calculated to indicate mathematically correct point of aim, and there are, therefore, other discrepancies between aim as indicated by the marks and aim as taught. The hit registration marks allow, for example, for change of A.P.V. with range. These discrepancies are, however, of less magnitude than that due to allowance for own ship's speed, and can be regarded as negligible and, in any case, own ship's speed allowance is the only one which can easily be eliminated.

3. The allowance for own ship's speed is eliminated by misaligning the slit in front of the horizontal P.E. cell, and the vertical cross wire of the projected sight, by a suitable amount. The description given below is for making the adjustment for film A.A.1, but, as will be seen, the method is easily adaptable for any other film in which the attacks are from a different bearing or own ship's speed is different.

4. When the adjustment has been made, the introductory part of the film, carrying the sound track which informs the gunner of the bearing on which the attacks occur, and of own ship's speed, should be cut off and disposed of.

5. It has also been found desirable to be able to align the scoring cells with the projected sight without unshipping the film and shipping the lining-up film. The procedure for this is also given below. The drill for aligning the vertical cell applies in all cases, but that for aligning the horizontal cell does not, of course, apply when the cell is being misaligned to eliminate the own ship's speed allowance.

Procedure for eliminating own ship's speed allowance.—For film A.A.1 (own ship's * speed 25 knots, aircraft bearing Red 90).

(a) With CYCLE switch ON, MAKE the MAIN switch. Do NOT depress the START button. The sight alone will then be projected on the screen.

(b) Slacken off the horizontal adjustment screw.

(c) Move the sight bar until the vertical cross-wire falls 25 knots left (as viewed from inside the unit) of the slit in the horizontal P.E. cell housing.

(d) Tighten the adjusting screw.

Procedure for aligning projected sight with P.E. cells, without using lining-up film. (Procedure when using lining-up film is given in the handbook.)

Horizontal Adjustment (for films with no allowance for own ship's speed only).

(a) With CYCLE switch ON, MAKE the MAIN switch. Do NOT depress the START button. The sight alone will then be projected on the screen.

(b) Depress the P.G.T. until part of the vertical cross-wire of the sight falls below the screen on to the horizontal P.E. cell.

(c) Slacken off horizontal adjusting screws.

(d) Move sight arm until the vertical cross-wire falls directly over the slit in the horizontal P.E. cell housing.

(e) Tighten adjusting screw.

Vertical Adjustment. (Applicable for all films.)

(a) As for horizontal adjustment above.

(b) Depress P.G.T. until the slit in the vertical P.E. housing is in line with the lower edge of the screen.

(c) Slacken off vertical adjusting screw.

(d) Move sight arm until horizontal cross-wire of sight falls exactly on lower edge of screen in line with slit in vertical P.E. cell housing.

(e) Tighten adjusting screw.

A.F.O. 4380/44.)

6559.—Modified Northover Projectors for Harbour Defence—REPORTS

(T. 0183/42.—14 Dec. 1944.)

Modified Northover projectors were installed, early in the war, at certain stations for harbour defence against midget submarines. They were used to project 1½-lb. T.N.T. charges.

The distribution of these projectors is not known at Admiralty as they were set up as an improvised defence.

2. It is desired, therefore, that local Naval Shore Authorities should render a report as follows:—

(a) Reports should be rendered if any projectors of this type are held and whether these projectors have been and/or are still being used to project 1½-lb. T.N.T. charges.

(b) The use of them should cease until further orders.

(c) Reports should state whether any replacement weapon is required.

(d) Blank reports not required.

6560.—Depth Charge Throwers, Marks IV and IV*—Modification to the Tumbler Hook—As. and As.

(T. 2066/44.—14 Dec. 1944.)

To facilitate the reloading of depth charge throwers, Marks IV and IV*, the following modification to the tumbler hook is to be carried out as shown in A.F.O. Diagram No. 442/44:—

- (i) Remove the split pin, axial pin and tumbler hook.
- (ii) Plug and weld the $\frac{1}{2}$ -in. diameter hole in the tumbler hook and cut a $\frac{3}{8}$ -in. square hole (Item 2).
- (iii) From suitable M/S bar, cut a bolt with square section centre, and nut to dimensions shown (Items 1 and 3).
- (iv) From $\frac{1}{2}$ -in. M/S bar cut a $5\frac{3}{4}$ -in. length, chamfer one end at 15° , and weld to the bolt at 45° to the square section of the bolt (Item 1).
- (v) Replace the tumbler hook, fit the bolt, nut and split pin.

2. In cases in which the work cannot be done by depot ship, ships are to insert an item in their next list of As. and As., Classification "A," quoting this Admiralty Fleet Order as authority.

6561.—Depth Charge Throwers, Mark IV Series—Introduction of Carrier Safety Shear Pin

(T. 2127/44.—14 Dec. 1944.)

Reports have been received of the carrier of the Mark IV series Depth Charge Thrower Carrier, lifting owing to bad weather or underwater explosive shock, thus releasing the tumbler slip of the strop and allowing the depth charge to fall overboard. To prevent this the carrier safety shear pin has been designed. The range of the thrower is unaffected.

2. *Description.*—A steel bracket is bolted to the barrel of the thrower and another bracket is bolted to the carrier; both are drilled with $\frac{3}{16}$ -in. dia. holes to take a shear pin. When the thrower carrier is housed, the two brackets marry and the shear pin, which is a $\frac{5}{16}$ -in. dia. Naval brass split pin $4\frac{1}{2}$ in. long is inserted. This pin restrains the carrier from moving under shock or sea action. Twelve Ready Use shear pins are to be rove on a wire clip which is secured by a small eye to the arrestor feed pipe above the tank joint nut.

3. *Method of use.*—When the thrower carrier is housed, a shear pin is always to be kept inserted; on firing the thrower the shear pin is sheared and on reloading a new shear pin is to be inserted. The ends are to be opened sufficiently to retain it against vibration.

4. *Fitting.*—Ships fitted with Mark IV series Depth Charge Throwers are to apply to the nearest Naval Armament Depot to fit carrier safety shear pin brackets and clip for R.U. shear pins to Mark IV series Depth Charge Throwers, two or four in number as applicable, as soon as the necessary components become available.

5. Supply of shear pins $\frac{5}{16}$ -in. Naval brass split pins $4\frac{1}{2}$ in. long are consumable Naval store items. Ships are to demand an initial supply of one gross of these split pins and thereafter as necessary to replenish, quoting this A.F.O. as authority.

6562.—Torpedo Tubes—18-in. and 21-in. L.C.—Modification to Breech Blocks

(T. 01130/44.—14 Dec. 1944.)

A misfire has occurred due to a broken striker in the breech block of an L.C. torpedo tube. It is probable that the striker was broken when carrying out tube drill by forcibly opening the breech whilst the mechanism was in the "uncocked" position.

2. Attention is drawn to paragraph 11 of O.U. 6341 (1) which states that the breech block must be cocked before the breech can be opened or closed.

3. In order to minimize the risk of damage to the striker, the striker groove cut in the face of the breech is to be extended through to the cartridge space along the arc of travel of the striker as indicated in A.F.O. Diagram 443/44.

4. Although this modification will obviate the possibility of damage to the striker during drill when no cartridge is inserted in the cartridge pocket, the danger of damage still exists when a cartridge is inserted.

6563.—Spare Torpedo Tubes Mountings—State of Readiness—REPORT

Dockyard and Shore Authorities

(T. 02610/44.—14 Dec. 1944.)

The following policy for spare torpedo tube mountings held at the various dockyards, gun mounting stores and ports abroad is promulgated for information and necessary action.

2. *T.R. IV, Q.R. VIII, Q.R. IX, P.Q.R. and P.R. Type Mountings.*—Where held, the most modern mounting of each of the above types is to be brought up to date, made complete in all respects, inclusive of all modifications that may have been ordered by Admiralty Fleet Orders or Letters, and maintained ready for issue at not more than seven days' notice. If more than one mounting of the same type is held by any authority, the second and subsequent mountings should be maintained at not more than one month's notice. When a mounting at short notice is transferred to another authority or installed in a ship, the next mounting of the same type (if held) is to be brought forward in its place.

The types and registered numbers of torpedo tube mountings at seven days' notice are to be reported to the Admiralty. Any subsequent changes are to be similarly reported.

3. *L.C. Torpedo Tubes, 18-in. and 21-in.*—Where held, three pairs of each size of L.C. torpedo tube are to be maintained in a fully modernized condition ready for immediate use.

4. *Other Types of A.W. Torpedo Tube Mounting.*—A.W. torpedo tube mountings of marks not mentioned in paragraph 2, are to be maintained in a state of preservation, at approximately one month's notice for installation in a ship. Modifications which may be ordered from time to time are not to be incorporated in these mountings. The registered numbers of mountings in store on which it is considered that more than one month's work is required to make fit for service are to be reported to Admiralty, with a short list of defects and deficiencies, for decision as to whether they should be brought to produce.

6564.—U.S. American Equipment for 22-4-in., Mark 13, Modification Torpedoes—G.2333 Reducing Valve Testing Set

(T. 09380/44.—14 Dec. 1944.)

A modified type of reducing valve testing set is being supplied with recent sets of equipment in Lists 178 and 235.

2. This modified set includes a 3-12 cub. ft. bottle, but does not include a combustion pot.

3. Pot pressures are not (repetition not) now recorded, but the exit restriction is checked for size. Correct exit restriction for Mark 13-1 and 2A torpedoes is point 156 *vide* O.D. 750, page 27, paragraph 12, last line.

4. *Method of connecting test set.*—The fitting carrying the right and left handed nuts should be connected to the low pressure outlet of reducer, and with correct exit restriction point 156, and using 1-in. bore vent, the test as laid down for reducer testing set fitted with combustion pot is carried out.

6565.—Crystalline Deposit on Primers or Primer Guide Tube in L Mark III Mines

(T. 02079/44.—14 Dec. 1944.)

Reports have been received of a crystalline deposit being found in the primer guide tube on withdrawing the primers of recovered mines L Mark III.

Typical results of corrosion of steel and bronze parts in sea water consist of rusting and wearing away of the steel. The products of corrosion will be mixed with a certain amount of dirt and dissolved varnish.

If the bronze has corroded the products will be green and these, on being wiped off, will leave a pitted surface.

2. As a precautionary measure, in the event of sensitive crystals being present, or if it is thought that water has entered the primer guide tube, the following procedure should be adopted:—

- (i) Remove the detonator.
- (ii) If water has entered the tube, or if on withdrawing the primer sections in turn signs of deposit are observed, any of the primer sections remaining should not be removed.
- (iii) Lift the primer head box end of the mine with the recovery davit, and fill the primer guide tube with naphtha, which is a solvent for C.E.
- (iv) After ten minutes tilt the other end of the mine so that the primer sections will slide out gently and thus can be removed carefully by hand.
- (v) The primer sections should be countermined or dumped overboard in deep water over 50 fathoms.

6566.—Torpedoes—21-in., Marks VIII-IX, 18-in., Marks XII-XV*—Summary of Transmission Gear Units**

(A.S.D. 414/44/T./E.A.—14 Dec. 1944.)

A.F.O. 6049/44 is to be amended as follows:—

List 2. 18-in. *Transmission Gearing Assemblies*, item 2, column B:—

For "As 6120, but with involute teeth=1620A"

read "As 6120, but with involute teeth=6120A".

(A.F.O. 6049/44.)

6566a.—Torpedo Igniters Mk. XI—Lot 74 Filled GD4/42—REPORT

(A.S. 11185/44.—14 Dec. 1944.)

Igniters, Torpedo, Mark XI—Lot 74 filled GD4/42 are to be withdrawn from service.

2. Any igniters, torpedo, of this lot number on board H.M. Ships, are to be landed at the nearest Naval Armament Depot and replacements demanded as necessary.

3. A report on the climatic history of igniters of the above lot number during the period on board should be forwarded to the Naval Armament Depot at the time the igniters are landed.

6567.—Torpedo Exploder Mechanisms—Special Precautions to be Observed on Attaching Detonator and Safety Chamber Assembly

(T. 09376/44.—14 Dec. 1944.)

Information has been received that a slight indentation of detonator firing caps has been occasionally noted when the safety chamber and detonator assembly have been removed from the exploder mechanism after being installed in the warhead in a cocked and unarmed condition for a considerable period. This is due to the fact that it is possible to have, in accordance with allowable tolerances, a small negative clearance between the firing pins and the caps, when the mechanism is in the cocked and unarmed condition.

2. While very unlikely, it is considered that there is some possibility if all the tolerances should be at the maximum and in the most unfavourable directions, the caps might be fired on impact of a torpedo with the water, or due to a heavy jar during handling. In either case the result would be a dud.

3. As a safety precaution the following steps are to be taken:—

Detonators Mark 8, Mark 8 Mod. 1 and Mark 8, Mod. 2:—

After fitting the safety chamber to the exploder mechanism in the prescribed manner with all scribe marks matching and detonator carrier flush with safety chamber, and before inserting the four attachment screws, advance the safety chamber (but not the arming gear) 90 degrees, causing the detonator to project from the safety chamber $\frac{1}{8}$ -in. Attach the chamber with screws. The arming distance is reduced approximately 13 yards by this modified method of assembly.

4. The above procedure will assure, in all cases, safe clearance between the firing pins and the detonator caps for the Marks and Mods. of the detonators indicated. In the meantime detonator design modifications assuring a safe clearance are being prepared. When these are ready they will be issued as detonators, Mark 8, Mod. 3, and with these the special procedure described in paragraph 3 above will be unnecessary.

6568.—Magnetic Compass Gear—Grid Rings, Pattern 1162

(N.S. 29152/44.—14 Dec. 1944.)

The grid ring, Pattern 1162, for compass, Pattern 1151A, is so little used that the article has been declared obsolescent.

2. Issues will continue to be made when specially demanded by Commanding Officers until stocks have been expended.

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

(A.F.Os. 3434/43 and 1546/44.)

6569.—Fire Extinguishers, Methyl Bromide—Replace Parts of Supply

(D. 20859/44.—14 Dec. 1944.)

Arrangements have been made with Messrs. National Fire Protection Co. Ltd., Petersham Road, Richmond, Surrey, to hold available complete sets of methyl bromide remote controlled fire extinguishing equipment suitable for the following types of petrol-engined craft:—

Fairmiles "B", "D" and "H".

60-ft. C.T.

L.C.P. (S).

M.A./S.B.

L.C.T.

L.B.O.

British Power boats 71-ft. 6-in. M.T.B.

L.C.A.

L.C.M.

Vosper 1943 M.T.B.

Samuel Whites M.T.B.

2. Demands for replace parts or for replace sets of equipment are to be forwarded by repair authorities to the National Fire Protection Co., Ltd., who will supply from stock. Demands should (a) refer to this order and (b) indicate numbers, and items of spare parts, and numbers of complete sets required. It is essential that this information be given in order that claims may be correctly rendered.

3. The financial transaction involved will be dealt with at the Admiralty, and claims are not to be accepted for any items or sets demanded and supplied by this contractor.

Copies of demands are to be forwarded to the Admiralty for information.

4. Replace parts or complete replacement sets are not to be demanded if defective parts are readily repairable without extending dates of completion of vessels concerned

(A.F.O. 4765/44 is cancelled.)

6570.—Feed Pumps, Ingersoll Rand—Operation and Maintenance

"Captain's" Class Frigates with Turbo-Electric Machinery

(D. 21059/44.—14 Dec. 1944.)

Several cases of serious defects in main turbo-feed pumps have been reported, some of which are accompanied by loosening of the turbine rotor, indicating overspeeding:

2. Overspeeding may be due to:—

(a) Loss of pump suction.

(b) Faulty pressure and speed governor control.

(c) Failure of lubrication to turbine thrust bearing, causing failure of whitmetal.

3. The following instructions are to be observed. Pages and figure numbers refer to U.S. handbook, "Instructions for Operation, Care and Maintenance—Ingersoll Rand Main Feed Pumps".

- (a) The level of water in the surge tank is to be maintained as high as possible by judicious use of the make up feed valve, particularly when a reduction in speed is anticipated. Under action conditions at high speed it is advisable to keep the second condensate pump running.
 - (b) The recirculating valve is always to be kept open (including while starting).
 - (c) The pump is to be started with the suction valve open and discharge valve shut.
 - (d) The spindle of the speed governor steam valve is to be examined at regular intervals to ensure that it is completely free in its bushes. No lubricant other than graphite is to be used on the spindle. When withdrawing the valve for examination the security of the double beat steam valve on the spindle is to be examined, and the instructions on page 19 are to be observed when refitting.
 - (e) The rotating parts of the governor assembly are to be examined at regular intervals, in view of the fact that no overspeed trip gear is fitted. The axial freedom of the governor spring seat (item 10 in Fig. 8) is to be verified. The regular lubrication of the governor by the oiler provided is essential.
 - (f) Failure to maintain the correct axial setting of both pump and turbine or to grease the flexible coupling between the two regularly may produce heavy axial loads on the thrust blocks. It may be necessary on a long passage to steam on the auxiliary feed pump for a short period to enable the flexible coupling to be greased, since the grease may gradually be thrown out while running. N.D. Symbol No. 3080 lubricant, or the following oils—Admiralty heavy filtered oil, Schedule 378, M.700, or D.T.D.472 A, B or C grades—is to be used in the flexible coupling. The flexible coupling should be examined at regular intervals.
 - (g) The supply of adequate lubrication to the turbine thrust block is important, particularly as this item is furthest from the pump. Worn turbine carbon packing or a dirty oil filter may cause failure of the thrust bearings, which in turn will cause the governor steam valve to open wider.
 - (h) When refitting carbon packing it should be verified that the carbon ring lock pin, item 5, fig. 7, has an adequate clearance in the slotted segment to allow the adjoining segment to butt fully.
4. Additional points which should be examined regularly are :—
- (a) Security of holding down bolts, which may affect the alignment of pump and turbine.
 - (b) Security of grub screws for water and oil fingers on pump and turbine shafts.
5. Improvised filters on the feed line to protect the pump are not, in general, to be fitted, owing to the possibility of a complete stoppage of the pipes in which they are fitted. Progressive cleaning of feed tanks and feed systems at boiler cleans is the surest method to clean the feed system of impurities.
6. It should be noted that the speed of the unit at full outputs should be 4650 r.p.m. The turbine speed governor is intended to start closing the steam governor valve at 4800 r.p.m., and to limit the speed of the unit to 5040 r.p.m., and therefore acts as an overspeed device, the steam supply under running conditions being controlled by the pressure governor. Instructions for setting and maintenance of the pressure governor are given in the Foster Eng. Co. handbook, "Maintenance of Automatic Valves".
7. In order to check the overspeeds quoted above, it will be necessary to apply a tachometer to the end of the pump shaft, observing in general the provisions of E.M., Art. 313, except that the steam governor valve is not to be disconnected from the governor. The turbine should be run up with the pressure governor inoperative, i.e., in the "open" position (see Handbook), with the pump discharging to a boiler at reduced pressure on to a reserve feed tank.

6571.—Diesel Engines, General Motors Models 268A, 278, 278A and 567—Periodic Inspection of Pistons and Rings Without Removal

B.Y.M.S., B.A.M., B.A.T., A.T.R., B.D.E., L.S.T. (2), B.E.C. and other Lease Lend Ships

(D. 19917/44.—14 Dec. 1944.)

It has been reported that advantage is not being taken of a design feature of the larger model General Motors Diesels which provides for easy inspection of the condition of scavenge ports, pistons and rings without these having to be removed for the purpose.

2. In consequence, engines have been run for long periods with broken or stuck piston rings and/or obstruction of the scavenge ports in the cylinder liners due to carbon deposit or sludge resulting in overheating and liner wear.

3. The simplicity with which this inspection can be made is evident from the Makers Instruction Manuals (provided in each vessel) but briefly it may be described:

- (a) *Model 268A.*—By removal of the scavenge air manifold or blower trunk which uncovers all the air inlet ports in the cylinder liners (eight cylinders in line).
 - (b) *Models 278, 278A and 567.*—By removal of the inspection covers fitted to the scavenge trunks on each bank of cylinders ("Vee" design).
4. The examination is to be carried out by the ship's staff at the first opportunity after every 1,000 hours of running of each engine. It may reveal :—
- (a) Excessive carbon deposit or sludge forming on the scavenge ports as a result of long running periods on "light load" and failure to use the oil drains provided, or other causes—*vide* A.F.O. 4261/44.
 - (b) Foreign matter due to contamination of the scavenge air, e.g. dust or salt water spray collecting in the manifolds and around the ports.
 - (c) Stuck or broken piston rings: signs of piston seizure.
 - (d) Evidence of fresh water leakage from a cracked liner or faulty gasket.
5. Commanding Officers of B.Y.M.S. and Engineer Officers of other ships concerned are to see that engine room personnel carry out the inspection, recording and reporting anything unusual, i.e. stuck or broken rings, as an item for attention at the first opportunity.

(A.F.Os. 4261/44 and 4925/44.)

6572.—Turbine Blading, Stainless Iron—Corrosion of

(D. 20898/44.—14 Dec. 1944.)

Stainless iron turbine blading is susceptible to rapid attack by chlorides (usually derived from sea water) when such salts are deposited on the material in association with moisture.

2. Experience has indicated that in general such action is confined to sections of the turbine below the "dew point" and no excessive attack has yet been found in H.P. turbines, except where these have been flooded with sea water. At the relatively high average powers developed under war conditions hitherto, the dew point lies almost always within the L.P. turbine: it may occur immediately after the first row of blading which may accordingly be free from evidence of corrosion although later stages are heavily attacked. The last rows of the L.P. blading have also been found to be free from attack, due possibly to the washing action of the relatively very wet steam.

3. The condition of the feed water and the other factors that are pre-requisites of this action, cannot yet be precisely stated but the following points should be observed :—

- (a) Strict attention must be paid to the early correction of even slight sea water contamination.
- (b) It is important that turbines shall not be allowed to lie idle for more than 24 hours with even weak salt solution on the blades.
- (c) When washing contaminated turbines, it is advantageous to heat the water to about 200° F.

(A.F.O. 5750/43.)

6573.—Diesel Generators, Hercules Type DJX-C—Replacement of "Viking" Salt Water Pumps and Disposal of Old Pumps

B.Y.M.S.

(D. 17071/44.—14 Dec. 1944.)

In view of the rapid wear being experienced in "Viking" salt water pumps as fitted to Hercules generating sets, the U.S. authorities have decided to replace all existing pumps by others of all bronze construction.

2. The new pumps will be supplied when available without demand and on receipt are to be fitted at the first opportunity.

3. After substitution by the new type pumps, the original pumps, together with any available spare gear, are to be forwarded to the appropriate S.P.D.C. Each pump is to be suitably labelled with the number of the vessel and the serial number of the engine from which it was removed. Pumps and spare gear are to be cleaned and greased before packing to ensure that they do not deteriorate in transit.

4. S.P.D.C.'s are to consign pumps to :—

B.A.D. (Royal Navy),
c/o Commandant,
Brooklyn Navy Yard,
for Rogers Diesel and Aircraft Corporation,
1120, Leggett Avenue, New York.

The cases should be marked S.R. 4415/4 for identification purposes.

(A.F.O. 4267/44 is cancelled.)

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

6574.—Oil Fuel Sprayers Pattern 13—Extension Pieces for

H.M. Ships fitted with Admiralty 1941-type Registers and Pattern 13 Sprayers

(D. 19919/44.—14 Dec. 1944.)

Extension pieces should be fitted to all oil fuel sprayers, Pattern 13, where these are fitted in conjunction with the Admiralty 1941 type registers. A.F.O. Diagram No. 447/44 shows the general arrangement of the register and details of the extension pieces required. All sprayers supplied, including spare sprayers and those provided for lighting up purposes, should be fitted with extension pieces as shown in the diagram.

2. The Commanding Officers of ships concerned should forward demands for the supply of extension pieces where these have not already been fitted. Stocks of suitable extension pieces are available at Devonport, Chatham, Rosyth, Belfast, Londonderry and Portsmouth.

(A.F.O. 2759/44.)

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

6575.—Tanks, Hot Water, Steam Heated

(D. 8733/44.—14 Dec. 1944.)

Structural damage was caused by the explosion of a 50-gallon hot water tank in the galley of one of H.M. ships. The type of hot water tank is shown in A.F.O. Diagram No. 438/44.

2. The explosion is attributed to the fact that the existing vent pipe had at some time been replaced by one of smaller bore, to which an end length of $\frac{1}{4}$ -in. bore pipe had been added; the vent pipe was consequently too small to allow for the free release of steam generated in the tank.

3. Commanding Officers of H.M. ships in which such tanks are fitted are to arrange for the vent pipe to be examined. If the pipe is less than $\frac{3}{4}$ -in. bore it is to be replaced by a 1-in. bore pipe. A $\frac{3}{8}$ -in. bore overflow connection with a pipe led to a save-all is also to be fitted near the top of the tank. The work is to be carried out by ship's staff.

4. Where new tanks of this type and capacity are being supplied from contractors or dockyards, arrangements are to be made for a short 1-in. bore vent pipe with goose neck, and for a gauge glass to be fitted to each tank. The cold water

inlet should be positioned near the bottom of the tank and provision should be made for a $\frac{3}{8}$ -in. bore overflow connection, with a pipe led to the save-all, to be fitted about 4 in. below the top of the tank.

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

6576.—D/F Outfits FM11 and FM12—Defects in Gyro Drive

(R.E. 11117/44.—14 Dec. 1944.)

Reports have been received of difficulty in obtaining correct gyro-compass bearings with D/F outfits FM11 which is due to :—

(a) Mis-alignment of the coupling unit shaft with the driving shaft of the goniometer.

(b) Low margin of torque of coupling units, Patterns W.3369, W.3370 and W.3638, over the torque required to drive dial bearing indicator, Pattern W.5472.

2. With regard to (b) above, receiver units FMB which have been issued with dial bearing indicators, Pattern W.5472A, installed should not experience trouble due to this cause.

It is now approved for all ships and vessels fitted with D/F outfits FM11 and FM12 to replace dial bearing indicator, Pattern W.5472, by dial bearing indicator, Pattern W.5472A, and this item is to be demanded as follows quoting this Order as authority :—

Ships in home waters ... from Superintending Naval Store Officer,
Haslemere.

Ships abroad ... from nearest storing yard or base.

Initial bulk supplies will be made to yards and bases abroad by S.N.S.O., Haslemere.

The dial bearing indicators, Pattern W.5472, are to be returned to store when so replaced and will be modified to Pattern W.5472A in due course.

3. With regard to (a) above, the following measures are to be taken :—

(a) If the axes of the coupling unit and shaft drive of the goniometer are out of line horizontally the fault should be corrected by elongating the fixing holes in the plate carrying the coupling unit.

(b) If the axes of these shafts are out of line vertically (i.e., one above the other) a metal shim should be placed between the plate carrying the coupling and the frame. Viewed from the front of the receiver unit this packing will be to the right if the motor shaft is high and to the left if the motor shaft is low.

4. The details are shown on A.F.O. Diagram No. 451/44 (A.S.E. Drawing No. 38518).

5. All the above work is to be carried out by ship's staff, assisted by base staffs as necessary.

6577.—Lantern, 6-in., Signalling—Supply

(L.C.I.(L))

(N.S. 25993/44.—14 Dec. 1944.)

All L.C.I.(L) not already fitted with a U.S. type, 12-in., signalling searchlight, are to carry a 6-in. hand signalling outfit, Pattern W.1060.

2. Bases to which craft are allocated should arrange supply as necessary.

(C.in-C. E.F. 1282/E.F. 332/10, 7 Jun. 1944.)

6578.—Indicator Outfit JH4—Fitting-out Information

(R.E. 13035/44.—14 Dec. 1944.)

A.S.E. Installation Specification No. B.533 has been prepared to show the method of fitting and wiring Indicator Outfit JH4.

2. Copies of the Specification have been forwarded to the Commanders-in-Chief, East Indies Station and Western Approaches; Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Rosyth, Kilindini, Alexandria and Ceylon;

Flag Officers-in-Charge, Tunisia, East Africa, West Africa; Flag Officers-in-Charge, Milford Haven and Aden (for Radar Officers); Commodore, Algiers; Commodores-Superintendent, Gibraltar, Malta and Simonstown; Commodores-in-Charge, Sheerness and Halifax; Commodore Commanding, R.I.N. Bombay; Captain-in-Charge, Bermuda; Captain Superintendent, Durban; Naval Headquarters, India; Deputy Superintendent, Pembroke; Naval Secretary, Wellington; Naval Secretary, Melbourne, for the Officers concerned at Melbourne, Sydney and Fremantle; Captain, G.S.I.; Secretary, Naval Board (N.D.A.), Ottawa; Chief Constructors-in-Charge, H.M. Naval Repair Bases, Corpach and Dunstaffnage; B.A.D., Washington; Commanding Officer, H.M.I.S. "Chamak".

3. Copies of the Specifications have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London, South Wales, Belfast, Scottish and North Eastern Areas; and to the Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with indicator outfit JH4, are, therefore, to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.533.

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.)

6579.—Radar Installation Model—SO-13—Fitting-out Information

(R.E. 13034/44.—14 Dec. 1944.)

A.S.E. Installation Specification No. B.538 has been prepared to show the method of fitting and wiring Radar installation model SO-13.

2. Copies of the Specification have been forwarded to the Commanders-in-Chief, East Indies Station and Western Approaches; Admirals Superintendent, Chatham, Devonport, Portsmouth, Alexandria, Ceylon, Orkneys, Rosyth and Kilindini; Flag Officers-in-Charge, Tunisia, East Africa, West Africa; Flag Officers-in-Charge, Milford Haven and Aden (for Radar Officers); Commodore, Algiers; to the Commodores-Superintendent, Gibraltar, Malta and Simonstown, to the Commodores-in-Charge, Sheerness and Halifax; Commodore Commanding-R.I.N. Bombay; to the Captain-in-Charge, Bermuda; to the Captain Superintendent, Durban; to the Naval Headquarters, India; Deputy Superintendent, Pembroke; Naval Secretary, Wellington; Naval Secretary, Melbourne, for the Officers concerned at Melbourne, Sydney and Fremantle; to the Commanding Officers, H.M. ships "Helder", "Lizard", "Northney", "Sea Serpent", "Squid", "Tormentor", and "Vectis"; Commanding Officer, Combined Operations Naval Unit, Calshot; to the Captain, Major Landing Craft; to the Captain, G.S.I.; R.A.L.S.C.U.; Commanding Officers, H.M. ships "Fox", "Midge", "Mantis", "Bee Hive", "Wasp", "Aggressive", "Hornet", "Attack", "Bee", "Dartmouth II", "Mosquito" and "Gregale". To the Secretary, Naval Board (N.D.A.), Ottawa; to the Chief Constructors-in-Charge, H.M. Naval Repair Bases, Corpach and Dunstaffnage; to the B.A.D. Washington; to the Commanding Officer, H.M.I.S. "Chamak".

3. Copies of the Specification have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London, South Wales, Belfast, Scottish and North Eastern Areas; Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with model SO-13 are therefore to apply to the Warship Production Superintendent of their areas for a copy of A.S.E. Specification No. B.538.

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.)

6580.—Radar Sets, Types 271/3Q, 276, 277/AM/S/T/F,293—Modifications to Rectifier Units in Receiver Panels

(R.E. 03136/44.—14 Dec. 1944.)

Types 271/3Q—Rectifier Unit Design R (C.B.4231B, page 20).

Condensers C2, C3, C4, C5, C6, 2mF, Pattern W.2676, are to be replaced by condensers 2mF, Pattern 52121.

2. Types 276/7, 293—Rectifier Unit S.E.6 (H.546A, page 22).

(a) Condensers C3, C4, C5, C6, 2mF, Pattern W.2676, are to be replaced by condensers 2mF, Pattern 52121.

(b) Condenser C2, 8mF, Pattern W.6809, is to be replaced by condenser 8mF, Pattern 50761.

3. It should be noted that the negative terminal of condenser Pattern 52121 is connected to the metal case of the condenser. Care should therefore be taken to insulate the metal case of adjacent condensers from each other and also from the chassis.

4. The necessary stores are to be demanded from S.N.S.O., Haslemere, or S.N.S.O. Colombo, quoting this order as authority.

5. The work is to be carried out by ship's staff, assisted by base staff where necessary, or by Fitting Officers when sets are being installed.

(A.F.O. 6061/44 is cancelled.)

6581.—Radar, Types 281, with Control Unit 20D, 276 and 293—A.C. Supply Outfit DPB, Type YE Beacon—A.C. Supply Outfit DPH

(R.E. 03188/44.—14 Dec. 1944.)

Ships fitted with Patterns W.6104A or W.4746A boards 2AJ, supplied as a component of A.C. supply outfits DPB and DPH, are to modify these by replacing the existing hand-auto change-over switch (Pattern W.9296) with Pattern 52126 switch.

2. Pattern 52126 switch can be fitted without alteration of fixing holes; it has similar terminal markings to those of the existing switch and requires the same connections. These should be in accordance with A.F.O. Diagram No. 439/44 (A.S.E. Drawing No. 39899). Care should be taken to mark the connecting wires as they are removed from the existing switch and to ensure that they are connected to corresponding terminals on the new switch.

3. The pattern number of boards so modified should be amended to W.6104B or W.4746B as appropriate.

4. Pattern 52126 switch should be demanded from S.N.S.O., Haslemere, or S.N.S.O., Colombo, quoting this order as authority. Pattern W.9296 switch should be returned to the Naval Store Officer, Glossop, for survey.

5. The modification is to be carried out by ships' staff assisted by base staff where necessary.

6582.—W/T Set, Type 65—Introduction of Master Oscillator Unit

(N.S. 021513/44.—14 Dec. 1944.)

In order to allow Transmitter 5G to be used on frequencies for which no crystals are available, a Master Oscillator Unit, Pattern W.9427, will in future be provided with all type 65 sets.

2. The Master Oscillator Unit, which plugs into the crystal sockets on the front of the transmitter 5G, has three ranges—

| | | | | | |
|---------|-----|-----|-----|-----|-----------------|
| Range 1 | ... | ... | ... | ... | 3 to 4.5 Mc/s. |
| Range 2 | ... | ... | ... | ... | 4 to 7 Mc/s. |
| Range 3 | ... | ... | ... | ... | 6.5 to 12 Mc/s. |

3. If operation in the range 12 to 20 Mc/s is desired, the Master Oscillator Unit should be set for one half the channel frequency and the amplifier stage used as a frequency doubler—e.g., for operation on a frequency of 16 Mc/s, the Master Oscillator Unit should be tuned to 8 Mc/s and the amplifier adjusted to 16 Mc/s.

4. *Method of Tuning.*—The switch and dial pointer of the Master Oscillator Unit are set to the frequency desired and the "Oscillator Range Switch" and "Oscillator Tuning" controls on the transmitter are set up as described for crystal operation. It will be observed that the neon tuning indicator glows over a wide range of the "Oscillator Tuning" control, and that rotating this control causes large alterations in the frequency generated, despite the setting indicated on the Master Oscillator Unit. After the "Oscillator Tuning" control has been roughly set to obtain a glow in the neon indicator, the control should be rotated one way or the other until the exact frequency required is obtained. This is indicated either by the zero beat position in an oscillating receiver set to the required frequency or by maximum deflection in a wave meter set to the required frequency and loosely coupled to the transmitter.

The "Amplifier Tuning" and "Aerial Tuning" controls are then tuned exactly as for crystal operation. When in master control, the settings of the various controls are to some degree interdependent, so that slight readjustment, usually of the "Oscillator Tuning" control, may then be necessary to bring the transmitter to the exact frequency.

5. It is pointed out that the frequency stability and quality of transmission when using the Master Oscillator Unit compare unfavourably with crystal control, so that Master Oscillator control should never be used on frequencies for which crystals are available.

6. Authorities already supplied with type 65 sets who require Master Oscillator Units are to demand them from the Superintending Naval Store Officer, Haslemere, quoting this order as authority.

7. Establishment List No. E.461 has been amended.

6583.—W/T Sets, Types 89/M—Introduction of New Condensers

(R.E. 10612/44.—14 Dec. 1944.)

Experience has shown that the condensers C.115 and C.116 in transmitters, Types 89/M (and the condenser C.135, Admiralty Pattern 1059, in Type 89M only) are subject to overload with certain combinations of aerial and trunking lengths.

2. Replacement condensers, shown in the table below, have been introduced to replace these condensers in all future types 89/M, and will be supplied to ships fitted with type 89/M for fitting by ship's staff. All transmitters at present held in storing yards are also to be modified.

| Existing condenser | Capacity | Replacement condenser | Capacity | No. required per transmitter |
|--------------------|-------------|-----------------------|--------------|------------------------------|
| C.115 | 0.0001 mfd. | A.P.50852 | 0.0001 mfd. | 1 |
| C.116 | 0.003 mfd. | A.P.50853 | 0.0003 mfd. | 1 |
| C.135 | 0.0011 mfd. | A.P.50854 | 0.00075 mfd. | 2 |

(A.P.1059) N.B.—One spare condenser of each pattern will be supplied for each Type 89/M.

3. Ships in home waters and yards at home should demand on S.N.S.O., Haslemere. Ships abroad should demand on nearest storing yard. Initial bulk supplies will be made to yards abroad by S.N.S.O., Haslemere.

4. The replacement condensers should be bolted on the central partition below the existing condensers in such a position that the flexible connector from L.103 will still plug over the terminal bushes, which should be transferred from the original condensers. 12 S.W.G. copper wire should be used for connections, which are shown in A.F.O. Diagram No. 449/44 (A.S.E. Drawing No. 38701). It is to be noted that the two 0.00075 mfd. condensers are wired in parallel to give an effective capacity of 0.0015 mfd. for use between 1.5 and 2.2 mc/s. in type 89M only.

5. The new condensers will not affect the tuning curves given in the handbook except for Band D in type 89M (1.5 to 2.2 mc/s) where the setting for dial C will be slightly higher than when the condenser, Pattern 1059, is in use.

6. Surplus fittings are to be returned to storing yard for reduction to produce.

7. Establishment List No. E.559 and Handbook No. SS.121 will be amended in due course.

6584.—Emergency Battery-Driven Transceiver Aft—Fitting of—As. and As.

Destroyers, Sloops, Frigates and "Castle" Class Corvettes

(R.E. 11548/44.—14 Dec. 1944.)

To meet the possibility of all W/T and R/T equipment in the fore part of destroyers, sloops, frigates and "Castle" class corvettes being put out of action, it has been approved to supply an emergency battery-driven W/T R/T transceiver to be fitted in the after superstructure, subject to space being available. It has also been approved to supply these sets with battery-charging facilities.

2. American transceivers Type TCS will eventually be provided, but until supplies of this set become available R.A.F. G.P. sets R.1082/T.1083 may be supplied instead.

3. Commanding Officers of ships not already fitted are to insert an item, Classification A, in their next list of As. and As., "To fit emergency transceiver aft" quoting this Order as authority. Commanding Officers of ships fitted with an emergency transceiver aft which is not provided with battery charging facilities are to insert an item, Classification A, "To fit battery charging facilities to emergency transceiver aft" quoting this Order as authority.

4. The deck space actually occupied by either the R.A.F. G.P. set or Type TCS is 5 ft. x 1 ft. 6 ins. Space is also required in front for a hinged seat and flap table for the operator. Where the position has not already been selected, a site in a compartment or passage, preferably well aft and on the upper deck, which is not likely to be flooded immediately the ship sustains damage, should be selected in conjunction with the W/T Fitting-Out Officer. The actual space allocated should be reported and in the case of new construction should be indicated on the "As fitted" drawings.

5. When the R.A.F. G.P. set is provided, all equipment, with the exception of the batteries, main switch and fuse box and the case of coils, is to be housed in a cabinet, mounted on four resilient mountings, Pattern W.3115, and stayed off the bulkhead by two resilient mountings of the same type. Ships already fitted with the R.A.F. G.P. set are to demand six mountings, resilient, Pattern W.3115, from Storing Yards, quoting this Order as authority, for fitting by the ship's staff.

6. Batteries, which are supplied as part of the installation, are as follows:—

| | |
|-------------------------|---|
| TCS., 24-volt, D.C. ... | Battery outfit BBw. |
| TCS., 12-volt, D.C. ... | Battery outfit BBu. |
| R.A.F. G.P. set ... | Battery outfit BBu. (For 12-volt, D.C., equipments.) |
| | Battery outfit BBw. (For 24-volt, D.C., equipments.) |
| | Two 20-amp. hour batteries providing 8 and 2-volts, D.C., supply for transmitter and receiver filaments respectively. |

7. Charging facilities are provided with battery outfits BBw and BBu and with the 8 and 2-volts filament batteries. Instructions for fitting the batteries and charging arrangements and for modifying existing installations which have not been fitted with charging facilities, together with a list of stores required, are contained in Appendix A to this Order.

8. A Pattern 809 or Group S deck insulator is to be fitted through the nearest outboard bulkhead to the transceiver and connected by Pattern 611A wire to the aerial terminal of the transceiver. The aerial, which is to be of Pattern 611A wire, is to be stowed in a convenient position above decks readily available for rigging.

9. The American VT25 valves at present being supplied with the R.A.F. G.P. sets have not proved satisfactory, and arrangements are being made to provide British VT25 valves instead. Where American valves have already been supplied, replacements are to be demanded from Storing Yards, quoting this Order as authority.

10. A number of spare sets will be issued to certain operational bases for issue to light craft other than those to whom supply has been specifically approved when required to proceed on a detached voyage.

11. Installation of the completed equipment and modification of existing installations, to include battery charging, should be within the capabilities of base staffs. For guidance in fitting, reference should be made to Specification No. B.232/44, Issue 2, in the case of the R.A.F. G.P. set and to Specification No. 224/43 in the case of Type T.C.S., both of which are being amended to embody battery-charging facilities. Establishment List No. AE2 contains list of stores for Type T.C.S. and List No. E.533 for the R.A.F. G.P. set.

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

13. The necessary stores are to be demanded from Storing Yards quoting this Order as authority.

APPENDIX "A"

Fitting of Battery Outfits BBU and BBW and Modification to Filament Circuits of the R.A.F. G.P. Set

The wiring diagram for battery outfits BBU, 12-volt, and BBW, 24-volt, is shown on A.F.O. Diagram No. 445/44 (1). (A.S.E. Drawing No. 40133.)

2. The following stores comprise battery outfit BBU and BBW :—

| Pattern No. | Description | No. required | |
|-------------------------------|---|--------------|-----|
| | | BBU | BBW |
| A.M. Ref. 5J/1391 or W.3433/A | Battery, lead acid, 40-amp. hrs. | 1 | 2 |
| 8289 | Switch, tumbler, mounted, D.P., 1-way, 5-amp. ... | 1 | 1 |
| 8191A | Fuse box, 1-way, 7-amp. | 1 | 1 |
| W.3216 | Resistance, mounted, semi-enclosed, 50-ohms ... | 1 | 1 |
| 5999 | Switch, D.P., 2-way, 15-amp. | 1 | 1 |
| 8182A | Fuse box, 1-way, 30-amp. | 1 | 1 |
| 5504 | Fuse, 20-amp. | 2 | 2 |
| 5542 | Fuse, 7-amp. | 2 | 2 |

3. The batteries are to be fitted in battery boxes provided with natural ventilation at top and bottom.

4. Details of charging arrangements for the filament batteries for the R.A.F. G.P. set are shown on A.F.O. Diagram No. 445/44 (2). (A.S.E. Drawing No. 40134.)

5. The following stores are required for modification of the filament supply arrangements :—

| Pattern No. | Description | No. required | |
|-------------|---|--------------|--------|
| | | 110-v. | 220-v. |
| 8111A | Fuse box, 2-way, 7-amp. | 1 | 1 |
| 5541 | Fuse, 5-amp. | 4 | 4 |
| 8289 | Switch, tumbler, mounted, D.P., 1-way, 5-amp. ... | 2 | 2 |
| 8285 | Coupling bar for 5-amp. switches | 1 | 1 |
| 1324 | Base for batten lamp holder | 3 | 4 |
| 7990 | Lamp holder, batten type | 3 | 4 |
| 1758A | Lamp, C.F., 50 C.P., 110-volts | 2 | — |
| 8047 | Lamp, C.F., 16 C.P., 110-volts | 1 | — |
| 2118 | Lamp, C.F., 32 C.P., 220-volts | — | 1 |
| 8291 | Switch, tumbler, mounted, D.P., 2-way and off ... | 2 | 2 |
| 2117 | Lamp, C.F., 50 C.P., 220-volts | — | 3 |

6. The lamps in the charging circuit for the R.A.F. G.P. set filament batteries are to be fitted in a ventilated light tight box or they may be painted with black-out paint if it is not possible to obtain the box. The light tight box, is, however, to be fitted at the first opportunity.

7. The filament battery for the receiver is to be housed in the transmitter receiver cabinet under the H.T. battery. The two Pattern 8291 double-pole, 2-way and off, switches controlling the charge and discharge of the receiver and transmitter filament batteries are to be mounted on a board together with the lamps, main switch and fuses.

8. The five spare filament batteries of the transmitter and receiver are to be stored.

(A.F.O 3042/44 is cancelled.)

6585.—W/T Motor Generator Type CLL 21806 and 21807—Faulty Operation

(R.E. 11849/44.—14 Dec. 1944.)

Reports have been received from sea of faulty operation of the U.S. motor generators CLL 21806, and CLL 21807 which supply power at 115 volts A.C. 60 cycles, 500 watts, to W/T receivers and D/F equipment from a 115 volt D.C., and 230 volt D.C. input respectively. These machines are fitted in L.S.T's., Canadian built minesweepers, U.S. built Salvage Vessels and certain other craft built in the U.S.

2. Inspection of the motor generator has revealed that the faulty operation is due to a manufacturing defect in the speed regulator brush contact plate which is split along its diameter instead of being split concentrically.

3. All Motor Generators Type CLL 21806, and CLL 21807 are to be inspected, and the following modification to remedy this fault is to be carried out by base staffs :—

- Remove the speed regulating assembly from the Motor Generator. It will be noted that the semi-circular segments of the brush contact plate are burnt and pitted at the split between the segments.
- Fill the entire split between the segments with lead solder and then face the plate off in a lathe.
- Cut a concentric split 3/64-in. wide in the brush contact plates 9/32-in. inside the outer circular edge.

4. The modified speed regulator contact plate should be replaced and the following adjustments made to the Motor generator to ensure satisfactory operation.

- Thoroughly clean and grease bearing parts of the machine.
- Clean all commutators with fine sand paper and rub the brushes into their respective commutators and slip rings to ensure that contact is made over their entire area.
- Loosen the motor brush rigging and adjust, until a point is reached, where the speed of the motor generator remains nearly constant between no load and full load.
- Adjust the speed regulator and shunt field series resistance until a speed of 1800 r.p.m. (60 cycles by frequency meter) is obtained.
- Adjust alternator field series resistance to the output A.C. voltage of 115 volts.

5. If, after modification and adjustment, these generators still fail to operate satisfactorily, replacements are to be demanded from S.N.S.O. (Haslemere), quoting this order as authority. If the American Motor Generators are not available, British equivalents will be supplied instead. British equivalents are as follows :—

CLL 21806 ... Either Motor Generator, Pattern 8548 (800 watts, 230 volts, 50 cycles working from 110-volt D.C.), and Field Regulator, Pattern 6275A, or A.C. outfit DRD. In both cases, two in number transformers, Pattern W 7163 (300 watts) connected in parallel will be required.

CLL 21807 ... Either Motor Generator, Pattern 4405 (1.25 k.W. 230 volt., 50 cycle A.C. working from 220 volt. D.C.), and Field Regulator, Pattern 5807A, or A.C. outfit DRD. In both cases, two in number transformers, Pattern W 7163 (300 watts), connected in parallel will be required.

6586.—Wavemeter Outfit GR—Fitting-out Information

(R.E. 13049/44.—14 Dec. 1944.)

A.S.E. Installation Specification No. B.498 has been prepared to show the method of fitting and wiring wavemeter outfit GR.

2. Copies of the Specification have been forwarded to the Commanders-in-Chief, East Indies Station and Western Approaches; Admirals Superintendent, Chatham, Devonport, Portsmouth, Alexandria, Ceylon, Orkneys, Rosyth, Kilindini; Flag Officers-in-Charge, East Africa, West Africa; Director of Combined Operations Material; Commodore, Algiers; Commodore-Superintendent, Gibraltar, Malta and Simonstown; Commodore-in-Charge, Sheerness and Halifax; Commodore

Commanding, R.I.N. Bombay; Captain-in-Charge, Bermuda; Captain Superintendent, Durban; Commodore (D), Londonderry; Naval Headquarters, India; Deputy Superintendent, Pembroke; Naval Secretary, Wellington; Naval Secretary, Melbourne, for the officers concerned at Melbourne, Sydney and Fremantle; Secretary, Naval Board (N.D.A.), Ottawa; Chief Constructors-in-Charge, H.M. Naval Repair Bases, Corpach and Dunstaffnage; B.A.D. Washington.

3. Copies of the Specifications have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London, South Wales, Belfast, Scottish and North Eastern Areas; and to the Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with wavemeter outfit GR are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.498.

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.)

6587.—Accumulators, Batteries and Cells for Radio Equipment—Deletion from F1A Section of Rate Book

(N.S. 36378/44.—14 Dec. 1944.)

The following stores under F1A/I are to be transferred to subhead F2A as from the date of this Order:—

| Pattern | Description | Sets for which allowed |
|-----------|---|--|
| W2044 ... | Accumulator, 12-volt, Tungstone, Type 12/ST5 | Hailing equipments, Types 431 and 432; Wa/T sets, Types 407 and 408. |
| W4704 ... | Accumulator, dry, 2-volts, 10 amp-hours at 20 hr. rate. | Type 78T. |
| W5868 ... | Battery, dry, 180 volts | D/F outfit FVI and Receiver outfit QG. |
| W7363 ... | Battery, accumulator, 6V, 15 amp-hours. | Hailing equipment, Type 434 (Portavox). |

2. The following items, allowed for types 64/M/MT, will be deleted from the rate book, as these sets are obsolete or obsolescent. ANY stocks held should be disposed of in accordance with existing instructions:—

| Pattern | Description | Pattern | Description |
|---------|--|---------|--|
| W5120 | *Battery, dry, low capacity, 6 volts, 3½-in. × 1½-in. × 5½-in. | W5207 | Battery container for 8 cells, Pattern W5218, and 5 batteries, Pattern 3774. |
| W5121 | *Battery, dry, 150 volts, 4½-in. × 3-in. × 2½-in. | W5217 | Cell, dry, 1.5 volt, 2½-in. × 2½-in. × 6½-in. |
| W5206 | Battery container for 8 cells, Pattern W5217, and 5 batteries, Pattern 3774. | W5218 | Cell, dry, 1.5 volt, 2½-in. × 2½-in. × 6½-in. |
| | | W5301 | Battery container. |

* Requirements for maintenance of Type 64MT will be met by Superintending Naval Store Officer, Haslemere, by local purchase under F2A as non-pattern items.

6588.—W/T Transmitters, Types 89 M/P—Operation in the Frequency Band 1.5 to 2.2 Mc/s

(R.E. 03390/44.—14 Dec. 1944.)

It has been reported from sea that due to their varying activity, crystals in the frequency band 1.5 to 2.2 Mc/s sometimes fail to oscillate when using settings from the Handbooks SS.121 for types 89/M and SS.182 for type 89P.

2. Should an instance occur of a crystal failing to oscillate, the procedure outlined in paragraphs 3 and 4 should be carried out. It should be noted that the settings from the Handbook should normally be used in setting up transmitters and the procedure outlined in this order should only be used when the crystal fails to oscillate. It is also important that the lowest setting of the dial of the crystal Multiplier and Variable Frequency Oscillator which will allow the crystal to oscillate, should be used when carrying out this procedure.

3. *Types 89M.*—(i) Insert coil B and the required crystal in the crystal multiplier and variable frequency oscillator unit. Plug the pliable connectors J into the sockets on the variable condensers C.105 and C.124.

(ii) Set the dial of the crystal multiplier and variable frequency oscillator unit to the correct setting as given in the handbook SS.121, Fig. 31. Set dials A and B at their correct settings as given by Fig. 32.

(iii) Switch the transmitter on to "TUNE".

(iv) Rotate A slowly about the original setting until a pronounced dip in the oscillator plate current meter reading is observed. This dip is a sure indication that the crystal is oscillating. Tune through this dip in the direction which causes the dial readings to decrease. This will cause the meter readings to fall slowly and rise sharply. At the point at which the plate current rises sharply rotate A in the opposite direction to a reading 5 mA. above the minimum. This is then the correct setting for A.

(v) If on rotating A about the setting as given in the Handbook no dip is obtained, advance the setting of the dial on the crystal Multiplier and V.F.O. unit by 5° and repeat the procedure as outlined in Section 4.

(vi) If there is still no dip in the oscillator plate current meter reading advance the setting of the dial of the crystal multiplier and V.F.O. unit in 5° steps up to 100° carrying out the tuning procedure at each setting as described in sub-paragraph (iv).

(vii) If the dial setting has reached 100° and it is still impossible to obtain the required dip on rotating control A, switch the transmitter off. Replace coil B by coil A and rotate the dial setting on the crystal multiplier and V.F.O. to 0°.

(viii) Switch the transmitter on to "TUNE".

(ix) Repeat the tuning procedure as described in Sections 4, 5 and 6 increasing the setting of the dial of the crystal multiplier and V.F.O. unit in 5° steps until the crystal oscillates and keys satisfactorily.

4. *Type 89P.*—(i) Insert coil B in the crystal multiplier and V.F.O. unit. Switch the band switch D to O.

(ii) Set the dial of the crystal multiplier and V.F.O. unit to the correct setting as given in the Handbook SS.182. Set dials A and B at their correct settings as given by Fig.32.

(iii) Proceed as for types 89M, paragraph 3, sub paragraphs (iii) to (ix).

5. Handbook SS.121 for types 89/M will be amended by amendment No. 2, and Handbook SS.182 for type 89P by amendment No. 1, to incorporate these instructions. Ships and authorities at home are to demand copies of amendments Nos. 1 and 2 to Handbooks SS.121 and 182 respectively from S.N.S.O., Haslemere; ships and authorities abroad from their local storing yards.

6589.—W/T R/T and Loud Hailer Installation, Type C.N.Y.1—Modification

(R.E. 13117/44.—14 Dec. 1944.)

In the original C.N.Y.1 installations it was arranged that when the headphone jack was inserted at the receiver, the remote loud speaker was disconnected. A modification, which is shown in A.F.O. Diagram No. 450/44 (Admiralty Signal Establishment Drawing No. 43266) allows monitoring of the receiver while the remote loud speaker is in operation.

2. Commanding officers are to arrange for the Marconi International Marine Communication Company agents to carry out this modification.

6590.—W/T Sets, Type 681/E—Disposal

(N.S. 21684/44.—14 Dec. 1944.)

Types 681/E W/T sets (List E644) have been rendered obsolete because of their unsatisfactory performance. No further issues will be made, and sets at present in service should be returned to the nearest Naval Store Depot when no longer required.

2. Stocks and any future returns of the following items should be disposed of in the most economical manner, after free-issue components have been removed and taken in charge as separate items:—

| Pattern | Description | Pattern | Description | Pattern | Description |
|---------|-----------------|---------|----------------------|---------|-----------------|
| W9183 | Receiver P42 | W9196 | Relay | 53191 | Alternator unit |
| W9184/A | Receiver P42 | W9198 | Power unit | 53192 | Alternator unit |
| W9185 | Motor generator | W9397 | Relay | 53337 | Box of spares |
| W9186 | Loudspeaker | W9836 | Resilient mounting | 53338 | Box of spares |
| W9188/A | Transmitter | 50035 | Relay | 53341 | Box of spares |
| W9190 | Transmitter | 53161 | Motor generator unit | 54538 | Box of spares |

W9191/A Motor generator

The free-issue components concerned are as follows:—

| Major Item | Free-Issues | Quantity |
|------------------------------------|--|----------|
| Receiver P42, Pattern W9183 ... | Quartz crystal (pattern dependent on frequency). | 1 |
| Receiver P42, Pattern W9184/A ... | Quartz crystal (pattern dependent on frequency). | 1 |
| | Socket, Pattern W6501 ... | 1 |
| | Resistance, Pattern 50029 ... | 1 |
| | Valve VR54, Pattern CV1054 ... | 1 |
| Transmitter, Pattern W.9188/A ... | Socket, Pattern W6501 ... | 1 |
| | Quartz crystal (pattern dependent on frequency). | 1 |
| Transmitter, Pattern W9190 ... | Quartz crystal (pattern dependent on frequency). | 1 |
| | Transformer, Pattern 54199 ... | 1 |
| Attenuator unit, Pattern 53191 ... | Jack, Pattern 676 ... | 1 |
| | Terminal, Pattern W4579 ... | 4 |
| | Condenser, Pattern W4427 ... | 1 |
| | Resistance, Pattern 50622 ... | 2 |
| | Resistance, Pattern 50623 ... | 1 |
| Attenuator unit, Pattern 53192 ... | Transformer, Pattern 54200 ... | 1 |
| | Jack, Pattern 676 ... | 1 |
| | Terminal, Pattern W4579 ... | 4 |
| | Resistance, Pattern W9300 ... | 2 |
| | Resistance, Pattern 50620 ... | 1 |

4. Special instructions have already been issued to the Superintending Naval Store Officer, Haslemere.

6591.—Aircraft—Air-to-Air Firing Practices—REPORTS

(A. 01795/44.—14 Dec. 1944.)

Reports are being received from fighter squadrons that no air-to-air firing practices have been carried out because no sleeve-towing aircraft were available.

2. All Naval fighter aircraft are now fitted with a means of towing targets, and this is to be considered as the normal means of carrying out air firing practices.

3. The necessary equipment and method of using the British and American P.P.T.T. gear is given in A.F.O. 726/44. All Naval air stations are to maintain adequate stocks of this equipment in store.

4. Reports on any difficulties encountered in fitting, using or obtaining this gear are to be reported to the Admiralty, through administrative authorities, together with remarks on the methods employed for overcoming the difficulties and suggestions for improvement of the equipment.

5. Target towing flights may, however, be made available to assist 1st line squadrons when they exist on stations at which the squadrons are based, and a report is to be rendered with the air firing return, stating the number of sleeves towed by each method.

(A.F.O. 726/44.)

(A.F.O. 4519/44 is cancelled.)

6592.—Aircraft—Pyrotechnics—Inspection of Distress Signals Stowed in Dinghy Packs

(A.E./G. 015957/44.—14 Dec. 1944.)

Distress signals carried in dinghy packs have, in the past, been removed for cursory examination only when dinghies were due for inspection.

2. In future, monthly inspections of all dinghy packs are to include the testing by firing of one selected distress signal of each type carried. If this signal functions successfully the remaining signals of that type in the pack are to be regarded as serviceable. In the case of 1-in. signal cartridges the pistol used for testing should be that carried in the dinghy pack.

3. If the signal fails to function in a serviceable manner all signals of that type in the pack are to be returned to store as unserviceable and replacements demanded. The unserviceable signals are to be destroyed as soon as possible.

4. When distress signals (of any type) have been stowed in dinghy packs for a period of three months they are to be returned to armament depot for examination in accordance with A.F.O. 186/44.

5. When dinghy pack log cards become available appropriate entries are to be made on the log cards giving date, signature of rating inspecting and action taken.

6. The appropriate air publications and B.Rs. 862 and 863 will be amended.

(A.F.O. 186/44.)

6593.—Aircraft Radio—Waterproofing of Micro-Telephone Wiring and "W" Plugs and Sockets

(N.A.R./A.C.R.D. 1293/44.—14 Dec. 1944.)

Reports have been received of unserviceability of communications equipment in squadrons operating under exposed conditions, particularly in Swordfish aircraft. The evidence in these reports suggests that the failures are due to water accumulating in terminal blocks, plugs, sockets and microphones. The following information is, therefore, promulgated for the guidance of all concerned.

2. *Terminal Blocks, Type B.*—These should be sealed with *Kalanoid protective insulating compound No. 2* (Stores Ref. No. 33C/887). Where this compound is not available it is recommended that synthetic resin seaplane varnish (Stores Ref. No. 33B/106) is used as a temporary measure, although it is emphasized that this will not provide a complete seal.

3. *Micro-Telephone Sockets, Type 359.*—Trouble may be experienced with water running down braided cable and entering the socket through the hole in the top. This can be prevented by the liberal application of Bostik "B" which should be applied over the whipping and between the leads and strain cords where they enter the socket.

4. *Microphones, Type 25.*—Where these microphones are in use in assembly, type 48, a disc (Stores Ref. 10A/7066) should be inserted between the anti-freeze gauze and the moulded bakelite case of the microphone. These discs should be demanded from the appropriate R.N. store depot on the basis of one disc per microphone. It should be noted that they are not suitable for use with microphone assemblies, Type 54 or Type 55.

5. "W" Plugs and Sockets should be treated as follows:—

- (i) Partly fill the front of the plug with protective insulating compound No. 1 (Stores Ref. 33C/810).
- (ii) Screw the socket into the plug, thus forcing the compound into the socket openings. Remove all excess compound from the extension of the plug and socket.
- (iii) Unscrew the end rings of the sockets and plugs to allow access to the cable connections on the soldering spills. Remove any insulating compound that may have come through from the face of the sockets and then pack Berry-Wiggins Compound 998 (Stores Ref. 33C/715) firmly around the spills and connections. Reassemble the plugs and sockets.

6. The foregoing remedies may not provide a complete cure and will certainly not prevent the ingress of moisture to sets in exposed positions. Where trouble is experienced from this source, simple waterproof canvas covers should be made from local resources and used.

7. Air crews should be made conscious of the danger of moisture collecting on their personal radio equipment. After use all mask microphones are to be wiped dry with a clean soft cloth in accordance with A.P. 1186, Volume 1, Section 6, Chapter 7.

8. Care is to be taken to see that all plugs, terminal blocks, etc., are quite dry before treatment, otherwise any moisture present will be trapped with serious results.

(A.F.O. 2639/43 is cancelled.)

6594.—Aircraft—Clinometer, M.C., Mark VII, Propeller Model

(N.S. Air 11309/44.—14 Dec. 1944.)

Clinometers, M.C., Mark VII, propeller model, Pattern F3/1555, for use in checking pitch settings of V.P. propellers, will be allowed to ships and services in accordance with the following scales:—

Ships (except Repair Ships) As shown in B.R. 378
 H.M.S. " Unicorn " (A.R.S.) 1 No.
 Component repair ships (A.R.S.) 1 No.
 Aircraft maintenance ships (A.R.S.) 1 No.

Shore establishments

R.N. Air stations, classes A and B 1 No.
 R.N. aircraft repair yards and maintenance yards (A.R.S.) 1 No.

2. Supply will be made to the following services by S.N.S.O., Severn Area, without demand:—

R.N. Aircraft Maintenance Yard, Clappenburg Bay.
 R.N. Aircraft Maintenance Yard, Tambaram.

3. Other services concerned should forward demands to their appropriate dockyard or R.N. store depot, quoting this order as authority for supply. Issues to new services will be made with their initial outfit of air stores.

4. Contract C.P. 6A/30652/44/MP723/D. of S. dated 24th October, 1944, has been placed with Messrs. E. R. Watts & Son, Ltd., for 150 clinometers, Pattern 1555, 50 of which are to be delivered to each of the following:—

H.M. Dockyard, Portsmouth.
 R.N. Store Depots, Stroud and Massley.

Delivery of 20 will be made by the end of November and the balance at 10 per week commencing January, 1945.

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

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

(C.A.F.O. 2514/41 is cancelled.)

6595.—Aircraft Equipment—Accounting and Checking Procedure—Wildcat V and Corsair II

(A.E. 6195/44.—14 Dec. 1944.)

The following amendments are to be made to A.F.O. 5801/44.

A.44/M. Wildcat V, Part B, column 3, stock number of Compass, Mark VIII—for " 86-C-800 " read " 88-C-800 ".

A.44/PB. Corsair II, Part C, column 6.

Quantity of 12-volt Batteries—for " 1 " read " 2 ".

Quantity of 24-volt Batteries—for " 2 " read " 1 ".

(A.F.O. 5801/44.)

6596.—Aircraft—Funnels, Filling, Hydraulic Fluid

(N.S. Air 12034/44.—14 Dec. 1944.)

The undermentioned item has been introduced and will be allowed to ships and Services in accordance with the following scales:—

Ref. 1A/4038 Funnels, filling, hydraulic fluid.
 Ships As shown in B.R.378

Shore establishments:—

R.N. Air Stations, Classes A and B As shown in B.R.377
 R.N. Aircraft Repair Yards 3 No.
 R.N. Aircraft Maintenance Yards 3 No.
 Squadron Servicing Units One

2. The undermentioned Services will be supplied from R.N. Store Depots without demand:—

R.N. Air Station, Piarco.
 R.N. Air Section, Dartmouth, N.S.
 749 Squadron Piarco qty. 5
 750 Squadron Piarco qty. 11
 793 Squadron Piarco qty. 1

3. Other Services concerned should forward demands to their normal source of supply of Air Stores quoting this order as authority for supply.

4. Deliveries from contractors are expected shortly, and issues will be made as soon as stocks become available.

5. Arrangements have been made for the necessary quantities to be despatched to yards abroad to cover requirements of ships and services attached to foreign stations. Details of quantities being supplied are being forwarded direct to (S) Naval Stores Officers concerned.

6597.—Binoculars, Patterns 1904, 1947, 2112, 2876, 12110, 12111 and 12114—Centralization of Stocks

(N.S. 022646/43.—14 Dec. 1944.)

Stocks of serviceable binoculars, Patterns 1904, 1947, 2112, 2876, 12110, 12111 and 12114, in the United Kingdom are to be centralized at R.N. Store Depot, Berkeley Road, Harehills, Leeds. Yards and depots should arrange transfers accordingly.

2. Demands for replacement of defective instruments should therefore be forwarded to the Superintending Naval Store Officer, West Riding Area, instead of the usual storing yards or depots. Similarly for ships concerned under construction, warrant yards should forward demands to Superintending Naval Store Officer, West Riding.

3. Defective instruments should be sent to the Superintending Naval Store Officer, Portsmouth, who, after repair, should despatch the binoculars to the central store.

(A.F.O. 3166/43.)

6598.—Binoculars, 6 × 30—Omission of Graticule

(N.S. 36142/44.—14 Dec. 1944.)

The graticule may be omitted from binoculars, Army Type No. 2, which are under repair, if a saving of labour will result.

6599.—General Motors Quad Units, Model 6051—Propeller Pitch Control Drive Housing—Loosening of Bolts and Dowels

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

(D.C.O.M. 5609/44.—14 Dec. 1944.)

Experience has shown that with the existing method of securing the propeller pitch control housing to the engine base with $\frac{1}{8}$ -in. nominal diameter bolts, there is a danger of the control housing working loose. To overcome this defect, arrangements are to be made for the forward mounting bolt holes to be drilled and reamed to $\frac{9}{16}$ in. diameter and for $\frac{9}{16}$ in. fitted bolts to be used. (See A.F.O. Diagram No. 436/44.)

2. In the event of the propeller pitch control housing having already become loose on service with resultant wear to the dowels and dowel holes, the latter should, in addition, be reamed out to accommodate $\frac{9}{16}$ -in. dowels.

3. This work should be carried out by base staffs at the first convenient opportunity.

6600.—Sterling Admiral Engines—Sparking Plugs for
(L.C.T. (3))

(N.S. 34461/44.—14 Dec. 1944.)

A modified sparking plug, K.L.G. type RC/SA*, has been found to give an improved performance with the unsupercharged Sterling Admiral engines fitted in the above craft.

2. Initial supply of this modified type of plug has been made to all craft without demand.

3. Future requirements should be demanded from the normal storing yard.

4. The standing contract, C.P.86188/43, for sparking plugs, placed with Messrs. K.L.G., has been amplified to include this type.

6601.—Main Fuel Tanks—Arrangement for Removal of Water from
L.C.T. (3) and (4), L.C.G. (M)

(D.C.O.M. 5303/44.—14 Dec. 1944.)

Reports have been received which indicate that the existing arrangements for removing water from the main fuel tanks of the above craft have in many cases proved unsatisfactory for the following reasons:—

(a) In some craft the main fuel suction tail pipes have been terminated closer to the bottom of the tank than the designed distance of 6 in.

(b) In the case of the L.C.T. (3) the portable hand pump has to be operated on the weather deck.

2. In order to facilitate the operation of removing water from the fuel tanks in these craft, arrangements are to be made so that this can be carried out by the motor mechanic without his having to go on deck.

3. The following remedial action is to be taken:—

L.C.T. (3) (*Paxman Engines*), L.C.G.(L) 3, L.C.T. (R), L.C.T. (E).

(a) An additional hand pump is to be secured to the forward engine room bulkhead and fixed suctions arranged as shown in A.F.O. diagram 437/44.

(b) Main fuel suction tail pipes are to be examined and if the distance between the bottom of the tank and the tail of the pipe is less than 6 in., the pipe should be cut to give this distance.

L.C.T. (4), L.C.G.(L)4.

(c) Stowage of flexible hoses for the portable hand pump is to be arranged in the engine room.

(d) As 3 (b).

L.C.G. (M) 1.

(e) Adaptors to connect the portable pump suction hose to the sounding tubes are to be provided where these have not been arranged during building.

(f) As 3 (b).

4. Work is to be carried out during current refit and tropicalization.

5. An A. and A. item, classification "A", is to be forwarded covering the work.

6602.—Mess Spaces—Ventilation—Improvement of—As. and As.
(3rd to 11th Emergency Destroyer Flotillas)

(D. 025749/44.—14 Dec. 1944.)

It has been decided to increase the air supply to the mess spaces in H.M. ships of the 3rd to the 11th Emergency Destroyer Flotillas on the lines indicated on drawings D.N.C. 16B/201 for the 3rd Flotilla, and D.N.C. 16B/200 for the 4th–11th Flotillas.

2. Items, classified "A.", to cover the work involved are to be included in the lists of As. and As. for the ship concerned.

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

6603.—Mercury Switch, Pattern 17971, for Short Range Buoyant Light, Pattern 16194—Introduction

(N.S./T. 3047/43.—14 Dec. 1944.)

In order to maintain the efficiency of the short range buoyant lights, Pattern 16194, spare mercury switches will be provided on the basis of one for every two or less lights carried.

2. These switches have been added to the Authorized List of Naval Stores under subhead F.2B, as follows:—

Pattern 17971.—Mercury switch for short range buoyant light, Pattern 16194.

3. The switches will be dealt with as consumable stores, and ships in commission should forward demands as necessary to their storing yards or depots. Supply to new construction should be arranged by warrant and supplying yards and depots in the usual manner.

4. A first purchase of 8,000 switches has been made and dockyards and depots should demand requirements under the Centralized Allocation Scheme.

5. Supplies to yards abroad have been arranged as follows:—

| | | | |
|-------------------|-----|-------------------|-----|
| Bermuda | 100 | Simonstown | 100 |
| Malta | 100 | Freetown | 100 |
| Gibraltar | 100 | Bombay | 100 |
| Alexandria | 200 | Colombo | 200 |
| Durban | 100 | Sydney | 400 |

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

6604.—Condenser, Pattern 9762A—Introduction

(N.S. 29246/44.—14 Dec. 1944.)

It has been found necessary to modify condenser, Pattern 9762. The modified condenser has been allotted pattern number 9762A, and is included in the Rate Book for Naval Stores under sub-head F, Item 1C, Part III.

2. The new item is identical with Pattern 9762, except that the connecting tags cannot be bent at will.

3. Pattern 9762A will be supplied on existing contracts, but Pattern 9762, which is now obsolete, should be issued until stocks are exhausted.

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

6605.—Secondary Lighting to Boiler Water Gauges—Relay Units, Pattern 16241—Introduction

"Colony" Class Frigates

(N.S./C.P. 72219/44.—14 Dec. 1944.)

To meet requirements in connection with the fitting of secondary lighting to the boiler water gauges of "Colony" class frigates, the undermentioned article, for use with the low voltage emergency lighting fitting, Pattern 17031, has been added to the Authorized List of Naval Stores, under subhead F.2A:—

Pattern 16241. Relay Unit, 117 volts. A.C. 60 cycles.

2. An initial purchase of 150 has been arranged for delivery as follows :—

| Stroud | Mossley | Rosyth |
|--------|---------|--------|
| 50 | 50 | 50 |

(C.A.F.O. 2224/44, Item 43)

6606.—Switches, Pattern 28013A—Obsolescent Components

(N.S. 23514/44.—14 Dec. 1944.)

In order to facilitate the production of switches of the latest patterns, manufacture of the following components of obsolete switches dealt with under subhead F.2BII has ceased :—

| | | |
|----------------|------------------|---|
| Pattern 2804. | Insulating bases | Components of switches, Patterns 2801–2803A. |
| Pattern 2804A. | Insulating bases | |
| Pattern 2805. | Reels | |
| Pattern 2806. | Springs | |
| Pattern 2810. | Pillar | |

2. The components have been made obsolete, and on exhaustion of existing stocks, complete switches of current design are to be supplied in satisfaction of demands for the obsolete articles :—

Obsolete switch

Switch to be used in lieu

| | |
|------------------------|--|
| A.P.2801 and A.P.2802A | { A.P.4082B, for use in exposed positions, or A.P.4081B, for use in enclosed positions. |
| A.P.2803 | { A.P.4092B, for use in exposed position, A.P.4091B, for used in enclosed positions. |
| A.P.2803A | { A.P.4098B, for use in exposed position. A.P.4097B, for use in enclosed positions. |

6607.—Fire Fighting—Methyl-Bromide Fire Extinguishing Equipment of Petrol-Engined Craft and Boats—Inspection of Installation

A.E.Os., P.E.R.Os. and Dockyards

(E.-in-C./C.P. 86296/44.—14 Dec. 1944.)

It has been decided that an inspection of the methyl-bromide fire extinguishing equipment, where fitted, is to be carried out by the manufacturers of the equipment, Messrs. National Fire Protection Co., Ltd., Petersham Road, Richmond, Surrey, in the following categories of craft excluding those building or refitting outside the United Kingdom :—

- (i) All new construction, including those at present building.
- (ii) Those which have undergone extensive repair or refit.
- (iii) Those in which repairs to the methyl-bromide equipment have been undertaken or in which partial or complete replacement of the methyl-bromide fire extinguishing equipment has been made.

2. A contract has been placed with Messrs. National Fire Protection Co., Ltd., C.P. 7B/86296/44 of 31st October, 1944, to cover the cost of inspection, undertaking minor adjustments to the installation found necessary during the inspection and the supply of a certificate, which will be forwarded by firm to the Inspecting Officer concerned for transmission to the Admiralty. The contract will not include replacement or repair of damaged components or for carrying out major alterations.

3. Application for inspection to be undertaken should be made direct to firm by the Admiralty Engineer Overseer, Principal Emergency Repair Overseer or other Repair Authority concerned, the maximum notice possible being given.

4. The inspection by Messrs. National Fire Protection Co., Ltd., and the receipt of a certificate from this firm will not relieve the Overseers of carrying out an inspection of the fire equipment immediately prior to fuelling of the craft in accordance with instructions which have been issued.

(A.F.O. 5081/44.)

6608.—Firefighting Equipment—Revised Allowances

L.C.G. (L)

(N.S./D.C.O.M.3028/44.—14 Dec. 1944.)

The allowances of Firefighting equipment to L.C.G. (L), Marks 3 and 4 have been revised and are as set out in the appendix hereto.

2. Supply of additional stores necessary to complete to these allowances should be arranged by bases to which craft are allocated.

3. The Establishment of Stores will be amended.

APPENDIX

| Pattern No. | Description | Denom. | Quantity | Remarks |
|--------------------------|---|--------|----------|--|
| <i>Parmanent Stores</i> | | | | |
| <i>B.8.</i> | | | | |
| 4723 | Extinguisher, Fire Pyrene, 1 quart. | No. | 2 | 1 for switchboard. 1 for W/T Office. *1 in Engine Room *1 on Deck near Engine Room Access Hatch. 1 in Wardroom Lobby. 1 in Generator Compartment. 2 to be stowed at discretion of Ship's Officers. |
| 4726 | Extinguisher, Fire Foam, 2 gallons. | " | 6 | |
| 4726A | Hose metallic, 4-ft., for pattern 4726. | " | 2 | For extinguishers marked *. |
| — | Extinguishers, fire, "Nuswift" type. | " | 4 | For accommoda- tion spaces and other compart- ments where they can be use- fully employed. |
| | Canvas delivery hose with 2½-in. instantaneous couplings No. 3 size, 40-ft. | " | 4 | |
| <i>B.9</i> | | | | |
| 1563 | Pipe, branch S.I. connections with jet/spray nozzle. | " | 4 | |
| 1564 | Pipe, Oilfyre nozzles | " | 1 | |
| <i>E.5.</i> | | | | |
| 230 | Apparatus, breathing | " | 2 | To be stowed on upper deck, one set forward and one aft. |
| 2314 | Hose, asbestos covered, 30-ft. | " | 4 | |
| 2305 | Strainer, metal | " | 2 | |
| <i>Consumable Stores</i> | | | | |
| <i>B.8.</i> | | | | |
| 4728 | Refills, spare, 1 quart, for Pyrene Fire Extinguisher. | " | 2 | |
| 4729 | Charge, 2 gallon, for Foam Fire Extinguisher. | " | 12 | Includes require- ments for initial charging. |
| — | Charge, CO ₂ , for Nuswift Fire Extinguisher. | " | 16 | To be stowed alongside ext- inguishers. |

6609.—B.Y.M.Ss.—Loss of Anchors due to Defective Swivel Pieces—Replacement

(N.S. 32470/44.—14 Dec. 1944.)

The American type swivel pieces supplied to B.Y.M.Ss. are to be replaced by swivel pieces of British manufacture.

2. Two $\frac{3}{4}$ -in. swivel pieces for use with lugless joining shackles, and two $\frac{3}{8}$ in. lugless joining shackles are to be allowed to each B.Y.M.S., and vessels should forward demands to their storing yards or depots accordingly.

3. Fifty swivel pieces and fifty shackles have been requisitioned for purchase for delivery (*Subhead B.4*) to each of the following yards and depots: Chatham, Portsmouth, Devonport, Rosyth, Llanishen and Bolton, but delivery from contractors is not expected before end of January, 1945.

4. The American type swivel pieces should be returned to the nearest dockyard or Naval store depot on receipt of the British equipment.

6610.—Pool 80 Octane Petrol—Change to Pool 72 Octane Petrol

(N.S. 03178/44.—14 Dec. 1944.)

Pool 80 octane petrol which is the present standard grade of pool petrol, is being replaced in the United Kingdom by pool 72 octane petrol.

2. This new grade will contain a maximum of only 1-2 c.c.s. of tetra-ethyl-lead per gallon and is to be used for all purposes for which pool 80 octane petrol, 73 octane petrol or unleaded petrol (67 octane) is at present specified.

3. The new grade should be demanded as and from 18th December, although in certain areas the present grades will continue to be supplied until both service and petroleum board stocks have been exhausted and replaced by the pool 72 octane petrol.

4. Pool 72 octane petrol is suitable for all types of petrol engines used for marine propulsion, except those for which 87 octane or 100 octane fuel is already specified.

5. In view of the comparatively small amount of tetra-ethyl-lead contained in pool 72 octane petrol, it will have little or no deleterious effect on engines designed to run on unleaded petrol and no special precautions are required in this respect.

6. This order is *not* applicable to Naval aircraft.

(A.F.O. 2092/44.)

(A.F.Os. 2195/43, 5647/43 and 376/44 are cancelled.)

6611.—Forms S.151a and S.153a—Adaptation for Use in Recording Details of "Dues in" of Naval Stores

(N.S. 35425/44.—14 Dec. 1944.)

It has been represented that the ships' copies of demand vouchers S.134d and S.1094 do not provide a ready means of ascertaining the quantity of Naval stores on demand from storing yards or depots, and that the advantage of keeping such a record far outweighs the small amount of clerical work involved.

2. It has been decided, therefore, that the Forms S.151a and S.153a now used in connection with air stores may be adapted for the purpose of recording "Dues in" of Naval stores, but that the adoption of the procedure in H.M. ships and establishments is to remain optional during the war to Supply and other officers responsible for accounting for Naval stores.

3. Demands for Forms S.151a and S.153a, and for any additional requirements of Binders S.154 and S.155, which are to be kept to the lowest possible minimum, should be forwarded to the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, this order being quoted as the authority.

6612.—American Type Spare Gear—Salvage*All Ships, Landing Craft, Coastal Force Craft, Cs.-in-C., Administrative and Repair Authorities, Dockyards and Shore Establishments*

(D. 011921/44.—14 Dec. 1944.)

The procedure to be adopted with regard to the return of defective engine and electrical spares to S.P.D.Cs. for salvage is as follows:—

- (i) Special arrangements are being made for the reclamation of a considerable proportion of worn or damaged equipment and components and, in view of the general shortage of spare gear, it is essential that the fullest possible advantage should be taken of this scheme and that no components or material which can possibly be reclaimed or used again should be scrapped.
- (ii) The principal classes of gear which can normally be salvaged are given in the Appendix at the end of this order. Administrative authorities are to ensure that all worn or defective items in these categories and any other gear which, in their opinion, might be reclaimed, are returned to the appropriate S.P.D.C. for salvage.
- (iii) A salvage section will be incorporated in each S.P.D.C., where all items returned will be examined and sorted into the following categories:—
 - (a) Components which cannot be reclaimed. These will be disposed of locally as scrap material.
 - (b) Components which can be reclaimed by local resources. These will be dealt with by local firms or Naval establishments and subsequently taken into S.P.D.C. stock. It is essential that reclaimed items taken into stock shall be interchangeable in every respect with the maker's standard items, and the use of undersizes and oversizes is not permitted.
 - (c) Components which can only be reclaimed by specialist firms in the United Kingdom or U.S.A. All such components will be returned to the appropriate S.P.D.C. in the United Kingdom in the first instance, where it will be decided whether they can be dealt with in U.K. or not. If not, they will be returned to "Salvage Collecting Center", Navy Yard, New York. When large assemblies are returned to U.K. for reclamation from ship, S.P.D.Cs., e.g., a complete spare engine for a ship, they should be consigned to N.S.O. England, and a special report made to Admiralty giving particulars of defects, description of unit, name of ship from which received, and particulars of despatch to U.K. This does not affect the instructions given in C.A.F.O.151/44 and A.F.O. 6151/43 regarding the overhaul of the engines fitted in Landing Craft and Coastal Forces craft, which are to be adhered to.

- (iv) All items returned to S.P.D.Cs. for salvage must be properly packed and put in a state of preservation to ensure that they do not deteriorate or receive damage in transit. A label is to be attached to each item stating the ship or craft from which it was removed, make and model of engine or electrical machine, description of item and maker's part number, where known.

APPENDIX

1. Crankshafts.
2. Liners.
3. Cylinder heads.
4. Bearing shells.
5. Injectors and fuel injection pumps and parts.
6. Governors and parts.
7. All instruments.
8. Water pumps and parts.
9. Fuel and lubricating oil pumps and parts.
10. Blower assemblies.
11. Reduction and reverse gear assemblies.
12. Cylinder blocks.
13. Pistons.

14. Camshafts.
15. Cam rollers and pins.
16. Piston pins.
17. Connecting rods.
18. Thermo couples.
19. Valves.
20. Flexible couplings.
21. Ball and roller bearings.
22. Chains.
23. Cooler and heat exchanger assemblies.
24. Rocker shafts, fuel pump shafts and control shafts.
25. All types of electrical equipment.

(C.A.F.Os. 151/44 and 809/44 and A.F.O. 6151/43.)

6613.—Ethylene Glycol and De-icing Fluid—Poisonous Nature of

(N.S. 03584/44.—14 Dec. 1944.)

Aero-engine coolant liquids, ethylene glycol, Type "A", Ref. 33C/516 ethylene glycol, Type "B", Ref. 33C/559 and de-icing fluid, Ref. 34A/177, contain a dangerous poison.

2. Several deaths due to drinking these liquids have occurred recently and even the drinking of quantities may be insufficient to cause death will cause severe damage to internal organs.

3. The grave risk to life involved by the drinking of glycol and de-icing fluid is to be brought to the notice of all personnel by publication of the fact in routine orders of H.M. Ships, Establishments and R.N. Store Depots, concerned.

4. The word "Poison" is to be stencilled in large red letters on all stock containers of these liquids, which should be stored under lock and key. Similar action should be taken in respect of any smaller containers into which it may be necessary to decant supplies for issuing purposes.

(C.A.F.O. 1496/44, A.F.Os. 4951/42 and 3335/44.)

6614.—Stores, etc., Delivered by Contractors—Procedure for Dealing with Form D.55, Contractors' Advice and Inspection Note

(D.N.A. 12958/44.—14 Dec. 1944.)

Attention is drawn to A.F.O. 6647/44 in Section 6 of this issue.

(A.F.O. 6647/44.)

6615.—Aircraft—Trolleys, Crash, Tracked, 4 and 10 Tons

(N.S. Air 13154/44.—14 Dec. 1944.)

The undermentioned items have been introduced for the removal of crashed aircraft and will be supplied to ships and services in accordance with the following scales:—

- (1) Ref. 4K/2404 Tracked Crash Trolley—4 ton capacity.
- (2) Ref. 4K/2405 Tracked Crash Trolley—10 ton capacity.

Ships.....as shown in B.R. 378.

Shore Establishments:—

R.N. Air Stations, Class A (Item 1)..... 1 No.

(Item 2)..... 2 No.

Class B (Items 1 and 2)..... 1 No.

2. The undermentioned Services will be supplied from R.N. store depots without demand:—

R.N. Air Station, Piaseo.

R.N. Air Section, Dartmouth, N.S.

3. Other Services concerned should forward demands to their normal source of supply of air stores quoting this Order as authority for supply. Issues to new services will be made with their initial outfit of stores.

4. The supply position of trolleys, crash, tracked—4 tons, Ref. 4K/2404, is difficult and stocks are not expected to be available for three months. With regard to trolleys, crash, tracked—10 tons, Ref. 4K/2405, this item is not yet in production and services should not forward their demands for at least six months.

5. Arrangements have been made for the necessary quantities to be despatched to yards abroad to cover requirements of ships attached to foreign stations. Details of quantities being supplied are being forwarded to (S) Naval Stores Officers concerned.

6616.—Paraffin Cooking Stoves and Spares

(N.S./C.F.M. 1584/44.—14 Dec. 1944.)

In connection with the provision of spares for Taylor's cookers, Latham's cookers, primus stoves, etc., it has been found that the roarer type burner gives more heat, and is easier to clean than the silent type.

2. In future, therefore, as soon as stocks of the existing burners have been utilized, yards and depots should obtain by local purchase, as necessary, roarer type burners for subsequent issue.

6617.—Telescopes—Revised Allowances

Ships concerned and Coastal Force Craft

(N.S. 33366/43.—14 Dec. 1944.)

On account of the difficulty, under present conditions, of maintaining adequate supplies of telescopes, the allowances to the undermentioned ships and C.F. craft have been revised as shown:—

| Ship or Class of Ship | Pattern 333 or 333A | | Pattern 332 or 12100 | | Pattern 332A, 373, 373A or 373B | |
|------------------------------------|---------------------------|---------------------------|---------------------------|---------------------------|------------------------------------|---------------------------|
| | Present allow- ance | Revised allow- ance | Present allow- ance | Revised allow- ance | Present allow- ance | Revised allow- ance |
| Capital ships | 1A | 1A | — | — | 5B | 4C |
| Cruisers over 6,000 tons | 2A | 1A | — | — | 5B | 4C |
| Cruisers under 6,000 tons | 2A | 1A | — | — | 4B | 4C |
| Fleet Carriers | 1A | 1A | — | — | 5B | 4C |
| Light Fleet Carriers ... | 1A | 1A | — | — | 5B | 4C |
| Escort Carriers | 1 | 1 | — | — | 5 | 4 |
| Monitors | 1 | 1 | — | — | 4 | 3 |
| "Vindictive" | 2 | 1 | — | — | 5 | 4 |
| "Adventure" | | | | | | |
| Fleet Minesweepers ... | — | — | 1 | 1 | 2 | 1 |
| Fairmile Craft and 72-ft. M.Ls. | — | — | — | — | 1 | — |

(See
Note D)

Notes.—A = 1 in addition to Flagships.

B = 3 in addition to Flagships.

C = 2 in addition to Flagships.

D = Allowance of binoculars is to be increased by one 6 × 30.

2. Ships and craft concerned in commission should arrange for telescopes held on board in excess of the revised allowances, to be returned *immediately* to the nearest dockyard, or Naval Store Depot. Supply to ships and craft concerned under construction should be arranged by warrant yards and supplying yards or depots, in accordance with the revised allowances.

3. The allowances of telescopes to other ships and classes of ships remain unchanged.

4. The Sea Store Establishments concerned will be amended.

Section 4

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

6618.—Uniform, Ratings—Wearing of Pilots' and Observers' Badges

(V.1/6856/44.—14 Dec. 1944.)

Ratings who have qualified as *pilots* or *observers* at any time during service with the Royal Navy, the Royal Naval Air Service, the R.F.C. or the R.A.F., but who are no longer employed as such, may wear the naval non-substantive badge of a rating pilot or rating observer, as appropriate, 1½ in. from the end of the left sleeve of the jacket or jumper without cuffs. On jumpers with cuffs the badge should be worn 1½ in. above the point of the left cuff.

2. Qualified ratings who wish to wear the badge must apply to their Commanding Officer for permission to do so, and produce to him evidence of their qualification. If permission is granted the notation "Pilots/Observers Badge A.F.O. 6618/44" is to be made on page 1 of the rating's service documents.

(F.O.N.A.S. No. 5560/245/5, 2 Aug. 1944.)

(N.A.S. (North) No. 2952/245/4, 16 Sept. 1944.)

(A.F.O. 4024/44.)

6619.—Bread Making—"Rope" Disease

(V.2/8897/44.—14 Dec. 1944.)

Attention is drawn to the measures for the prevention and treatment of "rope" in bread shewn in B.R.5—"Manual of Naval Cookery," pages 193 and 194 (1936 edition) and pages 166 to 168 (1944 edition).

2. The risk of the development of "rope" is considerably increased in hot climates and is likely to be aggravated by "darken ship" conditions; special care is, therefore, necessary to prevent its onset in H.M. ships in the tropics and under operational conditions.

(A.F.O. 3816/42 is cancelled.)

6620.—Tender and Contract Prices—Confidential Nature

(C.P. 10c/111610/43.—14 Dec. 1944.)

Tender prices are strictly confidential and should only be communicated to those persons who must receive the information for the purpose of their official duties. In no circumstances should they be communicated outside the Department concerned without the specific authority of the Head of the Department or one of his deputies. If such permission is given, the confidential nature of the tender prices should be specially impressed on the officer to whom information is given.

2. Tender prices after acceptance, or negotiated prices, i.e., contract prices, are also confidential, and should be communicated only to those officers who must receive the information for the purpose of their official duties.

3. It is the duty of Officers concerned with local purchases to frame suitable rules of a similar character.

(A.F.O. 6034/43 is cancelled.)

6621.—Medical and Dental Stores Lost by Theft

(M.D.G. 68887/44.—14 Dec. 1944.)

The attention of medical and dental officers is drawn to the necessity of complying with K.R. & A.I., Article 1938, when loss of stores is attributed to theft or suspected theft.

6622.—Insecticides Liquid containing D.D.T., Pattern 4293—Supplies

Yards Abroad

(N.S. 34871/44.—14 Dec. 1944.)

The question of supplies of liquid insecticide containing D.D.T., Pattern 4293, at Yards abroad has been reviewed, and the following procedure will apply to all future supplies. The initial supplies from the United Kingdom will stand:—

| | |
|----------------|---|
| Malta ... | } To be obtained direct from the relevant local Army authorities. |
| Alexandria ... | |
| Taranto ... | |
| Gibraltar ... | |
| Ceylon ... | |
| India ... | } To be demanded from Admiralty. |
| Freetown ... | |
| Durban ... | |
| Simonstown ... | |
| Bermuda ... | |

2. The pattern number and description quoted in paragraph 1 is for use within the Naval Service. The Army nomenclature for this material is "Anti-Mosquito Spray", and this should be quoted on all communications with the local Army authorities.

(A.F.O. 5697/44.)

6623.—Margarine

(V. 14/6946/44.—14 Dec. 1944.)

The arrangements for the supply of margarine as set out in A.F.O. 2870/41 have been revised as follows.

2. There is only one grade of margarine, the best procurable, which is a suitable substitute for butter as well as useful for cooking purposes. All margarine for consumption on home stations is known as "H.M.N.E. Quality". A special blend with a high melting-point is available for certain stations abroad which are supplied from England, and is known as "H.M.N.E./H.C. Quality".

3. Supplies are available in the following fiberite packages:—

- Boxes containing 28lb. in bulk.
- Boxes containing 28lb. in 1-lb. packets.
- Boxes containing 24lb. in ½-lb. packets.
- Boxes containing 12lb. in ¼-lb. packets.

4. Supplies of the quantities as at 3 (a) and 3 (b) are also available in tin-lined cases for ships proceeding to hot climates and demands for these must clearly state "TIN-LINED CASES REQUIRED". At least seven days' notice must be given. (See also paragraph 9 (f).)

5. In view of the shortage of paper it is essential that supplies of margarine in bulk, as at 3 (a), should be used to the fullest extent practicable.

6. Margarine requires *cool stowage*, that is, well-ventilated space well away from boilers and not subjected to heat.

7. Margarine, if kept in refrigerated stowage, should be kept in the cool room and not in the cold room.

8. Unless cool stowage is available, ships are only to demand 14/21 days' requirements of margarine.

9. Procedure for demands.—(a) Victualling yards, depots and supply ships carry stocks of all packages as in paragraph 3.

(b) Victualling yards and depots should send demands for their requirements to:—

Messrs. Marcom, Ltd.,
1, Watergate,
LONDON, E.C.4,

or telephone London Central 7474 and ask for the Institute Department. Envelopes must be marked in the top left-hand corner "INST/DEPT."

(c) Supply ships should send in demands for their requirements to the Director of Victualling.

(d) Bases at which there is no victualling yard, and shore establishments, should send demands direct to the appropriate Marcom Divisional Department as hereunder, and all envelopes must be marked as directed in 9 (b) above. *Written confirmation must follow all orders placed by telephone.*

| Marcom Divisional Address | Area Covered |
|--|--|
| Marcom, Ltd., 10, Prince's Square, and 48, Buchanan Street, Glasgow, C.1. Telegrams: "Marcom Glasgow." Telephone: City 7212/6. | Aberdeen, Ardrossan, Abbotsinch, Aultbea, Crimond, Campbeltown, Dunoon, Doonfoot, Evanton, Fearn, Gareloch, Glasgow, Greenock, Invergordon, Kingseat, Kyle of Lochalsh, Largs, Lamlash, Macrahanish, Newmachar, Oban, Orkneys and Shetlands, Peterhead, Roseneath, Stornoway, Tobermory, Troon, Thurso, Tullichewan Castle. |
| Marcom, Ltd., 86, Niddrie Mains Road, Edinburgh, 9. Telegrams: "Marcom Edinburgh" Telephone: Edinburgh 75251. | Arbroath, Burntisland, Bo'ness, Crail, Dundee, Donibristle, Dunino, Dunfermline, Edinburgh, Grangemouth, Granton, Leith, Port Edgar, Rosyth. |
| Marcom, Ltd., 15, Wellington Street, Leeds. Telegrams: "Marcom Leeds" Telephone: Leeds 30156. | Grimsby, Harrogate, Hull, Immingham, Leeds, Scarborough, Skegness, Wetherby. |
| Marcom, Ltd., D.4 Division, "Ardenlee," Brooklands Road, Sale, Manchester. Telegrams: "Marcom Sale" Telephone: Sale 2243/4/5. | Anthorn, Barrow-in-Furness, Bootle, Carlisle, Inskip, Lancaster, Manchester, Preston, Whitehaven. |
| Marcom, Ltd., Bridgewater House, Whitworth Street, Manchester, 1. Telegrams: "Marcom Manchester" Telephone: Central 7133. | Birkenhead, Burscough, Chester, Hinstock, Holyhead, Isle-of-Man, Liverpool, Malpas, Millmece, Newcastle-under-Lyme, Pwllheli, Risley, Southport, Towyn, Warrington. |
| Marcom, Ltd., 58, Harborne Street, Edgbaston, Birmingham, 15. Telegrams: "Marcom Edgbaston" Telephone: Edgbaston 3528 (3 lines). | Bletchley, Coventry, Faringdon, Leighton Buzzard, Leamington Spa, Malvern, Steeple Claydon, Woburn Abbey, Wavendon. |
| Marcom, Ltd., Ystrad Fawr, Ystrad Mynach, Glamorgan. Telegrams: "Marcom Hengoed" Telephone: Hengoed 160 (3 lines). | Barry, Cardiff, Fishguard, Haverfordwest, Milford Haven, Newport, Port Talbot, Swansea, Saundersfoot, Treccwn. |
| Marcom, Ltd., 11, The Triangle, Clevedon, Somerset. Telegrams: "Marcom Clevedon" Telephone: Clevedon 562/3/4. | Appledore, Avonmouth, Bodmin, Brixham, Bath, Bristol, Barrow Gurney, Dartmouth, Exeter, Falmouth, Falfield, Henstridge, Ilfracombe, Lympstone, Lynmouth, Newton Abbot, Plymouth, St. Mawes, St. Ives, St. Merryn, Salcombe and Gara Rock, Teignmouth, Thurlstone, Torquay, Weston-super-Mare, Yeovilton. |
| Marcom, Ltd., White Gates, West Harnham, Salisbury, Wilts. Telegrams: "Marcomex Salisbury" Telephone: Salisbury 2495. | Calmore, Dorchester, Eastleigh, East Mean, Fifehead, Magdalen, Fareham, Gillingham (Dorset), Hayling Island, Havant, Isle-of-Wight, Lee-on-Solent, Liphook, Lymington, Minterne Magna, Poole, Portland, Petersfield, Portsmouth and District, Sherborne, Southampton and District, Weymouth, Warsash, Worthy Down, Winchester. |

| | |
|---|---|
| Marcom, Ltd., INST./SERVICES DEPT., 1, Watergate, London, E.C.4. Telegrams: "Marcomex London" Telephone: Central 7474 (Extn. 253 or 164). | Brightlingsea, Burnham-on-Crouch, Culham, Chelmsford, Dovercourt, Felixstowe, Grays, Harwich and Shotley, Holbrook, Haslemere, Lowestoft, London Area, Stoke Poges, Southend-on-Sea, Southwold, Wargrave, Windsor, Woodford Green, Watford. |
| Marcom, Ltd., 68-70, Great George Street, Belfast. Telegrams: "Marcom Belfast" Telephone: Belfast 24289. | Belfast, Londonderry, Larne. |
| Marcom, Ltd., 16, Church Road, Tunbridge Wells, Kent. Telegrams: "Marcom Tunbridge Wells" Telephone: Tunbridge Wells 2885/6. | Arundel, Bognor, Brighton and Hove, Canterbury, Chatham, Chichester, Deal, Dover, Eastbourne, Folkestone, Greenhithe, Gravesend, Hastings, Lympne, Lancing, Newhaven, Rye, Ramsgate, Sheerness, Shoreham. |
| Marcom, Ltd., Smeeton House, Manor Road, Oadby, Leics. Telegrams: "Marcom Oadby" Telephone: Oadby 581/2. | Great Yarmouth, Sheringham. |
| Marcom, Ltd., 145, Pilgrim Street, Newcastle-on-Tyne. Telegrams: "Marcom Newcastle" Telephone: Newcastle 26632/3. | Blyth, Newcastle-on-Tyne, North Shields, West Hartlepool. |

(e) General mess ships and establishments should obtain supplies direct from the contractors to the fullest extent practicable, and should obtain supplies from the victualling yards and depots only when time does not admit of supplies being obtained from the contractors.

(f) All demands for tin-lined cases must be sent only to Messrs. Marcom's London Office, as at 9 (b) above, and demands must be marked and notice given as stated in paragraph 1.

10. The issuing prices of the various packs of margarine can be ascertained from the relevant A.F.O.

11. Receipts for supplies of margarine received are to be given on Form D.55 and sent to Messrs. Marcom, Ltd., at their London address as at 9 (b).

(A.F.O. 2870/41 is cancelled.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

6624.—Carriers—Increased Supply of A.F.Os.

Distributing Authorities

(E.F.O. 309/44.—14 Dec. 1944.)

Commencing with Orders dated 21st December, 1944, the scale of supply of A.F.Os. and C.A.F.Os. to air stations and fleet and light fleet carriers is increased by two copies for the use of the Publications Office and Technical Library.

2. Escort carriers, where the Publications Office and Technical Library are combined in one office, should be supplied with one additional copy of A.F.Os. and C.A.F.Os.

(F.O.N.A.S. 2557/9182, 27 Nov. 1944.)

6625.—Amendments to Books

(E.F.O.—14 Dec. 1944.)

The undermentioned amendments (A.F.Os. P. 844-859/44) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. Volume 1941, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

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

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

- A.F.O. P.844/44.**—B.R. 832—Lanchester Carbine Manual (9 mm. Lanchester Machine Carbine)—1943—Amendment No. 6.
P.845/44.—B.R. 633 (1)—Torpedo—Instructions for Torpedo Equipment and Torpedo Discharge Trials—Amendment No. 4.
P.846/44.—B.R. 234 (43)—Drill with Respirator Anti-Gas—Amendment No. 2.
P.847/44.—B.R. 268 (36)—Electrical Manual, Vol. II—Main Electrical Supplies in Light Craft—Amendment No. 6.
P.848/44.—B.R. 317 (27)—Mining Drill Book—Preparation of Soluble Plug Devices—Amendment No. 1.
P.849/44.—B.R. 632D—Gunnery Training Manual, Volume IV—Air Gunnery Syllabuses—Amendment No. 1.
P.850/44.—B.R. 635—Regulations for Maintenance of 18-in., Marks XI, XII and XV Type Torpedoes—Amendment No. 17.
P.851/44.—B.R. 862—Naval Magazine and Explosives Regulations—1941—Amendment No. 19.
P.852/44.—B.R. 863—Royal Naval Air Station Magazine and Explosives Regulations, 1943—Amendment No. 4.
P.853/44.—B.R. 867—Handbook and Drill for the 20-mm. Twin, Mark V Mounting—1944—Amendment No. 4.
P.854/44.—B.R. 980 (X) (formerly O.U. 6090 (X))—R.T. No. 400 for 4.5-in. Guns—Amendment No. 2.
P.855/44.—B.R. 1036—Regulations for Maintenance of 18-in. Duplex Pistols, Marks I and II—Amendment No. 3.
P.856/44.—B.R. 1061—Drill for 4.7-in. Q.F., Mark IX** Gun on C.P., Mark XXII Mounting and 4.5-in. Q.F., Mark IV Gun on C.P., Mark V Mounting—1944—Amendment No. 3.
P.857/44.—B.R. 1081—Instructions for Classification in Age and Service Groups—Amendment No. 1.
P.858/44.—O.U. 5449—Regulations for Maintenance of 21-in., Marks II-V Torpedoes—Amendment.
P.859/44.—O.U. 5450—Regulations for Maintenance of 21-in., Mark IV* S. and S.O. Torpedoes and 21-in., Mark II S.O. Torpedoes in Submarines—Amendment.

(A.F.O. 6478/44.)

6626.—B.R. 642J (Restricted)—Summary of Japanese Warships—Issue of Revised Edition

(N.I.D. 3438/44.—14 Dec. 1944.)

A revised edition of B.R. 642J, dated May, 1944, is now in the press and will shortly be issued by the Superintending Naval Store Officer, Park Royal, without demand, to all holders of the November, 1942, edition.

2. This revised edition supersedes B.R. 642J, dated November, 1942, which is to be disposed of in accordance with B.R.1, paragraph 9.

6627.—B.R. 1077—Regulations and Instructions for the Women's Royal Naval Service, 1943—Issue

(N. 25495/42.—14 Dec. 1944.)

Instructions relating solely to the Women's Royal Naval Service, or applicable to that Service in common with male personnel, issued in A.F.Os. which were extant on 31st December, 1943, are being re-issued as B.R. 1077 under the title "Regulations and Instructions for the Women's Royal Naval Service, 1943."

2. Copies will be issued, without demand, as follows:—

- (a) Commanders-in-Chief and Flag Officers-in-Charge of Shore Establishments at Home and Abroad in which officers and ratings of the W.R.N.S. are serving 2
 (b) All officers of the W.R.N.S. of the rank of Chief Officer and above ... 1 or 2 (as appropriate)

Copies required by other authorities should be demanded from the Superintending Naval Store Officer, R.N. Store Depot, Park Royal, London, N.W.10.

3. An index (B.R. 1077A) to B.R. 1077 will also be issued in due course on the scale shown in paragraph 2 above.

4. An addendum to this B.R., incorporating the text of relevant A.F.Os. issued during 1944, is in course of preparation but, for the present, care is to be exercised to read the contents of B.R. 1077 in conjunction with the matter contained in such A.F.Os. which, in some instances, have radically amended certain parts of the B.R.

6628.—Cancelled.

6629.—King's Regulations and Admiralty Instructions—1943 Edition—Amendments No. 2 and 3

(E.F.O.—14 Dec. 1944.)

K.R. 3/44 amendments to King's Regulations and Admiralty Instructions (B.R.31 and 32) are distributed with Admiralty Fleet Orders of this date.

2. Exceptionally, this issue (K.R. 3/44) comprises amendments to articles and appendices only. The usual cumulative numerical list of amendments to Articles, Appendices and Amendments to the index are omitted.

3. K.R. 2/44 was distributed with Admiralty Fleet Orders dated 19th October, 1944.

(A.F.O. 4320/44.)

6630.—Information about the Far East and the War Against Japan—Distribution of Literature

(D.P.S. 1257/44/SC.—14 Dec. 1944.)

Copies of the booklets "Before Pearl Harbour" and "The Australian Army at War, 1939-1944" are being distributed with A.F.Os. dated 14th December, 1944.

2. "Before Pearl Harbour" will be distributed on the same scale as previous pamphlets based on a sliding scale depending on the number of copies of "Dittybox" supplied to ships and establishments. Distribution of "The Australian Army at War, 1939-1944" will be on approximately twice that scale.

3. Copies of the Australian illustrated publication "New Guinea Victory" are being distributed shortly on the following scale :—

| | | | |
|--|-----|-----|-----------------|
| Commanders-in-Chief and Flag Officers afloat | ... | ... | } One copy each |
| Captains (D) and (S) | ... | ... | |
| Capital ships, carriers (including light fleet and escort), cruisers (including A/A), depot, repair and accommoda- tion ships, large minelayers, minitors, destroyers, sloops, L.Ss.(D) | ... | ... | |
| L.Ss.H.(L) and L.Ss.I.(L) | ... | ... | |
| L.Ss.H.(L) and L.Ss.I.(L) | ... | ... | |
| Shore establishments numbering above 200 personnel | ... | ... | |

Owing to the small number available it is regretted that applications for copies of this publication cannot be met.

(A.F.Os. 5640/44, paragraph 7, 6101/44 and 6376/44.)

6631.—A.M.S.Is. and A.M.D.Is.

(E.F.O.—14 Dec. 1944.)

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

(A.F.O. 6490/44.)

6632.—Air Letter Service—Concession to Empire and Allied Personnel Serving with the Royal Navy in the United Kingdom

(M. 2226/44.—14 Dec. 1944.)

Empire and Allied personnel serving with the Royal Navy in home waters or in R.N. shore establishments in the United Kingdom may send air letters to civilians in their homelands or to their relatives temporarily resident in other countries as follows :—

- (a) Countries in the Eastern Hemisphere and Pacific to which there is an air service to H.M. forces—postage 3 pence.
- (b) Non-Empire countries in the Western Hemisphere, *i.e.*, South America and U.S.A.—postage 6 pence.
(As regards Empire countries in the Western Hemisphere, *see* paragraph 3 below.)

2. The following instructions should be observed :—

- (a) H.M. ships in home waters and establishments in the United Kingdom, in which personnel entitled to this concession are serving, should obtain supplies of their air letter forms (Army Form W.3077) through the Keeper of Stationery and Printing, Admiralty. These air letters should be prepaid at the appropriate rate (3d. or 6d.—*see* paragraphs 1 (a) and 1 (b) above).
- (b) The completed air letters W.3077 must be included in the ships' closed mail or handed in at a Fleet Mail Office. On no account should they be posted in an ordinary Post Office box, otherwise they will be sent by surface route.
- (c) The senders must, if required, produce evidence that they are normally resident in the country of destination, or that the addressee is a relative temporarily resident in the country of destination.
- (d) Fleet Mail Officers should dispose of accumulated air letters daily by placing them in an envelope and despatching to :—

The Superintendent,
Air Mail Division,
Foreign Section,
King Edward Building,
London, E.C.1.

3. The above concession is additional to the facilities afforded by the public 6d. Air Letter service from the United Kingdom to civilians in any country in the British Empire, Egypt, Iraq and Iran, which may be used by all Service personnel without restriction. Forms for this service may be obtained from any Post Office for 6d. each, inclusive of postage. If forms are obtained from a stationers they

must be of a type approved by the Postmaster General, with an indication to that effect printed on the back, and a stamp or stamps to the value of 6d. must be affixed. These forms should be posted in accordance with arrangements for the posting of ordinary correspondence.

(A.F.O. 5290/43 is cancelled.)

6633.—A.P. (N) 1—Revised Edition, October, 1944

(N.S. Air 12904/44.—14 Dec. 1944.)

General distribution of the revised edition of A.P. (N) 1 has now been made, and Services should insert each copy of the revised edition into the cover of the superseded book.

2. Services not previously supplied with the old edition, should demand covers from the N.S.O., R.N. Store Depot, 6, Murray Street, Belfast, and these will be supplied when available.

3. Services should return forthwith all publications held surplus to the revised allowances, to the appropriate R.N. store depot in accordance with A.F.O. 4036/44.

(A.F.O. 4036/44.)

6634.—Air Publications Distributed during the Week Ending 25th November, 1944

(N.S. Air 10848/44.—14 Dec. 1944.)

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

2. The general distribution of all publications marked with an asterisk (*) will be made by the N.S.O., R.N. Store Depot, 6, Murray Street, Belfast.

3. No general distribution will be made of those publications marked with a double asterisk (**).

(i) *Airframe and Aero-engine Publications*

| A.P. No. | Description. | Distribution. |
|-----------------------------------|--|------------------------------------|
| App. "A" 3104 | ... Traveller I (Royal Navy) Aircraft | ... Initial General. |
| S.A.T.C.L. No. 621 | ... Standard Airframe Transfer Checking List for Vigilant I (British Conversion) Aircraft. | ... Initial General. |
| Nav-Aer 02-1-509 (dated 1944). | ... Engine Accessories Co-ordination Charts for Fleet Operational Aircraft, U.S.N. | ... Restricted (advance copies) |

(ii) *Other Technical Publications*

| | | |
|---|--|------------------------------------|
| *AN. 03-10EC-10 (dated 10th July, 1944). | ... Handbook of Instructions with Parts Catalogue for Engine-driven Water Pumps. | ... Restricted (advance copies) |
| *AN.10-1-131 (dated 15th August, 1944). | ... Aircraft Camera Magazine, Type A.9 | ... Restricted (advance copies) |
| **AN.11-35A-11 (dated 15th June, 1944). | ... Handbook of Instructions with Parts Catalogue for Compensating Gun Sights, Types K-10, K-11. | ... Restricted (advance copies) |
| **Nav-Aer 03-20CC-505 | ... Hamilton Standard Propeller Charts | ... Restricted (advance copies) |
| *Nav-Aer 05-70D-516 (dated 26th June, 1944). | ... Service Manual and Parts List for Manifold Pressure Gauges. | ... Restricted (advance copies) |
| *Nav-Aer-11-1-506 (dated April, 1944). | ... Handbook of Instructions for McCord Expanded Link Ejection Heads and Chutes. | ... Restricted (advance copies) |

(iii) *Air Diagrams*

| | | |
|---|--|----------------------|
| A.D.2792 (two sheets, with A.L. 1 to sheets 1 and 2). | ... Griffon Aero-Engines, Marks II, III and IV—General Instructions. | ... Initial General. |
|---|--|----------------------|

(iv) *Miscellaneous*

| | |
|---|------------------------------------|
| Pratt & Whitney Service Bulletin No. 570. | ... Restricted (advance copies) |
|---|------------------------------------|

6635.—Air Publications Distributed during the Week Ending 25th November, 1944

(N.S. Air 10848/44.—14 Dec. 1944.)

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

| <i>General Publications</i> | | | |
|--|--|----------------------|--------------|
| <i>A.P. No.</i> | <i>Description.</i> | <i>Distribution.</i> | |
| A.P. 1083 (5th Edition) ... | R.A.F. Signal Manual (Part 1) ... | Initial | Distribution |
| A.P. 1086, Part 2D (dated 12th July, 1944). | Ground Equipment ... | Initial | Distribution |
| A.P. 1086, Part 5G (dated 14th August, 1944) | Ammunition, Pyrotechnics and Miscellaneous Explosives. | Initial | Distribution |
| A.P. 1464E, Vol. I ... | Engineering Manual — Mechanical Transport | Initial | Distribution |
| A.P. 1668F, Vol. I (dated June, 1944) | Standard Free Gun Trainer, Mark I | Initial | Distribution |
| A.P. 2537B, Vol. I (1st Edition). | Valve Tester, Type 4A ... | Initial | Distribution |
| A.P. 2538D, Vol I (dated May, 1944). | Crystal Calibrator, Type 18 ... | Initial | Distribution |
| A.N. 03-20BA-1 (dated 20th October, 1943) | Handbook of Service and Overhaul Instructions for Models 100001, 100006, 100008, Proportional Governors (Curtiss-Wright) | Initial | Distribution |
| T.O. 03-30-28 (dated 25th December, 1942). | Handbook of Instructions, with Parts Catalogue for Landing Gear Actuating Control Valve, Part No. 62017 | Initial | Distribution |

6636.—Forms S.83 Part I and Part Ia—Return of Surplus Stock

(V. 3/7548/44.—14 Dec. 1944.)

Ships and Establishments which are using the system of accounting for provisions laid down in A.F.O. 2339/43 and still hold quantities of the old types of provision Account (Form S. 83 Part I or Part Ia) which are no longer required, should return the forms at the earliest opportunity to the Superintendent Naval Store Officer, Park Royal, sending a copy of the supply note to the Director of Victualling, Admiralty.

(A.F.O. 2339/43.)

6637.—Forms S.151a and S.153a—Adaptation for Use in Recording Details of "Dues in" of Naval Stores

(N.S. 35425/44.—14 Dec. 1944.)

Attention is drawn to A.F.O. 6611/44 in Section 3 of this issue.

6638.—Telegraphic Addresses of Naval Authorities Abroad—REPORTS

(M. 011154/44.—14 Dec. 1944.)

The accompanying list of telegraphic addresses which have been registered for the use of the naval authorities indicated is promulgated for information.

2. It should be noted that some of these addresses are additional to those for authorities abroad contained in Part II of the Appendix (1938) to the Government Telegraph Code.

3. Commanders-in-Chief and naval authorities concerned are requested to report to the Admiralty any additional telegraphic addresses which have been registered and brought into use but not yet notified.

4. The telegraphic addresses of Naval Control Service Officers and British Routeing Liaison Officers abroad are promulgated in C.A.F.O. 1348/44.

5. The telegraphic address "BRADREP" followed by the name of port, should be used for the British Naval Liaison Officers at U.S. ports.

| <i>Authority</i> | <i>Telegraphic Address</i> |
|--|--|
| <i>Abadan</i> | |
| Inspector of Admiralty Fuel ... | ADSPEC, Abadan. |
| <i>Aden</i> | |
| Contraband Control Service Officer ... | NAVIBAND, Aden. |
| Officer-in-Charge, R.N. W/T Station ... | NAVYWIRELESS, Aden. |
| Commodore-in-Charge, Aden ... | NAVYPORTOFF, Aden. |
| <i>Albany (Australia)</i> | |
| Naval Officer-in-Charge ... | NAVAL OFFICE, Albany. |
| <i>Alexandria (Egypt)</i> | |
| Flag Officer, Levant and Eastern Mediterranean. | NAVYCHARGE, Alexandria. |
| Ministry of War Transport Representative... | MEDMAST, Alexandria. |
| Sea Transport Officer ... | SEATRANS, Alexandria. |
| Superintending Civil Engineer, Eastern Mediterranean. | ADMIRALTY WORKS, Alexandria. |
| Staff Officer (Intelligence), Levant ... | NAVYINTELL, Alexandria. |
| Rear Admiral, Alexandria ... | NAVYCHARGE, Alexandria. |
| <i>Algiers</i> | |
| Flag Officer, Western Mediterranean ... | NAVYCHARGE, Algiers. |
| Naval Cypher and Coding Office ... | NAVYCODE, Algiers. |
| <i>Aruba</i> | |
| British Consular Officer ... | BRITCONSUL, Aruba. |
| <i>Ascension</i> | |
| R.N. W/T Station ... | NAVY WIRELESS, Ascension. |
| <i>Auckland</i> | |
| Naval Officer-in-Charge ... | NAVYCHARGE, Devonport, New Zealand. |
| <i>Bahrain</i> | |
| Naval Officer-in-Charge ... | NAVYCHARGE, Bahrain. |
| <i>Balboa</i> | |
| British Naval Liaison Officer ... | NATIVE, Balboa. |
| <i>Barbados</i> | |
| Resident Naval Officer ... | NAVYRES, Barbados. |
| <i>Basra (Iraq)</i> | |
| Naval Officer-in-Charge ... | } NAVYCHARGE, Riverport, Basra. |
| Staff Officer (Intelligence) ... | |
| S.N.O., Persian Gulf ... | |
| <i>Bathurst</i> | |
| Naval Officer-in-Charge ... | NAVYCHARGE, Bathurst. |
| <i>Beira (Mozambique)</i> | |
| British Consular Officer ... | } BRITISH CONSUL, Beira. BRITCONSUL, Beira. |
| | |
| <i>Beirut</i> | |
| Naval Officer-in-Charge ... | NAVYCHARGE, Beirut. |
| Staff Officer (Intelligence) ... | NAVYINTELL, Beirut. |
| <i>Bermuda</i> | |
| Commodore-in-Charge, Bermuda ... | NAVYCHARGE, Bermuda. |
| Officer-in-Charge, R.N. W/T Station, Bermuda Dockyard. | NAVYWIRELESS, Bermuda. |
| S.B.N.O., Western Atlantic ... | NAVYCOM, Bermuda. |
| <i>Bizerta</i> | |
| Flag Officer-in-Charge, Tunisia ... | NAVYCHARGE, Bizerta. |
| <i>Bombay</i> | |
| Flag Officer ... | NAVYCHARGE, Bombay. |
| Officer in-Charge, R.I.N. W/T Station, Bombay Fort. | NAVYWIRELESS, Bombay. |
| Principal Sea Transport Officer, India ... | NAVYSEATRANS, Bombay. |
| Staff Officer (Intelligence) ... | NAVYINTELL, Bombay. |

| <i>Authority</i> | <i>Telegraphic Address</i> |
|--|----------------------------|
| <i>Brisbane</i> | |
| Naval Officer-in-Charge | NAVAL OFFICE, Brisbane. |
| <i>Buenos Aires</i> | |
| British Consul | BREASTRAIL, Buenos Aires. |
| British Naval Attache | BRITNAVAT, Buenos Aires. |
| Staff Officer (Intelligence) | MAILBAG, Buenos Aires. |
| <i>Cairns (Australia)</i> | |
| Naval Officer-in-Charge | NAVAL OFFICE, Cairns. |
| <i>Cairo</i> | |
| Ministry of War Transport Representative... .. | MEDMAST, Cairo. |
| Principal Sea Transport Officer, Egypt | PRINTRANS, Cairo. |
| <i>Capetown</i> | |
| Commander-in-Chief, South Atlantic | NAVYAFLOAT, Capetown. |
| Naval Officer-in-Charge | NAVYCHARGE, Capetown. |
| Staff Officer (Intelligence) | NAVYNTTELL, Capetown. |
| <i>Caserta</i> | |
| Commander-in-Chief, Mediterranean | } NAVYCHARGE, Caserta. |
| Principal Sea Transport Officer | |
| <i>Ceylon (see Colombo).</i> | |
| <i>Colombo</i> | |
| C.O.I.S., East Indies | AMBITION, Colombo. |
| Commander-in-Chief, East Indies | ADMIRAL, Colombo. |
| Flag Officer, Ceylon, and Deputy C.-in-C., E.I. | NAVYCHARGE, Colombo. |
| G.O.C., Ceylon | GENCOM, Colombo. |
| Naval Works Office, Colpetty, Colombo | NAVYWORKS, Colombo. |
| Staff Officer (Intelligence) | NAVYNTTELL, Colombo. |
| Superintending Civil Engineer, R.N. Yard, Trincomalee. | NAVIGEER, Trincomalee. |
| <i>Curacao</i> | |
| Senior British Naval Officer | NAVYCHARGE, Curacao. |
| <i>Dakar</i> | |
| British Naval Liaison Officer | MAILBAG, Dakar. |
| <i>Darwin</i> | |
| Naval Officer-in-Charge | NAVAL OFFICE, Darwin. |
| <i>Delhi</i> | |
| Flag Liaison Officer | NAVY LIAISON, Delhi. |
| F.O.C.R.I.N. | NAVYRIN, Delhi. |
| <i>Durban</i> | |
| Naval Officer-in-Charge | NAVYCHARGE, Durban. |
| <i>East London</i> | |
| Naval Officer-in-Charge | NAVYCHARGE, East London. |
| <i>Falkland Isles</i> | |
| Naval Officer-in-Charge | NAVYCHARGE, Falkland. |
| <i>Famagusta (Cyprus)</i> | |
| Naval Officer-in-Charge | NAVYCHARGE, Famagusta. |
| Superintending Sea Transport Officer | NAVYTRANS, Famagusta. |
| <i>Faroes</i> | |
| Naval Officer-in-Charge | NAVYCHARGE, Faroes. |
| <i>Fremantle</i> | |
| Naval Officer-in-Charge | NAVAL OFFICE, Fremantle. |
| <i>Freetown (Sierra Leone)</i> | |
| Commodore-in-Charge | NAVYCHARGE, Freetown. |
| Flag Officer Commanding, West Africa | NAVYCHARGE, Freetown. |
| Staff Officer (Intelligence) | NAVYNTTELL, Freetown. |
| <i>Geraldton (Australia)</i> | |
| Naval Officer-in-Charge | NAVAL OFFICE, Geraldton. |

| <i>Authority</i> | <i>Telegraphic Address</i> |
|---|--------------------------------------|
| <i>Gibraltar</i> | |
| Contraband Control Service Officer | CONBAND, Gibraltar. |
| Flag Officer, Gibraltar and Mediterranean Approaches. | NAVYCHARGE, Gibraltar. |
| Officer-in-Charge, R.N. W/T Station | NAVYWIT, Gibraltar. |
| Staff Officer, (Intelligence) | NAVYNTTELL, Gibraltar. |
| Sea Transport Officer | NAVYTRANS, Gibraltar. |
| <i>Haifa (Palestine)</i> | |
| Sea Transport Officer | NAVYTRANS, Haifa. |
| Senior Naval Officer, Levant Area | NAVYCHARGE, Haifa. |
| <i>Halifax (N.S.)</i> | |
| Chief Examining Officer | CHEXOFF, Halifax. |
| Commander-in-Chief, Canadian Northwest Atlantic. | ADMIRAL, Halifax. |
| Commodore, Halifax | NAVYCOM, Halifax. |
| <i>Hobart</i> | |
| Naval Officer-in-Charge | NAVAL OFFICE, Hobart. |
| <i>Hormuz</i> | |
| Naval Officer-in-Charge | NAVYCHARGE, Khor Kuwait. |
| <i>Horta</i> | |
| Naval Officer-in-Charge | TARTUFFE, Horta, Azores. |
| S.B.N.O., Azores | PANTAGRUEL, Horta, Azores. |
| <i>Ismalia</i> | |
| Senior Naval Officer, Red Sea and Suez Canal Area. | NAVYCHARGE, Ismalia. |
| <i>Jamaica (see Kingston).</i> | |
| <i>Kilindini</i> | |
| Captain-on-Staff, Kilindini | AMBITION, Kilindini. |
| Flag Officer, East Africa | NAVYCHARGE, Kilindini. |
| Staff Officer (Intelligence) | NAVYCHARGE, Kilindini. |
| <i>Kingston (Jamaica)</i> | |
| Captain-in-Charge | NAVYCHARGE, Kingston, Jamaica. |
| Staff Officer (Intelligence) | NAVYNTTELL, Kingston, Jamaica. |
| <i>Lagos (Nigeria)</i> | |
| Resident Naval Officer | NAVYASHORE, Lagos, Nigeria. |
| <i>Lisbon</i> | |
| H.M. Consul-General | BREASTRAIL, Lisbon. |
| British Naval Attache | NAVAL ATTACHE, c/o PRODROME, Lisbon. |
| <i>Malta</i> | |
| Contraband Control Service Officer | NAVIBAND, Malta. |
| Officer-in-Charge, R.N. W/T Station | NAVYWIT, Malta. |
| Staff Officer (Intelligence) | NAVYNTTELL, Malta. |
| Vice Admiral, Malta, and Flag Officer, Central Mediterranean. | NAVYCHARGE, Malta. |
| <i>Massawa</i> | |
| Naval Officer-in-Charge | NAVYCHARGE, Massawa. |
| <i>Mauritius</i> | |
| Officer-in-Charge, R.N. W/T Station | NAVYWIRELESS, Mauritius. |
| <i>Melbourne</i> | |
| Australian Commonwealth Navy Board | NAVY, Melbourne. |
| <i>Montevideo</i> | |
| British Naval Attache | BRITNAVAT, Montevideo. |
| <i>Montreal</i> | |
| Naval Officer-in-Charge | NAVYCHARGE, Montreal. |

| <i>Authority</i> | <i>Telegraphic Address</i> |
|---|---|
| <i>Naples</i> Flag Officer, Northern Area, Mediterranean | NAVYCHARGE, Naples. |
| <i>Newcastle (Australia)</i> Naval Officer-in-Charge | NAVAL OFFICE, Newcastle. |
| <i>New Guinea</i> Naval Officer-in-Charge | NAVAL OFFICE, New Guinea. |
| <i>New York</i> British Naval Liaison Officer | BRADREP, New York.* |
| * Code or cypher messages intended for B.N.L.O., New York, should be routed through "BROUTOF, New York". | |
| <i>North Russia</i> Senior British Naval Officer | BRITANNIA, Polyarnoe. |
| <i>Oran</i> Senior British Naval Officer | NAVYCHARGE, Oran. |
| <i>Ottawa</i> High Commissioner for Canada Secretary, Navy Board, Ottawa Director of Naval Intelligence | HIGHCOMA, Ottawa. NAVAL, Ottawa. NAVAL, Ottawa. |
| <i>Philadelphia</i> British Submarine Officer | DOBSA, Navy Yard, Philadelphia. |
| <i>Port Adelaide</i> Naval Officer-in-Charge | NAVAL OFFICE, Port Adelaide. |
| <i>Port Elizabeth</i> Naval Officer-in-Charge | NAVYCHARGE, Port Elizabeth. |
| <i>Port Hawkesburg, N.S.</i> Chief Examining Officer | CHEXOFF, Port Hawkesburg. |
| <i>Port Hedland (Australia)</i> Naval Officer-in-Charge | NAVAL OFFICE, Port Hedland. |
| <i>Port Kembla (Australia)</i> Naval Officer-in-Charge | NAVAL OFFICE, Port Kembla. |
| <i>Port Melbourne</i> Naval Officer-in-Charge | NAVAL OFFICE, Port Melbourne. |
| <i>Port Moresby</i> Naval Officer-in-Charge | NAVAL OFFICE, Port Moresby. |
| <i>Port of Spain (see Trinidad).</i> | |
| <i>Port Said</i> Naval Officer-in-Charge Sea Transport Officer, Port Said | NAVYCHARGE, Port Said. NAVYTRANS, Port Said. |
| <i>Port Sudan</i> Resident Naval Officer | NAVYCHARGE, Port Sudan. |
| <i>Prince Rupert, B.C.</i> Chief Examining Officer Naval Officer-in-Charge | CHEXOFF, Prince Rupert (B.C.). NAVYCHARGE, Prince Rupert (B.C.). |
| <i>Quebec</i> Chief Examining Officer Naval Officer-in-Charge | CHEXOFF, Quebec. NAVYCHARGE, Quebec. |
| <i>Recife</i> Assistant British Naval Staff Officer | MAILBAG, Recife. |
| <i>Reykjavik</i> Admiral Commanding, Iceland (C) | JONES, Reykjavik. |
| <i>Rio de Janeiro</i> Naval Attache British Naval Staff Officer British Consul | BRITNAVAT, Rio de Janeiro. MAILBAG, Rio de Janeiro. BREASTRAIL, Rio de Janeiro. |

| <i>Authority</i> | <i>Telegraphic Address</i> |
|--|---|
| <i>St. John, N.B.</i> Chief Examining Officer Naval Officer-in-Charge | CHEXOFF, St. John. NAVYCHARGE, St. John. |
| <i>St. Johns, N.F.</i> Flag Officer, Newfoundland | NAVYCHARGE, St. Johns. |
| <i>St. Lucia (B.W.I.)</i> Resident Naval Officer | NAVYRES, St. Lucia. |
| <i>Santiago de Chile</i> British Naval Attache | BRITNAVAT, Santiago de Chile. |
| <i>Simonstown</i> Senior Naval Officer | NAVYASHORE, Simonstown. |
| <i>Sydney, C.L.</i> Chief Examining Officer Naval Officer-in-Charge | CHEXOFF, Sydney, C.B. NAVYCHARGE, Sydney, C.B. |
| <i>Sydney, N.S.W.</i> Naval Officer-in-Charge Royal Edward Victualling Yard Superintending Naval Store Officer | GARDEN, Sydney } For Over- VICTUAL, Sydney } seas Tele- ICEBERG, Sydney } grams only. |
| <i>Suez</i> Naval Officer-in-Charge Superintending Sea Transport Officer | NAVYCHARGE, Suez. NAVYTRANS, Suez. |
| <i>Suva</i> Resident Naval Officer | NAVAL, Suva. |
| <i>Takoradi</i> Naval Officer-in-Charge | NAVYCHARGE, Takoradi. |
| <i>Tamatave</i> Naval Officer-in-Charge | NAVYCHARGE, Tamatave. |
| <i>Taranto</i> Flag Officer | NAVYCHARGE, Taranto. |
| <i>Thursday Island</i> Naval Officer in Charge | NAVAL OFFICE, Thursday Island. |
| <i>Townsville (Australia)</i> Naval Officer-in-Charge | NAVAL OFFICE, Townsville. |
| <i>Trinidad</i> Contraband Control Service Officer Senior British Naval Officer | CONBAND, Port of Spain, Trinidad. NAVYCHARGE, Port of Spain, Trinidad. |
| <i>Vancouver, B.C.</i> Chief Examining Officer | CHEXOFF, Vancouver. |
| <i>Victoria, B.C.</i> Chief Examining Officer | CHEXOFF, Victoria, B.C. |
| <i>Washington, D.C.</i> British Admiralty Delegation | BRITMAN, Washington, D.C.* |
| * Messages for B.A.M.S.R. should be routed through "BRITMAN, Washington, D.C." | |
| <i>Wellington</i> New Zealand Navy Board R.N. W/T Station Director of Naval Intelligence | NAVAL, Wellington. NAVYWIRELESS, Wellington. NAVYNTTELL, Wellington. |
| <i>Whyalla (Australia)</i> Naval Liaison Officer | NAVAL OFFICE, Whyalla. |
| Note.—Certain other telegraphic addresses used by Staff Officers (Intelligence) are contained in C.B. 3000/44. | |

(C.A.F.O. 1348/44.)

(A.F.Os. 6296/43, 239/44 and 3760/44 are cancelled.)

Section 6.—SHORE ESTABLISHMENTS

6639.—Civil Servants Serving with the Forces—Returns

(C.E. 21842/44.—14 Dec. 1944.)

With reference to A.F.O. 5245/44, paragraphs 51–54, establishments are reminded that a further return, showing the position as at 1st January, 1945, is to be rendered of Civil Servants, non-industrial and industrial, who have been released for service with H.M. Forces or the Civil Defence Forces and who are eligible to receive balance of civil pay, whether in receipt of it or not.

2. The return is to be in the form set out in paragraph 53 of A.F.O. 5245/44, and is to be forwarded to the Admiralty (C.E. Branch II, Bath), not later than 10th January, 1945.

(A.F.O. 5245/44.)

(A.F.O. 5366/44 is cancelled.)

6640.—Christmas Holiday, 1944—Arrangements for Civilian Non-Industrial Staff

(C.E. 59386/44.—14 Dec. 1944.)

Civilian non-industrial staff will be allowed three days' holiday at Christmas or the New Year. At establishments in England, Wales, and Northern Ireland, the days will be Saturday, Monday and Tuesday, the 23rd, 25th and 26th December; in Scotland the days will be Saturday, Monday and Tuesday, the 30th December and the 1st and 2nd January, but, if considered desirable, leave may be granted on 25th December in lieu of the 2nd January.

2. Where officers who are required to attend on Christmas Day (or New Year's Day in Scotland) are members of overtime classes, the attendance will be treated in accordance with the rules applicable to Sunday attendance. Where officers are not members of overtime classes, they may be granted equivalent time off in lieu.

3. Where staff are required to attend on the 23rd and/or 26th December, establishments should grant equivalent time off in lieu wherever practicable, but where time off cannot be granted no additional payment may be made. In Scotland the days to which this provision will apply will be the 30th December and/or 2nd January (or 25th December).

4. Part-timers may be granted a holiday on the 23rd, 25th and 26th December (or equivalent days in Scotland), but should not be paid or be given any additional holiday, if they would not have been in attendance on those days.

5. In view of the restrictions imposed on passenger train services during the Christmas period, it is necessary to restrict travel at that time to a minimum, and leave which involves the use of other than local travel between the 21st and 27th December, both dates inclusive, should not normally be granted. The use of free or partly free rail travel passes for journeys during the restricted period should not be allowed in the case of evacuated staff and those employed on prolonged detached duty, etc. These restrictions will not preclude the grant of leave which involves travelling on compassionate grounds, e.g., where a person is summoned home because of the serious illness of a near relative.

6. Members of Departmental A.R.P. units who attend their offices solely for A.R.P. purposes during the holiday may, wherever practicable, be given time off in lieu in respect of hours of duty inside their normal working hours. The ordinary subsistence arrangements prescribed for A.R.P. duties performed outside working hours will apply.

(A.F.O. 1746/44.)

6641.—Civilian Uniform Concession 1944–45—Demobilization of Uniform Staff

(C.E. 58777/44.—14 Dec. 1944.)

The Board of Trade have issued the following instructions on the subject of Civilian Uniform Concession 1944–45, demobilization of uniformed staff.

2. As a result of the great and growing improvement in the war situation, if has been decided to demobilize immediately large numbers of full-time personnel of

the Civil Defence Services. All these people, like all uniformed staff in Government Departments, have been surrendering coupons for their uniforms under the terms of the Civilian Uniform Concession. Furthermore, under the recently published 1944–45 coupon arrangements for essential uniform wearers (A.F.O. 5607/44), many will have been expecting to enjoy a "coupon-free uniform year" during 1944–45. It will be seen that, with the demobilization of certain of the personnel coming so near to the beginning of the Fourth Uniform Year, the discharged uniform wearers will gain little or no benefit from the free year.

3. In anticipation of more widespread demobilization of uniform wearers in all categories of essential employment, the Board of Trade have decided that all personnel discharged during the Fourth Uniform Year who qualified for a coupon-free year, or a partial coupon-free year (i.e. those within the scope of categories 1 and 2 in paragraph 3 of A.F.O. 5607/44), shall be assumed to have made a full year's contribution for 1944–45 at the standard rate. On release they will, therefore, be due for a refund of the number of coupons proportionate to the unexpired months of the uniform year at the date of discharge. *Any coupons owed, either for previous uniform years or as a partial contribution due for 1944/45, will be deducted from this refund.*

Example.—A person whose uniform comprises a suit and overcoat, for which the standard annual surrender is 8 coupons, who is enjoying a "free-year" during 1944–45, would if discharged on the 1st December, 1944, receive three-quarters of the 8 coupons, i.e. 6 coupons.

4. All uniform wearers discharged during the uniform year 1st September, 1944—31st August, 1945, in any of the following circumstances will qualify for coupons:—

(a) As a result of reduction of staff;

(b) On medical grounds;

(c) For personal reasons, if with the consent of the Admiralty and where necessary the Ministry of Labour and National Service.

5. Persons discharged for misconduct, leaving without the consent of the Admiralty, or in order to enter one of H.M. Forces or the Merchant Navy, however, will *not* be entitled to any coupons.

6. Persons leaving uniformed employment who are not entitled to a coupon-free year in whole or in part will be refunded with coupons on the same basis as laid down in paragraph 5 (a) of A.F.O. 5607/44.

7. Where it is customary to allow staff leaving to retain some or all of their uniform the Board of Trade will raise no objection to the retention of uniform by staff on discharge in addition to their receiving any coupon refund for which they may be eligible. In equity, however, defaulters under the Civilian Uniform Concession should, where possible, be penalized by having a smaller amount of uniform to take away, or none at all. Establishments are reminded that, when reporting defaulters under paragraph 16 of A.F.O. 5607/44, workers who have left Admiralty service should be listed separately.

8. Any funds of coupons held by Establishments for making refunds under the Uniform Concession may be used to meet the immediate demands of this arrangement. If no fund is held, or when existing funds need replenishing, application should be made to the respective authorities shown in paragraph 11 of A.F.O. 5607/44, stating:—

(i) The number of persons to whom demobilization refunds have already been made;

(ii) the total number of coupons issued;

(iii) estimated number of coupons required to operate the arrangement for a further period of, say, 3 months.

9. This arrangement will come into operation immediately, and may where necessary be accepted as retrospective to the 1st September, 1944.

(A.F.O. 5607/44.)

6642.—War-Time Provisions for the Grant of Special Leave to Non-Industrial Members of the Admiralty Staff

(C.E. 19052/44.—14 Dec. 1944.)

The following paragraph should be substituted for paragraph 2 (c) of A.F.O. 4434/44, which is hereby cancelled:—

“(c) In other cases of sickness of relatives special leave with pay cannot be granted. But, so that an officer may not be required to use an undue proportion of his annual leave allowance for such purposes, he may be allowed a short period of *unpaid* leave to make arrangements for the care of a sick person for whom he is responsible. No such leave in excess of 12 days in any one leave year should be granted on this account without reference to the Admiralty (C.E.II Branch), Bath.”

(A.F.O. 4434/44.)

6643.—Civil Service War Bonus, Revised Rates of—Non-Industrial Staffs

(C.E. 59687/44.—14 Dec. 1944.)

As from 1st November, 1944, the following amounts of war bonus are payable to whole-time non-industrial Civil Servants, established and unestablished, including those serving in Eire and other United Kingdom based staff serving abroad, whose remuneration (excluding bonus) does not exceed £1,500 a year:—

| Age | Staff on Weekly Rates of Pay | | Staff in receipt of Annual Salaries | |
|-------------|------------------------------|----|-------------------------------------|-------|
| | s. | d. | £ | s. d. |
| Under 16 | 6 | 6 | 16 | 19 0 |
| 16 | 8 | 0 | 20 | 18 0 |
| 17 | 9 | 0 | 23 | 10 0 |
| 18 | 12 | 0 | 31 | 6 0 |
| 19 | 13 | 6 | 35 | 4 0 |
| 20 | Men | 16 | 41 | 15 0 |
| | Women | 14 | 37 | 17 0 |
| 21 and over | Men | 23 | 60 | 0 0 |
| | Women | 18 | 48 | 0 0 |

No war bonus should, however, be paid to officers whose terms of appointment definitely provide that they should be paid an inclusive amount.

2. In order to obviate anomalies in the case of salaries in excess of £1,500 per annum, the amount and incidence of the bonus should be adjusted so as to ensure that no officer receives less in pay and bonus together than he would have received if his salary had been at the rate of £1,500 per annum.

3. When determining remuneration for war bonus purposes, account should normally be taken of allowances. Where officers are provided with rent-free quarters, the value of these quarters should be taken into account in determining remuneration for this purpose. The value (for purposes of pension or gratuity) of board (including fuel) should similarly be taken into account.

4. Where staff on tours of duty abroad are entitled to official quarters or an allowance in lieu as part of their emoluments when serving in the United Kingdom, the same amount should be taken into account in determining their remuneration for bonus purposes as would be reckoned if they were serving at home. Otherwise allowances and benefits in kind received by staff in respect of service abroad should be ignored in this connection.

5. When determining the remuneration for war bonus purposes of re-employed officers in receipt of a Civil Service pension awarded under the Superannuation Acts, account should be taken of the total emoluments including pension in issue to him and the amount surrendered on allocation.

6. War bonus is reckonable for the calculation of overtime pay, and the new rates of bonus should be brought into overtime calculations as from the first overtime week commencing after the 26th November, 1944, or as soon as possible after that date, but in any case not later than the first overtime week commencing after the 10th December, 1944. Overtime claims already paid in respect of periods between these two dates should not be re-calculated to include the new bonus.

7. The over-riding maximum overtime rates of the Clerical Class are now those based on inclusive salaries of £410 (men) and £328 (women).

8. War bonus is ignored in calculating starting pay on promotion. In the case of an officer on a mark-time salary, the appropriate amount of bonus is payable in addition to the mark-time salary.

9. War bonus is reckoned as remuneration in determining insurability under the National Insurance Acts and for superannuation purposes.

10. War bonus should be taken into account when calculating the balance of civil pay of Civil Servants serving with H.M. Forces, etc.

11. War bonus should also be taken into account in calculating the wages of part-time non-industrial staffs.

(A.F.O. 3609/44 is cancelled.)

See AFO 5174/46. ***6644.—Admiralty Shore Establishments Cinema Fund**

(A.S.E.C.F. 2370/44.—14 Dec. 1944.)

With reference to A.F.O. 3953/42, paragraph 4, the new address of the Film Booking Department is Arcade House, 27, Old Bond Street, London W.1. (Regent 6311.)

(A.F.O. 3953/42.)

6645.—Floor Coverings in Wartime Naval Establishments

(C.E.-in-C. 76997/44—14 Dec. 1944.)

Owing to a further restriction in the use of linoleum and similar floor coverings, rules of general application governing the supply of floor coverings in Naval establishments are given in the following paragraphs.

2. Pitchmastic flooring has proved to be a generally satisfactory substitute for linoleum, and therefore linoleum will be permitted only in the special cases shown in paragraph 3.

3. The following table and notes show the type of floor covering or treatment permitted in Naval establishments, the floors of which will normally be either of timber or concrete. Wherever pitchmastic is mentioned in this order, “black pitchmastic” is to be understood.

| Nature of Structure | Type of Floor | |
|---------------------------------------|---------------|---|
| | Timber | Concrete |
| A. Officers (also W.R.N.S.) | | |
| (i) Senior officers' day cabins ... | Linoleum | Linoleum |
| (ii) Officers' sleeping accommodation | Nil | Pitchmastic with coir matting bedside strips 54 in. x 27 in. (A.F.O. 651/44, Appendix A). |
| (iii) Recreation rooms ... | Nil | Linoleum |
| (iv) Messes ... | Nil | Pitchmastic |
| (v) Office rooms ... | Nil | Linoleum |
| (vi) Sanitary and ablution blocks ... | Pitchmastic | Dust and waterproofed concrete. |

| Nature of Structure | Type of Floor | |
|--|---------------------------|--|
| | Timber | Concrete |
| B. Ratings (also C.P.Os. and P.Os.) | | |
| (i) Sleeping accommodation | | |
| (a) In buildings expected to be maintained after the war or on specially damp sites. | Nil | Pitchmastic with linoleum bedside strips 4 ft. × 2 ft. |
| (b) In temporary wartime buildings on normal sites. | Nil | Dust and waterproof concrete with linoleum bedside strips 4 ft. × 2 ft. <i>Note:</i> Linoleum strips are in lieu of coir matting previously authorized by A.F.O. 651/44. |
| (ii) Recreation rooms | Nil | Pitchmastic |
| (iii) Messes— | | |
| (a) In permanent buildings expected to be maintained after the war or on specially damp sites. | Nil | Pitchmastic |
| (b) In temporary war-time buildings on normal sites. | Nil | Dust and waterproofed concrete. |
| (iv) Galleys— | | |
| (a) In permanent buildings expected to be maintained after the war. | Pitchmastic | Quarry tiles |
| (b) In buildings not expected to be maintained after the war. | Pitchmastic | Pitchmastic except under heated equipment which should stand on quarry tiles extending 12 in. beyond the base in the case of coal-fired equipment and just beyond the base in all other cases. |
| (v) Sanitary and ablution blocks ... | Pitchmastic | Dust and waterproofed concrete. |
| C. W.R.N.S' ratings (also C.P.Os. and P.Os.) | | |
| (i) Sleeping accommodation ... | Nil | Pitchmastic (with coir matting bedside strips 54 in. × 27 in. wide. A.F.O. 651/44, Appendix "B"). |
| (ii) Recreation room | Nil | Linoleum |
| (iii) Messes | Nil | Pitchmastic |
| (iv) Sanitary and ablution blocks ... | Pitchmastic | Dust and waterproofed concrete. |
| D. Hospitals and sick bays | | |
| (i) Wards | Pitchmastic | Pitchmastic |
| (ii) Operating theatres | Cement sawdust surfacing. | Cement sawdust surfacing. |
| (iii) Surgeries | Linoleum | Linoleum |
| (iv) X-Ray rooms | Linoleum | Linoleum |
| (v) Dispensaries | Linoleum | Linoleum |
| (vi) Dental rooms | Linoleum | Linoleum |

| Nature of Structure | Type of Floor | |
|---|---|---|
| | Timber | Concrete |
| D.—Hospitals and sick bays—contd. | | |
| (vii) Laboratories | Pitchmastic | Pitchmastic |
| (viii) M.Os. rooms | Linoleum | Linoleum |
| (ix) Duty rooms | Linoleum | Linoleum |
| (x) Nurses' quarters | Nil | Pitchmastic |
| (xi) Offices | Nil | Pitchmastic |
| (xii) Sanitary and ablution blocks ... | Pitchmastic | Dust and waterproofed concrete. |
| E. Drill halls | Nil | Dust and waterproofed concrete. |
| F. Gymnasias | Nil | Cement sawdust surfacing except at rehabilitation centres which should be treated as special cases. |
| G. Naval canteens | | |
| (i) Halls | Nil | Pitchmastic |
| (ii) Behind service bars | Linoleum | Linoleum |
| H. Cinemas | | |
| (i) Halls | Nil | Pitchmastic |
| (ii) Operating and re-winding rooms | Pitchmastic | Pitchmastic |
| (iii) Film libraries | Pitchmastic | Pitchmastic |
| J. Schools and Lecture Rooms | | |
| (i) Officers | Nil | Linoleum |
| (ii) C.P.Os., P.Os. and ratings ... | Nil | Pitchmastic |
| K. Offices | | |
| (i) Officers | Nil | Linoleum |
| (ii) Others | Nil | Pitchmastic |
| L. Libraries | Nil | Linoleum |
| M. Churches | Strips of linoleum or matting in the aisles. | Strips of linoleum or matting in the aisles. |
| N. Telegraph, Telephone and Control Rooms. | Nil | Pitchmastic |
| O. Corridors | Nil | Nil |
| | In special cases (for which Admiralty approval should be sought) strips of matting or lino. may be provided to eliminate noise. In hospitals, concrete corridors should also be rendered dust and waterproof. | |
| P. Armouries | Nil | Dust and waterproofed concrete. |
| Q. Battery Rooms | Nil | Pitchmastic or special treatment. |
| R. Laboratories and Workshops | | |
| (i) R.N. armament depot laboratories | { Gritless Pitchmastic | { Gritless Pitchmastic |
| | (Except where dry gun cotton and gun cotton dust are dealt with, special flooring for which requires Admiralty approval.) | |
| (ii) Radio workshops and test rooms | Pitchmastic | Pitchmastic |
| (iii) Where the assembly of delicate scientific instruments is to be carried out. | Linoleum | Linoleum |

| Nature of Structure | Type of Floor | |
|---|--|--|
| | Timber | Concrete |
| R. Laboratories and Workshops—contd. | | |
| (iv) Naval air establishments— | | |
| (a) Instrument, sparking plug and fabric shops. | Nil | Pitchmastic |
| (b) Hangars | — | Specially hardened surface. |
| (c) Test houses | Nil | Dust and water-proofed concrete. |
| (d) Dope and paint shops ... | — | Special white cement |
| (v) All other laboratories | Nil | Dust and water-proofed concrete. |
| (vi) All other workshops | Nil | Nil—or in special cases dust and waterproofed concrete. |
| S. Stores | | |
| (i) General | Nil | Nil—pitchmastic in special cases. |
| (ii) Armament and naval air establishments. | Nil | Dust and water-proofed concrete. |
| (iii) Parachute | Trays only to be covered with lino. | Trays only to be covered with lino. Pitchmastic elsewhere. |
| T. Trainers (Technical)— | | |
| (i) Domes | Nil | Linoleum |
| (ii) Tracer ranges | Nil | Dust and water-proofed concrete. |
| (iii) Cycloramas | } <i>Special treatment as found necessary.</i> | |
| (iv) Attack teachers, A/S teachers, etc. | | |
| (v) Waller trainers | | |
| (vi) Link trainers | | |
| U. Industrial Canteens and Hostels | | |
| (i) Sleeping accommodation ... | Nil | Pitchmastic |
| (ii) Mess rooms | Nil | Pitchmastic |
| (iii) Recreation rooms | Nil | Pitchmastic |
| (iv) Kitchens— | | |
| (a) In permanent buildings expected to be maintained after the war. | Pitchmastic | Quarry Tiles |
| (b) In buildings not expected to be maintained after the war. | Pitchmastic | Pitchmastic except under heated equipment which should stand on quarry tiles extending 12 in. beyond the base in the case of coal-fired equipment and just beyond the base in all other cases. |
| (v) Sanitary and ablution blocks ... | Pitchmastic | Dust and water-proofed concrete. |

4. (a) This Order applies primarily to new constructions, and it is not intended to imply approval to changes in existing buildings or newly-requisitioned property. Such changes would be confined usually to cases in which the existing floor or

covering is structurally unsatisfactory and in need of renewal. Full details of these cases are to be submitted to the Admiralty for approval before any work is ordered.

(b) In cases where pitchmastic is allowed by this Order but where, owing to the small quantity required and the distance of the site from the source of supply, the cost of transporting the materials and laying the pitchmastic would be uneconomical, linoleum may be demanded instead. All such demands should be forwarded direct to the Admiralty.

(c) Pitchmastic surfacing is chargeable to Vote 10. It should be laid to give a polished finish and may be coated once, as soon as laid, with wax polish to fill any pores. Where a non-slip surface is required as in kitchens and ancillaries a sanded finish should be specified.

(d) In accordance with Section O of this Order, coverings to corridors are not normally to be provided. This applies also to stairs and in order to reduce disturbance of watchkeepers who have to sleep during the day, their sleeping accommodation should preferably be allocated either on the top floor of a requisitioned house or, in the case of hutted establishments, in a separate block.

5. *Maintenance of Floor Coverings.*—(a) *Pitchmastic.*—(i) Pitchmastic should be cleaned by wiping with a damp cloth; an abundance of water is unnecessary and undesirable. Floor polishes are only to be used in cases specified in paragraph 5c.

(ii) Where it is desired to disinfect pitchmastic floors, a Service disinfectant should be used. The strength of the solution should never be more than 1 in 500, i.e., 1 teaspoonful to 1 quart of water.

(b) *Linoleum.*—Linoleum should be cleaned by wiping the surface with a damp cloth, care being taken to avoid an excessive use of water which may quickly lead to deterioration of the linoleum and to insanitary conditions.

(c) *Polishing.*—Routine wax polishing of pitchmastic or linoleum is only permitted as follows:—

(i) In hospitals, sick quarters and dental rooms only where this is essential for sanitary reasons.

(ii) In buildings housing wireless and Radar equipment and spares.

(iii) Routine polishing, where permitted, may be carried out once a week and 1-lb. of polish should suffice for an area of 1,000 sq. ft.

6. *Cement Sawdust.*—Cement sawdust surfaces are to be laid by competitive contract and specifications for this material should provide for a smooth surface and finishing by a coat of non-skid fluid.

Cement sawdust floors should be cleaned by wiping with a damp cloth, avoiding an excess of water.

(A.F.O. 651/44.)

(A.F.Os. 1878/43 and 4030/43 are cancelled.)

6646.—Driving of M/T Vehicles in Admiralty Service by Naval and Civilian Personnel other than by Drivers Borne for the Purpose

(NS.MT. 512/44.—14 Dec. 1944.)

R.N. M/T vehicles may only be driven by Naval and civilian personnel holding driving licences in instances when this course would result in a definite economy, i.e., when the saving of the services of a regular driver would more than offset the disadvantage of a vehicle not being available for other duties during "not required" periods. Such instances include long runs and cases when a vehicle is necessarily serving on detached duty with a particular officer, e.g., an Overseer.

2. Permission for vehicles to be self-driven is to be restricted to a minimum and will be obtainable as follows:—

(a) Personnel serving at the Admiralty—From the Director of Stores on the recommendation of the Head of the applicant's department.

(b) Personnel serving elsewhere—From the Head of the establishment to which the applicant is attached.

3. Successful applicants should be acquainted with the method to be adopted for obtaining petrol and should be provided with the necessary form D.77/S.121 and petrol coupons (A.F.O. 5050/43). Journeys are to be recorded on worksheets (Form 394) and rendered to the Officer-in-Charge of the R.N. M/T pool from which the vehicle is drawn.

4. Applicants are to be furnished with a statement in the following terms, acquainting them with their legal position in the event of an accident occurring while driving, and should give a receipt for this statement.

R.N. M/T Vehicles driven by Naval and Civilian personnel.

The legal position of an authorized driver who becomes involved in an accident while driving an R.N. M/T vehicle on duty is as follows:—

Injury to Third Person or to Private Property.—The driver would not be held responsible for the payment of claims arising out of any accident for which he might be held responsible, although he would be held personally responsible for the payment of fines inflicted in connection with any offence against the Civil Law.

Injury to Naval Personnel.—They would be regarded as being insured on duty. Should death or permanent disablement result, an award under the Naval War Pensions Regulations (printed in the appendix to the Navy List) may be withheld, cancelled or reduced if the accident was due to serious negligence or misconduct on the part of the driver.

Civilian Personnel would be regarded as being injured while on duty. If, however, the driver was held to have been negligent and responsible for the accident, difficulties might occur in regard to compensation under the Workmen's Compensation Act or a grant under the Injury Warrant No. 1 of 27th June, 1935 (text reproduced in A.F.O. 1035/40). Each case of negligence would be considered on its merits.

5. The permit will be valid during such time as the holder remains attached to the Admiralty department or establishment to which he belonged at the time of issue. On leaving such department or establishment it should be surrendered:—

(i) Personnel serving at the Admiralty—To the Head of his department for transmission to the Director of Stores.

(ii) Personnel serving elsewhere—To the Head of the establishment at which they are serving.

Personnel still holding these permits who have left the Admiralty departments or establishments should surrender them forthwith, and, if it is desirable that the person concerned should be permitted to drive R.N. vehicles in his present appointment, a new permit should be obtained as in paragraph 2.

6. Establishments are to render a return of personnel who are at present authorized to drive R.N. vehicles within one month from the date of this Order. A monthly list of additions and deletions to this list only need be reported on the first day of each subsequent month.

7. In certain circumstances it may be considered advantageous to authorize Naval or civilian personnel to drive hired cars. Hire terms for such cars should include cover by insurance which permits of any party driving as is the case in "Self Drive" hire schemes.

8. It is the responsibility of holders of permits under this Order to ensure that vehicles while in their possession are adequately serviced and maintained, and to ensure that the strictest economy in the use of the vehicle is observed.

(A.F.Os. 1035/40 and 5050/43.)

(A.F.Os. 1758/41, 2108/41 and 4572/41 are cancelled.)

6647.—Stores, etc., Delivered by Contractors—Procedure for dealing with Form D55., Contractors' Advice and Inspection Note

(D.N.A. 12958/44.—14 Dec. 1944.)

This Order consolidates and supersedes the Orders previously issued relating to the revised procedure for the use of Contractors' Advice and Inspection Note (Form D.55).

2. Form D.55 will normally be used for all deliveries of stores and machinery under head office contracts except (a) supplies under Vote 9 and (b) certain fresh provisions for which a receipt is furnished to the contractor on Form S.92.

3. The form is folded and perforated in three parts, viz., Part I (Payment Copy), Part II (Depot Copy) and Part III (Packing Note). The description of goods and other details are filled in by the contractor on the three parts when goods are ready for despatch. The three parts serve the following purposes:—

Part I (Payment Copy).—As a fully-certified receipt for the goods to be sent to the contractor to enable him to obtain payment.

Part II (Depot Copy).—As a voucher for store accounting and expense accounting purposes.

Part III (Packing Note).—To be sent with the goods to facilitate receipt and identification by the consignee.

A supplementary form (D.55A) is used by main store depots to obtain confirmation of receipt of stores in cases where delivery is made direct to outlying establishments, H.M. ships, etc., and the receipt is signed by those establishments, but store and expense accounting is carried out at the main store depot to whom the D.55 form is sent in the first place. It is an essential part of the arrangement that the main store depot should despatch the Form D.55A with Part I of the Form D.55 to the outlying establishment *immediately* on receipt of the D.55 form from the contractor.

4. Instructions explaining the standard procedure for completion and disposal of the parts are contained in the back of the Form D.55. The following tables show in respect of the main classes of contract delivery the action to be taken and the movements of the form from the time when the articles are ready at contractors' works until payment of the claim and completion of store and expense accounting.

I.—Deliveries to dockyards or other main store depots

(a) Contractor will complete description of stores and other particulars on the tripartite Form D.55.

If inspection at firm's works

(b) Contractor will detach Part III and pass Parts I and II to Inspecting Officer who, if satisfied, will complete Certificate A on both parts and send them to the consignee. Contractor will despatch Part III (Packing Note) with the goods.

(c) If goods are in order consignee will complete Certificate C in Parts I and II (and also if erection, special tests or trials, etc., are necessary, Certificate B) inserting A.R.p. number in the appropriate spaces.

If no inspection at firm's works

(b) Contractor will despatch Part III with the goods and will post Parts I and II to the consignee.

(c) After completion of local inspection action—including signing of Certificate B when appropriate, e.g., for machinery gun mountings, etc., by the officer responsible for inspection—consignee will complete Certificate C on Parts I and II and insert A.R.p. number in the appropriate space.

(d) Consignee will send Part I to the contractor and retain Parts II and III.

Note.—The account of receipt system has been temporarily suspended at certain establishments. Instructions have been issued to the establishments concerned as to the consequent variations of procedure.

II.—Deliveries of goods not required to be invoiced to a main store depot

(a) Contractor will complete description of stores and other particulars on the tripartite Form D.55.

If inspection at firm's works

(b) Contractor will detach Part III and pass Parts I and II to Inspecting Officer who, if satisfied, will complete Certificate A on both parts and send them to the consignee. Contractor will despatch Part III (Packing Note) with the goods.

(c) If goods are in order, consignee will complete Certificate C on Parts I and II (and also if erection, special tests or trials, etc., are necessary, Certificate B).

If no inspection at firm's works

(Contractor will despatch Part III with the goods and will post Parts I and II to the consignee.

(c) If goods are in order, consignee and/or Inspecting Officer at destination will complete Certificates B and C on Parts I and II.

(d) Consignee will send Part I of D.55 to contractor (who will attach it to his claim), and retain Parts II and III unless instructed otherwise.

III.—Direct deliveries to outlying establishments, shipyards, H.M. ships, etc., with store and expense accounting at a main supply depot

(a) Contractor will complete description of stores and other particulars on the tripartite Form D.55.

If inspection at firm's works

(b) Contractor will detach Part III and pass Parts I and II to Inspecting Officer who, if satisfied, will complete Certificate A on both parts, insert service receiving the stores if not already indicated, and send them to the main store depot. Contractor will despatch Part III (Packing Note) with the goods.

If no inspection at firm's works

(b) Contractor will despatch Part III with the goods to the consignee and will simultaneously post Parts I and II to the main store depot.

(c) Store depot will stamp form with depot stamp, insert "DIRECT DELIVERY" under the heading "A.R.p. No." on Part I, register, enter register number on Parts I and II and on Form D.55A and will send the latter with Part I to consignee within 24 hours of receipt.

(d) Consignee will, if stores are accepted as in order, complete Certificate C on Part I of D.55 (if special tests or trials are necessary, Certificate B should also be completed).

(d) If goods are in order, consignee and/or Inspecting Officer at destination will complete Certificates B and C on Part I.

(e) (i) Consignee will send Part I of D.55 to contractor who will forward it with his claim for payment.

(ii) Simultaneously, consignee will complete certificate on Form D.55 (A) and return this form to the store depot who will link with Part II of Form D.55 and complete accounting action. Consignee will retain Part III (Packing Note) for use temporarily as accounting voucher.

Notes.—(a) The main store depot to which forms should be sent will normally be shown in the contract or delivery instructions.

(b) Direct deliveries will not be entered on account of receipt. Instructions concerning store and other accounting arrangements for direct deliveries have been issued by departments concerned.

(c) In the event of a main store depot receiving a Form D.55A with a complaint about the supplies, but without Part I of the relevant D.55, the facts should be reported immediately to the Director of Navy Accounts, the registered number of the invoice (Form D.55) being quoted.

(d) For Naval stores, accounting, etc., action should be completed immediately receipt of the stores has been established. If the stores have not by then been allocated to a specific service, "Suspense" issue vouchers should be raised and cleared to the service by subsequent action with consignee.

(e) Deliveries of gun-mountings to Parkhead and Coventry should continue to be entered on account of receipt at Rosyth and Stafford respectively.

IV.—Special categories

There are some important variations from the standard procedure described above.

(i) Deliveries under certain contracts for machinery on an ex-works or f.o.r. basis in which the articles are consigned to a shipbuilder for incorporation in ships under construction. Separate instructions have been issued to the Engineer Overseers to whom these particular contracts relate.

(ii) Deliveries of hull and machinery parts for fabricated ships.

Certificate A should be completed on Parts I and II by the Admiralty Inspecting Officer (including representatives of the classification societies) at firm's works, and the undivided form forwarded to the consignee for completion of Certificate C. Where no Admiralty Inspecting Officer is available at consignee's works, it will suffice if Certificate C is signed by a responsible official of the consignee firm. Where the parts are sent to an intermediate firm for processing Certificate C may be completed by an official of that firm.

When Certificates A and C have been completed, the payment copy, Part I, should be returned to the supplying contractor in order that he may forward it to the Director of Navy Accounts with his claim for payment. Part II should be disposed of as follows:—

Hull items To Director of Contract Work (Supplies),

Pulteney Hotel,

Bath,

Somerset.

Machinery items ... To Engineer-in-Chief,

Admiralty,

London.

(iii) Deliveries under contracts for machinery and gun-mountings for shipment abroad. The Inspecting Officer at firm's works will complete Certificate A (including despatch) on Parts I and II and will forward the former to the contractor for claim purposes, and, for machinery items, will retain Part II unless instructed otherwise. For gun-mountings, Part II should be forwarded to the Superintending Naval Store Officer, Park Royal.

(iv) Deliveries under contracts for stores for shipment abroad. The Inspecting Officer at firm's works will complete Certificate A (including despatch providing this will not cause undue delay) on Parts I and II and will forward them to the accounting depot (for Naval stores normally Park Royal) who will enter on account of receipt on the evidence of Inspecting Officer's certificate that the stores have been despatched or the certificate of despatch obtained from the contractors for shipping purposes. As regards medical stores for shipment abroad, the contractor forwards both the packages and the Form D.55 to the R.N. Transit Depot, Kersal Vale, Salford, Lancashire, where they are placed on account of receipt under a special procedure.

Any other variation from standard procedure will normally be indicated in the contract or delivery instructions.

5. Application for supplies of Form D.55 should be addressed to the Director of Navy Accounts (Branch 7), Bath, Somerset, and for supplies of Form D.55A to the Superintending Naval Store Officer, Park Royal.

In all contracts in which the use of Form D.55 is specified, the Admiralty condition of contract entitled "Payment for Supplies" is as follows:—

"Payment for supplies.—With every delivery of goods under this agreement, Admiralty Contractors Advice and Inspection Note, Form D.55, Parts I-II shall be sent undivided by the contractor, either to the dockyard or store depot named in the order or delivery instructions, immediately the goods have been despatched or, when the goods are to be inspected at contractors' works prior to despatch, to the Admiralty Inspecting Officer. The Packing Note, Part III, shall be detached by the contractor for despatch with the goods. Part I of the form will be returned to the contractor with the quantities received noted thereon. The contractor shall then send his claim for payment (Form D.118) to the Director of Navy Accounts, Foxhill Hutments, Bath, by whom payment will be made after the claim has been examined."

6. The whole object of the foregoing procedure is to enable deliveries to be advised, checked and accounted for and to enable the contractors to obtain prompt payment. Any delay by Admiralty officers at the various stages leads to correspondence, to dissatisfaction on the part of the contractors and to difficulties in tracing deliveries and in establishing responsibility for shortages, etc. *It is essential that the payment copy (Part I) should be returned to the contractor at the earliest possible date.* It is particularly important that consignees for direct deliveries, i.e., officers in charge of outlying establishments, overseers at shipyards, H.M. ships, etc., should deal promptly with Form D.55A and the accompanying Part I of the D.55 form. Failure to do this not only delays payment to contractors but leads to a considerable volume of additional clerical labour at the main store depots. Where D.55 forms are not received concurrently with or soon after delivery of the supplies the attention of the contractor or the officer through whom the form is passed should be drawn to the difficulties caused. Where other circumstances cause delay in the giving of receipts the position is to be reported with suggestions for reducing the time factor.

(A.F.Os. 1879/43, 4520/43 and 5537/43 are cancelled.)

6648.—Clothes Rationing—Industrial Workers—“Industrial Ten” Supplement for 1944-45—Surrender of Coupons for Loaned Protective Clothing

(L. 17866/44.—14 Dec. 1944.)

The instructions contained in paragraph 9 of A.E.O. 6357/44 as to the number of coupons to be surrendered by an employee receiving an initial issue of loaned clothing after 1st August, 1944, conflict with a footnote on the same subject in the Appendix to the Order, and are incorrect. The correct rate of surrender is one coupon for each quarter or part of a quarter remaining before 1st August, 1945. The number of coupons to be collected from an employee receiving an initial issue in January, 1945, should therefore be three coupons, not two as shown in the text, and from an employee receiving an initial issue in March two coupons instead of one. Heads of Establishments may, however, use their discretion as to whether an extra coupon should be collected where a “part of a quarter” consists only of an odd day or two.

2. Similarly, in paragraph 11, the refund is to be given at the rate of one coupon for each quarter or part of a quarter,

(A.F.O. 6357/44.)

6649.—Clothes Rationing—“Third Iron Ration”—Coupon Pools for Workers in Certain Heavy Industries

(L. 16996/44.—14 Dec. 1944.)

The special arrangements devised by the Board of Trade for the issue of extra supplementary clothing coupons under the “Iron Ration” Scheme are to be continued for a third year, 1944-45, for the benefit of individuals undergoing real hardship in certain heavy industries, where the wear and tear on clothing is particularly severe.

2. The industries covered by the scheme are as follows: Shipbuilding and Ship-repair; Mining; Heavy Chemical Industry; Iron and Steel Trade; Non-Ferrous Metal Industry; Low Temperature Carbonization of Coal and Coke and By-Product Industry; Carbon and Carbon Goods Industry; Gas Production; Manufacture of Glue, Gelatine and Fertilizers; Quarries, etc.; Glass Manufacture; Brickworks; Accumulator and Wet Battery Manufacture; Manufacture of Cement and Pre-Cast Concrete; Leather Manufacture; Salt Industry; Rayon Spinning; Manufacture and Coating of Paper; Paper Board, Fibrous Board and Fibrous Building Board. Full details of the scheme, including particulars of the definition of these industries for the purpose of the scheme, are contained in a leaflet entitled, “The Third Iron Ration (C.P.45)” issued by the Board of Trade. Copies of this leaflet should be obtained by the heads of any Admiralty establishments concerned with the trades and industries mentioned, from the local office of the Ministry of Labour and National Service.

3. Under the scheme a small “pool” of coupons is made available for any factories in the industries in question, to be distributed after 14th March, 1945, by a committee representative of workpeople and management, to individual workpeople who are suffering real hardship owing to lack of coupons for the purchase of necessary clothing. In Admiralty establishments engaged in the industries affected, the Yard Whitley Committee, or a specially appointed sub-committee, should be used for this purpose where the workpeople concerned desire to take advantage of the arrangements. If only a part of the establishment falls within one of the industries concerned, the departmental Whitley Committee for that part of the factory should be used for the distribution of coupons, or, where no such committee exists, a special committee may be elected with the approval of the Yard Whitley Committee. Arrangements must also be made to ensure that workers employed by contracting firms on work in an establishment get coupons from the pool if they need them. So far as possible, any additional work involved over the distribution of clothing coupons should take place outside working hours.

4. Application for a coupon pool must be made by the committee, as soon as possible, on Form E.D.312, obtainable from the local office of the Ministry of Labour and National Service in accordance with paragraph 15 of the pamphlet referred to above.

5. In the shipbuilding and ship-repairing industry, the scheme covers workers in all branches of a shipyard's activities. It has been agreed with the Board of Trade that workers employed in boom defence duties in connection with a Royal Dockyard are entitled to share fully in the scheme. But workers in Boom Defence Depots not attached to a dockyard are not eligible to participate in the scheme. It is, however, open to any workpeople not covered by the scheme, who consider they suffer particularly heavy wear and tear to their clothing, to make representations to the Board of Trade through their Trade Unions and the Trades Union Congress.

6. Where coupon pools are obtained under the above arrangements, the coupons must be kept locked up, preferably in a safe, and heads of establishments should make appropriate arrangements accordingly for the safe custody of the coupons.

7. Records of the committee's transactions in respect of this scheme must be kept, giving the details set out in paragraph 10 of Board of Trade leaflet C.P.45, and heads of establishments are authorized to furnish committees with any necessary stationery.

8. It should be borne in mind in distributing coupons that this scheme is intended only for cases of real hardship and not as a general issue of coupons to all workpeople. Guidance on the methods of distributing coupons is contained in the Board of Trade leaflet referred to above, and committees should take careful note of this and avoid extravagance in the issue of coupons. The pools must last for at least twelve months.

9. It is intended that, so far as possible, any difficulties arising in the operation of the scheme should be settled by the Committees themselves, subject to the conditions laid down in Leaflet C.P. 45. Where, however, any advice in regard to difficulties which may arise is required, enquiries should be addressed either (by workpeople) to the trade unions concerned or (by heads of establishments) to the Secretary of the Admiralty (Labour Branch), Bath, and *not* to local offices of the Ministry of Labour and National Service.

(A.F.O. 6191/43 is cancelled.)

