



## ADMIRALTY FLEET ORDERS

No. Subject.

21st December, 1944.

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SECTION 3.—G., T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS—*contd.*  
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 6752. U.S.A.—Forces—Reciprocal Aid to.

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

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 6754. Disinfection—Economy in Use of Disinfectant.  
 6755. Victualling—N.A.A.F.I. Containers—Preservation and Return of.  
 6756. Victualling—Provisions—Issue of Self-heating Soup and Cocoa.  
 6757. Victualling—Store Accounts of Destroyers and Certain Smaller Ships—REPORTS.

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 6760. Books of Reference—Establishment of Naval Stores for Motor Fishing Vessels—Issue.  
 6761. Books of Reference—B.R.980(J)—Revised Page 8 to R.T. No. 342 for B.L., 6-in. Guns, Marks XXII and XXIII, Dated October, 1944—Issue.  
 6762. Books of Reference—B.R.980(K)—Revised and Additional Pages to Range Table No. 328, for Q.F., 4 in., Guns, Marks IV and XII, and B.L., 4-in. Guns, Mark VIII, dated October, 1944—Issue.  
 6763. Books of Reference—B.R.980(U)—R.T. No. 601, for B.L., 16-in. Guns, Mark I—B.R.980(Y), R.T., No. 602, for B.L., 14-in. Guns, Mark VII, October, 1944—Issue.  
 6764. Books of Reference—B.R.1212—"The Enemy Japan"—Issue.  
 6765. Combined Operations—Personnel—Revised Mail Arrangements.  
 6766. Correspondence—Addresses—Registrar R.F.R.—Portsmouth.  
 6767. Merchant Marine—Admiralty Merchant Shipping Instructions and Admiralty Merchant-Ships Defence Instructions.  
 6650. Publications—Air Publications Supply Position of Air Frame and Engine Publications—*Issued separately on 21st December, 1944, only to Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Ships and Vessels fitted for Aircraft, Commanding Officers of R.N. Air Stations, Sections, and Training Establishments and Overseers concerned.*  
 6768. Publications—Air Publications distributed during week ending 2nd December, 1944.  
 6769. Publications—Air Publications distributed during week ending 2nd December, 1944.  
 6770. Publications—Handbook Amendments.  
 6771. Publications—O.U. and B.R. Publications—Distribution during November, 1944.  
 6772. S.419, 419(S), 1206, 1207, 422B, 1208—Air Gunnery Exercises—REPORTS.  
 6773. Salvage—Revision of Chapter XXV of the King's Regulations and Admiralty Instructions—Incidental Provisions (*see* A.F.O. 6685/44).  
 6774. Typewriters—Establishment.

SECTION 6.—SHORE ESTABLISHMENTS

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 6776. Allowances—Subsistence—Subsistence and Lodging Allowances—Civilian Non-Industrial Staff.  
 6777. Chemical Defence—Anti-Gas Equipment and Stores—Detector Powder—Introduction, Details and Supply.  
 6778. Savings, National—Civil Service Voluntary Savings Scheme—Forthcoming Cycles.  
 6779. Travelling—Official Visits to the French Ministry of Marine and to Commercial Firms in Paris (*see* A.F.O. 6688/44).  
 6780. Workpeople—Income Tax on Tool Allowance under Pay-as-You-Earn Scheme.  
 6781. Workpeople—Sealing, Scurfing or Cleaning of Boilers and Cleaning of Oil-fuel Tanks or Bilges in Ships—Regulations for Protection—REPORTS.  
 6782. Workpeople—Women—Cleaners—Part Time Industrial Office.

(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.

#### 6651.—Damage to Aircraft during Flight—Precautions to be Taken

(A/A.A.P.S. 2194/44.—21 Dec. 1944.)

The following procedure is to be carried out when an aircraft has suffered damage or has exhibited during flight signs of unserviceability which may affect its ability to land safely. The aircraft should be taken up to a safe height and, after its crew have prepared themselves for abandoning the aircraft, its manoeuvrability should be tested at slow speeds. If the damage or the state of unserviceability is such that a safe landing is shown to be impossible, the aircraft should be abandoned after the normal precautions have been taken.

A test of this kind may not indicate definitely the advisability of abandoning the aircraft, but it will show the pilot what difficulties he will have to contend with when landing the aircraft.

#### 2. Exceptions to this rule are :—

- When the aircraft is too low to be abandoned and the damage is such that it seems unlikely that the aircraft will be able to stand the strain of the climb.
- When fuel range does not permit the test.
- When for other reasons the risk of an emergency landing is justified, *e.g.* where the crew is wounded, or where there is some important matter to report.
- Where the consequences of abandoning the aircraft may involve more risk to its crew than an emergency landing when the state of the aircraft's serviceability is unknown, *e.g.* when a carrier landing is involved in waters not served by adequate air/sea rescue services.

#### \*6652.—Enemy Aircraft Shot Down or Damaged by Ships' Gunfire or Naval Aircraft

(G.D. 994/44.—21 Dec. 1944.)

Casualties to enemy aircraft by ships' gunfire are as follows from 12th April, 1940, to 30th November, 1944 :—

	Confirmed	Probable	Damaged
*By H.M. Ships ... ..	682	223	331
*By H.M. Ships and merchant ships jointly...	165	29	21
By merchant ships and fishing vessels ...	150	49	120
	997	301	472
Last reported totals (31st October, 1944) ...	995	300	472
Increases ... ..	2	1	—

\* Including units of the Netherlands, Norwegian, Greek, Polish and French naval forces serving with the Royal Navy.

Confirmed	Probable	Damaged
<i>H.M. Ships</i>		
Nil	Nil	Nil
<i>H.M. Ships and Merchant Ships Jointly</i>		
H.M. ships and merchant ships off Normandy (1).	Nil	Nil
<i>Merchant Ships and Fishing Vessels Jointly</i>		
Merchant ships off Normandy (1)	s.s. "Lysland" (1)	Nil

*N.B.*—In A.F.O. 5974/44, one confirmed was credited in error to H.M.S. "Prosperous." This should be credited to H.M.S. "Patroclus."

*Enemy Aircraft Shot Down by Naval Aircraft*

The results are as follows from the beginning of the war to 30th November, 1944.

	Confirmed	Probable	Damaged
Present totals ... ..	279	44	165
Last reported totals (31st October, 1944) ...	277	44	165
Increases ... ..	2	—	—

2. Casualties are assessed in the Admiralty in accordance with the rules laid down in C.A.F.O. 1898/40, which are the same as those employed by the Royal Air Force and the Army.

(C.A.F.O. 1898/40.)

(A.F.O. 5974/44 is cancelled.)

**\*6653.—First Submarine Flotilla—Appreciation of Services**

(M. 012033/44.—21 Dec. 1944)

The following messages of appreciation of the services rendered by the First Submarine Flotilla are promulgated for information :—

From Admiralty to C.-in-C., Mediterranean.

"Since the outbreak of war against Italy in June, 1940, submarines of the 1st Flotilla have waged unceasing and successful war against the enemy in the Mediterranean. Now that the Flotilla is dispersing, request you will convey to Captain S.1, his officers and ratings, Their Lordships' appreciation of their splendid record.

Request you will also convey Their Lordships' appreciation to the staffs of the Mediterranean Submarine Bases, without whose maintenance work the many successes of Mediterranean submarines would not have been achieved."

From C.-in-C. Mediterranean to Captain 1st Submarine Flotilla :—

"Now that the 1st Submarine Flotilla which has served in the Mediterranean since the outbreak of the war with Italy is disbanding, I desire to convey to you, the officers and men of both ships and shore staffs who are now serving, or who have served with this Flotilla during those critical years, my very great appreciation of their splendid and most successful efforts which have made the enemy's operations in these waters so dangerous and unprofitable for him."

Often working under severe handicaps from vulnerable or improvised bases the first Flotilla has caused crippling losses to the enemy's war and supply ships, thereby making a great contribution to the successful outcome of the war in the Mediterranean. We are all sorry to see the last of you, and wish you all possible fortune wherever you serve in the future."

**6654.—Christmas Greetings to the Royal New Zealand Navy**

(E.F.O. 308/44.—21 Dec. 1944.)

The High Commissioner for New Zealand and Mrs. Jordan and the New Zealand Naval Affairs Officer and his Staff, send Christmas Greetings and Best Wishes for the New Year to all personnel of the Royal New Zealand Navy.

**6655.—H.M.S. "Dinosaur II"—Renaming**

(M. 2906/44.—21 Dec. 1944.)

It has been approved for H.M.S. "Dinosaur II" to be renamed H.M.S. "Fullarton".

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

**6656.—H.M.S. "Mercury", H.M. Signal School—Pay Accounts**

*See AFO 51/46.* (M. 2914/44.—21 Dec. 1944.) *See AFO 3514/46*

H.M. Signal School (H.M.S. "Mercury") became an independent accounting establishment on 1st December, 1944, and the pay accounts of Communications Ratings and Radio Mechanics (S), (S\*) and (W/T), and personnel at the Admiralty Signal Establishment, Haslemere (H.M.S. "Mercury II") were transferred from H.M.S. "Victory IV" on that date.

2. All correspondence and signals concerning Communications Ratings and Radio Mechanics previously addressed to the Captain (S), H.M.S. "Victory IV", should be addressed to H.M. Signal School (H.M.S. "Mercury"), Leydene House, East Meon, near Petersfield, Hants.

(A.G.M. 25A is cancelled.)

**6657.—H.M.S. "Victory"—Pay Divisions**

*See AFO 6657/46.* (M. 2914/44.—21 Dec. 1944.)

H.M.S. "Victory" Pay Division IV is to be transferred from Leydene House, East Meon, near Petersfield, Hants, to Commercial Chambers, Commercial Road, Portsmouth, on 18th December, 1944, and correspondence should be addressed accordingly from that date.

2. H.M.S. "Victory" Pay Divisions I, II and III are already accommodated in Commercial Chambers, Commercial Road, Portsmouth.

3. As from 1st January, 1945, the pay accounts of personnel borne on the books of H.M.S. "Victory" will be maintained in Pay Divisions as follows :—

H.M.S. "Victory I" ... ..	Seamen.
H.M.S. "Victory II" ... ..	Engine-room and miscellaneous ratings.
H.M.S. "Victory III" ... ..	Tenders to H.M.S. "Victory."
<u>H.M.S. "Victory IV" ... ..</u>	<u>Officers, W.R.N.S., Prisoners of War and</u>
	<u>Missing Personnel.</u>

(A.F.O. 5638/44, A.G.M. 756A and A.G.M. 26A are cancelled.)

*See AFO 2680/45.*  
*AFO 16/45*

**6658.—Royal Naval Air Units—Current Scales of Manning**

(D.P.S. 595/44/M.—21 Dec. 1944.)

The following revised Table I (First Line Squadrons) is to be substituted for Table I in A.F.O. 1759/44.

TABLE I  
First Line Squadrons

Type of Squadron	T.B.R. A.B.R.			Composite 9 T.B.R. 6 F.F.	Fighter (Single-Seater)								Fighter 2-Seater	Col. A—Aircraft equipped with 20-mm. guns or with 6 or more 0.5-in. Brown- ing guns per aircraft.
	6	9	12		A	A	B	A	B	A	B	A	B	
				6		6	10	10	12	12	20	20	12	
No. of I.E. aircraft ...	6	9	12	15	6	6	10	10	12	12	20	20	12	Col. B—All other aircraft.
<i>Rank or Rating</i>														
Lt. Cdr., Lt., Sub Lt. (P) or (A) ...	6	9	12	15	6	6	10	10	12	12	20	20	12	Ch. or P.O. Pilot may be borne in 25 per cent. of these billets. (See also Note I.)
Lt. Cdr., Lt., Sub Lt. (O) or (A) ...	6	9	12	9	—	—	—	—	—	—	—	—	12	See Note I.
Ch. or Petty Officer or C.P.O. or P.O. Airman (G.D.)	1	1	1	1	1	1	1	1	1	1	1	1	1	
Ldg. Snn. or Ldg. Airman (G.D.) ...	1	1	2	2	1	1	1	1	2	2	3	3	2	
A.B. or Ord. Snn. or Naval Airman (G.D.)	5	8	10	13	5	5	9	9	10	10	17	17	10	See Note VI.
C.P.O. or P.O. Airman (T.A.G. 1 or 2)	1	1	1	1	—	—	—	—	—	—	—	—	—	
P.O. or Ldg. Airman (T.A.G. 3) ...	5	8	11	8	—	—	—	—	—	—	—	—	—	See Note I.
Leading Writer ...	1	1	1	1	1	1	1	1	1	1	1	1	1	
Ldg. Stores Assistant ...	1	1	1	1	1	1	1	1	1	1	1	1	1	
Stores Assistant ...	—	—	1	1	—	—	—	—	1	1	1	1	1	
Ldg. Cook (S) ...	—	—	1	1	—	—	—	—	1	1	1	1	1	
Cook (S) ...	1	1	1	1	1	1	1	1	1	1	2	2	1	See Note VII.
Leading Steward ...	—	1	1	1	—	—	—	—	—	—	1	1	1	See Note VII.
Steward or Asst. Steward ...	4	5	7	7	2	2	3	3	4	4	6	6	7	See Notes II and VII.
Ldg. Phot. or Phot. ...	1	1	1	1	—	—	—	—	—	—	—	—	1	
Lt. or Sub Lt. (E) or (A), (A/E) or Cd. or Wt. Aircraft Officer.	1	1	1	1	1	1	1	1	1	1	1	1	1	See Note VIII, When avail- able.
Air Artificer (A.E.) ...	1	1	2	2	1	1	1	1	2	2	3	3	2	
Air Artificer (O) ...	—	—	—	—	—	—	—	—	—	—	—	—	1	See Note III.
Air Artificer (L) ...	—	—	—	—	—	—	—	—	—	—	—	—	—	See Note IV.
Ldg. or Air Fitter (A) ...	2	2	3	4	2	2	2	2	3	3	4	4	3	
Ldg. or Air Fitter (E) ...	2	2	3	4	2	2	2	2	3	3	4	4	3	
Ldg. or Air Fitter (O) ...	1	1	2	3	1	1	2	1	2	1	4	3	2	See Note III.
Ldg. or Air Fitter (L) ...	1	1	1	2	1	1	1	1	1	1	2	2	1	See Note IV.
P.O. or Ldg. Radio Mech. (A.R.) ...	3	3	4	3	—	—	—	—	—	—	—	—	—	See Note V.
P.O. or Ldg. Radio Mech. (A.W.) ...	2	3	4	5	3	3	5	5	5	5	8	8	5	
C.P.O. Air Mech. (A), (E), (O) or (L)	1	1	1	1	1	1	1	1	1	1	1	1	1	
P.O. Air Mechanic (A) ...	1	1	1	2	1	1	1	1	1	1	2	2	1	
P.O. Air Mechanic (E) ...	1	1	1	2	1	1	1	1	1	1	2	2	1	
P.O. Air Mechanic (O) ...	—	—	1	1	1	1	1	1	2	1	3	2	1	See Note III.
P.O. Air Mechanic (L) ...	—	—	—	1	—	—	—	—	—	—	1	1	1	See Note IV.
Ldg. Air Mechanic (A) ...	1	2	3	3	1	1	2	2	3	3	4	4	3	
Ldg. Air Mechanic (E) ...	1	2	3	3	1	1	2	2	3	3	4	4	3	
Ldg. Air Mechanic (O) ...	1	1	2	2	1	1	2	1	2	2	4	4	2	See Note III.
Ldg. Air Mechanic (L) ...	1	1	1	2	1	1	1	1	1	1	2	2	1	See Note IV.
Air Mechanic (A) ...	6	9	12	15	6	6	10	10	12	12	20	20	12	
Air Mechanic (E) ...	6	9	12	15	6	6	10	10	12	12	20	20	12	
Air Mechanic (O) ...	3	5	6	12	5	4	9	6	10	8	16	12	10	See Note III.
Air Mechanic (L) ...	2	3	4	5	2	2	3	3	4	4	6	6	4	See Note IV.
	70	96	130	151	56	55	84	79	103	99	165	159	121	

Notes

General.—All scales in these notes are to be calculated to the nearest whole number, 0.5 counting upwards.

Note I. Air crews should be overborne by 25 per cent. provided the necessary personnel and accommodation are available.

Note II. Steward ratings as Attendants are allowed on the scale of one between three officers, a leading steward being included when the total number of steward ratings in the squadron is six or more. The numbers shown above are to be adjusted by this scale to accord with the number of officers actually borne. (See also Note VII.)

Note III (a). For "Avenger Aircraft," the numbers of ordnance ratings allowed will be based on the following scales:—

- 2 A.M. (O) per 3 aircraft.
- 1 L.A.M. (O) per 6 aircraft.
- 1 P.O.A.M. (O) per 12 aircraft.
- 1 Ldg. or A.F. (O) per 6 aircraft.
- 1 Air Artificer (O) per 6 aircraft.

(b) When a squadron of 9 or more T.B.R. aircraft is armed with rocket projectiles, add 2 A.M. (O).  
 (c) Subject to priority being given to the billets shown specifically for Air Artificers (O), Air Artificers (L.O.) or Air Artificers (O) are to be borne in lieu of Air Fitters (O) when available.

Note IV (a) For "Avenger" Squadrons, the numbers of electrical ratings allowed will be based on the following scale:—

- 1 A.M. (L) per 2 aircraft.
- 1 L.A.M. (L) per 6 aircraft.
- 1 P.O.A.M. (L) per 12 aircraft.
- 1 Ldg. or Air Fitter (L) per 4 aircraft.
- 1 Air Artificer (L) or P.O. Air Fitter (L) per 12 aircraft.

(b) For squadrons armed with Barracuda aircraft, the following scale of electrical ratings will be allowed:—

Number of Aircraft	6	9	12	15	18	24
Ldg. or Air Fitter (L) ...	...	1	2	2	2	2
Ldg. Air Mechanic (L) ...	...	...	1	2	2	2
Air Mechanic (L) ...	...	...	3	4	6	7
						9
						12

(c) For American type fighter aircraft, Electrical Ratings will be allowed as follows:—

- 1 A.M. (L) per 2 (L.E.) aircraft.
- 1 L.A.M. (L) per 5 (L.E.) aircraft.
- 1 P.O. A.M. (L) per 10 (L.E.) aircraft.
- 1 Leading or Air Fitter (L) per 10 (L.E.) aircraft.

(d) Subject to priority being given to the billets shown specifically for Air Artificers (L), Air Artificers (L.O.) or Air Artificers (L) are to be borne in lieu of Air Fitters (L) when available.

Note V. For squadrons equipped with A.S.V. Mark XI delete reference to Radio Mechanics (A.R.) and substitute as follows:—  
 1 C.P.O. Radio Mechanic per squadron.  
 1 P.O. or Ldg. Radio Mechanic (A.R.) per aircraft fitted A.S.V., Mark XI.

Note VI. Includes Safety Equipment Workers and Assistants, as follows:—

- Fighter Squadrons ... .. 1 S.E.W., 1 S.E.A.
- T.B.R. Squadron of 12 or less aircraft ... .. 1 S.E.W., 1 S.E.A.
- T.B.R. Squadrons of more than 12 aircraft ... .. 1 S.E.W., 2 S.E.A.
- Composite Squadrons of 15 or more aircraft ... .. 1 S.E.W., 2 S.E.A.

Note VII. Squadrons allocated to Escort Carriers bearing T.124X Victualling Staff are not allowed General Service Cook and Steward ratings, as provision for the Squadron personnel is made in the ship's T.124X complement.

Note VIII. (a) In Fighter Assault Squadrons equipped for T.A.C./R., add 1 P.O. Phot. and 3 Ldg. Phot. or Phot.

(b) In "Firefly" Squadrons the Ldg. Phot. or Phot. is allowed only if F.24 camera is fitted.

(Table I of A.F.O. 1759/44 and A.F.O. 4710/44 are cancelled.)

\*6659.—Air Branch—Selection of Ratings for Pilot or Observer Training and Temporary Commissions

(C.W./N.T. 137/44.—21 Dec. 1944.)

Ratings recommended for Pilot or Observer training must be not more than 23½ years of age at the time the Form C.W.1(T) is started. Subject to the exceptions set out in paragraph 3 below, any H.O. or reserve rating who is considered to have the required temperament and personality for flying duties and an alert mind which will enable him to compete with the flying training syllabus should be recommended, provided he is willing to volunteer for flying duties. It is no longer possible to give an educational course to pilot candidates who must therefore in future be suitable for training without further education.

2. Recommendations for Pilot training should not be confined to ratings who are considered suitable for commissions. Subject to the exceptions set out in paragraph 3 below, ratings who possess the necessary qualities required for a Pilot and are willing to volunteer for flying duties should be recommended even though it appears unlikely that they will develop the qualities required of an officer. If they do not in fact come up to this standard at the end of their flying training they will be eligible for first line appointments as rating Pilots and subsequently may qualify for a commission. Form C.W.1(T) is to be used for all recommendations, but where a rating is not considered suitable for a commission the heading and certificate on page 1 of the form is to be amended to indicate that he is recommended for Pilot training and not necessarily for a commission. Ratings, however, who are candidates solely for Observer duties must be of School Certificate standard in education and suitable for commissions.

3. Ratings in the following categories should only be recommended for Pilot training if they are considered suitable for Temporary Air Branch commissions as well as being suitable for Pilot duties:—

- Petty Officers of any branch.
- E.R.As. who have a Boiler Watchkeeping Certificate, or equivalent experience for ratings trained in I.C.E. and Diesel.
- E.As. and E.Ms. who have completed training in a Torpedo School.
- O.As. who have completed training in a Gunnery School.
- M.Ms. who have completed specialised training of their category.
- Radio Mechanics who have completed training in a Technical College.
- F.A.A. Maintenance ratings who have completed their initial technical training.
- V/S., W/T., Seamen with No. 2 non-substantive rating or higher.
- Telegraphist Air Gunners.

4. Ratings who are recommended for Pilot or Observer training are not required to carry out sea service before interview by the Air Selection Board. They may be recommended at the end of their New Entry Training or at any time afterwards. As soon as possible after being recommended they are to be sent to await interview by the Admiralty "Air" Selection Board at the Naval Centre, Bristol, as follows:—

- (a) F.A.A. ratings to R.N. Barracks, Lee-on-Solent.
- (b) All other ratings to R.N. Barracks, Portsmouth.

5. All ratings who successfully complete flying training and have developed the qualities of leadership required of an officer will be granted temporary commissions in the Air Branch. Pilots who have not developed these qualities or who do not wish to serve as officers, will become rating pilots and serve as such in operational squadrons. They will be eligible to be recommended for a commission at any later stage of their career.

6. General service ratings will, while undergoing preliminary training in H.M.S. "St. Vincent", retain their former rating; on being sent for flying or Observers training they will be transferred to the Flying Branch as Acting Leading Airmen. Candidates who fail to complete their training will be reverted to their original rating and branch.

7. "Hostilities Only" Telegraphist Air Gunners are eligible to be recommended for training for temporary commissions for Pilot or Observer duties at any time after entry including the period they are under training. The fact that they have

previously appeared unsuccessfully before a Selection Board either as a Y Scheme candidate or a Fleet candidate for Pilot or Observer training will not prevent their being recommended again if they are considered to have since developed the qualities required of an officer.

If accepted they will retain their non-substantive rate of T.A.G. while undergoing Pilot or Observer training but will not be eligible for the "under training" allowance payable to Pilot and Observer candidates.

(A.F.Os. 120/43, 685/43, 1163/43 and 4997/44 are cancelled.)

#### 6660.—Transfers to the Army—Cessation of

(N. 17249/44.—21 Dec. 1944.)

Transfers to the Army under the conditions of Admiralty letter N. 17249/44 of 20th July have been completed, and no further applications are required.

(R.N.B., Portsmouth, No. 1342/T.S. 23/6, 17 Oct. 1944.)

#### 6661.—Landing of Animal Pets in Australia

(N.L. 19821/44.—21 Dec. 1944.)

Information has been received from the Australian Government to the effect that under the Animal Quarantine Restrictions in force in Australia, no animals of any kind, accompanying Service personnel as pets or mascots, are allowed to be landed in Australia.

(A.F.O. 5645/44.)

#### 6662.—Telegraphists (S) Ratings—Training of—Transfer from R.N.T.E., St. Bede's, Eastbourne, to R.N. W/T School, Soberton Towers, Droxford

(N. 31682/44.—21 Dec. 1944.)

The R.N.T.E., St. Bede's, Eastbourne, closes down on 29th December, 1944, after which date all training of Telegraphists (S) ratings previously carried out there will be transferred to R.N. W/T School, Soberton Towers, Droxford (Telephone No. Droxford 11 and 28).

The establishment is under the administration of the Captain, H.M. Signal School, Leydene House, East Meon, near Petersfield (Telephone No. Petersfield 760), through whom all signals should be routed.

2. Ratings detailed to undergo training or refresher courses are to be sent by rail to Droxford Station, and their expected time of arrival reported to the Officer-in-Charge, R.N. W/T School, Soberton, info. Captain, H.M. Signal School.

3. As from 29th December, 1944, all correspondence in connection with Telegraphist (S) training is to be referred to the Captain, H.M. Signal School, copy to Officer-in-Charge, R.N. W/T School, Soberton Towers, Droxford.

(C.A.F.Os. 1128/43, 1953/43, 1682/44.)

#### 6663.—Officer Complement—Increase in

Fleet Destroyers

(N. 7397/44.—21 Dec. 1944.)

It has been approved to increase the officer complement in Fleet destroyers later than the I Class to the following:—

- 1 Commanding Officer.
- 1 First Lieutenant.
- 3 Lieutenants or Sub-Lieutenants.
- 1 Gunner (T).
- 1 Sub-Lieutenant or Midshipman.
- (Plus any officers borne, additional, for training.)

2. This approval involves the addition of one officer to complement. For the present the addition will be allowed "for war only".

3. Amendments to schemes of complement should be made as under:—

H.M. ships "Jervis", "Milne", "Onslow", "Quilliam" and "Rotherham" and destroyers of "J" and "K" Classes, "Lookout" and "Loyal", "Marksman" Class, "Onslaught", "Oribi" and "Offa", and "Paladin", "Quadrant" and "Racehorse" Classes, issued with Admiralty Letter N/D.P.S. 542/41/M of 19 November, 1941;

H.M. ships "Opportune", "Obedient", "Obdurate" and "Orwell", as Minelaying and as ordinary destroyers, issued with Admiralty Letter N. 6083/41 of 18 September, 1941;

H.M. ships "Suamarez", "Troubridge", "Grenville" and "Kempenfelt" and destroyers of "Savage", "Tumult", "Ulster", "Valentine", and "Wager" Classes, issued with Admiralty Letter N.6706/43 of 14 July 1943; and

H.M. ships "Myngs", "Zephyr", "Cæsar", "Cavendish", "Chequers", "Chieftain", "Constance", "Cossack", "Crescent" and "Crusader", when employed as Captain (D)'s Ships and Destroyers of "Zambesi", "Cæsar", "Chequers", "Cossack" and "Crescent" Classes, issued with Admiralty Letter N.12879/43 of 23 March, 1944:—

*Additions allowed in War Only*

Add 1 Lieut. or Sub-Lieut., R.N.V.R.

(A.F.O. 5977/44 is cancelled.)

#### \*6664.—Customs—Eire—Duties on Personal Effects of Persons Returning to Eire

(N.L. 16816/44.—21 Dec. 1944.)

The following is promulgated for the information of Naval personnel who may wish to return to Eire after a prolonged absence from that country:—

"Clothing and other personal and household effects (including motor cars) taken out of Eire, and also any similar articles purchased or acquired by the importer for substantial use abroad, will be admitted into Eire without payment of duty. Applications to be allowed to import without payment of duty under the provision of Section 17 of the Finance Act, 1936, dutiable articles (including motor cars) other than personal effects, on the ground that the applicant is taking up permanent residence in this country, will be dealt with according to the merits of each case".

2. Naval personnel wishing to import such articles into Eire should apply to the Revenue Commissioners, Dublin Castle, Dublin, for a copy of their Notice No. 153 of April, 1938, which gives details of the procedure to be followed and of the forms which must be completed by the importer.

#### \*6665.—Correspondence Courses—Conditions for Financial Assistance

(N. 30575/44.—21 Dec. 1944.) *Cancelled by RFO 6202/46.*

Arrangements already exist whereby naval personnel can take correspondence courses in a wide range of vocational and general subjects at a small fee to themselves. Where the requirements of a student, preparing himself for a chosen career, cannot reasonably be met by these courses or by oral teaching, financial assistance may be given provided that—

- (i) a suitable course is not provided under the terms of A.F.O. 2958/44, by other existing Service schemes, or by the College of the Sea;
- (ii) that instruction cannot be provided through Naval or local resources;
- (iii) the student is likely to benefit from the course selected; and
- (iv) no financial assistance towards the cost of the course has been, or is being, given from any other source.

(This does not refer to discount or remission of fee by a correspondence college in favour of Service personnel.)

2. The grant to any individual, in any period of twelve months, will not exceed £3 and the total grant in respect of any course will not exceed half its total cost.

3. Applications for financial assistance should be forwarded through Commanding Officers to the Director, Education Department, Admiralty, who will communicate the extent of the help to be given. Appendix I to this Order contains a specimen application form.

No applications should be forwarded from those who are known to be within three months of their discharge from the Service.

4. Applications for assistance for students already taking courses, including those started before joining the Service, should reach Director, Education Department, by 31st March, 1945. Otherwise, students should always apply for financial help before starting a course.

5. If the course is a long one, payment may be made yearly, provided that the Commanding Officer is satisfied that the student is giving as much time to the course as is reasonably practicable.

On completion of the course, or after a year's work, the application for the amount to be refunded should be forwarded by the student's Commanding Officer to Director, Education Department, together with evidence that payment has been made to the Correspondence College.

No payment will be made if a student withdraws from a course unless the Commanding Officer certifies that the withdrawal was due to circumstances outside the student's control.

6. The Director, Education Department, will authorize payment by the Supply Officer of refunds of fees for approved courses. Such payments are to be regarded as a charge on the Adult Education Grant and should be reported under the heading of paragraph 11 (b) in A.F.O. 5881/44.

#### APPENDIX I

##### CORRESPONDENCE COURSE—APPLICATION FOR FINANCIAL ASSISTANCE

The Director, Education Department,  
Admiralty, S.W.1.

1. Official No. ....
2. Rank or Rating.....
3. Full Name (Block Letters).....
4. Where serving .....
5. Date of Birth .....
6. Where educated .....
7. Examination successes (state subjects) .....
8. Profession or Occupation before joining H.M. Forces .....
9. Course required .....
10. Full reasons for taking the course.....
11. Name and address of Correspondence College supplying the course.....
12. Cost £.....by instalments of £.....down and £.....  
a month. (Amount to be entered in sterling.)
13. Probable duration of course .....
14. If course has already been started, give date of commencement .....
15. Date of entry into the Service.....

I certify that no financial assistance is being provided for this course from any other source. The Director, Education Department, Admiralty, will be notified of any change of address.

Signature of applicant..... Date.....

I am satisfied that the applicant is qualified to profit by the course. Instruction cannot be obtained through Naval and local resources.

Signature of Commanding Officer.....

Ship or Establishment .....

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

#### \*6666.—Supply and Secretariat Branch Examinations—1945

*Cancelled by* (C.W. 70048/44.—21 Dec. 1944.)  
AFO 7385/46

The following table gives the dates on which written examinations in the Supply and Secretariat Branch will be held during 1945 :—

Dates—1945	Examination for
15th and 18th January ... ..	Sub-Lieutenant (S)—Part I
22nd and 25th January ... ..	Sub-Lieutenant (S)—Part II
21st and 24th May ... ..	Sub-Lieutenant (S)—Part I and II
21st and 24th May ... ..	C.P.O. Writer
21st, 22nd and 24th May ... ..	Stores C.P.O.
21st May ... ..	Chief Wren Writer (Pay)
24th May ... ..	Chief Wren Writer (General)
21st May ... ..	Chief Wren Victualling
21st May ... ..	Chief Wren Clothing
21st and 22nd May ... ..	Chief Wren Air Stores
21st and 24th May ... ..	Chief Wren Naval Stores
18th and 21st June ... ..	Lieutenant-Commander (S)—Part I
16th and 19th July ... ..	Warrant Writer Officer
16th and 19th July ... ..	Warrant Stores Officer
17th and 20th September ... ..	Sub-Lieutenant (S)—Part I and II
19th and 22nd November ... ..	C.P.O. Writer
19th, 20th and 22nd November ... ..	Stores C.P.O.
19th November ... ..	Chief Wren Writer (Pay)
22nd November ... ..	Chief Wren Writer (General)
19th November ... ..	Chief Wren Victualling
19th November ... ..	Chief Wren Clothing
19th and 20th November ... ..	Chief Wren Air Stores
19th and 22nd November ... ..	Chief Wren Naval Stores
17th and 20th December ... ..	Lieutenant-Commander (S)—Part II

#### 6667.—Information about the Far East and the War against Japan—Distribution of Literature

(D.P.S. 1288/44/SC.—21 Dec. 1944.)

Attention is drawn to A.F.O. 6764/44 in Section 5 of this issue concerning the distribution of B.R. 1212, "The Enemy Japan."

#### 6668.—Guides British (Red Cross Society and Order of St. John) to Accompany Patients Discharged from Hospital

*See AFO 2682/45.*

(M.D.G. 60608/44.—21 Dec. 1944.)

The war organization, British Red Cross Society and Order of St. John, have agreed to supply guides who are expert in travel to accompany hospital patients (1) who are proceeding on leave from hospital, and (2) who are not stretcher cases and are being transferred as ordinary passengers from one hospital to another.

2. These guides should only be used when, in the opinion of the Medical Officer-in-Charge, the condition of a patient renders the employment of a guide desirable (i.e., when normally the patient would be accompanied by an escort from the hospital), but guides should not be employed when any nursing is to be undertaken on the journey.

3. Guides are not to be held responsible for the medical condition of the patient should it deteriorate *en route*, nor for the discipline of patients travelling under their care. Patients should be advised to accept instructions from guides under whose care they are travelling.

4. The war organization cannot undertake to provide guides for mental, infectious or V.D. cases.



5. When the services of a guide are considered desirable, application should be made to the appropriate representative as under :—

NORTHERN COMMAND

Region 1

DURHAM, NORTHUMBERLAND, NORTH RIDING, YORKSHIRE.

Command/Regional Guide Officer ... Miss M. Williamson, M.B.E., Red Cross, Office, Corbridge, Northumberland.  
Tel.: Corbridge 123.

Region 2

EAST RIDING, YORKSHIRE, WEST RIDING, YORKSHIRE, YORK CITY.

Command/Regional Guide Officer ... Mrs. Lodge, Castle Garth House, Wetherby, Yorks.  
Tel.: Wetherby 32.

Region 3

DERBYSHIRE, LEICESTERSHIRE, LINCOLNSHIRE NORTH, LINCOLNSHIRE SOUTH, NORTHAMPTON (in Eastern Command), NOTTINGHAM, RUTLAND.

Command/Regional Guide Officer ... H. Betts, Esq., 6, Magdala Road, Nottingham.  
Tel: Nottingham 66624/5;  
Pte. Nottingham 31392.

EASTERN COMMAND

BEDFORDSHIRE, BUCKINGHAMSHIRE, CAMBRIDGESHIRE, ESSEX (excluding Metropolitan Area), HERTFORDSHIRE, HUNTINGDONSHIRE, NORFOLK, NORTHAMPTON (see Region 3 Northern Command), PETERBOROUGH, SUFFOLK.

Command/Regional Guide Officer ... Major Lee Warner, O.B.E., 7 Hills Road, Cambridge.  
Tel.: Cambridge 54766.

LONDON DISTRICT

CITY AND COUNTY OF LONDON, KENT METROPOLITAN, ESSEX METROPOLITAN, HERTFORDSHIRE METROPOLITAN, MIDDLESEX, SURREY METROPOLITAN.

Command/Regional Guide Officer ... The Viscountess Suidale, 43, Belgrave Square, S.W.1.  
Tel.: Sloane 9151.

SOUTHERN COMMAND

BERKSHIRE, BRISTOL, CORNWALL, DEVONSHIRE, DORSETSHIRE, GLOUCESTERSHIRE, HAMPSHIRE (excluding Aldershot Area), ISLE OF WIGHT, OXFORDSHIRE, SOMERSET, WILTSHIRE.

Command/Regional Guide Officer ... Mrs. Templer, Evelyn House, Southern Command, Salisbury.  
Tel.: Salisbury 2271;  
Pte.: Middle Woodford 36.

WESTERN COMMAND

ANGLESEY, BIRMINGHAM, BRECKNOCKSHIRE, CAERNARVONSHIRE, CARDIGANSHIRE, CARMARTHENSHIRE, CHESHIRE, CUMBERLAND, DENBIGHSHIRE, FLINT, GLAMORGAN, HEREFORDSHIRE, ISLE OF MAN, LANCASHIRE EAST, LANCASHIRE WEST, MERIONETHSHIRE, MONMOUTHSHIRE, MONTGOMERYSHIRE, PEMBROKESHIRE, RADNORSHIRE, SHROPSHIRE, STAFFORDSHIRE, WARWICKSHIRE, WESTMORELAND, WORCESTERSHIRE.

Command/Regional Guide Officer ... G. H. Rigby, Esq., O.B.E., The White House, Booth Road, Altrincham, Cheshire.  
Tel.: Altrincham 3598.

SOUTH EASTERN COMMAND

HAMPSHIRE (Aldershot Area), KENT, SURREY, SUSSEX.

Command/Regional Guide Officer ... Mrs. Norman, 30, Culverdon Avenue, Tunbridge Wells, Kent.  
Tel.: Tunbridge Wells 2066.

SCOTTISH COMMAND

Command/Regional Guide Officer ... Mrs. Miller, 62, Great King Street, Edinburgh.

Tel.: Edinburgh 32553.  
Private Address: Room 308, North British Station Hotel, Edinburgh.  
Pte.: Edinburgh 24051.  
Red Cross Rest Room, Waverley Station, Edinburgh.  
Tel.: Edinburgh 27588.

NORTHERN IRELAND

Command/Regional Guide Officer ... Mrs. Hilton Stewart, 18, Malone Road, Belfast.

6. The following particulars will be given :—

- (1) Rating, etc., of patient.
- (2) Disability.
- (3) Date, time and place for entraining.
- (4) Date, time and place for detraining.
- (5) Address of final destination.
- (6) Route and changes of trains, if any.
- (7) Seat reservations (for patient and guide from ..... to .....).
- (8) Patient has cooked food to last until
- (9) Any other information.

7. Free third class return warrants should be issued to guides by the hospital.

8. Amputee patients who would suffer undue discomfort when travelling in third-class railway carriages may be issued with first-class railway warrants. Guides accompanying such cases should also be issued with first-class warrants.

9. Hospitals will be responsible to make the usual arrangements for food and money for patients, and guides will make their own provisions of this nature.

10. Cases may arise in which it is considered desirable that a patient who has to return to hospital for further treatment is accompanied by a guide. In these cases application should be made to the Liaison Officer of the county in which the man resides. A return third-class railway warrant should be provided for the guide.

11. The scheme applies to England, Wales and Scotland, and to Northern Ireland internally (the sea journey to and from Great Britain is excluded).

(A.F.Os. 2589/44 and 3658/44 are cancelled.)

\*6669.—Naval Kits—Safety During Transport—Labelling and Marking

See AFO 4222/46 (N. 21953/44.—21 Dec. 1944.)

Kit-bags, hammocks, chests and suitcases accompanying ratings travelling by rail and/or sea frequently go astray and much difficulty is experienced in recovering them. This causes unnecessary work and expense and, frequently, hardship to the owner.

2. Care should be taken that a label is attached to each article prior to departure and when the official label (S.578) is used it should be properly completed: the name of the railway station to which the rating is proceeding, not the name of the ship, should be shown under the heading "destination". In cases of ratings on foreign draft the transport code and the destination code of the ship should be shown under the heading "destination". The port division should be indicated on the label by the *initial letters only* to avoid the possibility of the baggage being sent to the home port instead of to the destination. If plain labels are used the rating's name, port division (initials only) and official number, and the railway station to which he is proceeding should be written on the label.

3. The kit-bags and hammocks of ratings taking passage by sea in transports or other merchant ships, are to be further marked under arrangements made by Commanding Officers (Clothing Officers at Home Depots) of the ships or establish-

ments from which the men are drafted, with a red stripe one inch wide, in order that they may be readily identified by the authorities responsible for handling them on board. The stripe should be painted round the girth of the kit-bag midway between the neck and base, and the hammocks laterally across the middle on the outer surface. Any kit-bags already marked with a blue stripe should be painted over in red.

4. It is to be made clear to all ratings that although they may, whilst on draft, become separated from their kit-bags, hammocks, etc., they are not relieved from the responsibility of sighting them from time to time and taking every precaution to prevent their loss. A sense of personal responsibility on the part of every man is a natural and essential requisite and every one must realise that if he abandons his own personal supervision of his belongings he cannot subsequently expect others to find missing gear or the Service to make good consequent losses.

5. Kits are on every possible occasion, including discharge to hospital, to accompany the men themselves. This is the Commanding Officer's responsibility; and it is also the man's own responsibility, if fit, to see that he is not separated from his kit.

6. In order to facilitate the restoration of articles from which labels have become detached, all kit-bags, hammocks, chests and suitcases are to be permanently marked with the rating's name, port division and with his official number. This will enable the railway companies to send any unlabelled article to the appropriate depot or seek instructions from the depot as to its disposal and enable the depot to determine its correct disposal with the minimum of delay.

7. When kit or baggage is sent by rail unaccompanied from one Naval base to another, D.80 consignment notes should in every case be used, two copies being forwarded by post to the Base Executive Officer of the receiving base and care taken to ensure that one copy is returned receipted within a reasonable time. The names and official numbers of the owners should invariably be shown on Form D.80.

8. When kit is deposited at a Naval baggage store, a receipt should in every case be obtained from the senior rating in charge of the store. In the event of subsequent loss, this receipt should be produced in support of a claim for compensation. When kit is landed by a ship, in the absence of the rating, the receipt should be retained on board and attached to any correspondence relating to the loss of kit.

9. It is very important that enquiries to trace kit should be made immediately it is found to be missing, and that written replies should be obtained.

10. If it is established that the kit has been lost, all correspondence including signals is to be forwarded with the claim for compensation, which should give full details of the items included in the lost kit and also of all articles worn by or in possession of the rating at the time of the loss.

11. All ships and establishments should take early steps to implement the instructions contained in paragraphs 3 and 6 of this Order.

(A.F.O. 3687/43.)

(A.F.O. 3810/44 is cancelled.)

**\*6670.—Honours and Awards—“London Gazette” Supplement of 5th December, 1944**

(H. & A.—21 Dec. 1944.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

St. James's Palace, S.W.1.

5th December, 1944.

The KING has been graciously pleased to give orders for the following appointments to the Most Excellent Order of the British Empire:—

To be an Additional Officer of the Military Division of the said Most Excellent Order Acting Commander Trevor George Payne Crick, D.S.C., R.N. (London).

For great courage and skill under attack from the air.

To be Additional Members of the Military Division of the said Most Excellent Order

Lieutenant Arthur Hughes, R.N. (Frodsham, Cheshire).

Temporary Lieutenant John Burton Morpeth, R.N.R. (Gosforth).

Temporary Lieutenant John Henry Lloyd Sulman, D.S.C., R.N.V.R. (Bletchley) (this appointment to date from the 1st November, 1944).

Temporary Lieutenant (E) Hugh MacQuarie Stone, R.N.R. (Dovercourt).

For great courage and devotion to duty in saving life and in damage

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missing

D.S.C., R.N.R.  
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n to duty in rescue work  
y torpedo in the North

RALTY,  
Whitehall.

5th December, 1944.

e following awards:—  
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S.C., R.N.

light coastal craft in a  
my forces in the Adriatic

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s Bligh, D.S.C., R.N.V.R.  
N.V.R. (Stoke, Plymouth).

(Upper Colwyn, North  
mes).

R. (Southampton).

n, Cornwall).  
(London).

/MX.117105 (Coventry).  
rthampton).  
rtham, Surrey).  
idon).

Croydon).

George Fuller, D.S.C.,

R.C.N.V.R. (Ottawa).

Lieutenant John Strover Townson, R.N.

Temporary Lieutenant Malcolm Edward Irvine Harvey, R.N.V.R.

Temporary Lieutenant Charles James Jerram, D.S.C., R.N.V.R. (Romford).

ments from which the men are drafted, with a red stripe one inch wide, in order that they may be readily identified by the authorities responsible for handling them on board. The stripe should be painted round the girth of the kit-bag midway between the neck and base, and the hammocks laterally across the middle on the outer surface. Any kit-bags already marked with a blue stripe should be painted over in red.

4. It is to be made clear to all ratings that although they may, whilst on draft, become separated from their kit-bags, hammocks, etc., they are not relieved from the responsibility of sighting them from time to time and taking every precaution to prevent their loss. A sense of personal responsibility on the part of every man is a natural and essential requisite and every one must realise that if he abandons his own personal supervision of his belongings he cannot subsequently expect others to find missing gear or the Service to make good consequent losses.

5. Kits are on every possible occasion, including discharge to hospital, to accompany the men themselves. This is the Commanding Officer's responsibility; and it is also the man's own responsibility, if fit, to see that he is not separated from his kit.

6. In order to facilitate the restoration of articles from which labels have become detached, all kit-bags, hammocks, chests and suitcases are to be permanently marked with the rating's name, port division and with his official number. This will enable the railway companies to send any unlabelled article to the appropriate depot or seek instructions from the depot as to its disposal and enable the depot to determine its correct disposal with the minimum of delay.

7. When kit or baggage is sent by rail unaccompanied from one Naval base to another, D.80 consignment notes should in every case be used, two copies being forwarded by post to the Base Executive Officer of the receiving base and care taken to ensure that one copy is returned receipted within a reasonable time. The names and official numbers of the owners should invariably be shown on Form D.80.

8. When kit is deposited at a Naval baggage store, a receipt should in every case be obtained from the senior rating in charge of the store. In the event of subsequent loss, this receipt should be produced in support of a claim for compensation. When kit is landed by a ship, in the absence of the rating, the receipt should be retained on board and attached to any correspondence relating to the loss of kit.

9. It is very important that enquiries to trace kit should be made immediately it is found to be missing, and that written replies should be obtained.

10. If it is established that the kit has been lost, all correspondence including signals is to be forwarded with the claim for compensation, which should give full details of the items included in the lost kit and also of all articles worn by or in possession of the rating at the time of the loss.

11. All ships and establishments should take early steps to implement the instructions contained in paragraphs 3 and 6 of this Order.

(A.F.O. 3687/43.)

(A.F.O. 3810/44 is cancelled.)

**\*6670.—Honours and Awards—“London Gazette” Supplement of  
5th December, 1944**

(H. & A.—21 Dec. 1944.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

St. James's Palace, S.W.1.

5th December, 1944.

The KING has been graciously pleased to give orders for the following appointments to the Most Excellent Order of the British Empire:—

To be an Additional Officer of the Military Division of the said Most Excellent Order Acting Commander Trevor George Payne Crick, D.S.C., R.N. (London).

For great courage and skill under attack from the air.

To be Additional Members of the Military Division of the said Most Excellent Order

Lieutenant Arthur Hughes, R.N. (Frodsham, Cheshire).

Temporary Lieutenant John Burton Morpeth, R.N.R. (Gosforth).

Temporary Lieutenant John Henry Lloyd Sulman, D.S.C., R.N.V.R. (Bletchley) (this appointment to date from the 1st November, 1944).

Temporary Lieutenant (E) Hugh MacQuarrie Stone, R.N.R. (Dovercourt).

For great courage and devotion to duty in saving life and in damage control.

Temporary Lieutenant Elton Cedric Terry, R.N.V.R.

For great courage in firefighting.

Temporary Lieutenant-Commander Alfred Brian Palmer, D.S.C., R.N.R.

For outstanding courage and devotion to duty.

The KING has been graciously pleased to approve the award of the British Empire Medal (Military Division) to:

Able Seaman Joseph Emile Baulne, V.6893, R.C.N.V.R.

For disregard of his own safety and devotion to duty in rescue work after H.M.C.S. “Valleyfield” had been sunk by torpedo in the North Atlantic.

ADMIRALTY,

Whitehall.

5th December, 1944.

The KING has been graciously pleased to approve the following awards:—

For outstanding courage, skill and determination in command of H.M. Submarine “Ultor” in pressing home a daring attack on strongly escorted enemy ships:

*Bar to the Distinguished Service Order*

Lieutenant-Commander George Edward Hunt, D.S.O., D.S.C., R.N.

For great skill and daring while serving in light coastal craft in a series of sharp and successful encounters with enemy forces in the Adriatic and Aegean:

*Bar to the Distinguished Service Cross*

Temporary Acting Lieutenant-Commander Timothy James Bligh, D.S.C., R.N.V.R.  
Temporary Lieutenant William Roy Darracott, D.S.C., R.N.V.R. (Stoke, Plymouth).

*The Distinguished Service Cross*

Temporary Lieutenant Peter Douglas Barlow, R.N.V.R. (Upper Colwyn, North Wales).

Temporary Lieutenant Eric Hewitt, R.N.V.R. (Wigan, Lancs).

Temporary Lieutenant George Richard Talbot, R.N.V.R.

Temporary Lieutenant Geoffrey William Whittam, R.N.V.R. (Southampton).

*The Distinguished Service Medal*

Petty Officer Patrick John O'Hare, D/JX.153903 (Pendeen, Cornwall).

Petty Officer Motor Mechanic Peter Reeves, D/MX.98184 (London).

Leading Seaman Eric William Harding, P/SSX.26421.

Leading Motor Mechanic Norman Henry John Hughes, P/MX.117105 (Coventry).

Able Seaman William Ernest Allbright, C/JX.376185 (Northampton).

Able Seaman Albert Holman Loryman, P/JX.326642 (Farnham, Surrey).

Able Seaman Thomas William Nisbett, C/JX.182625 (London).

Able Seaman Wilfred Turner, C/JX.374043 (Sheffield).

Able Seaman Raymond Stewart Whiteley, C/JX.308197 (Croydon).

Telegraphist John McMillan, D/JX.224785 (Lanark).

*Mention in Despatches*

Temporary Acting Lieutenant-Commander Thomas George Fuller, D.S.C., R.C.N.V.R. (Ottawa).

Lieutenant John Strover Townson, R.N.

Temporary Lieutenant Malcolm Edward Irvine Harvey, R.N.V.R.

Temporary Lieutenant Charles James Jerram, D.S.C., R.N.V.R. (Romford).

Temporary Sub-Lieutenant John King Finlay, R.N.V.R. (Glasgow).  
 Temporary Sub-Lieutenant Peter Charles Sargeant, R.N.V.R. (Colchester).  
 Petty Officer Motor Mechanic Andrew Newall Goplen, P/MX.117307 (Bournemouth).  
 Leading Seaman George Reginald Buckingham, C/JX.218917 (Southampton).  
 Leading Telegraphist William Gresty, LT/JX.295555 (Salford).  
 Able Seaman Leslie Byhurst Boswell, C/JX.301773 (Sydenham).  
 Able Seaman Thomas Frederick Hemmings, P/SSX.31048 (Witney, Oxford).  
 Able Seaman James Thomas William Holdway, C/JX.373750 (Cople, Beds.).  
 Able Seaman Simon Kelly, C/JX.347335 (Withington).  
 Able Seaman Frank Reginald Wilfred Turner, P/JX.296338 (Cheltenham).  
 Telegraphist Frank Leslie Crofts, P/JX.259076 (Coventry).  
 Stoker First Class William Thomas Adams, C/KX.140114 (Cricklewood).  
 Stoker First Class Cuthbert Richard Henry Mayo, P/KX.158694 (Hereford).

For courage, resolution and skill in H.M.S. "Cooke" and H.M. Canadian Ships "Ottawa", "Chaudiere" and "Kootenay" in anti-U-boat operations:

*Bar to the Distinguished Service Cross*

Commander James Douglas Prentice, D.S.O., D.S.C., R.C.N.

*The Distinguished Service Cross*

Lieutenant-Commander Leonard Charles Hill, O.B.E., R.N.R. (Macclesfield).  
 Acting Lieutenant-Commander William Herbert Willson, R.C.N. (Saskatoon).

*The Distinguished Service Medal*

Acting Chief Petty Officer Wilfred John Davis, D/J.114015 (Wotton-under-Edge, Glos.).  
 Petty Officer John Cyril Gourd, D/JX.106821 (Hull).  
 Leading Seaman Ernest Thomas Brown, R.C.N.V.R., V.23731 (Lachine, Province of Quebec).  
 Able Seaman William James Brown Watson, R.C.N.V.R., V.23373 (Montreal).

*Mention in Despatches*

Acting Lieutenant-Commander Charles Patrick Nixon, R.C.N.  
 Lieutenant Robert Walter Timbrell, D.S.C., R.C.N. (West Vancouver).  
 Lieutenant Richard Alexander Mahoney, R.C.N.V.R. (Winnipeg).  
 Temporary Sub-Lieutenant Malcolm Gilbert Cowie, R.A.N.V.R. (Victoria, Australia).  
 Acting Petty Officer Telegraphist Jack Alexander Crossie, R.C.N.V.R., V.30004 (Victoria, British Columbia).  
 Acting Leading Seaman John Smiley Eakins, R.C.N.V.R., V.34738 (Toronto).  
 Acting Leading Seaman James Fairnie, R.C.N., 4091 (Ottawa).  
 Acting Leading Seaman John William Markle, R.C.N.V.R., V.7909 (Swansea, Ontario).  
 Acting Temporary Leading Seaman William Arthur Rowe, R.C.N.V.R., V.7966 (Toronto).  
 Able Seaman John Mowbray, D/JX.420960 (Larkhall, Scotland).  
 Able Seaman Leonard Charles Holmes Singleton, R.C.N., 4123 (Sarnia, Ontario).  
 Able Seaman Thomas Norman Williamson, D/JX.184106 (Douglas, Isle of Man).  
 Stoker First Class Kenneth Lorne Easter, R.C.N.V.R., V.63523 (Prescot, Ontario).

For courage, skill and determination in successful encounters with enemy forces while serving in light coastal craft:

*The Distinguished Service Cross*

Temporary Lieutenant Michael Lloyd Hirst, R.N.V.R. (Stornoway).

*Mention in Despatches (Posthumous)*

Temporary Lieutenant John Collins, R.N.V.R.

*Mention in Despatches*

Temporary Lieutenant Maurice William Evans, R.N.V.R.  
 Temporary Sub-Lieutenant Glyn Malcolm Calder, R.N.V.R. (Bristol).  
 Leading Motor Mechanic Dennis George Finch, P/MX.124512 (Birmingham).  
 Able Seaman John Pearson McCrone, P/JX.366330 (Penrith, Cumberland).  
 Able Seaman Henry Edward Shaw, D/JX.243022 (Stoke Newington).

For courage, endurance and determination in transporting stores, vehicles and men in L.S.Ts. and L.C.Ts. to the Normandy beaches:

*The Distinguished Service Cross*

Acting Commander Christopher Montague Vernon Francis Dalrymple-Hay, R.N. (Retired), (Bath).  
 Acting Temporary Lieutenant-Commander Frank Newton Evans, R.N.R.  
 Temporary Lieutenant Eric Butlin Coombs, R.N.V.R. (Theydon Bois, Essex).  
 Temporary Lieutenant Sidney Henry, R.N.V.R.  
 Temporary Lieutenant (E) John Hamilton, R.N.V.R. (Bangor, Co. Down).  
 Temporary Lieutenant (E) Alexander Hardy, R.N.V.R.  
 Temporary Lieutenant (E) George Owens, R.N.V.R.  
 Temporary Sub-Lieutenant Dennis Rowland Harold Parrott, R.N.V.R. (Barking, Essex).

*The Distinguished Service Medal*

Petty Officer Motor Mechanic Richard Crookes, D/MX.117549 (Warsop, Notts.).  
 Petty Officer Motor Mechanic Albert Edwin William Read, C/MX.502653.  
 Petty Officer Motor Mechanic George Frederick Williamson, C/MX.500224.  
 Leading Seaman Leslie Raymond Bowen, P/JX.329676 (Litherington).  
 Leading Motor Mechanic Joseph Sinclair Dent, C/MX.551833 (Bishop Auckland, Co. Durham).  
 Leading Motor Mechanic William Frederick Hubert Deverell, C/MX.126675 (Dawton, Nr. Salisbury).  
 Leading Motor Mechanic Ernest Alfred Foster, C/MX.500191 (Selby, Yorkshire).  
 Leading Motor Mechanic Charles Grundy, C/MX.507090 (Astley, Lancs.).  
 Able Seaman Harry Gaze, C/JX.238289 (Clifton Yorkshire).  
 Acting Able Seaman Frederick Charles Webb, C/JX.407670 (Gloucester).  
 Stoker First Class Frederick John Henry Alee, D/KX.525113.  
 Stoker First Class Thomas Gerald Dawson, D/KX.153519 (Oxford).  
 Ordinary Seaman Francis Joseph Bradshaw, D/JX.570316 (Lancaster).

*Mention in Despatches*

Commander Christopher Bryan Stacey Clitherow, D.S.C., R.N.  
 Commander George Frederick Parker, D.S.C., R.N.R.  
 Lieutenant-Commander Henry Elliott Braine, R.N.R.  
 Acting Lieutenant-Commander Robert Edward Joseph Fox, R.N.R.  
 Acting Lieutenant-Commander Henry Bruff Shaw, R.N.R. (Ret.).  
 Acting Lieutenant-Commander John Richard Windle, R.N.R.  
 Acting Temporary Lieutenant-Commander Douglas Harold Everett, R.N.R.  
 Acting Temporary Lieutenant-Commander Cedric Hugh Metcalfe, R.N.R.  
 Acting Temporary Lieutenant-Commander Charles Collier Page, R.N.R.  
 Acting Temporary Lieutenant-Commander Harold Anderson Standfield, R.N.R.  
 Acting Lieutenant-Commander Joseph Tinsley Sheffield, R.N.R.  
 Acting Lieutenant-Commander Harris Taylor Huston, R.C.N.V.R.  
 Temporary Lieutenant Charles Ivor Crockford, R.N.V.R.  
 Temporary Lieutenant Eric Lewis Davies, R.N.V.R. (London).  
 Temporary Lieutenant Anthony Francis Doyle, R.N.V.R. (Pinner).  
 Temporary Lieutenant Aled Eames, R.N.V.R. (Llandudno).  
 Temporary Lieutenant Joseph Norman Haughey Hay, R.N.V.R. (Port Stewart, Northern Ireland).  
 Temporary Lieutenant James Lennox Kerr, R.N.V.R. (Penzance).  
 Temporary Lieutenant Thomas Joseph Bourke, R.N.Z.N.V.R.  
 Temporary Lieutenant (E) William Prentice, R.N.R.  
 Temporary Lieutenant (E) John Spring, R.N.R. (Hull).  
 Temporary Lieutenant (E) John Annandale Canney, R.N.V.R.  
 Temporary Lieutenant (E) Douglas Evan Arthur Coombs, R.N.V.R.  
 Temporary Lieutenant (E) Arthur Glenwallis Hunt, R.N.V.R.  
 Temporary Lieutenant (E) Edward Meldrum, R.N.V.R. (Sunderland).  
 Temporary Sub-Lieutenant Maurice Bennett, R.N.V.R. (Horsham).  
 Temporary Acting Sub-Lieutenant John Garrett Bussell, R.N.V.R. (Barnet).  
 Temporary Sub-Lieutenant Gerald Ellis Davies, R.N.V.R. (Holywell, Flintshire).  
 Temporary Sub-Lieutenant Edward Delve, R.N.V.R.  
 Temporary Sub-Lieutenant John Denys Gales, R.N.V.R.  
 Temporary Sub-Lieutenant John George Ingouville, R.N.V.R. (St. Mawes, Cornwall).  
 Temporary Sub-Lieutenant Frank Archibald Smith, R.N.V.R.

Temporary Sub-Lieutenant Francis Eyre Somerset, R.N.V.R. (Northwood).  
 Temporary Sub-Lieutenant Thomas Marmaduke Sunderland, R.N.Z.N.V.R.  
 Mr. George Clarence Buckley, Temporary Warrant Engineer, R.N.R.  
 Mr. Frank Gordon Taylor, Temporary Warrant Engineer, R.N.R.  
 Mr. Leslie Jack Last, Acting Boatswain, R.N. (London).  
 Petty Officer James Douglas Thomas, D/JX.143612 (Gresford, Nr. Wrexham).  
 Petty Officer Motor Mechanic Alfred Brown, C/MX.99311 (Peterborough).  
 Petty Officer Motor Mechanic Sydney John Smith, C/MX.500504 (Fulham).  
 Leading Seaman Angus Campbell, P/X.21232 (Stornoway).  
 Leading Seaman William Davies, C/JX.236415.  
 Leading Seaman John Adolph Ross Humphreys, C/SSX.26020 (Islington).  
 Leading Seaman George Macwell.  
 Leading Seaman John Owen Roberts, C/JX.228473.  
 Leading Motor Mechanic Thomas Frank Austin, C/MX.622096.  
 Leading Motor Mechanic Sydney Hubert Battersby, P/MX.636810 (Weston Magna, Leicestershire).  
 Leading Motor Mechanic Cecil John Robert Beal, D/MX.98356 (Aldershot).  
 Leading Motor Mechanic John Carruthers, C/MX.500696.  
 Leading Motor Mechanic William Herbert Davies, C/MX.502169.  
 Leading Motor Mechanic Eric Lloyd Humphries, C/MX.125842 (Hereford).  
 Leading Motor Mechanic John Henry Nash, C/MX.116857.  
 Leading Motor Mechanic Desmond David Whitney, C/MX.117698 (Manchester).  
 Able Seaman Leslie William Grice, C/JX.410025 (Salford, Lancs.).  
 Able Seaman John Edward Johnstone, C/JX.378722 (Newcastle-on-Tyne).  
 Able Seaman John Lyall, D/JX.419491.  
 Able Seaman Cyril Joseph Patrick Pile, D/JX.306591.  
 Signalman John Simpson, C/JX.231654 (Bradford).  
 Stoker Second Class Wyndham Richards, C/KX.526872.

For good services in distributing routeing and diversion instructions to the many ships in the assault anchorage after the first landings in Normandy :

*The Distinguished Service Cross*

Temporary Lieutenant Ralph Herbert Tigg, R.N.V.R. (London).

*The Distinguished Service Medal*

Seaman Thomas Walter Adamson, L/JX.237490 (Hull).

*Mention in Despatches*

Temporary Lieutenant John Williams Goodfellow, R.N.V.R. (Thurso).  
 Temporary Lieutenant John Edwards Jenks, R.N.V.R. (Wirksworth, Nr. Derby).  
 Temporary Sub-Lieutenant Alan Otter Barber, R.N.V.R. (Carlton, Worksop).  
 Petty Officer Engineman Peter Anderson, LT/KX.148727 (London, E.14).  
 Petty Officer Engineman Wilfred Gamble, L/KX.157249 (Hull).  
 Petty Officer Engineman George Taylor, L/KX.101219.  
 Engineman Frederick David Kersley, LT/KX.124756 (Woking).  
 Leading Seaman Frederick Arthur Bunn, L/X.10708B (Lowestoft).  
 Leading Seaman Fred William Kay, L/JX.258162 (Preston).  
 Leading Seaman Clifford William Sharpe, L/JX.281943 (Fleetwood).  
 Leading Seaman William Watson, L/X.18691A (Banff).  
 Leading Seaman Coxswain George Williams, LT/JX.217711 (Milford Haven).  
 Telegraphist Derek Charles Fisher, C/JX.211843 (Nottingham).  
 Stoker First Class Andrew Walker Hume, L/KX.527886 (Bradford).

For great bravery in fire-fighting when a Light Craft was set on fire in action :

*The Distinguished Service Medal*

Petty Officer Motor Mechanic Jack Raymond Pacey, P/MX.98374 (Porchester).  
 Able Seaman Donald Falk, C/JX.386014 (Leeds).

For distinguished services while operating from, or serving in, H.M. Ships "Vindex", "Striker", "Mermaid", "Keppel", "Peacock" and "Whitehall" in the protection of convoys to North Russia in the face of attacks by U-boats :

*The Distinguished Service Cross*

Lieutenant-Commander John Pemberton Mosse, R.N. (Farnham, Surrey).  
 Acting Temporary Lieutenant-Commander (A) Frederick George Barrington Sheffield, R.N.V.R. (London, S.W.17).

Temporary Lieutenant (A) Gordon Bennett, R.N.V.R. (Lockerley, Hants).  
 Acting Temporary Lieutenant (A) Peter Seymour Couch, R.N.V.R. (London, E.4).  
 Temporary Sub-Lieutenant (A) Peter Ernest Cumberland, R.N.V.R. (Liverpool).  
 Temporary Sub-Lieutenant Caughy William Gauntlett, R.N.V.R. (Wood Green, London).  
 Temporary Sub-Lieutenant (A) James Lawrie, R.N.V.R. (Glasgow).  
 Temporary Sub-Lieutenant (A) Arthur Frederick Noel Turvey, R.N.V.R. (Enfield).

*The Distinguished Service Medal*

Petty Officer David Desmond Lloyd, P/JX.157170 (Copnor, Portsmouth).  
 Leading Airman Desmond Charles Devonald Harris, FAA/FX.112476 (Bristol).  
 Able Seaman Sidney Hodgkison, P/JX.272669 (Carlisle).

*Mention in Despatches*

Commander Ismay James Tyson, D.S.O., D.S.C., R.D., R.N.R. (Largs, Ayrshire).  
 Lieutenant-Commander Patrick James Cowell, D.S.C., R.N.  
 Lieutenant-Commander Philip David Gick, D.S.C., R.N. (Fareham, Hants).  
 Lieutenant-Commander Richard Been Stannard, V.C., D.S.O., R.D., R.N.R. (Loughton, Essex).  
 Acting Lieutenant-Commander (A) Frederick Stovin-Bradford, D.S.C., R.N. (Battle, Sussex).  
 Temporary Lieutenant Desmond McOwen Dixon, R.N.V.R. (Newcastle-on-Tyne).  
 Temporary Sub-Lieutenant (A) William James Cooper, R.N.V.R. (Banbury, Oxfordshire).  
 Temporary Sub-Lieutenant (A) Basil John Clarke Dibben, R.N.V.R. (London, S.E.6).  
 Temporary Sub-Lieutenant (A) Peter Anthony Hellyer, R.N.V.R. (Beverley, Yorks).  
 Temporary Sub-Lieutenant (A) Frank Richard Jackson, R.N.V.R. (Warrington, Lancs).  
 Temporary Sub-Lieutenant (A) Gareth Jenkins, R.N.V.R. (Swansea).  
 Temporary Sub-Lieutenant (A) Roy Edward Jordan, R.N.V.R. (Cambridge).  
 Temporary Sub-Lieutenant (A) Thomas Donald Lucey, R.N.V.R. (Everton, Nr. Lymington).  
 Temporary Sub-Lieutenant (A) Malcolm Frederick Piercy, R.N.V.R. (Edgware).  
 Temporary Sub-Lieutenant (A) Thomas Harold Talbot, R.N.V.R. (Leeds).  
 Leading Airman William Harry Durrant, FAA/FX.96601 (Norwich).  
 Leading Air Mechanic (A) Bernard Bartlett, FAA/SFX.3136 (Fulham, London).  
 Leading Air Mechanic (O) Henry Quine Gardiner Hastie, FAA/SFX.524 (Windygates, Fife).

For great courage and skill while operating with the Royal Air Force against the enemy :

*The Distinguished Flying Cross*

Temporary Lieutenant (A) Douglas Reginald Owen Price, R.N.V.R.  
 Temporary Sub-Lieutenant (A) Robert Geraint Armitage, R.N.V.R.

For skill and determination in directing fire of his section during the assault on Elba :

*Mention in Despatches (Posthumous)*

Leading Seaman John Hughes, D/JX.194226.

For great bravery in attempting to cut adrift two burning craft which were endangering a fuel barge :

*Mention in Despatches (Posthumous)*

Second Hand Donald MacLeod, LT/JX.177685.

For good services to survivors from a Merchant Vessel which was sunk by enemy action :

*Mention in Despatches*

Temporary Lieutenant Frederick John Robb Storey, R.N.V.R. (Cultra, Co. Down).  
 Temporary Surgeon Lieutenant Philip Noel Holmes, M.B., Ch.B., M.R.C.S., L.R.C.P., R.N.V.R.  
 Telegraphist Jack Ashe, LT/JX.248438 (Leeds).  
 Seaman Harry Holman Pashby, LT/JX.546270 (Scarborough).

For distinguished service as Commodore of Ocean Convoys :

*Mention in Despatches*

Rear-Admiral Charles Edward Turle, D.S.O. (retired).

For skill and devotion to duty in anti-flying bomb patrols :

*Mention in Despatches*

Temporary Lieutenant Rae Wilford Beadle, R.N.V.R. (Newhaven).  
Temporary Lieutenant Jervis Anthony Vivian Braithwaite, R.N.V.R. (Newhaven).  
Able Seaman Richard John Mitchell, D/JX.369067 (Rind, Wales).  
Stoker First Class Walter Henry Churton, D/KX.140173 (Hindley, nr. Wigan).

For good services in skilful attacks on enemy shipping which tried to escape from Le Havre .

*Mention in Despatches*

Lieutenant John Arundell Holdsworth, R.N.  
Lieutenant Michael Wallrock, R.N.R. (London).  
Temporary Acting Sub-Lieutenant William Stanley Wellden, R.N.V.R. (Tankerton).  
Petty Officer Herbert Henry Dale, P/J.114521 (Southsea).  
Petty Officer Peter Ronald Young, P/JX.139594 (Hampton, Middx.).  
Stores Petty Officer Frederick Cecil Finlay, P/MX.49712 (Hepburn-on-Tyne)  
Acting Petty Officer Radio Mechanic George Entwistle, P/MX.125631 (Bury, Lancs.).

For good services in H.M. Ships "Saumarez" and "Onslaught" in an attack on an enemy convoy in the Channel :

*Mention in Despatches*

Captain Peter Grenville Lyon Cazalet, D.S.C., R.N.  
Commander the Honourable Anthony Pleydell-Bouverie, R.N.  
Temporary Lieutenant Ronald Frederick Dart, R.N.V.R. (Thames Ditton).  
Temporary Sub-Lieutenant Ronald Clive Adrian Carey, R.N.V.R.  
Petty Officer Steward Thomas George Dorrington, D/L.14709 (Plymouth).  
Stoker Petty Officer John Hadyn Gurmin, D/KX.83353 (Campbeltown).  
Leading Seaman Joseph Crook, D/JX.106577 (Preston).  
Able Seaman Albert Victor Perry, D/J.103264 (Plymouth).  
Able Seaman Gerard Storey, D/JX.194937 (Garston, Liverpool).

For good services in saving life and in damage control :

*Mention in Despatches*

Temporary Lieutenant Roy Hawthornethwaite, R.N.V.R. (Lytham St. Annes).  
Wireman John Twigg, C/MX.92339 (Burton-on-Trent).  
Sick Berth Attendant Leslie John Myerscough, P/MX.122650 (Arundel).

For great bravery in rescue work after H.M.C.S. "Valleyfield" was sunk by torpedo in the North Atlantic :

*Mention in Despatches (Posthumous)*

Leading Seaman David Henry Brown, V.19206, R.C.N.V.R.  
Telegraphist Harry Norman, P/JX.427047.  
Able Seaman David Edgar Brown, V.51452, R.C.N.V.R.

*Mention in Despatches*

Acting Lieutenant-Commander Charles Petersen, R.C.N.R.  
Lieutenant Ralph Johnston Flitton, R.C.N.V.R.  
Yeoman of Signals Irving Jack Kaplan, V.23343, R.C.N.V.R.  
Leading Air Fitter Edward George Grinstead, FAA/FX.99990.  
Able Seaman George John McDonald, V.32867, R.C.N.V.R.  
Stoker First Class Charles Robert Coleman, V.46725, R.C.N.V.R.  
Ordinary Seaman Donald Harold Godwin, V.65029, R.C.N.V.R.

The KING has been graciously pleased to give unrestricted permission for the wearing of the following decorations bestowed by the President of the Polish Republic for distinguished services in Polish ships :—

*Krzyz Walecznych*

Temporary Lieutenant Gerald Anthony McCalvey, R.N.V.R.  
Temporary Acting Sub-Lieutenant Geoffrey Peter Marlow, R.N.V.R.  
Stores Chief Petty Officer Lawrence Augustus Dix, D/MX.40059.  
Stores Petty Officer Kenneth John Bloodworth, P/MX.50650.  
Leading Signalman Thomas Edward Laver, D/JX.145746.  
Coder Stuart James Fudge, D/JX.210256.  
Coder Frank Douglas Green, D/JX.207397.  
Coder Ronald Isrel Houlton, D/JX.202668.

The following amendments are made to previous Orders of Honours and Awards under the headings shown :

A.F.O. 5975/44

*Distinguished Service Medal*

Temporary Acting Petty Officer Walter Edgar Garnham, D/SSX.23807 (Swansea).

*Mention in Despatches*

Able Seaman Edward George Lewendon, C/JX376318  
Temporary Lieutenant-Commander George Donald Patrick Townesend, D.S.C., R.N.R.  
Leading Motor Mechanic George Clive Tiffen, C/MX.99852.  
A.F.O. 6127/44.

*Bar to Distinguished Service Order*

Rear Admiral (Commodore Second Class) Hugh Turnour England, D.S.O. (Ret.).

*Distinguished Service Cross*

Temporary Lieutenant George Mansell Edwards, R.N.V.R.  
Temporary Sub-Lieutenant Ronald Walter Sandison, R.N.V.R.

*Distinguished Service Medal*

Corporal (Temporary) (Acting Temporary Sergeant) Ronald Gordon Haffenden, R.M. Po/X.3973.

*Mention in Despatches*

Temporary Captain (Acting Temporary Major) Nicholas Daubeney Charrington, R.M.  
Temporary Lieutenant (Acting Temporary Captain) Gordon Patrick Edwin Sealy, R.M.  
Marine (Acting Temporary Corporal) Edward James Ryan, Ch.113458.  
Marine (Acting Temporary Corporal) Hadyn Powis Morgan, Ply.X.109596.

6671.—Yellow Fever—Protective Inoculation and Vaccination for Personnel Proceeding Abroad

*See AFO 2111/45.  
Cancelled by  
AFO 3132/46.* (M.D.G. 41140/44.—21 Dec. 1944.)

Subject to the provision of clause 13, K.R. & A.I., 1417, all personnel proceeding abroad to areas where yellow fever is endemic, are to be inoculated against the disease. Personnel proceeding to shore establishments in West Africa or to ships based on West Africa and all personnel joining the Eastern Fleet by air by whatever route, must be inoculated against yellow fever before leaving the United Kingdom. Personnel flying from the west to the east coast of Africa and from any endemic area to Gibraltar should invariably be inoculated and carry a certificate to that effect in order to avoid quarantine restrictions.

2. Immunity develops in about 10 days after inoculation, and whenever possible this period should elapse before sailing from the United Kingdom.

In order to comply with Quarantine Regulations of India, personnel proceeding to that country or to Ceylon by air, must be inoculated at least 14 days prior to departure.

3. Inoculation against yellow fever should precede vaccination against small-pox if possible, and there should be an interval of not less than five days between the two.

4. Inoculations against plague, cholera, typhus or inoculation with T.A.B.(T) can, if necessary, be given at the same time as inoculation against yellow fever.

5. In cases where delay cannot be accepted, the procedure laid down in paragraph 3 should not be followed, and inoculations against yellow fever and vaccination against small-pox must be done at the same time.

5. While there is no scientific evidence to indicate that the taking of alcohol immediately before or immediately after yellow fever inoculation has a deleterious effect, it is certainly desirable that persons should not take alcohol for a period of 24 hours before and after inoculation.

7. Inoculation against yellow fever can be carried out in London by arrangement with the Medical Department, Admiralty, or at any Naval establishment, provided notice is given so that the vaccine may be obtained.

8. The attention of medical officers is drawn to the rapidity with which this vaccine becomes inert if not stored at a temperature of 4° C. or under. For this reason vaccination should be carried out wherever possible at the hospital or sick quarters at which the vaccine is stored. When this is not done the vaccine, if practicable, should be collected from the storage depot on the day on which it is required.

9. Deterioration even under optimum storage conditions is rapid. Two months after date of manufacture the dosage on the label should be marked down to one-half (*i.e.* 10-dose ampoules counting as a 5-dose ampoule). After three months' storage the vaccine should be discarded.

10. Stocks of yellow fever vaccine are held at the following establishments, replenishments for which are obtainable by application to Medical Director-General,

Royal Naval Barracks, Portsmouth,  
 Royal Naval Hospital, Haslar.  
 Royal Naval Hospital, Chatham,  
 Royal Naval Hospital, Plymouth,  
 Royal Naval Auxiliary Hospital, Barrow Gurney, near Bristol.  
 Royal Naval Auxiliary Hospital, Kingseat, Aberdeen,  
 Royal Naval Sick Quarters, St. Paul's Eye Hospital, Old Hall Street, Liverpool,  
 Royal Naval Sick Quarters, Victoria Road, Swansea,  
 Naval Offices, St. Enoch Hotel, Glasgow.  
 H.M. Naval Base, North Shields.  
 Royal Naval Medical Depot, Dunfermline.  
 H.M. Naval Base, Londonderry.  
 R.N. Sick Quarters, 24 Cathedral Road, Cardiff.  
 H.M. Dockyard, Gibraltar.  
 H.M. Naval Base, Algiers.  
 R.N. Medical Depot, Rinningill, Lyness, Orkney.

11. When the vaccine is required, it should be demanded from the most convenient place, specifying the exact quantities of vaccine and distilled water (if necessary) required. The smallest ampoule of dried vaccine requires the addition of 1.5 c.c.s. of distilled water and is sufficient for three inoculations. Ampoules containing 5, 10 and 20 doses are also available.

12. It is most important that notation be made in pay books as well as on medical history sheets. The notation made in pay books should be restricted to "inoculation in accordance with C.A.F.O. 515/42."

The Medical Officer giving the inoculation will also keep a record of each certificate granted. This should be initialled by the officer or rating concerned as evidence that he has received the certificate. Certificates are valid for four years, which is the estimated duration of immunity.

13. Details of methods of preserving the vaccine, and the technique of injection, which should be rigidly adhered to, is described in Article 7 of R.N. Medical Bulletin, No. 1.

(K.R. & A.I., Art. 1417, Cl.13.)

(C.A.F.O. 515/42.)

(A.F.O. 6095/44 is cancelled.)

#### 6672.—Officiating Ministers of Religion

(C.E. 59736/44.—21 Dec. 1944.)

The following appointments have been approved:—  
 Church of England

Culham (R.N.A.S.) ... .. Rev. Canon J. C. F. Hood, D.D.,  
 The Rectory,  
 Nuneham Courtenay, Oxford.

Gayhurst Manor (W.R.N.S. Depot) Rev. J. L. Woods, A.L.C.D.,  
 The Rectory,  
 Stoke Goldington, Bucks.  
 (Vice Rev. R. W. Collins.)  
 (Appointment to date from 19th Nov, 1944.)

The usual facilities are to be afforded.

The following appointment has been cancelled:—

Gayhurst Manor ... .. Rev. R. W. Collins,  
 The Vicarage,  
 Olney, Bucks.

#### \*6673.—Physical and Recreational Training Instructors, 2nd Class—Qualifying Course for Active Service Ratings

(N. 31502/44.—21 Dec. 1944.)

A qualifying course of four months' duration for Petty Officers and Leading Seamen will commence at the R.N. School of P.R.T. on the 8th January, 1945.

2. Able Seamen passed for Leading Seaman, and within two years of the normal seniority for advancement, may also be accepted if recommended, but Able Seamen who qualify will not be eligible for draft to sea as P.R.T. Instructors until rated Acting Leading Seaman. The number of ratings selected will not exceed more than 10 from each port.

3. Subject to their availability, candidates will be selected by Superintendent, P.R.T., from the names of volunteers at present held at the R.N. School of P.R.T.

4. The conditions laid down in K.R. & A.I., Appendix XVII, Part 3, No. 68, must be fulfilled in all cases.

5. Non-substantive pay of 9*d.* per diem for P.R.T. Instructors, 2nd Class, and 1*s.* 3*d.* per diem for P.R.T. Instructors, 1st Class, is payable from the date of qualification.

#### 6674.—Reception and Disposal of Prisoners of War Repatriated from Germany

See AFO 5044/45. AFO 547/45 (N.L. 351/44.—21 Dec. 1944.)" " AFO 2262/45. See AFO 71/46  
 " " 427/45 " 1824/45 " " 3264/45 " " 2416/45

Note.—This Fleet Order is a re-issue of A.F.O. 5376/44 and contains a considerable number of amendments and additions which have recently become necessary.

Ex-prisoners of war repatriated from Germany on the cessation of hostilities will, it is anticipated, return in mixed drafts composed of all Services, both Dominion and Allied. With the object of expediting their discharge on arrival at the port, airfield or airport, all Naval or Royal Marine personnel will immediately be taken over by the local Naval authorities.

2. Personnel will be disposed of as follows:—

(i) Naval officers will proceed to a selected Naval establishment nearest to the port of disembarkation. R.M. Officers will proceed direct to their respective Headquarters Division.

Note.—If any R.M. Officers arrive at the selected Naval Establishment referred to above, they are to be routed to the respective Headquarter Division immediately. No other action by the Naval Establishment is required.

(ii) (a) Naval ratings and Royal Marine other ranks will proceed direct to their respective depots or divisions in every case where there are sufficient numbers to make a trainload.

(b) Where numbers of Naval ratings and Royal Marine other ranks arrive in insufficient numbers to make up a trainload, arrangements will be made, if possible, to transfer them to the appropriate station in order to entrain by ordinary train services to their depots or divisions.

(c) Where, owing to the time of arrival or for some other reason, the procedure in (ii) (b) above is impossible, the repatriated prisoners of war will be taken to the nearest Naval Establishment to the port of disembarkation until arrangements can be made for them to travel to their respective home depots or divisions.

(d) Arrangements will be made by the Naval Medical Transport Officer for the transport of sick repatriated prisoners of war to the nearest Naval hospital.

3. While these instructions are designed for the reception and disposal of prisoners of war repatriated from Germany post hostilities they nevertheless come into force forthwith.

The following procedure should, however, be adopted in relation to Naval and Royal Marine personnel arriving in this country *prior* to the conclusion of hostilities who claim to be escaped prisoners of war or to have evaded capture in enemy or enemy-occupied country :—

- (a) Such personnel should be instructed to report to the War Office M.I.9, 6, Hall Road, St. Johns Wood, London, N.W.8, during the first three days of their leave. They should be advised to arrive in London as early as possible to enable them to return the same day and railway warrants should be supplied for the journey to London and return prior to their discharge on leave.
  - (b) Where such personnel pass through or near London on their way to their leave addresses they should be instructed to report to the above address by breaking their journey
  - (c) Where such personnel are unfit to proceed on leave, their names and disposal should be reported by telegram to the War Office, M.I.9.
  - (d) No action is required where such personnel are in possession of a certificate to the effect that they have been interviewed abroad by M.I.9.
4. Detailed instructions in relation to leave, advances of pay, etc., will be found in the Appendices to this Order.

#### APPENDIX A.—OFFICERS.

##### *Instructions to Naval Establishments for Reception of Parties of Naval and Royal Marine Officers*

1. All Naval officers repatriated from Germany will, on disembarkation in the United Kingdom, proceed to a selected Naval establishment as near as possible to the point of disembarkation.

Royal Marine Officers will proceed direct to their Headquarters Division.

2. *Leave.*—The scale of leave to be granted to repatriated prisoners of war is as follows :—

Fourteen days Repatriation Leave, *plus* Foreign Service Leave on the scale of seven days for every six months' foreign service, the aggregate to be *not less than 42 days*. Time as prisoner of war counts as foreign service.

In order to facilitate the calculation of the amount of foreign service leave due, each officer is to be asked to state the date on which he last left the United Kingdom, and this information is to be noted in the nominal roll (paragraph 15).

Officers not found fit will either be retained in hospital or sent on sick leave. Repatriation Leave and Foreign Service Leave will not commence until the officer has been found fit.

Officers are to be called up before Medical Boards during their leave but not within the first 28 days. Should the Board find any officers permanently unfit for further service, they will be given 56 days' notice before termination of their commission, this period being *inclusive* of any balance of repatriation leave.

3. *Enemy Currency, and Token Money.*—Repatriated prisoners of war will have been told to retain any enemy currency and token money received by them in captivity until their arrival in this country. Such currency should be forwarded to the Paymaster of Contingencies, Admiralty, Foxhill Hutments, Combe Down, Bath, for disposal, and should be accompanied by a nominal list divided into categories as shown in Appendix A, paragraph 4, showing the name, rank and amount of each category of currency or token money. The latter is to be shown separately. Two copies of the nominal lists are to be forwarded to the Director of Navy Accounts Branch 4, Northwick Park, Harrow, who will take any necessary action. A receipt as shown in Appendix D, prepared locally, is to be given to each officer for the amount of currency and token money surrendered. Details of pay, etc., issued during captivity will be obtained by Officers completing a form which will be issued to them together with Form POW Clo. (*see* paragraph 16) by the Supply Officer, H.M. Ships "President I" and "Mersey". In the case of Royal Marines, these forms will be issued at their Headquarters before they go on leave. These forms will be issued to the accounting authorities by the Director of Navy Accounts (Branch 4).

4. *Pay.*—Officers pay accounts will continue to be borne, for the period of Repatriation Leave and Foreign Service Leave, for any subsequent period waiting effective appointment and also for any grants of Full Pay Sick Leave, on the books on which they were borne as prisoners of war, viz. :—

R.N., R.N.R., and R.N.V.R. Officers (except T.124).	H.M.S. "President I", 18, Mardol, Shrewsbury.
Officers on Agreement T.124 or variants.	H.M.S. "Mersey" David Lewis Northern Hospital, Liverpool, 3.
R.M. Officers ... ..	At their respective R.M. Divisions.
R.A.N. Officers serving with the R.N.	H.M.A.S. "Cerberus II", Australia House, Strand, London, W.C.2.
R.N.Z.N. Officers serving with the R.N.	H.M.N.Z.S. "Cook" (advances of pay made by N.Z. Naval Affairs Officer, Halifax House, 51-55, Strand, London, W.C.2.)

The first mentioned category of officer will be regarded as appointed to "President I"—not to join—but no actual appointments will be issued by Daily List.

Initial advances of any sum desired by officers up to a maximum of £25 (£10 in the case of Royal Canadian Naval Officers, *vide* paragraph 17) may be given at the Naval establishment to which the officers proceed on disembarkation. The amount of the advance given is to be noted in the nominal roll (paragraph 15). The paying authority keeping their accounts will subsequently forward to officers, at their leave addresses, as large a sum as possible consistent with the state of their pay accounts. Any inquiries regarding pay should be addressed to the appropriate paying authority as stated above.

The initial advances for officers borne on "President I" or "Mersey" should be made on the "open" voucher principle. Reimbursement should be obtained by the accounting authorities' copies of the nominal rolls (*see* paragraph 15) being endorsed :—

"Charges Ex P.O.W.

It is requested that a cheque in favour of.....  
for £..... in reimbursement of the advances made on this (these)  
nominal roll(s) may be forwarded to....."

The accounting arrangements regarding the advances made to R.C.N., R.A.N. and R.N.Z.N. officers are as for ratings (*see* Appendix B, paragraphs 18-20) except that reimbursement by H.M.C.S. "Niobe" should be to the selected naval establishment.

5. *Medical Examination.*—Officers will be medically examined before going on leave. As disinfection will have taken place on the Continent, the sole purpose of the inspection is merely to ensure that the officer is fit to go on leave. Repatriated officers may request a thorough medical examination, but they should be informed that this may involve some delay. Officers will be called up before Medical Boards during their leave, but not before the first 28 days of their leave.

6. *Arrival Postcards.*—Arrival cards should be issued to each of the repatriated prisoners of war for posting to their next of kin. The cards will be sent post free, and where the time of arrival does not permit of the cards being posted on the same day a free telegram up to nine words, including address, may be sent. Establishments concerned in the issue of these postcards should make demands for supplies from the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10.

7. *Leave Ration Cards.*—Repatriated personnel will be provided with a complete Service ration card (R.B. 12) which normally covers a period of 14 days in respect of each week's leave (total period to be covered not exceeding 42 days) thus entitling the recipient to purchase double the current civilian scale of rationed foodstuffs during these 42 days of his leave. Normally, the single ration card will be issued in respect of any additional leave which might be granted in excess of 42 days.

One "panel 1" coupon (used for soap) will be cancelled by the Issuing Officer.

The front of the R.B. 12 will be endorsed across the spaces marked "week ending" so as to read "All coupons hereon valid during week ending....."



and the card will bear an impression of the official stamp of the Naval Establishment concerned.

Coupons for double sweet rations should not be issued. Where ration cards R.B.12 are issued, sweet coupons for the normal ration each (1D and 1E coupons) should be affixed.

Where R.B. 12S cards are supplied, the sweet coupons should be cut from one of the cards for each week.

Recipients will be informed that if they experience any difficulty in purchasing the double rations mentioned above, they should get in touch with the local Food Officer, who is aware of the arrangements, and will take necessary steps to ensure the supply of rationed foodstuffs by a convenient retailer.

8. *N.A.A.F.I. Permits*.—N.A.A.F.I. permits (Form 578F) are to be issued to cover the period of each repatriated prisoner of war's leave. These permits will entitle the recipient to buy privilege price cigarettes and tobacco and these should be purchased from the Naval Canteen prior to his going on leave. Establishments concerned in the issue of these permits should make demands for supplies on the Manager, Naval Canteen Service, N.A.A.F.I., Ruxley Towers, Claygate, Esher, Surrey.

9. *Duty Free Tobacco* (not applicable to Royal Marines).—An issue of duty free tobacco should be made to the repatriated prisoners of war prior to their discharge on leave, in accordance with the scale laid down in King's Regulations and Admiralty Instructions, Article 919, paragraph 6.

10. *Clothing Coupon Books*.—Clothing Coupon Books will be issued to every officer on discharge to leave, and will include the normal 21 coupons available for use on civilian clothing.

11. *Identity Cards*.—A prisoner of war identity card signed by the British Contact Officer who will proceed to the Prisoner of War Camp will have been issued to each repatriated prisoner of war before leaving the camp for evacuation to the United Kingdom. This card will be retained by the repatriated prisoner of war as a personal identity card. On arrival at the Naval Establishment after disembarkation, the prisoner of war identity cards will be collected, and Officers (including Dominions Officers) should be issued with the form of temporary pass shown below, which should be stamped with the official stamp of the Naval Establishment. Permanent identity cards (Form S.1511), with photographs, should be obtained by officers on taking up new appointments.

#### *Temporary Certificate of Identity*

This is to certify that the bearer is .....

(full name and rank)

who is at present on leave with permission of the Admiralty. He will be issued with a Naval Identity Card on taking up his next appointment.

A specimen signature is appended. ....

(specimen signature of officer)

(Signed).....

for Commanding Officer.

12. *Railway Warrants* (D.N.A. Form 800).—These should be issued before the officer goes on leave. Warrants issued to Dominions Officers should be boldly marked accordingly, e.g., "ex P.W., Canada."

13. *Security*.—All personnel repatriated should be instructed to avoid granting interviews to the press or the B.B.C. Interrogation of ex-prisoners of war will not take place prior to discharge on leave, except in special cases where an individual will be specially nominated.

14. *Battle Dress*.—Repatriated prisoners of war should be advised not to dispose of their battle dress, as credit will be allowed against the charges made for this in respect of any items returned, in accordance with instructions.

The Supply Officers, H.M. Ships "President I" and "Mersey", should forward the Form P.O.W./Clo. to each repatriated officer borne, together with the further advance of pay mentioned in paragraph 4, but, if no such advance can be made, as soon as possible after receipt of the nominal roll (see paragraph 15). R.M. Officers will be issued with this form by their Divisions before proceeding on leave.

15. *Nominal Rolls*.—A nominal roll with the following headings is to be prepared by the Naval Establishment to which the officers proceed on disembarkation:—

Surname.	Initials.	Rank.	Date of arrival in U.K.	Date on which Officer states that he last left U.K.	Leave Address.	Amount of Sick Leave recommended if discharged to Sick Leave.	Amount of Advance of Pay given.
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The roll is to be divided into the following sections:—

- Naval Officers (other than T.124).
- Naval Officers on T.124 agreement or variants.
- Royal Australian Naval Officers.
- Royal Canadian Naval Officers.
- Royal New Zealand Naval Officers.

Copies of the *entire* roll are to be forwarded to each of the following:—

C. W. Branch (Casualties), Admiralty.  
C. W. Branch I, Admiralty (two copies).  
Director of Navy Accounts, Branch 4, Northwick Park Hutments, Watford Road, Harrow, Middlesex.

In addition, copies of the various sections are to be distributed as follows:—

Section (a) H.M.S. "President I."  
Section (b) H.M.S. "Mersey."  
Section (c) H.M.A.S. "Cerebus II" (H.M.A., London Depot.)  
Section (e) New Zealand Naval Affairs Officer, Halifax House, 51-55, Strand, W.C.2.

Similar details of R.M. Officers will be forwarded by the respective Headquarter Division to—

C.W. Branch (Casualties), Admiralty.  
C.W. Branch I, Admiralty (two copies).  
Director of Navy Accounts, Branch 4, Northwick Park Hutments, Watford Road, Harrow, Middlesex.  
General Officer Commanding, Royal Marines.

*It is essential that these nominal rolls should be prepared and forwarded with the minimum of delay.*

16. *Electoral Representation*.—Arrangements are to be made to issue officers with the Electoral Declaration Card, together with full instructions concerning its completion (*vide* Appendix I to A.F.O. 3105/44). Officers should be informed that the Electoral Declaration Card must be attested by a commissioned officer and if they have any difficulty in obtaining the necessary attestation, the cards should be sent as soon as possible after completion to H.M.S. "President I" in the case of Naval Officers, H.M.S. "Mersey" in the case of Naval Officers on T.124 Agreement or variants, and to the respective headquarters divisions in the case of R.M. Officers.

17. *Liability to Further Active Service*.—Officers should be informed that the fact that they have been repatriated as ex-prisoners of war does not in itself absolve them from further active service. Repatriated prisoners of war are on the same footing as other personnel serving in the Navy or other Services for discharge or release.

#### *Officers of Dominion Navies*

18. *Royal Canadian Navy*.—Officers of the R.C.N. will accompany R.N. Officers to the selected Naval Establishment, and when ready to travel will proceed to the Canadian Naval Headquarters, London. The only action required by the Naval Establishment in relation to these personnel is to issue—

- Identity Card (*vide* paragraph 11).
- Railway Warrant to London.
- Warning as regards security.
- An initial advance of £10 0s. 0d.
- Preparation of a Nominal Roll (*see* paragraph 15 above).

19. *Royal Australian Navy*.—At present all Australian personnel who are prisoners of war in Germany were serving with the Royal Navy when captured; therefore, all the above instructions as for R.N. Officers apply to such personnel. They should apply to H.M.A. Naval Depot, London, for any further advances of pay and also report there on expiration of leave.

20. *Royal New Zealand Navy.*—Officers will accompany R.N. Officers to the selected Naval Establishment. The above instructions will apply equally to them as for R.N. Officers, and they should be told to report to the New Zealand Military Headquarters, Halifax House, 51-55, Strand, W.C.2, on conclusion of their leave. They should apply to the New Zealand Naval Affairs Officer at this address for any further advances of pay.

21. *South African Naval Forces and Officers seconded to Royal Marines.*—The above Officers will proceed direct from the port of disembarkation to the Union Defence Force Reception Depot, Cottesmore School, Upper Drive, Hove (Station, Hove).

#### APPENDIX B.—RATINGS.

##### *Instructions to Depots and R.M. Barracks for the Reception and Disposal of Parties of Naval Ratings and Royal Marine other Ranks*

1. *Leave.*—The scale of leave to be granted to repatriated prisoners-of-war is as follows:—

Fourteen days plus Foreign Service leave on the scale of seven days for every six months' foreign service, the aggregate to be *not less* than 42 days. Time as prisoner-of-war counts as foreign service.

Ratings and Royal Marine other ranks are to be called up before Medical Boards during their leave but not within the first 28 days. If the Medical Board find any repatriated prisoners-of-war permanently unfit for further service, they will be given 56 days' notice before termination of their Service, this period being inclusive of any balance or repatriation leave.

2. *Foreign Currency and Token Money.*—Repatriated prisoners-of-war will have been told to retain any enemy currency and/or token money received by them while in captivity (or other currencies retained since before capture or received subsequent to their release) until their arrival in this country. Such currency and token money should be collected from them at the Depot or division and forwarded to the Paymaster of Contingencies, Admiralty, Foxhill Hutments, Combe Down, Bath, for disposal, and should be accompanied by a nominal list showing name, rating, official number and the amount of each category of currency or token money, *i.e.*, German Reichsmarks, Greek Drachmae, etc. Token money should be shown separately (*see* paragraph 4 below).

Two copies of the nominal list are to be forwarded to the Director of Navy Accounts (Branch 3), Admiralty, Bath, who will take the necessary action to credit the pay account of each man at the appropriate rate of exchange.

A receipt should be given to each man of the amount of currency and token money surrendered.

3. *Advances of Pay.*—A minimum advance of £5 0s. 0d. on arrival in depot will be made to every rating and other rank, and entered in his pay book. Prior to despatch on leave cash advances will be made as follows:—

<i>Naval Ratings.</i>			<i>Marines</i>		
	£	s. d.		£	s. d.
Chief Petty Officers ...	20	0 0	Sergeant Majors, Staff Ser-	20	0 0
Petty Officers ...	16	0 0	geants, Colour Sergeants		
Leading Rates ...	14	0 0	and equivalent ranks.		
Able Seamen and Ordinary	12	0 0	Sergeants and equivalent	16	0 0
Seamen.			ranks.		
			L/Sergeants, Corporals.	14	0 0
			Band Corporals and		
			L/Corporals.		
			Marines, Musicians, Buglers,	12	0 0
			etc.		

Information should be obtained from each repatriated prisoner-of-war as to the manner in which he wishes his balance of Naval or Royal Marine pay to be disposed of.

4. *Statement of Pay and/or Working Pay Received during Captivity.*—Every man is to be issued with a special form on which to furnish information as to pay and/or working pay which he may have received during captivity. Before the form is handed to the man any camp money or foreign currency in his possession should be withdrawn from him (*see* paragraph 2 above) and Section VI of the form completed. The form will shortly be in print and issued to affected Establishments

without demand by the Naval Store Officer, Park Royal from whom additional copies may be requested as necessary.

5. *Kitting Up.*—All naval ratings and Royal Marine other ranks should if practicable be fully kitted up before going on leave.

6. *Medical Examination.*—All ratings and Royal Marine other ranks will be medically examined before being discharged on leave. As disinfection will have taken place on the Continent, it should be explained to the repatriated prisoners-of-war that the whole purpose of this examination is merely to ensure that they are fit to go on leave. If there are personnel who request a thorough medical examination before being sent on leave, arrangements should be made for such examinations to take place, but they should be informed that this is likely to involve some delay. Medical Boards will take place during leave but not before the first 28 days.

7. *Arrival Postcards.*—Arrival cards should be issued to each of the repatriated prisoners-of-war for posting to their next-of-kin. The cards will be sent post free, and where the time of arrival does not permit of the cards being posted on the same day a free telegram up to nine words, including address, may be sent. Establishments concerned in the issue of these postcards should make demands for supplies from the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10.

8. *Leave Ration Cards.*—Repatriated personnel will be provided with a complete Service ration card (R.B. 12) which normally covers a period of 14 days in respect of each week's leave (total period to be covered not exceeding 42 days) thus entitling the recipient to purchase double the current civilian scale of rationed foodstuffs during these 42 days of his leave. Normally, the single ration card will be issued in respect of any additional leave which might be granted in excess of 42 days.

One "panel 1" coupon (used for soap) will be cancelled by the issuing officer. The front of the R.B. 12 will be endorsed across the spaces marked "week ending" so as to read "All coupons hereon valid during week ending....." and the card will bear an impression of the Depot or Division stamp.

Coupons for double sweet rations should not be issued. Where ration cards R.B. 12 are issued, sweet coupons for the normal ration each week (1D and 1E coupon) should be affixed. Where R.B. 12S cards are supplied, the sweet coupon should be cut from one of the cards for each week.

Recipients will be informed that if they experience any difficulty in purchasing the double rations mentioned above, they should get in touch with the local Food Officer, who is aware of the arrangements and will take the necessary steps to ensure the supply of the rationed foodstuffs by a convenient retailer.

9. *N.A.A.F.I. Permits.*—N.A.A.F.I. Permits (Form 578F) are to be issued to cover the period of each repatriated prisoner-of-war's leave. These permits will entitle the recipient to buy privilege price cigarettes and tobacco, and these should be purchased from the Naval Canteen prior to his going on leave. Establishments concerned in the issue of these permits should make demands for supplies on the Manager, Naval Canteen Service, N.A.A.F.I., Ruxley Towers, Claygate, Esher, Surrey.

10. *Duty Free Tobacco* (Not applicable to Royal Marines).—An issue of duty free tobacco should be made to the repatriated prisoners-of-war prior to their discharge on leave in accordance with the scale laid down in King's Regulations and Admiralty Instructions, Article 919, paragraph 6.

11. *Identity Cards.*—A prisoner-of-war identity card signed by the prisoners-of-war Contact Officer will be issued to each prisoner-of-war before leaving the camp for evacuation to the United Kingdom. This card will be retained by the prisoner-of-war as a personal identity card and should be collected before the issue of a permanent or temporary identity card.

12. *Railway Warrants.*—Each trainload or party (*see* paragraph 2 (ii) (a) above) is to be issued with a separate railway warrant (D.N.A. Form 800) to cover the journey to the R.N. Depot or R.M. Division. The necessary Railway Warrants are to be issued before discharge on leave.

13. *Security.*—All repatriated prisoners-of-war should be instructed to avoid granting interviews to the press or the B.B.C. Interrogation of repatriated prisoners-of-war will not take place prior to discharge on leave, except in special cases where an individual will be specially nominated.

14. *Medal Ribbons*.—If not already issued, these may be supplied at the depots if specifically requested by the rating or other rank.

15. *Nominal Rolls*.—Nominal rolls will be sent from each depot to C.W. (Cas.), D.P.S., and N. Branch (Stats.), (and G.O.C.R.M. in the case of Royal Marines) in the following form:—

Name.	Rank.	Initials.	Official No. and Division.	Date of Arrival in U.K.	Depot from which Discharged on Leave.
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16. *Electoral Representation*.—Arrangements are to be made to provide repatriated prisoners of war with the Electoral Declaration Card, together with full instructions concerning its completion (*vide* Appendix I to A.F.O. 3105/44). Personnel should be instructed to complete these forms while on leave and to return them to their respective depots for the necessary attestation.

17. *Liability to Further Active Service*.—Ratings and other ranks should be informed that the fact that they have been repatriated as ex-prisoners of war does not in itself absolve them from liability to further active service. Repatriated prisoners of war are on the same footing as other personnel serving in the Navy or other Services for discharge or release.

#### Dominion Personnel

18. *Royal Canadian Navy*.—Ratings will proceed to R.N. Barracks, Portsmouth, but as soon as they are ready to travel they will proceed to H.M.C.S. "Niobe," Scotland. The only action required by the Depot in relation to these personnel is to issue:—

- (1) Identity Card.
- (2) Railway Warrant to Greenock.
- (3) Warning as regards security.
- (4) Ratings' pay accounts will continue to be borne on the books on which they were borne as prisoners of war. An initial advance of £5 0s. 0d. which should be notified to the Accountant Officer, H.M.C.S. "Niobe" who will immediately re-imbure the Accountant Officer, R.N. Barracks, Portsmouth. This advance is *not* to be charged on the ledger of H.M.S. "Victory." Charges should be marked "ex-P.O.W."
- (5) Preparation of a Nominal Roll, which should be forwarded to C.N.M.O., 10, Haymarket, S.W.1.

19. *Royal Australian Navy*.—At present all Australian personnel who are prisoners of war in Germany were serving with the Royal Navy when captured; therefore, all the above instructions apply to such personnel as for R.N. ratings. The advances of pay are to be charged at List 17 of the ledger, and notified immediately to the Accountant Officer, H.M. Australian Naval Depot, Australia House, Strand, London, W.C.2.

20. *Royal New Zealand Navy*.—New Zealand Naval Ratings not on loan to the Royal Navy will proceed to R.N. Barracks, Devonport, and the same instructions as for R.N. Ratings will apply. The advances of pay are to be charged at List 17 of the ledger, and communicated immediately to the New Zealand Affairs Officer, Halifax House, 51-55, Strand, London, W.C.2. They should be told to report to the New Zealand Naval Affairs Office, Halifax House, 51-55, Strand, London, W.C.2, on conclusion of their leave.

21. *South African Naval Forces*.—Ratings will be routed direct from the port of disembarkation to the Union Defence Reception Depot, Cottesmore School, Upper Drive, Hove (Station, Hove).

#### APPENDIX C

The following is the Naval Establishment referred to in paragraph 2:—

Possible Port of Disembarkation.	Naval Establishment.
Newcastle ... ..	H.M.S. "Calliope."
Hull ... ..	H.M.S. "Beaver."
Tilbury, London ... ..	R.N. Barracks, Chatham.
Dover ... ..	H.M.S. "Lynx."
Newhaven ... ..	H.M.S. "Forward."
Southampton ... ..	H.M.S. "Shrapnel."
Dartmouth ... ..	H.M.S. "Dartmouth."
Plymouth ... ..	R.N. Barracks, Devonport.
Falmouth ... ..	H.M.S. "Forte."

In the case of personnel arriving by air, the nearest suitable Naval Establishment to the airport or airfield is to be used. It is anticipated that the airfields and airports will be in the Midlands and South of England.

#### APPENDIX D

*Camp Money and Foreign Currency—(Officers only).*

If you are in possession of any token (camp) money and/or foreign currency, state amount(s), complete paragraph 2 below and attach *hereto* any such token (camp) money and/or foreign currency.

2. The token (camp) money and/or foreign currency hereby surrendered was received by me as follows:—

- |                                    |            |
|------------------------------------|------------|
| (a) Before capture :               | Amount(s). |
| (b) During captivity :             | Amount(s). |
| (c) After release from captivity : | Amount(s). |

Signature.....

Name and Rank.....

(Block letters)

Certified that token (camp) money and/or foreign currency as detailed above has been duly received.

(Signed).....

(Rank) .....

Date..... H.M.S.....

This receipt is to be carefully retained by the officer until it is required by his paymaster.

(A.F.O.s 3105/44 and 6229/44.)

(A.F.O. 5376/44 is cancelled.)

#### †6675.—Newman Memorial Prize—Award for 1944

(C.W. 67658/44.—21 Dec. 1944.)

The Newman Memorial Prize for 1944 has been awarded to Lieutenant (E) B. P. McConnell, R.N., H.M.S. "Newcastle".

#### \*6676.—"Occupational Questionnaire"—Completion by S.A.N.F.(V) Personnel Seconded to the Royal Navy

(N. 27821/44.—21 Dec. 1944.)

To ensure the smooth re-absorption into civil life of personnel of the Armed Forces of the Union of South Africa, whether they are discharged during the progress of the war or after its conclusion, the Union Government has framed a "questionnaire" for completion by all Union Defence Force Personnel.

2. It is anticipated that supplies of the necessary questionnaire forms and instructions will be available from the Admiralty and the Commanders-in-Chief, East Indies Station, Mediterranean and South Atlantic, during December, 1944.

3. The Commanding Officers of all ships and establishments carrying S.A.N.F.(V) personnel are to demand the requisite number of forms from the most convenient distributing authority.

4. On receipt, Commanding Officers are to ensure that a form is completed by each South African Naval Forces Officer or rating and are to detail Supervising Officers to assist personnel as stated in paragraph 3 of the general instructions issued with the form.

5. Questionnaire forms may be completed by all Union Nationals serving in the Royal Navy.

6. On completion, forms are to be returned without delay to the Commander-in-Chief, South Atlantic, for onward transmission to the Union Government.

(A.F.O. 6397/44 and A.G.M. 121138A/Dec. are cancelled.)

#### 6677.—Royal Marines—M.T. Drivers—Instructors

(R.M. 946/37/44A.3.—21 Dec. 1944.)

Additional M.T. Instructors are urgently required for Royal Marine M.T. driving establishments.

2. Commanders-in-Chief, Commanding Officers of R.N. and R.M. establishments, formations and units, should forward to Officer Commanding, R.M. Technical

Training Depot, Fort Cumberland, Southsea, Hants, the names of any Royal Marine M.T. personnel of the rank of Sergeant or below who fulfil the following conditions, and who can be recommended:—

- (a) Have experience in tactical driving and handling of heavy vehicles (3-ton and above).
  - (b) Possess instructional ability.
  - (c) If of rank of Marine, be suitable for non-commissioned rank.
3. Arrangements will be made for relief of the ranks selected to be effected as and when they are required.
4. The above does not apply to personnel serving in the Mediterranean and Far Eastern theatres.

#### 6678.—Training of R.M.L.C. Personnel in their General R.M. Role

(R.M. No. 10075/44.G(Trg.).—21 Dec. 1944.)

It is the policy of Their Lordships that Royal Marine landing craft personnel should continue their training in the wider aspect of the Royal Marine role after allocation to Naval Assault Forces, in order to maintain their efficiency for general R.M. service:—

2. Responsibility for execution of this training rests as follows:—
  - (a) *Operational flotillas.*—The Naval Assault Force commander is responsible for the general direction of all training of Royal Marines serving in operational flotillas allocated to his force, and is to ensure that every opportunity is afforded for the training and exercising of these ranks in both the naval and military sides of the general R.M. role. The Force Royal Marine officer appointed to his staff will act as his adviser on the training which is to be carried out. A pool of qualified N.C.O. instructors will be provided to assist flotilla and commanding officers who are finally responsible for the individual training of their craft and/or guns' crews.
  - (b) *Training and ancillary flotillas.*—The C.O. of the L.C. base to which the flotilla is allocated is responsible, in the case of non-operational flotillas, for the general direction of all training of Royal Marines serving therein. Owing to the nature of the function of these flotillas, the individual training of their personnel as Royal Marines will be less easy to arrange than in the case of operational flotillas, but nevertheless every effort is to be made to ensure that such training is regularly carried out.
  - (c) *R.M.L.C. personnel not in formed units and those in units not equipped with craft.*—The C.O. of the base or establishment in which this personnel is accommodated is responsible for the general direction of training of R.M.L.C. personnel which are not in formed units, or which are in units not currently equipped with craft. Flotilla officers will remain responsible for the individual training of their officers and other ranks, and will act as advisers on this matter to the C.Os. of the L.C. bases and establishments concerned. This also applies in 2 (b) above.
3. The training referred to above includes, in broad terms, the following subjects:—
  - (a) *Naval subjects*—
 

Signalling	Engineering
Craft training	Aircraft recognition
Seamanship	Accountant duties
Pilotage.	
  - (b) *General R.M. subjects*—
 

Disciplinary training	Field training
Weapon training	Interior economy
P. & R. T.	
4. *Landing organization of R.M.L.C. personnel.*—In order to facilitate general R.M. training as distinct from L.C. training, the R.M.L.C. units are to maintain an internal "landing organization" corresponding to the R.M. detachment "landing organization" in one of H.M. ships.

(A.F.Os. 1653/44 and 3485/44.)

Cancelled

by AFO 5774/46. 37

#### \*6679.—Temporary Commissions, Executive and Executive (Special)—Selection of Ratings from the Lower Deck—REPORTS

(C.W./N.T. 137/44.—21 Dec. 1944.)

See AFO 5711/42  
" " 1632/40 See AFO 2115/43 I.—GENERAL  
" " 1693/45 " " 2117/45

The following instructions amend and consolidate all previous orders regarding the selection and training of ratings for Temporary Executive and Executive (Special) Commissions.

2. The number of candidates required for Executive Commissions is now considerably less than in previous years.
3. Recommendations should not be confined to ratings in possession of some recognized educational qualification such as the school certificate, and consideration should be given to those of elementary school education who have attended evening classes or day continuation classes or who possess some civilian professional or trade certificate. The possession of a school certificate is, in itself, no guarantee that a rating possesses the essential qualities of character, personality, powers of leadership and mental alertness that are required by candidates recommended for temporary Executive or Executive (special) commissions.
4. Some ratings, who are otherwise suitable for promotion to temporary commissioned rank, may be reluctant to become candidates under the mistaken impression that private means are essential for young officers in order to maintain their position. It can be stated without qualification that the rates of pay are sufficient to enable an officer, whether married or unmarried, to meet his expenses without additional income.
5. Executive (Special) commissions are very limited in number, and are confined to ratings who are in all respects suitable for executive commissions but who are not eligible on account of physical defects, etc. No rating who is physically and visually fit for an executive officer's duties is to be recommended for an Executive (Special) commission. Officers selected for Executive (Special) commissions will be mainly employed in shore establishments and on other duties that do not require the physical and visual standards of the executive branch, although normally filled by officers of that branch.
6. Candidates for Executive (Special) commissions must be of the same general standard as those recommended for executive commissions, and the method of selection and training for both Executive and Executive (Special) commissions will be similar.
7. For ease of reference, all instructions in this Order are to be regarded as applicable to both Executive and Executive (Special) candidates.
8. Recommendations are to be made on Forms C.W.1(T), commonly known as "White Papers", supplies of which can be obtained from the Admiralty (C.W. branch). This form is to be completed in triplicate and disposed of as follows:—
  - (a) The original is to accompany the rating from ship to ship under separate cover from the Service Certificate; it should not be kept with the Service Certificate in view of the danger of it being overlooked.
  - (b) The duplicate is to be sent to the Secretary to the Admiralty (C.W. branch).
  - (c) The triplicate is to be sent to the Commodore of the rating's Port Division.
9. Forms C.W.1(T) will be started in H.M.S. "Raleigh" for candidates selected on entry who pass the Preliminary Selection Board successfully, or who are recommended to appear before the Preliminary Selection Board after a specified period of sea-training.
10. Forms C.W.1(T) may be started by commanding officers of H.M. ships and establishments for all ratings who are eligible (see paragraph 23) at any time after such ratings have completed their initial training in the branches for which they were selected (see paragraph 24).
11. Forms C.W.1(T) may be destroyed if at any time it is considered that the rating has fallen below the standard required of a temporary executive officer. The destruction of a Form C.W.1(T) is to be reported at once to the Admiralty (C.W. branch) and to the rating's depot, with an explanation of the reason for failure.

12. The Selection and Passing-Out Boards in H.M.S. "Raleigh", Training Group, and H.M.S. "King Alfred" may recommend a candidate who has failed to pass the Board for a further specified period of training and subsequent re-appearance before the Selection Board. In such cases the original Form C.W.1(T) will be retained and marked DEFERRED together with a statement as to the length of training recommended and the reason for failure, and will not be destroyed during the further period of training, except on disciplinary grounds. On completion of the specified period of training, candidates are to be discharged to R.N. Barracks, Portsmouth, without awaiting further authority from the Admiralty (see paragraph 34) and without appearing before the Squadron Selection Boards (see paragraph 32).

13. All C.W. candidates who fail to pass a selection board or whose Forms C.W.1(T) are destroyed are to be informed of the reason of their failure.

14. All C.W. candidates recommended for a specified period of sea-training are to be drafted to sea-going ships without delay. Failed C.W. candidates, unless drafted to technical training establishments in the case of non-Seaman Branch ratings, should also be drafted to sea as soon as possible.

15. Except in the case of those specified in paragraph 12, failed C.W. candidates may not be again recommended for a temporary executive commission until they have completed a further twelve months' service, including six months' service in a sea-going ship. When, however, a candidate has shown exceptional zeal and improvement a new Form C.W.1(T) may be started at any time after six months' further service, including three months' service in a sea-going ship. In this case, the Form C.W.1(T) must bear a reference to paragraph 15 of this Admiralty Fleet Order.

16. Except in the case of those ratings specified in paragraph 12, failed C.W. candidates in the seaman branch must pass professionally for Leading Seaman before being again recommended as a C.W. candidate.

17. Failed C.W. candidates in the seaman branch should be informed that, by qualifying for a non-substantive rate, this will in no way prejudice their chances of recommendation for a temporary executive commission at a later date, but ratings for whom Forms C.W.1(T) have already been started should not be put on course for higher non-substantive rating.

#### II.—SELECTION OF C.W. CANDIDATES ON ENTRY

18. All new entries join the service in H.M.S. "Royal Arthur" where each man is considered as to whether he shows potential officer-like qualities, *irrespective of the branch in which he is to be entered.*

19. Those who are selected as potential C.W. candidates will carry out a special 12-weeks' course in H.M.S. "Raleigh", followed by seven weeks' sea-training in ships of the training group, before being drafted to H.M.S. "King Alfred" for cadet-ratings training.

20. Candidates will appear before Preliminary Selection Boards in H.M.S. "Raleigh", the Training Group, and before the Final Board on conclusion of their training in H.M.S. "King Alfred". These Selection Boards will be presided over by a Flag Officer whenever a decision has to be taken to fail or defer a rating.

21. Those who fail to pass any of these Boards will be discharged to H.M.S. "Royal Arthur" and thence to their technical training establishments in order to carry out the technical training in the branches for which they were originally entered, unless specially recommended by the Board for a further period of training (see paragraph 12).

#### III.—SELECTION OF FLEET CANDIDATES

*Note.—The term "Fleet" candidate is used to distinguish ratings selected as C.W. candidates who have completed their initial training from those potential candidates selected on entry in H.M.S. "Royal Arthur".*

22. Subject to the provisos in paragraph 23, Commanding Officers of H.M. ships and establishments may recommend at any time suitable ratings serving under their command for temporary executive commissions, as some ratings who were not selected on entry may have developed the necessary qualities at a later stage in their service.

23. As ratings of the following branches are eligible for recommendation for temporary commissions in the branch in which they are serving, they are not eligible to be recommended as Fleet candidates for an executive commission:—

Supply and Secretariat Branch Ratings.

Air Fitters and Air Mechanics.

Artificers of all Branches.

Radio Mechanics.

Motor Mechanics.

Temporary Mechanicians.

Special Repair Ratings (D).

24. With the exception of ratings referred to in paragraph 23, all R.N. (H.O.), R.N.R., R.N.V.R. (including R.N.V.(W) R., R.N.S.R. and R.N.A.S.B.R.), Patrol Service, Boom Service and D.E.M.S. ratings, and H.O. and Reserve Ratings of Dominion Navies serving in H.M. ships, are eligible to be recommended as Fleet candidates for temporary executive commissions. Foreign Naval ratings and ratings of foreign extraction, who are serving on R.N. "Hostilities Only" engagements, are also eligible, but it is essential that such ratings should possess a very good knowledge of English. T.124 ratings are not eligible for recommendation.

25. All Fleet candidates must have a minimum qualifying period of two months' sea-time and must have obtained a certificate of proficiency (see paragraph 33) before they are eligible to appear before the Preliminary Selection Board in H.M.S. "Raleigh".

26. For the purpose of reckoning "sea-time", only time spent in a sea-going ship, other than a depot ship, employed on sea-going duties, including Combined Operations ships and craft and Coastal Forces vessels, will count (see also paragraph 28 (e)). Periods during which ships are refitting or repairing will not count, and where it is anticipated that the length of refit or repairs will unduly delay the appearance of a Fleet candidate before the Squadron Selection Board (see paragraph 32) due to lack of sea-time, he is to be discharged direct to another sea-going ship or to depot for immediate re-draft to another sea-going ship.

27. When a Form C.W.1(T) is started for a rating serving ashore or in a depot ship who has not the minimum period of sea-service, the rating concerned is to be drafted to a sea-going ship without delay.

28. In order that ratings in non-seaman branches who are eligible to be recommended as Fleet candidates may receive the necessary training and experience to enable them to obtain the certificate of proficiency, the following procedure is to be carried out:—

(a) Ratings who failed the course for Pilots, Observers or Telegraphist Air Gunners and whom it is not desired to recommend for training in specialist duties such as Flying Control, Squadron Staff Officer, etc., are, if recommended for a temporary executive commission, to be transferred to the Seaman branch (Portsmouth Port Division). The Commodore, R.N. Barracks, Lee-on-Solent, may start a form C.W.1(T) and they will then be drafted to sea-going ships as Fleet candidates supernumerary to complement for seaman training. Should they fail or be considered unsuitable they will remain in the seaman branch.

(b) Ratings of non-seamen branches eligible to be recommended for a temporary Executive commission, and who are considered suitable by their Commanding Officers, are to appear before a local Selection Board presided over by a Commander, R.N., one member of the Board being an officer of the instructor or schoolmaster branch. This Board is to consider whether such ratings are likely to make suitable candidates, and is to recommend the length of seaman training considered necessary to fit them for Fleet candidates and obtain the certificate of proficiency. Those considered suitable are to be drafted to sea-going ships and lent to the seaman branch, supernumerary to complement, for a minimum of 2 months' and maximum 6 months' seaman training. Should they subsequently fail, or be considered unsuitable, they will revert to their former branch.

(c) R.N.P.S. ratings and general service ratings serving in ships manned by the R.N.P.S. who are recommended for a temporary executive commis-

sion, are to be discharged to H.M.S. "Europa", Lowestoft. The Commodore, R.N.P.S. Depot, is to arrange that suitable candidates are given additional training ashore or sea-training in an operational ship as Fleet candidates to enable them to obtain the certificate of proficiency. R.N.P.S. ratings are to be borne supernumerary to complement during this period and will retain their R.N.P.S. rates. Should they subsequently fail or be considered unsuitable, they will return to the R.N.P.S.

- (d) Boom Service ratings are to appear before a local Selection Board presided over by a Commander, R.N., one member of the Board being an officer of the instructor or schoolmaster branches. The Board is to consider whether such ratings are likely to make suitable Fleet candidates, and is to recommend the form of training required in order that they may obtain the certificate of proficiency. Those considered suitable will be sent for training in sea-going general service ships, supernumerary to complement, for a minimum of 2 months and maximum of six months. During their training, they will retain their Boom Service rates. Should they fail or be considered unsuitable, they will return to the Boom Service.
- (c) In the case of D.E.M.S. ratings, recommendations may be made by D.E.M.S. Staff Officers and Merchant Navy Defence Instructional officers on Form C.W.1(T). Recommended D.E.M.S. ratings are to be discharged to depot where they will be dealt with in a similar way to Boom Service ratings, and will retain their D.E.M.S. rate. Service in D.E.M. ships will count towards the qualifying minimum period of sea service (*see* paragraph 26). Should they fail or be considered unsuitable, they will return to D.E.M.S.
- (f) The results of local Selection Boards are to be reported to the Secretary of the Admiralty (C.W. branch).

#### IV.—TRAINING OF FLEET CANDIDATES

29. Once a rating has been recommended as a potential Fleet C.W. candidate it is essential that every effort should be made to give him all possible assistance and professional, educational and practical instruction with a view to his obtaining as much knowledge and experience as possible before appearing before the Squadron Selection Board.

All Fleet candidates must be made aware of the standard of knowledge required of them, and must be given a copy of the following paragraph :—

30. A candidate must have superior knowledge and be examined in the following subjects :—

1. *Power of Command*... Ability to take charge of a squad with and without arms. Ability to take charge of a squad of men at P.T. and R.T. games. Ability to take charge of a boat under oars, sail and power. (60 per cent. required to pass).
2. *Seamanship* ... General ability as a practical seaman. A thorough knowledge and understanding of "A Seaman's Pocket Book" (B.R. 827). (60 per cent. required to pass in an examination based on B.R. 827.)
3. *Nautical Calculations* Time—Speed—Distance problems. "True courses and bearings. Relative bearings. Measurement of distances on chart. Simple plotting of D.R. positions, with alterations of course and speed, from oral data. (50 per cent. required to pass.)
4. *Signals* ... Ability to read and send semaphore at the rate of six words a minute, and morse at the rate of four words a minute.  
Knowledge of the Boats' Signal Book. Simple meanings of Naval flags and pendants. (50 per cent. required to pass.)

*Note 1.*—An aggregate of 60 per cent. is required to pass in the above subjects.

*Note 2.*—He must also be "Q.D.C.(A)" (C.A.F.O. 2287/44).

31. If ratings considered suitable for selection as Fleet C.W. candidates are serving in ships where it is impossible to provide the training to obtain the certificate of proficiency, Commanding officers are to discharge them to depots or drafting pools for draft to ships where they can be trained. An explanation of the reason why suitable training could not be given is to be sent with the rating.

32. On obtaining the necessary sea-service, Fleet candidates who are recommended by their Commanding Officers are to appear before a Squadron Selection Board. Boards are to be arranged by administrative authorities at frequent intervals. Whenever possible, the President of the Board should be a Captain, R.N., but Flag Officers may authorize a Commander, R.N., to preside when circumstances make it essential. One member of the Board should be an officer of the instructor or schoolmaster branches. All candidates are to bring with them their Service Certificates, Forms C.W.1(T), and Forms S.264, the latter containing an up-to-date report on the candidate, countersigned by his Commanding Officer.

33. The certificate of proficiency in A.F.O. 2041/44 has been amended to the following form and all candidates are to be in possession of this certificate before appearing before a Squadron Selection Board. Certificates should be inspected by the President, and should then be attached to the Forms C.W.1(T) of successful candidates.

#### Certificate of Proficiency

Date..... H.M.S.....  
(Name, Rating and Official No. of candidate).....  
.....  
.....has been examined in the subjects enumerated in paragraph 30 of A.F.O. 6679/44 and has obtained the following percentages.

1. Power of Command ... ..	(60 per cent. to pass)
2. Seamanship ... ..	(60 per cent. to pass)
3. Nautical Calculations, etc. ... ..	(50 per cent. to pass)
4. Signals ... ..	(50 per cent. to pass)
Aggregate ... ..	(60 per cent. to pass)

I consider that he is, in all respects, a suitable candidate for a Temporary Executive/Executive (Special) Commission.

He has served the minimum period of sea-service required by A.F.O. 6679/44 and has qualified "Q.D.C.(A)" (C.A.F.O. 2287/44).

Commanding Officer.

34. Successful candidates are to be discharged to R.N. Barracks, Portsmouth without awaiting further authority from the Admiralty. Where a relief is required this should be obtained from the depot concerned, or drafting pool abroad. Results of all Squadron Boards are to be reported to the Secretary of the Admiralty (C.W. branch), copy to Director of Naval Training, Admiralty, and to the depots concerned.

35. Fleet candidates discharged to R.N. Barracks, Portsmouth, are to be transferred to the books of H.M.S. "Victory" for pay, and all pay documents and medical history sheets are to be sent to the Commodore, R.N. Barracks, Portsmouth. Candidates are to be accompanied by their Service Certificates, Forms C.W.1(T) and Certificates of Proficiency, and are to bring with them their full kits.

36. Fleet candidates will be transferred from R.N. Barracks, Portsmouth, to H.M.S. "Raleigh" as required to appear before the Preliminary Selection Board which will decide whether the candidate has reached the standard required for entry to H.M.S. "King Alfred".

37. Successful candidates will be drafted to H.M.S. "King Alfred". Those who fail to pass the Board will be drafted to their depots unless specially recommended for a further period of training (*see* paragraph 12).

V.—TRAINING OF CADET RATINGS IN H.M.S. "KING ALFRED"

38. All C.W. candidates will carry out a special course of training as cadet ratings in H.M.S. "King Alfred". Towards the end of this course cadet ratings will take the Passing-out Examination and subsequently appear before a Final Board to determine their suitability for promotion to Temporary Executive Officer.

39. If at any time during the course in H.M.S. "King Alfred" a cadet rating considered to be incapable of completing the course successfully, he may be brought before the Final Board.

If during or on conclusion of the course, the Board does not consider a cadet is rating suitable for promotion, it may:—

(a) fail him outright in which case he will be discharged to H.M.S. "Royal Arthur", or to his depot in the case of a Fleet candidate (see paragraph 21); or

(b) recommend his draft to sea or to further training ashore as a C.W. candidate for a specified period (see paragraphs 12 and 37).

40. Cadet ratings who fail during or on conclusion of their course in H.M.S. "King Alfred" are to be informed by the Final Board of the reasons of their failure.

41. The results of the Final Boards are to be reported at once to the Admiralty (C.W. branch) to the Director of Naval Training, and the depots concerned.

42. Section IV of A.F.O. 1163/43, Air Branch (Pilot or Observer Training) is being issued concurrently as a separate A.F.O. Section V Secretariat and Supply Branch has been issued as A.F.O. 5984/44.

(C.A.F.Os. 424/43, 2258/43 and 2287/44.

(A.F.Os. 2710/43, 1650/44, 2041/44, 2436/44 and 3636/44 are cancelled.)

6680.—Radar Ratings

(N. 19630/44.—21 Dec. 1944.)

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

Paragraph 1. Add after last sentence in final clause—"Any evidently 'unallocated' ratings are to be given their correct titles, report being forwarded on Form S.161. Depot records will then be adjusted."

Paragraph 5. Amend to read:—

"The following special arrangements apply to men who were recommended for P.O. (Radar) before 7th September, 1943, and who had completed twelve months' service as L.S. (Radar) by the 1st March, 1944, but who had not been rated before that date owing to lack of opportunity to pass the qualifying course. On successfully completing the full course for P.O. (Radar), R.C. or P.O. (Radar) R.P., such men are to be advanced by the Commodore of the depot to P.O. (Radar) as from the date of recommendation, or from the completion of twelve months' service as L.S. (Radar), whichever is the later. They will become P.O. (Radar) R.C. (P) or P.O. (Radar) R.P. (P) from 1st March, 1944, and P.O. (Radar) R.C. or P.O. (Radar) R.P. from the date of completion of the course. The names of any of these ratings who have changed their port division from Portsmouth to Devonport or Chatham are to be reported by the Commodore, R.N. Barracks, Portsmouth, to the Commodore concerned, stating the date of recommendation. Advancement of ratings holding R.C. or R.P. non-substantive rates is as for seamen."

Paragraph 15. Amend to read:—

"Recommendations for courses should be forwarded on Form S.1303 to the Commodore of the man's depot, through the Captain Radar Training, and in the case of R.C. ratings through the Captain of the appropriate Gunnery School. At home, Captain Radar Training will arrange with the Commodore of the R.N. Barracks concerned, and with the Gunnery or Plotting Schools for recommended ratings to be relieved in ships as required for course. Abroad, where instructional facilities are available, this will be arranged by the local drafting authority, who is to inform the Commodore of the R.N. Barracks concerned, and the Captain Radar Training, of all ratings who have undergone courses, reporting name, official number, present substantive and non-substantive rating, course taken, and result."

Paragraph 19 (c). Amend table to read:—

"C.P.O. (Radar) R.C. are borne in lieu of R.C.1.  
P.O. (Radar) R.C. are borne in lieu of R.C.1.  
L.S. (Radar) R.C. are borne in lieu of R.C.2.  
A.B. (Radar) R.C. are borne in lieu of R.C.3.  
Ord. Sea. (Radar) R.C. are borne in lieu of R.C.3.  
C.P.O. (Radar) R.P. are borne in lieu of R.P.1.  
P.O. (Radar) R.P. are borne in lieu of R.P.1.  
L.S. (Radar) R.P. are borne in lieu of R.P.2.  
A.B. (Radar) R.P. are borne in lieu of R.P.3.  
Ord. Sea. (Radar) R.P. are borne in lieu of R.P.3."

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

See AFO 3870/45.

\*6681.—Regulating Branch—Establishment of Leading Rate

See AFO 5808/45.  
5356/45. (N. 26789/44.—21 Dec. 1944.)

In order that Naval patrol parties landed from ships and Naval provost parties ashore may be better organized and trained for the duties they have to perform, it has been decided that these parties shall be built round a nucleus of Regulating Branch ratings.

2. For this purpose the Regulating Branch will be expanded. The number of officers to be borne in the branch will be increased to correspond with the enlarged duties and numbers of the branch. The ratings of Master-at-Arms and Regulating Petty Officer will remain as at present, and a Leading rate will be established in the branch, to be known as Leading Patrolman. This rating will be employed both afloat and ashore.

3. The pay of the Leading Patrolman will be 5s. 7d. a day, rising to 5s. 11d. a day after three years' service in the rate. The 1s. war increase (A.F.O. 4500/42) is additional to these rates. Time served in other branches in Leading (or higher) rate, including service in Acting Leading rate, will count towards the three years' service required for progressive pay.

4. Leading Patrolmen will be recruited by transfer from other branches. Volunteers for transfer may be of any branch of the R.N. or Royal Marines. When a sufficient number of Leading Patrolmen have been recruited, the rating of Regulating Petty Officer will be filled by promotion of Leading Patrolmen by the Port Division Advancement Roster system. Direct transfer of Naval ratings and R.M. N.C.Os. to Regulating Petty Officer will then cease, unless in exceptional circumstances, e.g. where specially suitable candidates are allowed to transfer who already hold Petty Officer rate in another branch. Until sufficient Leading Patrolmen have been transferred, the present system of filling vacancies by transfer to Acting Regulating Petty Officer will continue.

5. Candidates for transfer to Leading Patrolman may be of any rate not lower than the equivalent of Able Seaman. They must be specially recommended by their Commanding Officers as suitable for regulating and patrol duties; must possess at least one Good Conduct badge, and have V.G. conduct for not less than two years immediately preceding selection; must have had not less than two years' seagoing service; must be under 32; have a minimum height of 5 ft. 7 in. and minimum standard of vision of 6/12 each eye.

6. Candidates for transfer will be provisionally selected by the Commodores of the depots (Admiralty for candidates from the Royal Marines) to undergo a course of training of about six weeks' duration. During this course they will remain in their former ratings.

7. On satisfactory completion of the course, if finally selected, they will be transferred to the Regulating Branch as Acting Leading Patrolman. Royal Marines will be transferred under the provisions of K.R. & A.L., Article 787.

8. Acting Leading Patrolman will be confirmed in the rate by their Commanding Officers after one year's active service, or such longer period as the Commanding Officer considers necessary. During their acting time, they may be reverted by their Commanding Officer to their previous rating or rank in the R.N. or R.M., if considered unlikely to make suitable Regulating Branch ratings.

9. Rules for the advancement of Leading Patrolmen to Regulating Petty Officer, which will involve a further course in depot on the lines of the present Regulating Petty Officers' course, will be published later.

(A.F.O. 4500/42.)

**6682.—Leading Patrolmen—Volunteers Required**

(N. 26789/44.—21 Dec. 1944.)

Volunteers are required forthwith for training with a view to transfer to Leading Patrolman, Acting or Confirmed.

2. *Continuous Service* ratings of any Branch (but see paragraph 5), or Royal Marines, who fulfil the conditions of A.F.O. 6681/44, paragraph 5, may now volunteer for the course and ultimate transfer. Names of volunteers should be forwarded by Commanding Officers, provided that they can be recommended as in all respects suitable, to the Commodores of the Depots for Naval ratings, and to the General Officer Commanding, Royal Marines, in the case of Royal Marines. Provisional selection will be made by these authorities, up to the numbers notified to them by the Admiralty, and as the training courses can be arranged.

3. *Special Service ratings* may volunteer under the same conditions as C.S. ratings, but will be required to transfer to Continuous Service if and when they are selected for transfer to the Regulating Branch.

4. *Hostilities Only ratings*, Reservists, and time-expired ratings who have not re-engaged may volunteer for transfer to the Regulating Branch on a Hostilities Only basis. The conditions, method of selection, and training will be the same as for Continuous Service ratings; but Commanding Officers may forward the names of specially recommended men who do not entirely fulfil the conditions of age and physical standard laid down for C.S. ratings, provided that the candidates are of good physique and can perform the duties of the Branch without the use of glasses except in offices. Hostilities Only ratings who desire to transfer to the Regulating Branch for Continuous Service must first have volunteered for transfer to Continuous Service in their own Branch under the terms of an A.F.O. to be issued shortly.

5. For the time being, volunteers will not be accepted from the following branches:—

Stores	Steward
Writer	Shipwright
Cook	Mechanic.

(A.F.O. 6681/44.)

**6683.—Admiralty Surgeon and Agent, Stroud**

(C.E. 21303/44.—21 Dec. 1944.)

Mr. S. J. Higgins, M.R.C.S., L.R.C.P., of Elgin Lodge, Stonehouse, Glos., telephone Stonehouse 147, has been appointed Admiralty Surgeon and Agent for Stroud, Glos.

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

**6684.—Transfer Lists (S.45)—Royal Marines Drafted to R.M. Shore Units**

(N. 30774/44.—21 Dec. 1944.)

In order to assist the accounting work at home base ledger office, where the ledgers are organized divisionally, multiple transfer lists for Royal Marines discharged from H.M. ships and establishments to R.M. shore units borne home base ledger should, as far as practicable, be prepared separately for each division—Chatham, Portsmouth or Plymouth, as the case may be—and for Exton and R.M. Engineers.

**6685.—Salvage Services—Revision of Chapter XXV of the K.R. & A.I.—Incidental Provisions**

(S. 1057/43.—21 Dec. 1944.)

A revise of Chapter XXV of K.R. & A.I. has been issued as K.R. 3/44. Certain provisions with regard to salvage which have not been included in Chapter XXV, because they or part of them are of a temporary war-time nature, are detailed below and in A.F.O. 6686/44.

2. With reference to K.R. & A.I., Article 903, clause 1, the following conditions are to be observed by local Naval authorities in sanctioning acceptance of awards offered by Receivers of Wreck:—

- Permission is not to be granted where the aforesaid salvaged property is owned by or entirely at the risk of the Crown (including the Government War Risks Insurance Office). It will usually be found that the Receiver of Wreck, before making the offer, has confirmed that the ownership and insurance of the salvaged property are private or not entirely at Government risk.
- Permission is not to be granted without Admiralty approval where the awards would be payable from Lease-Lend or from Russian funds.
- Any cases, except under (a) above, where permission has been withheld are to be referred to the Admiralty for covering approval.
- Where permission is granted, the awards tendered by the Receivers of Wreck, are to be accepted without question as to the amount of any such award.

3. With regard to Articles 899 and 900, the right of arrest should not be exercised where the detention of the salvaged vessel would impede the war effort.

4. Requests for supplies of Lloyd's Open Form of Salvage Agreement referred to in Article 897 (1), and of the letter of retainer to the Treasury Solicitor (Form S. 1522), referred to in Article 898 (2), should be addressed to the Superintending Naval Store Officer, R.N., Store Depot, Elveden Road, Park Royal, London, N.W.10.

5. The revised Chapter XXV will be embodied for the benefit of Royal Fleet Auxiliaries in the Handbook B.R. 875.

(K.R. 3/44.)

(A.F.O. 6686/44.)

(A.F.Os. 549/40, 2897/41, 124/42, 5890/42, 2728/43 are cancelled.)

**6686.—Salvage Services Arising from War Perils—Awards to Personnel**

(S. 1057/43.—21 Dec. 1944.)

With reference to K.R. & A.I., Article 896 (4), it has been decided that where salvage services have been rendered by Admiralty vessels and personnel to a vessel suffering a war casualty, no claim for salvage will be made by the Admiralty, having regard to the fact that the risks of war casualties are, generally speaking, borne by the Crown.

2. While, therefore, the Admiralty will not as a rule sanction the prosecution of personal salvage claims in cases of this kind, the personnel will nevertheless be granted by the Admiralty awards equivalent to those which they would have received had a claim for salvage been sanctioned in accordance with past practice.

3. Applications for such awards, which for convenience of reference will be termed "new salvage", should be made by the Commanding Officer of the salvor ship and should be accompanied by detailed reports in accordance with K.R. & A.I., Art. 897 (4).

4. Awards will be distributed in the manner indicated in K.R. & A.I., Article 903 (4).

5. K.R. & A.I., Article 898 will not apply to applications for "new salvage" and it will not as a general rule be necessary either to communicate with the ship's agent or to complete a form of retainer to the Treasury Solicitor (S.1522).

6. Where, in an exceptional case, it is decided for any reason that, notwithstanding the general arrangement now in force, a claim on behalf of the personnel may be presented in the case of a war casualty, the Commanding Officer will be so informed, and will be advised what action should be taken.

7. Nothing in this Order affects the existing practice with regard to claims for salvage from marine (as distinct from war) casualties.

8. This Order applies to all commissioned ships, and except where special arrangements exist, vessels manned by civilian crews, which are owned by or demised to the Government.

(K.R. 3/44.)

(A.F.O. 239/43 is cancelled.)



**\*6687.—Post-War Employment—Disclosure of Top Secret, Secret or Confidential Information about Equipment, etc., to Civilian Firms**

(N.L./N.I.D. 07915/44.—21 Dec. 1944.)

Their Lordships' attention has recently been drawn to the fact that certain civilian firms, in considering the post-war employment of such of their personnel as are at present serving in H.M. Forces, have sent out a form of questionnaire in which these personnel are requested to give details of the type of work on which they have been engaged during their period of service in H.M. Forces. Before answering questions of this nature, it is important that personnel should remember their obligations with regard to the disclosure of information acquired by them during their period of service in H.M. Forces.

2. All officers and ratings, including members of the W.R.N.S., who in the course of their duties have had access to Top Secret, Secret or Confidential equipment of any kind whatsoever, whether during the development, manufacture, trial or completed stage, are reminded that they are bound by the Official Secrets Acts, 1911–1939, and that information concerning such equipment which they may have acquired during their service in the Navy or to which they may have had access as a result of that service, must not be published or communicated either directly or indirectly to another person in any form, except in the course of official duties. It is also pointed out that Naval personnel are subject to the restrictions imposed by the Official Secrets Acts both while serving, and *after they have left the Service*, and that any infringement of these Acts renders them liable to serious penalties.

3. Personnel are therefore warned that they should exercise great discretion in filling in any questionnaires such as are referred to in paragraph 1 of this Order. In cases where there is any doubt whether information which it is desired to give is permissible, the advice of their Commanding Officer should be sought, who will if necessary refer the matter to the appropriate superior authority. In cases of exceptional difficulty, the matter should be referred to the Admiralty for instructions.

**6688.—Travel Between the United Kingdom and the Continent—Official Visits to the French Ministry of Marine and to Commercial Firms in Paris**

(N.L./N.I.D. 9241/44.—21 Dec. 1944.)

The Allied Naval Commander-in-Chief, Expeditionary Force, has requested that whenever Naval or R.M. officers, civilians directly employed by the Admiralty, and representatives of Admiralty contractors are authorized to visit France to contact the French Ministry of Marine or commercial firms in or near Paris, they should, if at all possible, report in the first instance to Captain E. L. Wharton, R.N., the Naval Adviser to the British Ambassador, whose address is British Embassy, Paris.

(A.F.Os. 3388/44, 3955/44 and C.A.F.O. 2074/44.)

**6689.—W.R.N.S.—Desertion—Discharge and Disposal of Service Certificates**

(N.L. 18963/44.—21 Dec. 1944.)

The discharge of ratings of the W.R.N.S. who have deserted may be authorized at home by the Commanders-in-Chief, The Nore, Portsmouth, Plymouth, Western Approaches and Rosyth, the Admiral Commanding Orkneys and Shetlands, and the Flag Officer Commanding, Dover. Overseas, discharge may be authorized by the Commanders-in-Chief, East Indies, Mediterranean and South Atlantic, the Flag Officer Levant and Eastern Mediterranean and the British Admiralty Maintenance and Supply Representative, Washington.

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

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

4. When finally discharged a deserter may be supplied with her Certificate of Service together with Discharge Form S.1558 and Board of Trade Form C.R.S.C.1,

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

5. Deserters from whom no communication or report is received are to continue to be marked "R" and Service Certificates and Forms S.1558 and C.R.S.C.1 are to be withheld from them. After one month's absence, the Supply Officer is to notify the Accountant General, Ministry of Labour and National Service, Acton, London, W.3, that they are in a state of desertion and available for direction to other work of National importance and information supplied as to full name, private address, National Registration number (if known) and dates of birth and desertion. Their Service Certificates should be retained for three months from date of desertion, after which they should be forwarded to the Director, Women's Royal Naval Service.

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

7. The concession in K.R. & A.I., Article 589, clause 6, that forfeitures of pay, etc., do not apply to monies which should have been paid before desertion but for some accidental reason were not paid, is not to be allowed to W.R.N.S. deserters unless they have returned to duty after being marked "R".

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

(A.F.O. 3922/43.)

(A.F.O. 5869/44 is cancelled.)

**6690.—W.R.N.S.—Disposal of Unit Libraries**

(N. 29295/44.—21 Dec. 1944.)

In the event of a W.R.N.S. Quarters closing down the following procedure is to be adopted regarding the library:—

- (1) Books obtained from R.N. War Libraries are to be returned to R.N. War Libraries, 178 Great Portland Street, London, W.1.
- (2) Books purchased from Mess Funds are the property of the Quarters concerned, and may be disposed of at the discretion of the Mess Committee, but it is recommended that such books and those presented outright by charitable organizations or private donors, should be sent to the Command Education Officer, W.R.N.S., for redistribution to other Quarters.

**6691.—W.R.N.S. Drafting Records—Standardization**

(N. 23582/43.—21 Dec. 1944.)

Introduction of the arrangements announced by A.F.O. 5630/44 has been postponed until 1st December, 1944, and paragraphs 1 and 5 of the Order are amended accordingly.

2. The Appendix to A.F.O. 5630/44 is also to be amended to read as follows:—

"The drafting authority is the Superintendent, W.R.N.S., of the Command to which a W.R.N.S. rating belongs, except in respect of the categories shown below, for which, unless otherwise indicated, the authority is the Superintendent, W.R.N.S., of the Command named:—

All F.A.A. categories ... .. Commodore, R.N. Barracks, Lee-on-Solent.

Ratings drafted to Central Training Superintendent, W.R.N.S. (Training)

Depots for training or re-muster.

A.A. Target Operator ... .. Nore.

A/M ... .. Nore.

Cinema Operator ... .. Nore.

Classifier ... .. Nore.

Gunnery Control ... ..	Portsmouth.
Gunnery Experimental Assistant	Portsmouth.
Q.O. ... ..	Portsmouth.
Q.O. (L.C.) ... ..	Portsmouth.
Radar Operator ... ..	Portsmouth.
Radio Mechanic (R.R.) ... ..	Portsmouth.
Radio Mechanic (W.M.) ... ..	Portsmouth.
Ship Mechanic (L.C.) ... ..	Portsmouth.
Special Duties (Linguist) ... ..	Officer-in-Charge, R.N.T.E., Southmead.
Special Duties ("Pembroke V") ...	Nore.
S.O. ... ..	Portsmouth.
Submarine Attack Teacher ...	Portsmouth.
(T) ... ..	Portsmouth.
Topographical ... ..	Nore.
Writer (R.M.) ... ..	Plymouth.

3. A.F.Os. 2026/42 and 3106/42 are to be added to those shown as cancelled at the foot of A.F.O. 5630/44.

(A.F.O. 5630/44.)

(A.F.Os. 2026/42 and 3106/42 are cancelled.)

#### 6692.—Employment of W.R.N.S. in Workshops—Additional Safety Measures

(N.L. 3281/44.—21 Dec. 1944.)

In consequence of a serious accident in which a Leading Wren received injuries to her scalp while working on a drilling machine in the workshops of a Fleet Shore Establishment, consideration has been given to the safety of members of the W.R.N.S. working in such shops.

2. Workshops manned solely by Service personnel are not subject to the provisions of the Factories Act, but it has been ascertained from the Factory Department of the Ministry of Labour and National Service that Local Factory Inspectors would always be glad to advise on precautionary measures in such workshops.

3. Commanding Officers of Establishments in which members of the W.R.N.S. are employed in workshops containing moving machinery should therefore give consideration to the necessity for any additional safety arrangement on such machinery in view of the employment of women in the shops and should seek the advice of the local Factory Inspectors on this point.

4. A new peaked safety cap for wear by W.R.N.S. ratings working on or near moving machinery is now available and attention is drawn to A.F.O. 2929/44 in this connection.

(A.F.O. 2929/44.)

#### 6693.—W.R.N.S. Officers—Surrender of Coupons for All Purchases of Clothing, Including Working Dress

(V.11/9023/44.—21 Dec. 1944.)

Officers W.R.N.S. must surrender clothing coupons for purchase of any items of clothing having a coupon value, irrespective of the source from which they are purchased.

2. This applies to purchase of W.R.N.S. Officers' working dress described in A.F.O. 4584/44, the coupon value of the items of which is as follows:—

Blouse ... ..	12 coupons
Skirt ... ..	6 coupons
Trousers ... ..	8 coupons

(A.F.Os. 5617/43 and 4584/44.)

#### 6694.—W.R.N.S. Ratings—Wearing of Naval Cap Ribbon or Royal Marine Cap Badge

(V/1/8824/44.—21 Dec. 1944.)

W.R.N.S. ratings below the rank of Petty Officer serving in Royal Marine establishments are to wear a Royal Marine cap badge, with red flash underneath, on their blue cloth caps.

2. In all Naval establishments W.R.N.S. ratings below the rank of Petty Officer, except Writers (R.M.), are to wear the cap ribbon in current use for the establishment.

3. Writers (R.M.) are only employed as part of a Royal Marine detachment, and are always to wear the cap badge referred to in paragraph 1 above.

(A.F.O. 1048/44.)

(C.-in-C., The Nore, No. 5898/623/13, 15 Nov. 1944.)

#### \*6695.—War Commentary—Broadcast by Air Marshal Sir Philip Joubert, K.C.B., C.M.G., D.S.O., on 29th November, 1944

(D.P.S. 1259/44.—21 Dec. 1944.)

(Included in Notice Boards Issue only.)

#### 6696.—Warrant Engineers—Transfer to Warrant Aircraft Officer

(C.W. 62070/44.—21 Dec. 1944.)

Vacancies still exist for the transfer of Warrant Engineers to Warrant Aircraft Officer.

2. Warrant Engineers who have not attained nine years' seniority will be considered for transfer, but no officer will be transferred until he has completed the Divisional Course.

3. Officers wishing to volunteer and who are recommended by their Commanding Officer for transfer should forward their applications forthwith, through the usual channels to the Secretary of the Admiralty, names of officers abroad being forwarded by signal.

(A.G.M. 020344A/December is cancelled.)

(A.F.Os. 2450/39 and 3708/40 are cancelled.)

#### 6697.—Laundries in H.M. Ships

(N. 31345/44.—21 Dec. 1944.)

Laundries will be fitted in all capital ships, aircraft carriers and cruisers as opportunity offers, and laundry machinery has been provided in escort carriers. This is being done to improve the overall standard of personal cleanliness and thus the health and efficiency of the ship's company. An improvement in the habitability of living spaces, especially in tropical climates, should result from the avoidance of washing and drying in or near living quarters.

2. The prices to be charged should be kept as low as possible in order to induce the ships' companies to use the laundries rather than the less efficient hand method. The ships' companies should not, however, be altogether prohibited from doing their own washing.

3. It is not the intention at present to provide any additional complement to man these laundries, and ships must make arrangements on board to run them with volunteers. The direction of the laundry should be vested in a committee of officers and ratings, presided over by the Executive Officer.

4. The committee should decide on the charges for laundry and the rates of remuneration of men working in the laundry and the conditions of work. The prices to be charged should be fixed so as to cover the cost of the remuneration of the laundry staff and of materials required to be purchased for its operation. The men performing the work are to be remunerated direct by the committee. Materials purchased from Government stocks on board are to be paid for in cash which is to be taken on charge by the Supply Officer, under the appropriate Code Letter headings. Soap flakes, powders, etc., should be obtained from N.A.A.F.I., or by direct purchase from manufacturers. Care should be taken to use only the proper materials.

5. It is very desirable that at least two of the men working in the laundry should have some instruction in laundry work, and, wherever possible, arrangements should be made for such men to receive instruction at a local laundry. Travelling expenses and subsistence allowances, subject to the usual conditions, may be paid to not more than four men selected for this work, this A.F.O. being quoted as the authority. The cost of this service should be charged to naval funds and not included in the laundry prices. It is possible that trainees can be taken in laundries at the R.N. Hospitals, Haslar, Plymouth and Chatham, and any necessary arrangements should be made between the ship and the hospital direct.

6. The above instructions are issued as an interim measure pending the result of consideration which is now being given to the permanent arrangements which will be necessary when laundries become an established feature of H.M. ships and establishments. Meanwhile, officers should forward to the Admiralty suggestions for improvement in the lay-out and in the equipment.

(A.F.O. 5807a/44.)

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

#### \*6698.—Ammunition—General—Danger of Tampering with Ammunition (G. 6721/44.—21 Dec. 1944.)

Two accidents, one fatal, have recently occurred through unauthorized tampering with ammunition. In one instance, a 20-mm. shell was taken to pieces to see how it was constructed, and in another case, a live round was taken to pieces for the making of souvenirs.

2. Tampering with ammunition is dangerous and is expressly forbidden by N.M. & E.R., Article 20.

(N.M. & E.R. Article 20.)

#### 6699.—Ammunition—Holman Projector—Projectiles, Illuminating, No. 1, Mark II—Lots 69 and 70 filled S.F.H.—Withdrawal from Service

(A.S./C.I.N.O. 2710/44.—21 Dec. 1944.)

Projectiles, Illuminating, No. 1, Mark II, of Lots No. 69 and 70 filled S.F.H. 6/43 are to be withdrawn from service. Any ammunition of these lots held on board ship should be landed at the nearest R.N. Armament Depot and replacements demanded if required.

2. R.N. Armament Depots only.—Any of the above described ammunition held in store or received from ships should be disposed of by dumping.

#### 6700.—Guns—B.L., 14-in., Mark VII—Carrier and Box, Gear—Modification to Improve Lubrication

(A.S. 01265/44.—21 Dec. 1944.)

The following modification is approved:—

Gun ... .. B.L. 14-in., Mark VII.

Part affected ... .. (1) Carrier:—

Nuts, hinge pin.  
Sleeves, outer, hinge roller bearing.  
Screws, check, hinge roller bearing outer sleeve "A".  
Screws, check, hinge roller bearing outer sleeve "B".

(2) Box, gear:—

Plug, cover, Part I.  
Spindle, clutch.

Purpose ... .. To provide additional lubrication.

Nature of modification ... .. (1) Fitting Admiralty Pattern Nipple No. 4986 to carrier body, upper and lower hinge pin nuts and hinge roller bearing outer sleeve check screws, "A" and "B". Fitting preserving screws to hinge pin nuts as necessary.  
(2) Fitting Admiralty Pattern Nipple No. 4986 and adapter to clutch spindle, and modifying Part I cover plug to suit.

Drawing ... .. Instructional print N.O.D. 3107/91.

New parts required ... .. 6 No. 4986 Admiralty Pattern nipples.  
1 adapter, gear box, clutch spindle and 6 screws, preserving, hinge pin nut, which should be provided locally.

By whom to be done ... .. Royal Naval Armament Depots.

Degree of urgency ... .. At first opportunity.

#### 6701.—Guns—Machine Browning, 0.5-in., Type "A"—Modification to Trigger Lever (A.S./G. 6009/43.—21 Dec. 1944.)

The following modification is approved and is to be applied to all guns in which the engagement of trigger bar and trigger is less than 0.1-in. under the worst conditions.

Gun ... .. 0.5-in. Browning Colt, Type "A".

Part affected ... .. Trigger lever.

Purpose ... .. To prevent trigger slipping out of engagement during firing.

Nature of modification ... Stud to be riveted to end of trigger bar.

Drawing ... .. I.P. N.O.D. 3131/9.

New parts required ... Stud—1 No. To be made locally.

By whom to be done ... Staffs of R.N.A. depots.

Degree of urgency ... Before issue to service.

2. Guns mounted in which trigger slipping is experienced should be exchanged at nearest R.N.A.D. for serviceable guns.

#### 6702.—Guns—Browning, 0.50 in.—Pins, Cocking Lever, to U.S. Drawing No. B.147762-6

(A.S./G. 08167/44.—21 Dec. 1944.)

The following action is to be taken:—

Gun ... .. Browning, 0.50 in. (aircraft and deck).

Part affected ... .. Pins, cocking lever, to U.S. Army drawing B.147762-6.

Purpose ... .. To enable correct breeching up to be carried out.

Action ... .. All pins (component and spare) to Design B.147762-6 to be examined and any found with excess metal on the lower forward edge (see inset to A.F.O. diagram) should be modified.

Drawing ... .. A.F.O. Diagram 459/44.

By whom to be done ... H.M. ships, R.N. Air stations, etc.  
Repair yards and R.D.U.s.  
Base staffs.  
R.N. armament depots.

Degree of urgency ... (a) Aircraft guns.  
In service ... At next Group F. operation.  
At R.N. armament depots When passing through factory.

- (b) *Deck guns.*  
 In service ... } As convenient.  
 At R.N. armament depots.
- (c) *Spare pins.*  
 In service ... Before using.  
 At R.N. armament depots. Before issue.

(A.F.O. 4738/44 is cancelled.)

**6703.—Guns—Oerlikon 20-mm.—Instructions for Assembling Mark II Barrel Springs**

(A.S. 7986/44.—21 Dec. 1944.)

Copies of "P" series, Diagram 14/43 (A.F.O. P.680/43), referred to in paragraph 2 of A.F.O. 5422/44, will no longer be issued with Oerlikon Mark II barrel spring assemblies after present stock of diagrams is exhausted.

2. A diagram is available in the Oerlikon handbook, B.R. 274/43 (amended by A.F.O. P.680/43).

(A.F.O. 5422/44.)

**6704.—Gun Mountings—U.S. 40mm., Bofors, Mark I Twin, and Mark II Quadruple—Cracks in Elevation Locking Bolts**

(Ships and Shore Establishments concerned and Repair Establishments)

(G. 6825/44.—21 Dec. 1944.)

Reports have been received that a number of elevation locking bolts in U.S. twin and quadruple Bofors mountings have been broken while attempting to withdraw them, with the result that the tapered end was left in place and the guns remained locked. This is due to faulty material; all bolts should be examined, and any showing signs of cracking replaced.

**6705.—Gun Mountings—20-mm., Mark VIIA—Pivot Roller Bearings—Frequent Lubrication**

*Ships, Dockyards, F.O.G.M.Os., G.M.Os., E.R.Os. and Bases*

(G. 6501/44.—21 Dec. 1944.)

Reports have been received that the pivot roller bearings on Mark VIIA Oerlikon mountings are being seriously damaged by rusting, due mainly to the lack of grease lubrication.

2. These roller bearings are of large dimensions and therefore require a considerable amount of grease fully to fill the roller housing.

3. It is essential that the bearings be completely filled with grease, in order to prevent any accumulation of water.

4. All Mark VIIA Oerlikon mountings fitted on ships or in store are to have the pivot roller bearings fully charged with grease. It will not be sufficient to give the Stauffers lubricator a turn or two. The lubricator should be repeatedly filled and the grease forced into the bearings until they are completely full.

5. In addition to the initial filling referred to above, mountings in service should be frequently greased to ensure bearings are maintained in a fully filled condition.

6. Ships, Dockyards, G.M.Os., F.O.G.M.Os., E.R.Os. and Bases should arrange to have this greasing carried out at the earliest opportunity.

**6706.—Gun Mountings—20 mm., Mark VIIA—Safety Depression Gear—Fitting—As. and As.**

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

(G. 014223/44.—21 Dec. 1944.)

Sets of safety depression gear are now available for 20 mm., Mark VIIA mountings.

2. The number of sets of gear is limited and priority will be given to classes of ships in the following order:—

- (i) Coastal force craft.
- (ii) Carriers.
- (iii) Destroyers.
- (iv) Sloops, frigates, corvettes and similar small ships.
- (v) Cruisers.
- (vi) Battleships and monitors.

3. Further, the gear is only to be fitted to those mountings where depression rails cannot be fitted or where depression rails cause congestion or loss of firing arcs.

4. The safety depression gear is to be fitted in accordance with A.F.O. Diagram No. 457/44 (G.R.6728). A method of marking off the contour of the cam is to remove the cam roller and fit a pointer over the roller axis. (A suitable pointer is shown on the A.F.O. diagram.) With the roller guide removed, the contour of the cam can be marked off on the plate.

5. The cam plate should be removed and machined to the line of the contour so obtained.

6. Cams are to be cut to clear obstacles in accordance with A.F.O. 5592/43, and for coastal craft in accordance with A.F.O. 4376/44.

The sets of parts required for the safety depression gear will be supplied, on demand, by G.M.Os., Coventry or Parkhead.

Commanding Officers of ships concerned should insert an item in their list of As. and As., classification "A," to cover the work involved in modifying the mountings, fitting the safety depression gear, re-balancing of mountings and, where necessary, the removal of the depression rails.

(A.F.Os. 5592/43 and 4376/44.)

**6707.—Small Arms—Rifles and Lanchester Machine Carbines—Stowage—As. and As.**

(Ships, P.S.Os., E.R.Os. and Authorities concerned.)

(G. 3694/44.—21 Dec. 1944.)

The following instructions regarding the stowage of rifles and Lanchester machine carbines on board H.M. ships are promulgated for information.

2. Generally speaking, carbines will be issued in the same proportion as rifles, e.g. battleships (home) 165 rifles and 165 Lanchesters. Stowage should therefore be arranged for the full allowance of rifles, carbines and spares. A special allowance of Lanchesters will be supplied for Royal Marines and should be taken into consideration when arranging stowage.

3. (a) *Spare Carbines.*—Until such times as spare parts are available, spare carbines will be issued in lieu on the basis of 5 per cent. of the authorized allowance of Lanchester carbines. Stowage for these spares should be arranged in racks in the Gunners' store.

(b) *Magazines for Lanchester Carbines.*—These are small but as they are supplied on the basis of nine per carbine, stowage will, in some cases, be required for a considerable number. Arrangements should be made for the stowage in the gunner's store or as convenient.

(c) *Webbing Equipment.*—The existing stowages should meet the new requirements for rifle and Lanchester equipment.

(d) *Ammunition.*—The outfit of 9 mm. ammunition for the Lanchester carbine is 300 rounds per gun, plus 200 rounds for practice. Ammunition will, generally, be issued in boxes A.S.A. H. 29 (contents 2,560 rounds), dimensions 16·9 in. by 10·75 in. by 9·35 in. There will be a considerable reduction chiefly in A.S.A.  $\frac{1}{2}$  N, H.3, boxes required for the stowage of 0·303-in. rifle ball and blank. As one box A.S.A. H.29 will stow (approximately) in the space occupied by two A.S.A.  $\frac{1}{2}$  N. boxes, very little modification, if any, will be necessary to the stowages.

4. The chests and/or cases, Lanchester machine carbine, in which the Lanchesters will be packed for transport, when issued, are to be emptied on receipt and returned to the R.N. armament depot or O.C.A.S. from whom received.

5. In order to facilitate the early fitting of racks to take either rifles or carbines, it has now been decided to issue new pattern racks to all ships to replace all existing old pattern racks where fitted.

6. On receipt of new pattern racks, the old pattern racks are to be landed and returned to the ship's storing yard. Arrangements will be made periodically by the Director of Contract Work (Supplies) for the modification of the old pattern racks by contract, and re-issue.

7. The new pattern racks are now in production in two sizes, *i.e.* for two rifles/carbines and three rifles/carbines. From these two sizes the required size can be built up by bolting together, viz :—

Rack to take four rifles/carbines ... Two racks, each to take two rifles, will be supplied.

Rack to take five rifles/carbines ... One rack to take two rifles, and one rack to take three rifles will be supplied.

Rack to take six rifles/carbines ... Either three racks each to take two rifles, or two racks each to take three rifles will be supplied.

8. The new pattern racks are to be demanded direct from the Director of Contract Work (Supplies), Pulteney Hotel, Bath. Each demand should state the number and sizes of the new pattern racks required, viz. :—for 2, 3, 4, 5 and so on rifles. Components for building up will be supplied in sizes permitted by the state of production. The demand should also state the number and sizes of rifle racks landed and where. A copy of the demand is to be forwarded to the Director of Stores, London, for his information.

9. Demands should state as follows where applicable :—

“To replace existing old pattern racks the following new pattern racks are required :—

... racks for two rifles ; ... racks for three rifles ; ... racks for four rifles ;  
... racks for five rifles ; ... racks for six rifles, etc.

The following additional racks are also required :—  
... racks for two rifles, etc., etc.

Old pattern racks will be landed and returned to (S) N.S.O. (state storing yard).”

Demands forwarded as per example will facilitate the maintenance of adequate production.

10. The Commanding Officers of vessels concerned should enter an item Classification “B” in their lists of As. and As. to cover the work involved in fitting the new type racks and additional stowage.

(C.A.F.Os. 2623/42, 490/44 and A.F.Os. 272/43, 2854/43, 832/44, 2491/44 and 5428/44.)

(A.F.O. 5997/43 is cancelled.)

#### 6708.—Depth Charge Pistol Box—New Design—Modification to Stowages—As. and As.

*Aircraft Carriers*

(T. 2074/44.—21 Dec. 1944.)

A new type of metal pistol box, St. No. 6718 which will hold four in number, Mark XX\* depth charge pistols has been designed to replace the existing wooden type box for single pistol.

2. Supplies of the new metal boxes are becoming available, and will be issued to service when replenishment of pistols become necessary.

3. The existing pistol box stowages in depth charge pistol rooms of aircraft carriers are to be modified to stow the new boxes, the dimensions of which are :—

Length, 19·15-in., width, 8·35-in, depth, 7·85-in.

4. The modification of stowages should be undertaken where possible by ship's staff but where this is found to be impracticable an item is to be included in list of As. and As., classification “A” to cover the work involved.

#### 6709.—Controlled Mining—Disposal of Obsolete Stores

(N.S. 31177/44.—21 Dec. 1944.)

The stores (dealt with under subhead F.2.C. part I) detailed in the appendix are obsolete and any stocks held and future returns should be disposed of as follows :—

(a) *At Home* ... through the Ministry of Supply ; stocks at bases should be returned to the nearest naval store yard or depot for this purpose.

(b) *Abroad* ... locally, by being brought to produce.

#### APPENDIX

#### Obsolete C/M Naval Stores

Pattern No.	Description
1633	Plug, 4-pin.
1886	Body, plug, 4-pin.
1992	Interior, plug, 4-pin.
2490	Ring, Cord.
2491	Ring, rubber.
2492	Bush, rubber.
2493	Bush, rubber.
2494	Bush, rubber.
2496	Plug, rubber.
2497	Ring, rubber.
2498	Ring, rubber.
2499	Sleeve, rubber.
2513	Sleeve, rubber.
2514	Bush, rubber.
2515	Bush, rubber.
2519	Box connector.
2850	Chains.
2851	Hook.
2852	Hook.
2853	Bolt, turnbuckle, with nut and split pin.
2854	Bar, tie.
2855	Protector cable core, 9-in.
2875	Box, junction, Type “K”.
2876	Plug.
2885	Interior socket.
2886	Pin, sealing.
2887	Pin, sealing.
2888	Body, socket, 4-pin (for 203 cores assembled).
2889	Body, socket, 4-pin (for 240 cores assembled).
3139	Pump, hand.
4109	Cap, W/T.
4110	Cap, W/T.
4434	Sinker running bottom.
5104	Plug, short circuiting.
5415	Nut, securing.
5416	Box, junction.
5417	Cone.
5418	Ring.
5423	Spanner for J.B., Pattern 5416.
5424	Spanner for J.B., Pattern 5416.
5425	Tool ring locking for J.B., Pattern 5416.
5426	Spanner.
5427	Spanner, pin.
5428	Spanner, tube.
5429	Spanner, tube.
5430	Tool, withdrawal.
5474	Die, nut.
5475	Die, nut.

} Comprising conversion fitting (for Mark I\* only).

Pattern No.	Description
5476	Die, nut.
5477	Spanner for die, nut, Pattern 5474.
5478	Spanner for die, nut, Pattern 5475.
5479	Spanner for die, nut, Pattern 5476.
5480	Tap, second, and plug (sets).
5481	Tap, second, and plug (sets).
5482	Tap, second, and plug (sets).
5483	Wrench for tap, Pattern 5480.
5484	Wrench for tap, Pattern 5481.
5485	Wrench for tap, Pattern 5482.
5656	Socket, 4-pin.
5657	Socket, 4-pin.
6813	Body, plug.
6816	Nut, securing.
6836	Nut, gland.
6837	Washer, keyed.
6838	Bush, insulating plug.
6839	Bush, insulating plug.
6840	Cone, screw.
6841	Disc.
6842	Screw, gland.
6843	Washer, Plug.
6844	Bush, insulating, socket.
6846	Bush, insulating, socket.
6877	Plug, watertight, 2-way.
6878	Plug, watertight, 3-way.
6888	Ring, securing.
6891	Body, socket.
6897	Sleeve, contact, outer.
6898	Washer.
6899	Ring, securing.
6900	Contact, outer.
6901	Contact, inner.
6902	Bush, insulating.
6903	Contact, outer.
6915	Contact, inner.
6930	Bush, insulating.
6932	Bush, insulating.
6998	Terminal, short.
6999	Terminal, long.
6924	Coil resistance, 6 ohms.
16507	Box, junction.
16510	Fitting, conversion.
16521	Ring, rubber.
16541	Adaptor, gland cable.
16542	Sinker, concrete, 5 cwt.
16544	Box, junction.
16545	Bung cover.
16546	Nut, bung cover.
16549	Clip.
16571	Spring, contact.
16572	Tool for contact spring.
16660	Test set, galvanometer sensitivity.
16693	Apparatus, testing circuits.
16937	Box, change-over-switch, for P.V.A., Mark II.
18650	Plug, concentric.
18651	Socket, concentric.
18653	Body plug, assembled.
18654	Interior, plug.
18655	Body, socket, assembled.
18656	Interior, socket.

(A.F.O. 3118/43.)

**6710.—Sleeve, Fuze Sealing, Watertight, Demolition, Mark I,**

(T. 2191/44.—21 Dec. 1944.)

This store is introduced into service as a watertight seal for safety fuze and cordtex for use ashore and for issue to H.M. ships.

2. It consists of a copper sleeve, 0.25-in. in diameter and 1-in. in length, half-filled with sealing composition R.D. 1160. Since R.D. 1160 retains its consistency between the limits of 0° F. and 140° F., no preparation is required before using the sleeves.

3. The following drill will ensure a watertight seal for safety fuze or cordtex:—

- (i) Insert safety fuze, or cordtex, into sleeve.
- (ii) With a twisting movement, press home the sleeve until the composition is spewed out around the safety fuze or cordtex.
- (iii) Crimp the sleeve twice, using a standard Nobel's crimping tool.

4. When required for use, the safety fuze, or cordtex, must be cut off short of the sleeve, which is then to be disposed of.

5. The allowances for H.M. ships are as follows:—

Title of Store	Class	Class	Class	Class
	I	II	III	IV
Sleeve, Fuze Sealing, Watertight, Demolition, Mark I	150	100	50	50
Sleeve, Fuze Sealing, Watertight, Demolition, Mark I, Practice Allowance	50	50	50	50

**6711.—Torpedoes—18-in., XII and XV Types—Allowances of Spare Depth Gears and Components**

(A.S. 13286/44.—21 Dec. 1944.)

Under existing regulations if a torpedo develops a depth gear defect, which happens fairly often in aircraft torpedoes on account of the stresses imposed by dropping, the probability is that it has to be returned to a torpedo depot for repair.

2. This interferes with practice programmes at training stations, and might result in an action torpedo being rendered unserviceable.

3. It has therefore been approved to—

- (i) supply spare depth gears to services equipped with 18-in. XII and XV type torpedoes;
- (ii) revise the allowance of depth gear spares carried in chests.

4. The following details the present allowances and the revised allowances for the items concerned:—

Item	St. No.	Present Allowance	Revised Allowance
Depth gears, complete, without gab rod and trunk box connections (in box), 18-in. XII and XV.	—	Nil	1 for every 30 or less number of 18-in. XII and XV type torpedoes carried.
<i>Per Chest Spare Gear, 18-in. XII-XII*** and XV</i>			
Buffers	8033	Nil	4
Caps	8035	Nil	4
Gallows	5460	Nil	1
Nuts	17	Nil	2
Nuts	614	1	2
Nuts	1388	12	16
Nuts	1968	Nil	4

Item	St. No.	Present Allowance	Revised Allowance
Nuts ... ..	2607	48	60
Nuts ... ..	5174	Nil	2
Pins ... ..	35	24	36
Pins ... ..	58	Nil	2
Pins ... ..	820	Nil	2
Pins ... ..	1091	6	18
Pins ... ..	1137	24	36
Screws ... ..	287	6	12
Screws ... ..	386	Nil	6
Screws ... ..	553	6	9
Screws ... ..	598	6	12
Screws ... ..	621	6	12
Screws ... ..	623	6	12
Screws ... ..	624	6	9
Screws ... ..	5544	Nil	2
Screws ... ..	5935	Nil	3
Screws ... ..	6403	Nil	2
Spindles ... ..	6157	Nil	1
Spindles ... ..	6157A	Nil	1
Springs ... ..	90	2	4
Springs ... ..	793	4	6
Springs ... ..	879	2	6
Springs ... ..	5558 or 5558A	Nil	4
Springs ... ..	8034	Nil	4
Studs ... ..	575	Nil	10
Washers ... ..	1053A	6	18

5. Demands for the items required to complete to the revised allowances shown above are to be forwarded to the nearest Torpedo Depot and supply will be arranged as items become available from manufacture.

6. Torpedo Store Accounts are to be amended as necessary.

7. Exchange of depth gears does not generally affect the performance of the torpedo.

8. All those sections of Routine "A" which refer to the depth control mechanism should be carried out after fitting a new depth gear, and, if possible, the torpedo should be given a check run using a depth and roll recorder.

9. If defects in depth gears removed from torpedoes cannot be made good from the spare items carried, the defective depth gear should be exchanged at a R.N. Torpedo Depot.

10. The introduction of spare depth gears may result in a considerable interchange of depth gears among the outfit where a lot of practice running is carried out.

11. When a torpedo has to be returned with a depth gear other than its own, a note should be attached to the History Sheet stating—

(a) The number of the depth gear fitted in the torpedo;

(b) the disposal of the original depth gear.

#### 6712.—Torpedoes—18-in. XII and XV Type—Rudder Gauges For Use With Bronze Tails

(A.S. 01579/43.—21 Dec. 1944.)

A special rudder gauge for use with aluminium bronze tails of 18-in. XII and XV type torpedoes has been introduced and will be accounted for as follows:—

##### Section II

Gauge, adjusting rudders, bronze type tails, St. No. T. 288.

2. Gauges, St. No. T. 288, will be allowed to Fleet, Light Fleet and Escort Carriers, M.A.T.M.Us., R.N. air stations and C.F. bases concerned in the proportion of one per ship or establishment.

3. Ships, etc., concerned are to demand gauges, St. No. T. 288, to complete to the approved allowance from the nearest torpedo depot.

(C.A.F.O. 928/43.)

#### 6713.—Turbines—Bleeder Connections and Drains—Modification

All "Smiter" Class Escort Carriers: "Tracker" Class Escort Carriers fitted with Allis Chalmers Machinery.

(D. 21060/44.—21 Dec. 1944.)

In order to ensure continuous drainage of the turbines under all conditions of operation the following modifications are to be undertaken by ship's staff at the first available opportunity:—

(a) All bleeder connections from both turbines to be blanked.

(b) Bleeder drain valves on leads to the main condenser to be examined and a single slot of dimension  $\frac{1}{8}$ -in.  $\times$   $\frac{1}{8}$ -in. cut in the valve disc seat where this has not already been done. The only exception to be made is that of the drain from the H.P. bleeder valve body which should not be provided with a slotted seat.

2. The work is to be treated as a defect.

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

#### 6714.—Motor Fishing Vessels—Maximum Speed of 45-ft. M.F.Vs. with Chrysler Engines

(E.-in-C./S.V.P. 2072/44.—21 Dec. 1944.)

The maximum permissible engine speed in 45-ft. M.F.Vs. fitted with Chrysler machinery is 1,800 r.p.m. Under no circumstances is this figure to be exceeded.

#### 6715.—Radar Ranging Outfit RTB.—Fitting-Out Information

(R.E. 13125/44.—21 Dec. 1944.)

A.S.E. Installation Specification No. B.479 has been prepared to show the method of fitting and wiring Radar ranging outfit RTB.

2. Copies of the specification have been forwarded to the Commanders-in-Chief, East Indies and Western Approaches; Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Alexandria, Simonstown, Ceylon, Rosyth and Kilindini; Flag Officers-in-Charge, East Africa, West Africa and Tunisia; Flag Officers-in-Charge, Milford Haven and Aden (for Radar Officers); Commodore, Algiers; Commodores Superintendent, Gibraltar and Malta; 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; Secretary Naval Board (N.D.A.), Ottawa; Chief Constructors-in-Charge, H.M. Naval Repair Bases, Corpach and Dunstaffnage; British Admiralty Delegation, Washington; 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 Radar ranging outfit RTB are, therefore, to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.479.

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.)

**6716.—Radar—Type 257, 74A Test Set—Power Supply**

(R.E. 73/44.—21 Dec. 1944.)

In cases where Type 257 has been fitted without Type 93, and there is no 230-volt, 50-cycle, A.C. supply available for the 74A test set, ships are to insert an A. and A. item, Classification "A", to run 5-amp. supply leads from the nearest source of 230-volt, 50-cycle, A.C. supply, quoting this order as authority.

**6717.—Radar Type 291/U/W—Modification of Receiver P.57**

(R.E. 03403/44.—21 Dec. 1944.)

*Cancelled by  
AFo 5336/44.*

Certain future allocations of Radar 291/U/W will contain receiver P.57 (Pattern W.9921) in lieu of P.25/A, Pattern 4049/A. When P.57 is used with 291/U/W the connections to the back of the 4-pin plug 10H/391 are to be modified. Pin 2 is to be connected to 3, and pin 4 is to be connected to 4. This modification is to be carried out at installation by base staffs.

(Admiralty General Message No. 34A, dated 9 Dec. 1944, is cancelled.)

**6718.—Types 941 and 243Q Radar Sets—Fitting-out Information**

(R.E. 13082/44.—21 Dec. 1944.)

A.S.E. Installation Specification No. B.528 has been prepared to show the method of fitting and wiring Types 941 and 243Q Radar sets.

2. Copies of the specification have been forwarded to the Commanders in Chief, East Indies and Western Approaches; Admirals Superintendent, Chatham, Devonport, Portsmouth, Alexandria, Simonstown, Kilindini, Orkneys, Rosyth and Ceylon; Flag Officers-in-Charge, East Africa, West Africa; Flag Officers-in-Charge, Milford Haven and Aden (for Radar Officers); Commodore, Algiers; Commodores, Superintendent, Gibraltar, Malta; 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; 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 Types 941 and 243Q Radar sets are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B. 528.

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.)

**6719.—Signal Flags**

(Major Landing Craft)

(N.S. 20516/44.—21 Dec. 1944.)

The outfit of signal flags to be carried by major landing craft has been revised and is detailed in the appendix hereto. In addition to the flags listed, each craft is to carry the naval flags necessary to make its individual distinguishing signal.

2. Supply of additional flags to craft in commission, and return of flags surplus to requirements should be arranged by bases to which the craft are allocated.

3. Supply to craft under construction is to be arranged by storing yards in the usual manner.

4. The establishments of stores will be amended.

## APPENDIX

Pattern No.	International Code Flag	Quantity
603	A	2 No.
602	B	1 No.
672	C	2 No.
673	D	1 No.
674	E	2 No.
675	F	1 No.
676	G	1 No.
659	H	1 No.
615	I	2 No.
612	J	1 No.
628	K	2 No.
613	L	1 No.
605	M	1 No.
622	N	2 No.
619	O	1 No.
632	P	2 No.
621	Q	1 No.
660	R	1 No.
620	S	1 No.
630	T	2 No.
623	U	1 No.
618	V	1 No.
609	W	1 No.
624	X	2 No.
608	Y	1 No.
610	Z	1 No.
657	1	2 No.
644	2	2 No.
649	3	2 No.
662	4	2 No.
658	5	2 No.
652	6	2 No.
666	7	2 No.
651	8	2 No.
655	9	2 No.
667	0	2 No.
677	1st Sub.	2 No.
678	2nd Sub.	2 No.
680	3rd Sub.	2 No.
661	Answering pendant	3 No.
645	Church pendant (naval code)	1 No.

Notes: (a) The outfit for L.C.H. is two sets of Naval flags, size 6, as laid down in A.F.O. 5094/44.

(b) Support craft (L.C.G.(L), L.C.G.(M), L.C.S.(L) (2), L.C.T.(R), L.C.S.(R)) are to carry, in addition, one Blue Flag (Pattern No. 18) for use during gunnery practice.

(R.A.L.S.C.U.s. M.626/35, 28 Oct. 1944.)

(A.F.O. 5094/44.)

(A.F.O. 6063/44 is cancelled.)

**6720.—Control of the Centralized Wireless System (C.W.S.) with a Bridge Receiving Room (B.R.R.)—Fitting-out Information**

(R.E. 12618/44.—21 Dec. 1944.)

A.S.E. Installation Specification No. B.210 has been prepared to show the method of fitting and wiring Control of the Centralized Wireless System (C.W.S.) with a Bridge Receiving Room (B.R.R.).

2. Copies of the Specification have been forwarded to the Commanders-in-Chief, East Indies and Western Approaches; to the Admirals Superintendent,



Chatham, Devonport, Portsmouth, Alexandria, Ceylon, Simonstown, Kilindini, Orkneys and Rosyth; to the Flag Officers-in-Charge, East Africa and West Africa; to the Commodore, Algiers, to the Commodores Superintendent, Gibraltar and Malta; to the Commodores-in-Charge, Sheerness and Halifax; to the Commodore Commanding, R.I.N., Bombay; to the Captain-in-Charge, Bermuda; to the Captain Superintendent, Durban; to the Naval Officer-in-Charge, Londonderry; to the Naval Headquarters, India; to the Deputy Superintendent, Pembroke; to the Naval Secretary, Wellington; to the Naval Secretary, Melbourne, for the officers concerned at Melbourne, Sydney and Fremantle; 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.

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; 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 Control of the Centralized Wireless System (C.W.S.) with a Bridge Receiving Room (B.R.R.) are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.210.

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.)

#### 6721.—Wireless Set, Type TBL, and Speech Equipment, Type CRV-50064 Fitting-out Information

(R.E. 13109/44.—21 Dec. 1944.)

A.S.E. Installation Specification No. B219/R1 has been prepared to show the method of fitting and wiring Wireless Set, type TBL, and Speech Equipment, type CRV-50064.

2. Copies of the Specification have been forwarded to the Commanders-in-Chief, East Indies and Western Approaches; Admirals Superintendent, Chatham, Devonport, Portsmouth, Ceylon, Alexandria, Orkneys, Rosyth and Kilindini; Flag Officers-in-Charge, East Africa and West Africa; Commodore, Algiers; Admiral Superintendent, Simonstown; Commodores Superintendent, Gibraltar and Malta; Commodores-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 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; 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 Wireless Set, type TBL, and Speech Equipment, type CRV-50064, are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B219/R1.

4. It is to be noted that Specification No. B219/43 and any advance fitting-out drawings, etc., which may already have been distributed are superseded by this specification and should be disposed of as confidential waste.

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

#### 6722.—W/T Sets, Types TW12FH and FP—Fitting-out Information

(R.E. 13126/44.—21 Dec. 1944.)

A.S.E. Installation Specification No. B.166/R1 has been prepared to show the method of fitting and wiring W/T Sets, Types TW12FH and FP.

2. Copies of the Specification have been forwarded to the Commanders-in-Chief, East Indies and Western Approaches; Admirals Superintendent, Chatham,

Devonport, Portsmouth, Ceylon, Orkneys, Rosyth and Kilindini; Flag Officers-in-Charge, East Africa and West Africa; Commodore, Algiers; Commodores Superintendent, Gibraltar, Malta and Simonstown; Commodores-in-Charge, Sheerness and Halifax; Commodore Commanding, R.I.N., Bombay; Captain-in-Charge, Bermuda; Captains Superintendent, Alexandria and 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; Commanding Officers H.M. ships "Lizard", "Northney", "Sea Serpent", "Squid", "Tormentor" and "Victis"; Commanding Officer, Combined Operations Naval Unit, Calshot; Captain, Major Landing Craft; R.A.L.S.C.U.; Commanding Officers H.M. ships "Midge", "Mantis", "Beehive", "Aggressive", "Hornet", "Attack", "Bee", "Fervent", "Blackbat", "Cicala", "Mosquito" and "Gregale"; 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 W/T sets, Types TW12FH and FP are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.166/R1.

4. It is to be noted that Specification B.166/43, Addendum "A" to B.166/43 and any advance fitting-out drawings, etc., which may already have been distributed are superseded by this specification and should be disposed of as confidential waste.

(A.F.O. 790/40)

#### 6723.—W/T Installations, Types 607 and 608—Introduction

(R.E. 11587/44.—21 Dec. 1944.)

*Description.*—(a) Types 607 and 608 have been introduced to take the place of Type TW.12 and receiver 394, and transmitter-receiver CNS.1, as the main W/T set in trawlers, coastal craft and other small craft.

(b) Type 607 consists of transmitter TGY2, of frequency range 375 to 500 Kc/s and 1.2-8.3 Mc/s, and receiver outfit CDR, together with associated power supplies, aerial gear, remote control equipment and rack. Receiver outfit CDR consists of receiver CR.300/1 of frequency range 15 Kc/s to 25 Mc/s, and associated power unit. When provided with a battery, a battery outfit BBp is supplied.

(c) Type 608 is the same as Type 607, with the addition of a transmitter TNS2 of frequency range 8 to 20 Mc/s. The transmitter TNS.2 operates from the same power supply as the TGY2.

2. *Particulars of the Sets.*—The following table gives brief details of the sets and their capabilities:—

*Date of design:* 1943—

(a) *Transmitter TGY2 and TNS2—*

	TGY2.	TNS2.
<i>Frequency range</i> ...	375-500 Kc/s. 1.2-8.3 Mc/s.	8-20 Mc/s.
<i>Frequency control</i> ...	Crystal (except on M/F) using fundamental frequencies or master oscillator.	Crystal, using third harmonic or master oscillator.
<i>Type of transmission</i>	C.W., M.C.W. or R/T	C.W. or M.C.W.
<i>Power output</i> (grid modulation is used in both transmitters)	C.W., 40-50 watts. M.C.W., 20-25 watts. R/T, 12-15 watts.	C.W., 40-50 watts. M.C.W., 20-25 watts.
<i>Power input</i> (maximum).	24 volt d.c., 19 amps. 220 volt d.c., 2.25 amps. 230 volt a.c., 2 amps.	24 volt d.c., 19.5 amps. 220 volt d.c., 2.3 amps. 230 volt a.c., 2.1 amps.

	<i>TGY2.</i>	<i>TNS2.</i>
<i>Dimensions...</i>	Width, 17 $\frac{3}{8}$ in.	Width, 14 in.
	Depth, 17 $\frac{1}{2}$ in.	Depth, 15 $\frac{1}{2}$ in.
	Height, 22 $\frac{1}{2}$ in.	Height, 26 $\frac{1}{2}$ in.
	Weight, 105 lb.	Weight, 100 lb.
<i>(b) Receiver CR.300/1—</i>		
<i>Frequency range</i>	... 15 Kc/s to 25 Mc/s.	
<i>Circuit</i>	... Super heterodyne with an I.F. frequency of 570 Kc/s on ranges 2, 3, 5 to 8 and 98 Kc/s on ranges 1 and 4	
<i>Loud speaker</i>	... A loud speaker is incorporated in the receiver.	
<i>Crystal check oscillator.</i>	A crystal oscillator provides a check of frequency every 500 Kc/s throughout the receiver frequency range. <i>Note.</i> —When in the calibrate position, the receiver will radiate a signal which is greater than the permissible figure of 0.1 microvolts per metre at one nautical mile. In order to prevent such radiation, the aerial is to be disconnected from the receiver when using the crystal calibrator.	
<i>Interference suppression.</i>	Facilities exist for attachment of R.I.S.	
<i>Receiver output</i>	... Built in loud speaker, 2 watts. Headphones, 60 ohms, 10 milliwatts. Remote loudspeaker, 3.5 ohms, 2 watts. Remote handset, 60 ohms, 10 milliwatts.	
<i>Receiver input</i>	... 230 volt, 50 c/s a.c. 0.26 amps. 24 volt d.c. 2.25 amps. 110 volt d.c. 0.55 amps. 220 volt d.c. 0.275 amps.	
	<i>Receivers CR.300/1</i>	<i>Receiver power supply unit.</i>
<i>Dimensions</i>	Width, 18 $\frac{3}{8}$ in.	6 $\frac{3}{16}$ in.
	Depth, 15 $\frac{1}{2}$ in.	13 in.
	Height, 13 $\frac{3}{8}$ in.	8 $\frac{1}{2}$ in.
	Weight, 55 lb.	25 lb.

3. *Local and Remote Control.*—(a) The installation can be controlled either at the set or at a remote position. A switch on the local control unit allows operation from either the local or remote positions. When this switch is in the local position, the loud speaker volume control and the H.T. indicator lamp at the remote position only are operative. Another switch on the local control unit allows operation of the TGY2 or TNS2. The length of remote control must not exceed 150 feet. A 20-ft. remote control cable is supplied with the plan packed installation when remote control is specified.

(b) The remote control unit, which is spray proof, and of overall dimensions—

Width	... ..	15 $\frac{3}{8}$ in.
Depth	... ..	9 in.
Height	... ..	14 in.
Weight	... ..	35 lb.

provides stowage for Morse key handset and headphones. A loud speaker is built in.

(c) The following facilities are provided at the remote control position :—

L.T.	... ..	ON/off
H.T.	... ..	ON/off and indicator lamp.
Loudspeaker	reception and volume control.	
Headphones	and key.	
R/T handset.		

4. *Installation.*—Rack mounting—

(a) In order to economize in space and facilitate installation, a light tubular rack is supplied with Types 607 and 608.

(b) Type 607, with the exception of the battery outfit supplied in certain cases, can be mounted in the rack. Overall dimensions of Type 607 when rack mounted are—

Width	... 1 ft. 10 in. (2 ft. 0 in. to cover aerial plug).
Depth	... 1 ft. 11 in. (2 ft. 10 in. when desk is open).
Height	... 6 ft. 1 in.
Weight	... 420 lb. 220-volt D.C. installation. 410 lb. 24-volt D.C. installation. 440 lb. 230-volt A.C. installation.

(d) In the case of Type 608, the TNS2 transmitter must be mounted on a bench to the right of the rack assembly.

(e) Where more than one receiver is fitted the additional receivers must be bench mounted.

(f) When R.I.S. (5) is fitted, this unit should be mounted either on the rack to the left of the transmitter or, when transmitter TGY2 is fitted on the bench, the R.I.S. (5) unit may be fitted on top of the receiver if sufficient headroom is available. Where additional receivers are provided, the R.I.S. (5) units should be mounted on top of them.

5. *Aerial arrangements.*—(a) A 4-in. metal trunk will be fitted with Type 607 and 608 installations. Fittings for this trunk will be supplied with the installation. Performance will not be seriously affected when trunks of up to 16 ft. in length are used, but where trunks of greater length are employed a reduction of performance from both transmitter and receiver is to be expected.

(b) Listening through and sidetone facilities are provided only for the rack-mounted receiver. Where additional receivers are fitted, these will be provided with screened cable aerial feeders and listening through and side tone facilities will not be available.

(c) The aerial to be used must depend on the class of ship. It should be as high as possible and if the transmitter is to operate effectively on the 375–500 Kc/s band, the aerial and trunk capacity combined must not be less than 250/u.u.f.

6. *Power supplies.*—(a) The following table shows the source of supply and power requirements for the type 607/608 installations :—

Type Number	Source of Supply	Transmitter Power		Receiver Power	Service and Remarks
		Type TGY2	Type TNS2		
607 608	220-volt D.C. mains.	495 watts	506 watts	One receiver uses 60.5 watts. Two receivers use 121 watts (total). Three receivers use 181.5 watts (total).	220-volt ships.
607E 608E	24-volt D.C. mains or battery.	456 watts	468 watts	One receiver uses 54 watts. Two receivers use 108 watts (total). Three receivers use 162 watts (total).	(a) Ships with 24-volt mains. (b) When fitted in ships without 24-volt mains, a 24-volt battery outfit BBq will be fitted. This outfit can be charged from 220-volt or 110-volt mains.
607F 608F	230-volt A.C. 50 cycles single phase supply.	460-volt amps.	483-volt amps.	One receiver uses 59.8-volt amps. Two receivers use 119.6-volt amps. (total). Three receivers use 179.4-volt amps. (total).	Ships with 230-volt A.C. 50 cycle supply.

(b) Battery outfit BBq consists of two 24-volt 144 ampere-hour batteries with charging board and resistance. When one battery is in use the other can be charged. The charging rate is approximately 10 amps.

7. *Plan packing.*—To facilitate supply, Types 607 and 608 have been plan-packed. The following table shows the units packed in each case and the allocation of cases to each type of installation :—

Case No.	Units	607	607E	607F	608	608E	608F
1	Transmitter TGY2 ... ..	1	1	1	1	1	1
2	24-volt transmitter supply unit	—	1	—	—	1	—
3	220-volt transmitter supply unit.	1	—	—	1	—	—
4	230-volt A.C. transmitter supply unit.	—	—	1	—	—	1
5a	24-volt batteries ... ..	—	2(a)	—	—	2(a)	—
5b	Battery charging equipment, 110/220-volt.	—	1(a)	—	—	1(a)	—
6	Aerial and trunk fittings for coastal craft.	1	1	—	1	1	—
7	Aerial and trunk fittings for other craft.	1	1	1	1	1	1
8	Rack assembly ... ..	1	1	1	1	1	1
9	Transmitter TNS2 ... ..	—	—	—	1	1	1
10	Receiver outfit CDR ... ..	(b)	(b)	(b)	(b)	(b)	(b)
11	Remote control gear ... ..	(c)	(c)	(c)	(c)	(c)	(c)
12	Insulator for additional receiver outfits CDR.	(d)	(d)	(d)	(d)	(d)	(d)

*Notes.*—(a) Batteries and charging equipments will not be supplied when the set is required to operate from 24-volt mains.

(b) The number of receiver outfits must be specified.

(c) Remote control must be specified.

(d) For each additional receiver outfit.

8. *Spares.*—(a) An outfit of working spares will be supplied with each set.

(b) Component spares will be supplied in numbered cases to operational and maintenance bases and to category A and C bases on a basis of one complete set of component spares being sufficient to maintain eight installations for one year. Each case of units of the installation will have a corresponding case of spares as shown in the following table :—

Pattern number of case of spares	Description.
M.530 ... ..	Spares for case No. 1.
M.531 ... ..	Spares for case No. 2.
M.532 ... ..	Spares for case No. 3.
M.533 ... ..	Spares for case No. 4.
M.534 ... ..	Spares for case No. 5A.
M.535 ... ..	Spares for case No. 5B.
M.827 ... ..	Spares for cases Nos. 6 and 7.
M.536 ... ..	Spares for case No. 8.
M.537 ... ..	Spares for case No. 9.
M.539 ... ..	Spares for case No. 10.
M.538 ... ..	Spares for case No. 11.

*Note.*—These cases will not be supplied to ships. Enough spares should be demanded as required.

(c) Complete instruments will also be supplied on the same basis as that described in sub-paragraph (b) above. Cases of complete instruments are shown in the following table :—

Pattern number of case.	Description.
M.450 ... ..	Transmitter TGY2.
M.451 ... ..	Local control unit.
M.452 ... ..	Remote control unit.
M.453 ... ..	24 volt d.c. transmitter supply unit.
M.454 ... ..	220 volt d.c. transmitter supply unit.
M.455 ... ..	230 volt a.c. transmitter supply unit.
M.456 ... ..	110/220 volt charging board.
M.474 ... ..	Listening-through relay unit.
M.487 ... ..	Receiver supply unit.
M.500 ... ..	Receiver CR300/1.
M.459 ... ..	Rack assembly.

9. The stores comprised in Types 607 and 608 series sets and associated outfits, together with the planned packing schedule, are comprised in Establishment List No. E.712, dated 10th May, 1944.

10. Operating instructions are contained in Handbook SS.177.

11. Reports on the operation of Types 607 and 608 should be forwarded by Commanding Officers through Administrative Authorities to the Admiralty as soon as sufficient experience has been obtained under operational conditions.

#### 6724.—Hellcat II—A.S.I. Readings

(A.W.D. 2546/44.—21 Dec. 1944.)

(A.F.O. 5455/44 is cancelled.)

#### 6725.—Aircraft Radio—S.C.R. 542 and S.C.R. 522—Modifications

(A.C.R.D. 1476/43.—21 Dec. 1944.)

Several versions of S.C.R. 522 and S.C.R. 542 may be found in the Service. This Order gives details of the circuit alterations which may be encountered. Circuit references are from U.S.A. Technical Order No. 08-10-105, reference should also be made to A.F.O. Diagram 456/44(1-3).

2. The modifications are as follows :—

- (i) *Modification "A"* ... This includes the addition of a toggle switch mounted on the side of the rack assembly.
- (ii) *Modification "B"* ... This includes Modification "A" and in addition introduces changes to the external side tone leads and certain small changes in the receiver and dynamotor assemblies.
- (iii) *Modification "C"* ... Incorporates large receiver circuit alterations and an additional valve, Type VR. 92. Modification "A" is included but not Modification "B".
- (iv) *Modification "D"* ... Incorporates large receiver circuit alterations and an additional valve, Type 12H6. This modification gives the same result as Modification "C", but Modification "A" is not incorporated.

3. *Purposes of Modification.*—(i) Modification "A" was introduced to enable test set 10S/A.C.R./19 to be used. This test set has now been superseded by the American Test Set I.E. 36 (used with I.139); further issues will not be made of test set 10S/A.C.R./19 and units not holding this test set are to leave the switch in the "off" position.

(ii) Modification "B" is an interim measure for the reduction of noise level. It should not be found on any sets incorporating Modifications "C" or "D".

(iii) Modification "C" is a complete modification for the reduction of noise level and interference. This modification was designed, and has been incorporated in some S.C.R. 542's and S.C.R. 522's, by the U.S. authorities in Great Britain.

(iv) Modification "D" is for the same purpose as Modification "C" but has been designed for and incorporated on the production line in America.

4. *Identification of Modifications.*—(i) Modification "A" may be identified by inspection. The toggle switch has an extension preventing the covers being put in place while the switch is "on". It is located on the rack assembly alongside the "gain" control potentiometer.

(ii) Modification "B" can be identified by inspection or by a label marked "70-71" located on the rack assembly.

(iii) Modification "C" may be identified by a label worded "Mod. 70/71, Mod. 08-5-18 B.C.624-A.Q. First B.A.D. Signal Maintenance and Repair" pasted on the transmitter crystal switch. It may also be located by inspection; the VR.92 valve will be found directly below the third I.F. valve socket.

(iv) Modification "D" may be identified by the stencil letter "M" located:—

(a) On the Signal Corps Nameplate which will read BC-624-A "M".

(b) On the chassis just to the left of the "A" channel core adjustment.

It may also be located by inspection, the additional 12H6 valve will be found on the underside or the receiver chassis, by the third I.F. transformer.

5. *Details of Modifications.*—(i) The additional switch is connected across pins three and four of Jones plug 123-2 on the transmitter. This switch must be left in the "off" (down) position at all times except as indicated in the instructions issued with the test set 10S/A.C.R./19. When test set I.E. 136 is used, the switch must be left in the "off" position. The modification has no effect on the operational use of the S.C.R. 522 but allows a simplification of the receiver tuning and D.I. procedure when the test set 10S/A.C.R./19 is used.

(ii) Modification "B" incorporates the electrical removal of the side tone leads from the multiple cable. These leads, connected from pins eleven and nine of receiver plug 231 to pins six and five of transmitter plug 123-2, are connected as separate external leads after modification. This is carried out inside the receiver chassis by the disconnection of the leads between audio transformer 295 and plug 231 and the substitution of a plug (Ref. No. 5C/457) connected by a short lead to the side-tone terminals of the transformer. The physical connections of resistors 275-2 and 275-3 are changed, but electrically the circuit is unaltered. Resistance 273 in the squelch circuit is changed in value from 5,600 ohms to 2,500 ohms and a condenser is introduced connected across the 150 volt winding of the dynamotor.

(iii) The changes introduced by Modification "C" are shown in detail in A.F.O. Diagram 456/44(1) (AD(R) 519/44). Alterations are made to the grid return circuits of the second and third I.F. amplifiers and an additional valve, Type V.R. 92 is connected as part of a noise limiting circuit fed from the detector portion of the 12C8 detector and 1st audio amplifier valve. The audio squelch circuit is removed and half of the double diode triode (12AH7GT), previously used as a squelch relay controller, is connected to function as a diode. The two diodes of the 12C8 are connected together and A.V.C. voltage is fed from this circuit. The diode portion of the 12AH7GT is connected to the A.V.C. line and to a bias voltage adjusting network using the original squelch control for the adjustment of the voltage and consequent adjustment of A.V.C. voltage and receiver gain. In operation, the former "Relay" control (Potentiometer 237) should be adjusted to zero A.V.C. voltage with no signal; this point will be found near the full anti-clockwise position of the control. This modification also includes the introduction of a condenser across the 150 volt dynamotor winding.

(iv) The resulting schematic diagram for sets incorporating Modification "D" is given in A.F.O. Diagram 456/44(2) (A.D.R. 467/44). The major changes take place in the diode detector circuit where one section of a 12H6 valve has been added to serve as a series noise limiter biased by a portion of the average D.C. voltage developed by the second detector. The other half of this valve holds the A.V.C. bias to substantially zero until the average D.C. voltage developed by the A.V.C. diode exceeds the delay voltage. The A.V.C. voltage is now derived from the primary of the last I.F. transformer. Other changes have been made in the grid circuits of the I.F. amplifiers to reduce cross-modulation effects caused by grid current due to high noise voltage pulses. An additional condenser across the 150 volt winding of the dynamotor will be found.

6. *Incidence of Modifications.*—Modification "A" may be incorporated with Modification "B" or "C". Modification "B" always incorporates Modification "A" but no others. Modification "C" may incorporate Modification "A" but no others. Modification "D" incorporates no other modifications, although the condenser included across the 150 volt dynamotor winding by Modifications "B" and "C" will be included.

7. Units are not to carry out Modifications "B," "C" or "D". Where S.C.R. 522 and S.C.R. 542 are held which do not include Modification "A" it may be embodied if test set 10S/A.C.R./19 is held. The modification is as follows:—

(a) Withdraw the set from its outer case, and release and slide back the two top covers.

(b) Drill the rack FT-244-A in the position shown on A.F.O. Diagram 456/44(3) (AD(R) 578/44) and secure the switch with its mounting

bracket in position, ensuring that with the switch in the "on" position the lever points upwards.

(c) Remove the metal cover from the centre of the rack and identify tags 3 and 4 on the Jones socket marked 418-2. Join these tags to the "Tune-Receiver" switch using No. 22 SWG copper wire and insulating sleeving.

(d) The correct operation of the equipment may be checked by closing the "Tune-Receiver" switch with the main controller set at "Receive". H.T. voltage should then appear on the transmitter without de-energizing the aerial and H.T. change-over relay.

(e) When correct operation has been checked, replace the centre metal cover of the tray and replace the set in its outer case.

8. S.C.R. 522 and 542 incorporating Modification "C" or "D" are to be demanded by all units in lieu of equipments not so modified. The power units should not be returned if the letter "B" or "C" appears after the Dynamotor Type Number, i.e. Dynamotor Unit P.E.94, C, as these units already have a condenser across the 150 volt dynamotor winding. Generally, these power units bear the Stores Ref. 110K/914. Units demanding modified equipments should inscribe their demands: "In lieu of unmodified sets held".

All unmodified equipments are to be returned to R.N. Store Depot, Coventry.

(C.A.F.O. 1186/44 is cancelled.)

### 6726.—Alterations and Additions

H.M. Rescue Tugs—A.T.R. Class, Nos. 17-20 (Steam, Water Tube Boilers, Reciprocating Engines)

(D/T.D. 1603/44.—21 Dec. 1944.)

The undermentioned decisions on items of As. and As. to H.M. Rescue Tugs, A.T.R. Class 17-20, steam, water tube boilers, reciprocating engines, are promulgated for the information of all concerned:—

Item	Authority	Decision
1. Heavy cope iron to be fitted on to the taff-rail.	T.D. 1603/44	Approved. Classification "A"
2. Plating to be fitted between the tow bar and the bearer of the tow hook to prevent tripping of the hook.		
3. One horizontal and two vertical rollers to be fitted on the cross piece to prevent chafing of the tow wire.		
4. The two forward fuel tanks to be converted into fresh water tanks.		Approved. Classification "C"
5. Baffle plate to be fitted in the hot well tank		
6. Cross connection and valve to be fitted to feed filters to enable these to be used in series.		Approved. Classification "A"
7. Worm-driven control gear to be fitted to main engine regulating valve in place of existing lever control.		
8. Two steel lockers to be provided, one each side of the engine room casing, for the storage of fire-fighting gear.		
9. 8,000-lb. beach anchor to be landed and salvage pump and manual pump stowed on the upper deck. Eyeplates to be fitted for lashings and canvas covers provided.		
10. Overflow pipe from galley oil fuel tank to be led to main tank.		
11. To install strainer and high pressure steam trap on main separator and carry discharge line from trap to inspection tank on starboard side of engine room. The gauge glass on steam separator to be removed.		P. 14210/44
12. To fit drip covers over switchboard	D. 16268/44	
13. To fit isolating valve to fire main at frame 15.	P. 14213/44	

14. The present hatches at frames 58-59 and 63-64 to be replaced by watertight hatches, as follows :—

- (a) Size : 18 in. by 24 in.  
 (b) Tightness : Watertight.  
 (c) No. of dogs : Four, operated from above and below.  
 (d) Coaming : To be 12 in. high by  $\frac{1}{2}$  in. thick with a deck flange at least  $2\frac{1}{2}$  in. by  $\frac{3}{8}$  in. Coaming to be secured to deck by through bolts. Lag screws will not be suitable.  
 (e) Hatch cover to be constructed of  $\frac{1}{4}$  in. steel plate.

P. 16410/44 Approved.  
 Classification "A"

(A.F.O. 4849/43.)

(A.F.O. 6453/44 is cancelled.)

#### 6727.—Alterations and Additions

H.M. Rescue Tugs B.A.T., Class 1-14, and Steel A.T.R., Classes 41, 42, 48, 49 and 91-96

(D/T.D. 1693/44.—21 Dec. 1944.)

The following decisions on As. and As. to H.M. Rescue Tugs B.A.T., Class 1-14, and Steel A.T.R., Classes 41, 42, 48, 49 and 91-96, are promulgated in continuance of A.F.O. 2658/44 :—

Items	Authority	Decision
75. 70-ton portable self-priming non-submersible electric salvage pump to be supplied and two suitable supply sockets to be fitted at port and starboard of the forecabin deck forward.	A.F.O. 2252/44	Approved. Classification "A"
76. Provision for the restricted supply of filtered fuel through the centre of the trunnion pin of the fuel boost pumps to be fitted.	A.F.O. 4763/44	Cancelled. To be treated as a defect.
77. Type 253 Radar to be fitted ...	T.D. 1693/44	Approved. Classification "A".

(A.F.Os. 4849/43 and 2658/44.)

#### 6728.—Binoculars—I.R. Protecting Rings

(N.S. 38785/44.—21 Dec. 1944.)

The indiarubber protecting rings, Pattern 12121, for eyepiece prism boxes of binoculars, Pattern 1900 series, are now considered to afford little protection against careless handling, and the supply will be discontinued. The outstanding contract, C.P.93420/43, dated 7th September, 1943, has been cancelled.

2. The Rate Book and the Establishments of Naval Stores concerned will be amended.

(A.F.O. 4103/43.)

#### 6729.—Electric Cable—Disposal of Scrap Polythene U.H.F.

(N.S. 27118/42.—21 Dec. 1944.)

It is no longer necessary that scrap and redundant Polythene U.H.F. cable should be dealt with exceptionally, and the disposal of such cables should therefore be in accordance with the instructions covering that of scrap, etc., electric cables generally.

(A.F.O. 3741/43.)

(A.F.O. 4670/42 is cancelled.)

#### 6730.—Electric Cable, Pattern 12702—Introduction

(N.S. 33876/44.—21 Dec. 1944.)

Electric cable, Pattern 12702, pyrotenax, single core, 0.080-in. diameter, special mineral insulated, steel sheathed, overall diameter 0.770-in. nominal, for use in connection with Aerial-Unit, Patterns 56604/5/6, has been added to the Rate Book of Naval stores under Sub-head FIC, Part 1, page 1379 (new edition).

2. Arrangements have been made for the purchase of 1,000 yards of this cable which has been delivered to Glossop.

3. Demands for the supply of electric cable, Pattern 12702, should be forwarded to the Superintending Naval Store Officer, Haslemere.

#### 6731.—Electric Cable, Pattern 13470—Introduction

(N.S. 23466/44.—21 Dec. 1944.)

Electric cable, Pattern 13470, single core, air space insulated, 1.044-in., self-locating conductor, I.A. & T.R.S. sheathed, required for use in connection with W/T and Radar equipment, has been added to the Rate Book of Naval Stores under Sub-head FIC., Part 1, page 1377 (new edition).

2. Arrangements have been made for the purchase from Messrs. Siemens, Bros., Ltd., under C.P. 75263/44, of 10,000 yards for distribution as follows, and deliveries have commenced :—

Carfin ...	500 yards	Mersey ...	500 yards
Chatham ...	500 yards	Rosyth ...	500 yards
Portsmouth ...	500 yards	Newcastle ...	500 yards
Devonport ...	500 yards	West Riding ...	500 yards
Severn (Dafen) ...	500 yards	Glossop ...	500 yards

(A.F.O. 4785/44 is cancelled.)

#### 6732.—Gravity Davit Triggers—Modification to—As. and As.

Landing Ship, Infantry, L, M, and S, and Landing Ship, Headquarters, L fitted with Welin MacLachlan Gravity Davits

(D. 21900/44.—21 Dec. 1944.)

It has been found that the trigger on the trackway of the gravity davits fitted in the above-mentioned vessels does not always engage with the pin on the davit when in the stowed position. To rectify this the trigger is to be modified as shown on A.F.O. Diagram 453/44 in vessels in which this modification has not been carried out.

2. The Commanding Officers of vessels are to insert an item, Classification "A", in their next lists of As. and As. to cover the work involved.

(R.A.L.S.C.V., 30 Sep., 1944, No. 616/P/1/B.)

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

**6733.—Batteries, Dry, Old—Disposal Of**

(N.S. 22879/44.—21 Dec. 1944.)

In future, all unserviceable and over-age dry batteries and dry cells, including those supplied for torpedo and mining services, should be disposed of locally (dumped) and not returned to yards or depots, except where special instructions with regard to particular patterns of batteries have been issued. Yards and depots may also dispose of unserviceable and over-age dry batteries and dry cells in the same manner.

(A.F.O. 5930/44 is cancelled.)

**6734.—Radio Interference Suppressor, A.P. 19433B—Introduction**

(N.S. 32783/44.—21 Dec. 1944.)

It has been decided to increase the current rating of suppressors, Pattern 19433A, to 20 amps, and the modified suppressor has been added to the authorized List of Naval Stores under Subhead F2B as follows:—

Pattern No.	Description
19433B	Radio interference suppressor (220 volts, 20 amps, fitted with four glands).

Suppressors, Pattern 19433A, are being made obsolete.

2. Suppressors, Pattern 19433A, should continue to be issued until stocks are exhausted, in satisfaction of demands for Patterns 19433A or 19433B, except in the case of services for which the use of Pattern 19433B has been specifically authorized. In the latter cases demanding authorities should state clearly on the demands that Pattern 19433A is unsuitable.

(A.F.O. 5689/44.)

**6735.—Switches, Change-over, 6-line, 2-position (with Optional "Off" Position), Pattern 17960—Introduction**

(N.S. 14045/44.—21 Dec. 1944.)

Change-over switches, 6-line, 2-position (with optional "Off" position), Pattern 17960, for low power services, have been added to the Rate Book of Naval Stores under Subhead F, Item 2B.

2. Demands should be forwarded in the usual manner.

3. Supply to dockyards and depots will be made under the Centralized Allocation Scheme.

4. As the result of the introduction of the above switch, change-over switch, Pattern 9339 (Subhead F, 1C) is being made obsolete. No further purchase will be made, but existing stocks should be issued in satisfaction of demands for Pattern 17960 or 9339.

**6736.—Fire Fighting Equipment—Revised Allowances**  
*L.C.G. (M).*

(N.S. 021897/44.—21 Dec. 1944.)

The allowances of fire-fighting equipment to L.C.G. (M) have been revised and are as shown in the appendix hereto.

2. Bases to which craft are allocated should forward demands to nearest storing yards or depots for additional items required. Stores now in excess of establishment should be returned. New construction craft should be supplied by storing yards in the usual manner.

3. The establishment of stores will be amended.

## APPENDIX

Pattern No.	Description	Allowance per craft	Remarks
<i>Permanent Stores</i>			
<i>B.8</i>			
4723	Extinguisher, fire, Pyrene, 1 quart	2 No.	One for switchboard. One for W/T office.
4726	Extinguisher, fire, foam, 2 gallons	5 No.	One in engine room*. One near E.R. access hatch*. One for hot water boiler if oil fired. Two to be stored at discretion of ship's officers, i.e., outside paint store, near guns.
4726A	Hose, metallic, 4 ft. long, for Pattern 4726 extinguishers, marked *	2 No.	—
—	Extinguisher, fire, Nuswift, 2 galls.	4 No.	For accommodation spaces and other compartments where they can be usefully employed.
<i>Hose canvas, 2½-in. instantaneous couplings—</i>			
—	No. 3 size by 40 ft. ...	3 No.	
—	No. 3 size by 20 ft. ...	1 No.	
<i>B.9</i>			
1563	Branchpipes, standard instantaneous connections, with jet/spray nozzle.	3 No.	—
1564	Branchpipes, standard instantaneous connections, with Oilfyre nozzle.	1 No.	—
<i>E.5</i>			
230	Apparatus, breathing, complete with	2 sets	} To be stowed one set for'd and one aft, on upper deck.
2314	Hose, asbestos covered, 30 ft.	4 No.	
2305	Strainer, metal ... ..	2 No.	
<i>Consumable Stores</i>			
<i>B.8</i>			
4728	Refills for Pyrene extinguisher ...	2 No.	—
4729	Charge, 2 gallons for Foam fire extinguisher.	10 No.	Includes 5 for initial charging of extinguishers.
—	Charge, C.O. <sub>2</sub> for "Nuswift" extinguisher.	16 No.	To be stowed alongside the extinguishers.

**6737.—Lubricating Oil, D.T.D. 472—Revised Specification**

(N.S. Fuel 2181/44.—21 Dec. 1944.)

Ministry of Aircraft Production Specification D.T.D. 472 for aero-engine lubricating oils used in Naval Aircraft and certain Coastal Force and Landing Craft, will shortly be replaced by a new specification, viz., D.E.D. 2472. The purpose of this Order is to draw attention to the altered designation and to the fact that the Stores Reference numbers remain unchanged, e.g., 34A/114, etc.

2. The following table shows the current Stores Reference numbers and the new Specification references:—

Stores Ref.	Specification Ref.	Additive
34A/114	D.E.D. 2472C ... ..	None
34A/32	D.E.D. 2472B/0 ... ..	None.
34A/115	D.E.D. 2472B/1 ... ..	Additive No. 1.
34A/116	D.E.D. 2472B/2 ... ..	Additive No. 2.
34A/152	D.E.D. 2472A/0 ... ..	None.
34A/33	D.E.D. 2472A/2 ... ..	Additive No. 2.

3. Oils, Stores Reference 34A/152, 34A/32 and 34A/114 should continue to be demanded for marine engines for which oils D.T.D. 472, Grades A, B and C respectively, have hitherto been used. The additive varieties of the oils shown in paragraph 2 are *not* to be used by Coastal Force and Landing Craft.

4. In order to avoid confusion these oils should be referred to by their respective Stores Reference numbers without mentioning the appropriate Specification references. This is especially important when demanding supplies.

5. Naval requirements of these oils should be obtained, without financial charge, as follows:—

(a) in the U.K. from Air Ministry stocks through the local Petroleum Board depot;

(b) abroad from local R.A.F. (or Dominion Air Force) sources.

(N.A.M.O. Gen/S.4.)

#### 6738.—Oiling at Sea—Possibility of the Tail-wire Jumping Off Warping Guide—Precautions to be Adopted

*Corvettes*

(T.D. 722/44.—21 Dec. 1944.)

An instance has been reported of the messenger jumping off the warping guide of a corvette while the hose was being hove onboard preparatory to oiling-at-sea. This accident, though improbable, will usually cause the turns of the messenger or tail-wire to come off the windlass, with risk of injury to men in the neighbourhood.

2. In corvettes which have been fitted with warping guides in accordance with A.F.O. Diagram 245/44 (4), a double strop of 2-in. wire and of the required length is to be made. In preparation for oiling-at-sea, this strop is to be passed through the anchor shackle in the hawse pipe immediately forward of the warping guide, taken through its own part, and brought close past and on the inboard side of the warping guide, beyond which it is to extend 6 ins. A bow shackle with screw pip, Pattern 5436 or 5347 or 5348, should be passed around the hose messenger as soon as the latter has been taken to the windlass and shackled through the wire strop.

3. The size of the shackle will allow the messenger to travel freely and will enable the junction of the messenger and tail-wire to pass. The shackle and strop will act as a preventer in case the messenger or tail-wire should jump the warping guide.

4. The design of a rigid preventer attached to the stool of the warping guide is under consideration.

(A.F.O. 4159/44 and 5337/44.)

#### 6739.—Celluloid Sheets for Protection of Current Affairs, Maps and Notice Boards—Introduction

(N.S. 32253/44.—21 Dec. 1944.)

Stocks of non-inflammable celluloid sheets are to be available for supply to H.M. ships and establishments concerned for protection of current affairs, notice boards, maps and other educational material, as follows:—

Ships and shore establishments with complements of 500 or above.	Maximum of 30 sq. ft.
Major war vessels with complements of less than 500, and shore establishments with complements of 200–500.	Maximum of 15 sq. ft.

2. Purchase of the celluloid sheets has been arranged under Subhead E, Item 2E, from Messrs. General Celluloid Co. Ltd., under Contract C.P. 6A/29716/44 dated 2nd October, 1944, for distribution as follows:—

Description	Denom.	Chatham	Sheerness	Portsmouth	Devonport	Rosyth	Lathalmond	Preston	Carfin	Stroud	West Riding	Total
Celluloid sheets, non-inflammable, 55 in. by 24 in. by 20/1,000 in. thickness.	No.	100	50	100	100	100	50	(a) 200	100	(b) 300	100	1,200

3. (a) Includes the following quantities, which are to be shipped as indicated:—

Gibraltar ... ..	20 sheets
Malta ... ..	40 "
Alexandria ... ..	40 "

(b) Includes the following quantities, which are to be shipped as indicated:—

Bermuda ... ..	40 sheets
Freetown ... ..	30 "
Durban ... ..	50 "
Simonstown ... ..	30 "
Colombo ... ..	50 "

4. H.M. ships and establishments requiring this material should forward demands to their normal storing yards or depots. If required by ships under construction, supply should be arranged as necessary by warrant yards and supplying yards and depots.

5. The establishments of naval stores concerned will be amended.

#### 6740.—Interior Painting in H.M. Ships

(P. 17810/44.—21 Dec. 1944.)

An additional coat of Pattern 374 titanium white paint is to be applied in accommodation spaces, where the present approved practice of one coat gives an unsatisfactory appearance, due to a grey effect of the incomplete obscuration of the aluminium undercoat.

2. Oil bound or varnish paints are not to be used as interior finishing paints due to fire-risk.

(A.F.O. 1707/44.)

#### 6741.—Stores for Demolition Purposes—Withdrawal of Allowances

*Landing Ships*

(N.S. 015347/44.—21 Dec. 1944.)

Stores for demolition purposes which have been supplied to certain landing ships are to be landed. The items concerned are as follows:—

Pattern No.	Description
(1) 21068	Dynamo exploder, Mark VII.
(2) 239	Reels for cable.
(3) 197A	Cases, steel, for testing detonators.
(4) 161	Keys, fixing.
(5) 147	Boxes, battery, to contain receptacle, Pattern 2631 and 8 cells, Pattern 3361.
(6) 1982	Reels for electric cable.
(7) 1888	Cable, electric, single-core.

## 6742.—Stores for Tropical Service—Supply

(L.C.T. and Associated Types, L.C.I.(L), L.C.H.)

(N.S. 017484/44.—21 Dec. 1944.)

The stores detailed in the appendix hereto are to be carried on board all major landing craft of the types indicated when fitted out for tropical service.

2. Supply to craft under construction should be arranged by storing yards and depots in the usual manner, and supply to craft in commission by the bases to which they are allocated.

3. The establishments of naval stores will be amended.

## APPENDIX

Pattern No.	Description	Denom.	L.C.T.(3)							L.C.H.	Remarks	
			L.C.T.(3)	L.C.T.(4)	L.C.T.(5)	L.C.T.(R)	L.C.G.(L)	L.C.I.(L)	L.C.H.			
<i>Permanent Stores</i>												
<i>E.4</i>												
S.754A	Desk pedestal double, 54-in.	No.	—	—	—	—	—	—	1	—	—	
S.755B	Desk pedestal double, 48-in.	No.	—	—	—	—	—	—	1	—	—	
<i>E.10</i>												
T.373	Mattress hair ...	No.	—	—	—	—	—	—	3	—	—	} For additional accommodation
19A	Covers for ...	No.	—	—	—	—	—	—	3	—	—	
37	Pillows, hair ...	No.	—	—	—	—	—	—	3	—	—	
T.334	Pillows, feather ...	No.	—	—	—	—	—	—	3	—	—	
37A	Covers for pillows ...	No.	—	—	—	—	—	—	12	—	—	
T.362	Blankets, white ...	No.	—	—	—	—	—	—	9	—	—	
—	Underblankets ...	No.	—	—	—	—	—	—	3	—	—	
<i>E.12</i>												
732	Fid splicing ...	No.	—	—	—	—	—	—	—	1	1	} For repair of awnings.
<i>Consumable Stores</i>												
<i>B.11</i>												
2392	Palm, seaming ...	No.	1	1	1	1	1	1	1	1	1	} For repair of awnings.
695	Hook sailmakers ...	No.	6	6	6	6	6	6	6	6	6	
D.H.T.1867	Pricker sail handled, 4-in.	No.	1	1	1	1	1	1	1	1	1	
D.H.T.1869	Pricker sail handled, 6-in.	No.	1	1	1	1	1	1	1	1	1	
D.H.T.1529	Knife, shoemaker's ...	No.	1	1	1	1	1	1	1	1	1	
186	Grommets, brass, 1½-in.	Dozen	6	6	6	6	6	6	6	6	6	
703	Needles, boltrope ...	No.	2	2	2	2	2	2	2	2	2	
699	Needles, sail ...	No.	2	2	2	2	2	2	2	2	2	
<i>D.1</i>												
—	Canvas, R.N.2 ...	Bolt	½	½	½	½	½	½	½	½	½	
<i>D.3</i>												
C.1512	Twine, seaming ...	lbs.	—	—	—	—	—	—	—	1	1	
<i>D.5</i>												
C.3269	Cordage, white, sisal, bolt-rope, 1½-in.	Fathom	10	10	10	10	10	10	10	10	10	
<i>F.2.B</i>												
4213	Loose handle for switch	No.	2	2	—	2	2	—	—	—	—	For switches, Pattern 4091A

## 6743.—Carpenter's Stoppers—Revised Allowances

Cruisers of "Kent", "London", "Norfolk", "Swiftsure" and "Tiger" Classes

(N.S. 022073/43.—21 Dec. 1944.)

As an extra special flexible steel wire towing hawser, 4½ in. × 150 fathoms, is now allowed to each of the above-mentioned ships in lieu of an ordinary flexible

steel wire towing hawser, 5½ in. × 150 fathoms, the allowances of carpenter's stoppers, Patterns 21 and 22, to these ships have been revised as follows:—

Pattern	Description	Present allowance	Revised allowance
21	Stoppers for 5½-in. and 5-in. wire ...	1	Nil
22	Stoppers for 4½-in. and 4-in. wire ...	1	2

2. Ships concerned in commission should demand the additional stopper, Pattern 22, from their storing yards or depots if this has not already been done. On receipt of the stopper, Pattern 22, one stopper, Pattern 21, should be returned to the nearest dockyard or naval store depot.

3. Supply to ships of the "Swiftsure" and "Tiger" classes in accordance with the revised allowance has been arranged separately.

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

(A.L. N.S. 022073/43/B.35938, 14 Nov. 1944.)

(A.F.O. 221/44.)

## 6744.—Counterdrum Instruments—Watertight Lining-Up Knob—Introduction and Fitting

Ships concerned

(N.S. 21286/44.—21 Dec. 1944.)

Reports have been received indicating that difficulty has been experienced in maintaining the watertightness of the lining-up knob spindles of counterdrum instruments fitted in exposed positions.

A watertight lining-up knob, Pattern 10270, with screwed cap, has therefore been introduced for fitting in place of the existing knob on instruments affected and arrangements have been made for new counterdrum instruments to be fitted during manufacture.

2. A Contract C.P.4/89129/44, has been placed with the Garrard Engineering & Manufacturing Co., Ltd., for the supply of 2,000 in number lining-up knobs, Pattern 10270 for fitting to instruments at sea. Delivery will be made, in the first instance, as follows:—

200 Chatham.	25 Leeds.
200 Portsmouth.	50 Gibraltar.
200 Devonport.	50 Alexandria.
200 Rosyth.	50 Malta.
350 Preston.	50 Simonstown.
350 Stroud.	100 Colombo.
50 Glasgow.	100 Sydney.
25 Newcastle.	

3. Ships are to demand the new knobs from the nearest storing depot, quoting this order as authority. The number demanded should allow for fitting all counterdrums in exposed positions plus 5 per cent. spares.

4. Fitting is to be carried out by ships' staffs using A.F.O. Diagram 454/44 (D.E.E. 13223) for guidance. The work involved is small and consists in removing the existing lining-up assembly from the cover of each instrument and replacing it by Knob, Pattern 10270. A new lining-up pinion and clutch is not supplied with Pattern 10270, and these items must be removed from the old spindle and assembled on the new one.

5. This item will be dealt with under Sub-head F, item 1B and is to be entered on page 102 (Part II) of the periodical demand.

6. The Authorized List of Naval Stores will be amended.

## 6745.—"Flyaway" Oil—Stores Ref. 34A/180—Supplies

(N.S. 04085/44.—21 Dec. 1944.)

Instructions for the use of "Flyaway" oil—Stores Ref. 34A/180—in the preservation of American aero-engines installed in Naval aircraft, are contained in A.F.O. 5968/44.



2. It is anticipated that future requirements of "Flyaway" oil will not be large, since arrangements have been made for all aircraft despatched from U.S.A. and aircraft held by R.A.F. Maintenance Units, to be filled with "Flyaway" oil before delivery.

3. Supplies of "Flyaway" oil will, therefore, mainly be required by R.N. Air Units for aircraft which have been in service use and are to be placed in storage.

4. Accordingly small stocks in 40-gallon drums are being laid down as follows, and supplies should be demanded as required from the nearest depot:—

	(S) N.S.O.	Quantity (gallons)
Home :	Rosyth ... ..	1,500
	Stroud ... ..	1,500
Abroad :	Simonstown ... ..	1,000
	Ceylon ... ..	2,000
	Chromepet (S. India) ... ..	2,000
	Sydney (N.S.W.) ... ..	2,000

5. (S) N.S.Os. concerned should demand replenishments of the stocks indicated in paragraph 4 by signal to the Admiralty (D. of S.), on the basis of local experience of expenditure.

6. "Flyaway" oil is to be treated as an item of Naval Stores under Subhead K and not as an Air Store item.

(A.F.O. 5968/44.)

#### 6746.—Bridges—Dark Green Corticene for—As. and As.

Minelayer, "U", "T", and 1940 "S" Class Submarines

(D/P. 012206/44.—21 Dec. 1944.)

Item Nos. "T", class 560, "S", class 557, "U", class 541, minelayer, class 526, classification "A".

2. In order to reduce the visibility from aircraft, dark green corticene is to be fitted on the bridge deck of all submarines.

3. In non-operational submarines, all existing corticene is to be retained until it requires renewal.

4. In operational submarines, dark green corticene should be fitted at the first convenient opportunity.

5. Requirements for this corticene should be demanded from the Director of Stores, N.S., 5d, Bainbridge Street, London, W.C.1., and referred to as Type 9/2 colour dark green and of Michael Nairn & Co. manufacture for submarine bridges.

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

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

#### 6747.—Cold Room and Cold Cupboard Doors—Sealing Arrangements—As. and As.

Submarines.

(D. 024733/44.—21 Dec. 1944.)

Item Numbers: "S" class 560; "T" class 566; "U" class 543; Mine-laying classes 528, Classification "A".

2. Reports have been received that the fearnought binding which forms the sealing medium of cold room and cold cupboard doors in submarines, tends to deteriorate after use.

3. Modifications should be made as indicated on A.F.O., Diagram No. 452/44, scheme "A" or "B" being adopted to suit local arrangements.

4. Where possible the work is to be done by depot ship's staff.

5. Separate instructions have been issued by the Admiralty for vessels under construction.

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

#### 6748.—Gyro Compass—Resiting Azimuth Repeater—As. and As.

1940 "S" Class Submarines.

(D/P. 9160/43.—21 Dec. 1944.)

Item No. 546, Classification "B".

2. The following modifications are to be carried out in all 1940 "S" Class Submarines with open type bridge:—

The traversing bracket to be removed from the forward periscope bracket and the steering repeater from the bridge, and the azimuth repeater to be fitted on the bridge front.

3. The socket originally provided for the steering repeater should be used for the resited azimuth repeater and the circuit reconnected, so that the azimuth repeater is still controlled from switch No. 1 on the gyro compass panel.

4. The attachment of the azimuth repeater to the bridge front is to be as shown on A.F.O. Diagram No. 458/44.

5. Separate action has been taken for vessels of the 10th Group and later which are under construction.

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

#### 6749.—Luminescent Materials and Fittings—Application and Uses—As. and As.—REPORTS

H.M. Submarines

(N.S./S.R.E. 68/44.—21 Dec. 1944.)

Item numbers "T", Class 561, "S", Class 558, "U", Class 542, Minelayer, Class 527, Classification "A".

2. Luminescent materials and fittings have now been in use in certain submarines for a time sufficient to confirm their value, and to indicate improvements that can usefully be adopted. The purposes and methods of application of luminescent materials in submarines, together with details of arrangements made for supply are described herein.

3. *Purpose.*—The present application of luminescent materials in H.M. submarines is intended primarily to assist in finding one's way about the ship in the event of failure of the normal lighting system and before the secondary lighting system is put into operation. In addition to this general scheme of treatment, important operational parts, such as torpedo tube bow cap indicator pointers, may be treated to enable them to be picked out easily in total darkness.

4. *Nature of Luminescent Materials Employed.*—The luminescent materials to be employed for this purpose fall into two distinct classes:—

(i) Radioactive (self-activating) which glow continuously, whether or not they are exposed to light; this class involves the use of minute quantities of radium, and is available only in the form of small pre-prepared vitreous enamelled discs, or attachments.

(ii) Non-radioactive (non-self activating) materials, which rely for their effect on adequate exposure to white light—not, it is to be noted, to red light, which does not activate these materials at all. After such exposure, the materials will continue to glow in the dark for a length of time. This glow, which is at first bright, gradually fades away, but the materials can be re-activated by re-exposure to white light. This process may be repeated indefinitely. The luminescent substance employed in all the forms of application considered herein is phosphorescent zinc sulphide which possesses high resistance to moisture and oil, coupled with an after glow of high initial brightness, lasting for a sufficient length of time for the purpose. The colour of the after-glow is green or greenish-yellow. Materials containing strontium sulphide, which has a blue or bluish-green after-glow, should not be used in H.M. submarines owing to the ease with which strontium sulphide is decomposed by moisture.

5. *Forms of Application—Class (i) Radioactive Material.*—The self-activating luminescent material is available in the form of small vitreous enamelled discs designed to be screwed on to important apparatus, such as underwater signal guns, D.S.E.A. torch cases, etc., or on to important points in the submarine that require marking, and in the form of luminous pointers for internal torpedo tube bow cap operating indicators. In certain cases these self-activating luminous discs are screwed on top of non-self-activating luminous panels. A convenient size for these discs has been found to be:—

One inch overall diameter with central unluminescent space  $\frac{1}{8}$ -in. diameter and central fixing hole to take  $\frac{3}{16}$ -in. brass screw.

Luminous discs will be dealt with as Naval Stores under Subhead E, Item E2(E).

The positions for fixing the discs are set out in Table II and details of the supply arrangements are given in Table III.

*Class (ii) Non-radioactive Luminescent Material.*—The non-radioactive luminescent material may be employed in three forms:—

- Vitreous enamelled panels supplied ready for use and mounted in suitable positions;
- Electric light reflectors and clip fittings with luminous vitreous enamelled plaques for marking Oldham type lanterns and D.S.E.A. torch containers;
- Luminous paint (zinc sulphide) applied to selected areas.

These three forms have the following advantages:—

*Panels* being pre-prepared under controlled conditions possess satisfactory luminescence in conjunction with a good protective finish.

*Luminous Reflectors* for electric lamps and luminised fittings, such as the clip fittings mentioned above continue to glow after lights are extinguished, thus acting as luminous markers in well-defined positions.

*Paint* is flexible in application in that it can be applied to any internal area of the submarine, especially where the mounting of panels in effective positions would be inconvenient or impossible.

6. *Luminescent Panels.*—(i) Luminescent panels are metal plates treated with luminous vitreous enamel. A form of panel suitable for use in submarines has been developed by the Benjamin Electric Limited, Brantwood Works, Tariff Road, Tottenham, London, N.17, and is available in four standard sizes, all with  $\frac{3}{16}$ -in. fixing holes. These panels will be Naval Store items and will be dealt with under Subhead E2(E). Pattern numbers have been assigned as follows:—

Size, etc.	Pattern No.
(a) Rectangle, 12-in. × 6-in., with 5 fixing holes ... ..	1065
(b) Rectangle, 6-in. × 3-in., with 5 fixing holes ... ..	1066
(c) Equilateral triangle with 4-in. sides and 4 fixing holes ... ..	1067
(d) Rectangle, 4-in. × $\frac{3}{4}$ -in., with 2 fixing holes ... ..	1068

(ii) A convenient method of fixing these panels is by screwing to angle-irons or nuts welded to bulkheads, doors, etc. Central fixing holes are provided in certain of the panels to enable the attachment centrally thereto of self-activating luminous discs when required. Vitreous enamelled panels and discs require the use of water resistant non-metallic washers under the head of the fixing screws. The outside diameter of these washers is  $\frac{3}{8}$ -in., inside diameter  $\frac{1}{8}$ -in., and thickness  $\frac{1}{16}$ -in.; these will be a naval store item and have been added to the Rate Book under Subhead E2(E) and Pattern No. 2648 assigned.

(iii) For details of initial supply arrangements of Panels and Washers, see Table III.

(iv) It is particularly to be noted that panels of this type and the radioactive discs may be expected to give good service for several years. They are costly and should be replaced only on re-fitting and if their condition warrants it. These panels must be kept clean if they are to be effective; cleaning is effected by simply wiping the panel first with a damp cloth, and then with a clean dry one; scouring is unnecessary and harmful. The fitting of panels must be in accordance with Tables I and II given below, and is a shipbuilder's liability in all new construction submarines; all submarines in commission are to raise an A. and A. Item for the fitting of panels as laid down in this Order.

7. *Luminous Electric Light and Other Fittings.*—(i) Two fittings treated with non-radioactive luminous vitreous enamel are included in the Table given below. Their pattern numbers and descriptions are as follows:—

Pattern	Description	Subhead and Item
Pattern 17072	Bulkhead fitting similar to Pattern 17015 but fitted with luminous reflector for use on submarines	F.2B
Pattern 19579	Clip, luminous for lanterns, Pattern 8115, Oldham or Ceag type, for use on submarines and for torch containers, Pattern 8966 ... ..	F.2B

(ii) All existing bulkhead fittings Patterns 5788, 9112, and 17015 are to be replaced by Pattern 17072 fittings with luminous reflectors.

(iii) The supply of the bulkhead fittings for new construction submarines will be a shipbuilder's liability and such orders should specify that the reflectors are to be vitreous enamelled by the Benjamin Electric Limited, London, N.17.

(iv) Each Oldham or Ceag type lantern, Pattern No. 8115, is to be fitted with a luminous clip, Pattern No. 19579, except where already fitted with clip, Pattern No. 16104. In these latter instances, the clip, Pattern No. 16104, shall be retained in use until it becomes defective, when it should be replaced by clip, Pattern No. 19579.

(v) Pattern No. 16104 should continue to be issued until stocks are exhausted.

(vi) Each D.S.E.A. torch container is to be fitted with two in number clip fittings, Pattern No. 19579, one on the cap and one near the bottom end of the body, so as to clear the clips in which the container is held on the bulkhead. In addition, each container is to be fitted at each end with a 1-in. diameter radioactive luminous disc as indicated at (j) in Table II.

TABLE I

showing types and numbers of luminous panels, discs, washers and bow-cap indicator pointer fittings to be fitted in submarines.

Type of panel, etc.	Number of panels, etc., to be fitted in each submarine		
	Classes "A" and "T"	1940 Class "S" (and other submarines not here specified)	Class "U"
(a) <i>Non-radioactive</i> :—			
Vitreous enamelled luminous panels :—			
12-in. × 6-in., Pattern No. 1065	12	12	10
6-in. × 3-in., Pattern No. 1066	10	12	8
4-in. Δ, Pattern No. 1067 ...	12	12	10
4-in. × $\frac{3}{4}$ -in., Pattern No. 1068	15	13	8
(b) <i>Radioactive</i> :—			
Vitreous enamelled 1-in. diameter luminous discs.	36	35	28
Bow-cap indicator pointer fitting, vitreous enamelled, with radioactive luminous tip, according to A.T.R. Drawing No. 101.	6	6	4
(c) <i>Washers</i> , Pattern No. 2348 ...	250	210	160

TABLE II

showing disposition of luminous fittings, etc., in "1940 S", and "T", "U", "A" and later classes of submarines.

Position	(i) Luminous device to be fitted. (ii) Number to be fitted.
(a) All compartment oval vertical doors, on the top panel on forward and aft sides.	(i) Panels, 12-in. × 6-in., Pattern 1065. (ii) Two in number per door.
(b) On bulkheads centrally above, on each side forward and aft of all compartment vertical doors.	(i) Panels, triangular, 4-in. side, Pattern 1067, with 1-in. diameter radioactive luminous disc superimposed centrally thereon. (ii) Two in number panels per door, two in number discs per door.
(c) "U" class submarines only.—On each side, forward and aft of circular door between motor room and after ends.	(i) Panels, 6-in. × 3-in., Pattern 1066. (ii) Two in number per door.
(d) On all internal torpedo tube rear doors.	(i) Panel, 6-in. × 3-in., Pattern 1066, with 1-in. diameter radioactive luminous disc superimposed thereon centrally. (ii) One in number panel with disc per door.
(e) On each side (right and left, and above and below decking) of all machinery space hatches.	(i) Panels, 6-in. × 3-in., Pattern 1066. (ii) Four in number per hatch.
(f) On under side of all pressure hull hatches (except upper conning tower hatch).	(i) 1-in. diameter radioactive luminous disc. (ii) One in number per hatch.
(g) Torpedo tube bow-cap indicator pointer fitting in accordance with drawing.	(i) Radioactive luminous vitreous enamelled fitting. (ii) One in number per pointer.
(h) On upper side of all main and auxiliary vent and Kingston levers.	(i) Panel 4-in. × 3-in., Pattern 1068. (ii) One in number per lever.
(i) On top of sluice valve gear of all underwater signal guns.	(i) 1-in. diameter radioactive luminous disc. (ii) One in number.
(j) All D.S.E.A. torch containers, Pattern 8966.	(i) 1-in. diameter radioactive luminous disc (fit with $\frac{3}{16}$ -in. brass bolt, $\frac{1}{2}$ -in. long) and luminous clip, Pattern 19579. (ii) Two in number of each fitting (see paragraph 7 (v)).
(k) Top of log tank cover.	(i) 1-in. diameter radioactive luminous disc. (ii) One in number.
(l) All D.S.E.A. flap valves. ...	(i) 1-in. diameter radioactive luminous disc. (ii) One in number per valve.
(m) Underside of conning tower between the hatch clips.	(i) 1-in. diameter radioactive luminous disc. (ii) One in number.
(n) All bulkhead lamp fittings. ...	(i) Fit Pattern 17072.
(o) Lantern, Pattern 8115. Oldham or Crag types.	(i) Luminous clip, Pattern 19579. (ii) See paragraph 6 (iv).

Brass screws must be used for fixing the above-mentioned panels and discs, and Pattern 2648 water-resistant non-metallic washers must be used between each screw-head and the disc or panel.

TABLE III

showing initial supply arrangements for panels, 1-in. diameter discs, bow cap indicator pointer fittings, washers and luminous clips.

	New-castle	Chat-ham	Ports-mouth	Devon-port	Rosyth	Carfin	Preston	Severn Area
Panels, Pattern 1065	—	50	150	50	200	500	850	730
Panels, Pattern 1066	—	50	150	50	200	450	750	660
Panels, Pattern 1067	—	50	150	50	200	500	850	730
Panels, Pattern 1068	—	100	200	100	200	550	950	780
1-in. diameter discs...	—	200	500	200	600	1,400	2,500	2,036
Bow cap indicator pointer fittings.	—	50	100	50	100	250	400	250
Washers, Pattern 2648	—	1,000	3,000	1,000	4,000	9,000	16,000	13,000
Luminous clips, Pattern 19579.	250	—	1,000	—	—	1,500	900	2,150

The above include quantities for shipment abroad as follows:—

*From Preston*

<i>To Malta</i> —Panels, Pattern 1065 ...	160
Panels, Pattern 1066 ...	150
Panels, Pattern 1067 ...	160
Panels, Pattern 1068 ...	150
1-in. diameter discs ...	500
Bow cap indicator pointer fittings ...	70
Washers, Pattern 2648 ...	2,600

*From Severn Area*

<i>To Colombo</i> —Bow cap indicator pointer fittings ...	200
Luminous clips, Pattern 19579 ...	300
<i>To Malta</i> —Luminous clips, Pattern 19579... ..	450

8. Arrangements have been made for fittings (except the bow cap indicator pointer fittings which are not yet available) for H.M. Ships "Forth", "Adamant", "Maidstone" and "Wolfe" to be supplied without demand from Severn Area for submarines attached, on the basis shown in Table I. Arrangements have also been made for supply from this depot of luminous clips, Pattern 19579, to H.M. Ships "Forth", "Adamant", "Maidstone" and "Wolfe" without demand. The bow cap indicator pointer fittings for these vessels and all fittings for other vessels concerned in commission should be demanded from the relevant dockyard or naval store depot, where submarines are taken in hand for refitting. For submarines of new construction, Overseers should demand the fittings from the warrant yard.

D.S.E.A. torch containers, Pattern 8966, for new construction will be supplied complete with luminous clips, Pattern 19579, without demand, by the Superintending Naval Store Officer, Portsmouth.

Separate instructions are being issued regarding the provision and supply of bulkhead fittings, Pattern 17072.

9. *Phosphorescent Paint*.—The use of this paint will be in the discretion of ships' Commanding Officers, who should particularly note:—

- that they must not expect luminous paint to remain fully efficient for more than six months.
- that efficiency even for this period depends on the care with which the paint is applied, in accordance with the instructions given below;
- that the paint when applied should be neither allowed to become obscured by oil or dirt, nor worn away by over-zealous cleaning.

10. The following information is given for the guidance of those concerned in the application of the paint:—

(i) *Paint System*.

The paint system should consist of the following:—

- Two coats of white under-coating lead-free.  
(This will effectively seal off the underlying paint and provide an opaque reflecting background suitable to receive the succeeding coats of phosphorescent paint.)
- Two coats of phosphorescent zinc sulphide paint.
- Two coats of clear medium as a protective varnish.

(ii) *Application of the Paint.*

The surface to be painted should be clean, dry, and free from oil. Existing paint should have had time to harden well.

The utmost cleanliness should be observed during the painting operation. Contamination with lead and iron is especially undesirable. When the underlying paint is a lead paint, care should be exercised to see that this existing paint is first well sealed off by the application of the white undercoating.

New brushes, or at least brushes reserved for the purpose, should be used.

Contact with brushes, paint containers, rags, etc., soiled from previous painting operations should be avoided.

Sufficient time should be allowed between successive coats for complete drying and hardening.

(iii) *Characteristics of Finished Work.*

The finished work should be smooth and even (consistent with the nature of the underlying surface) so that, in a black-out test, the luminescence of the painted area is seen to be as uniform as possible.

(iv) *Recommended Paint.*

Tests have been made of a number of paints of British origin and the most suitable for the present purpose has been found to be one provided by I.C.I. (Paints) Ltd., Wexham Road, Slough employing the following materials :—

*I.C.I. Ref. No.*

White undercoating	... ..	49-605
Luminescent zinc sulphide powder	... ..	812-32
Clear medium	... ..	123-537

Thinner 141-548 (this is useful for cleaning brushes and pots).

The luminescent paint should be mixed immediately before use. The paint should not be kept long in the mixed condition, as the powder rapidly settles, forming in time a hard cake which cannot easily be stirred up.

The mixing proportions are :—

1 lb. of luminescent zinc sulphide powder for one pint of clear medium.

For each Pint of phosphorescent paint so mixed, a further pint of clear medium will be required for the two top coats of protective varnish.

The approximate drying times of the various coats are :—

1st coat of white undercoat	... ..	3 to 6 hours, according to conditions.
2nd coat of white undercoat	... ..	6 to 12 hours (this should be allowed to dry well before applying the phosphorescent paint).

The coats of phosphorescent paint and protective varnish take about 2 hours each to dry.

(v) *Quantities of materials required*

The following quantities will be found ample for each submarine of each class :—

*I.C.I. Ref.  
No.*

"U" *Class Submarine.*

4 lb. of luminescent zinc sulphide powder	812-32	} Sufficient for about 60 sq. ft.
1 gall. of clear medium	123-537	
½ gall. of white undercoat	49-605	
2 pints of thinner	149-548	

"S" *Class Submarine.*

5 lb. of luminescent zinc sulphide powder	812-32	} Sufficient for about 80 sq. ft.
1½ gall. of clear medium	123-537	
¾ gall. of white undercoat	49-605	
2 pints of thinner	149-548	

"T" *Class Submarine.*

9 lb. of luminescent zinc sulphide powder	812-32	} Sufficient for about 130 sq. ft.
2½ gall. of clear medium	123-537	
1½ gall. of white undercoat	49-605	
2 pints of thinner	149-548	

11. *Areas Recommended for Painting.*—In selecting areas for painting it should be borne in mind that the paint will not glow effectively in the dark, unless it has been previously activated by exposure to white light. The areas selected for treatment should therefore be in a position such that white light can fall directly upon them. The paint will not be activated by red or orange light.

The following indications, which are based on a number of trials, will serve as a general guide to the scheme to be adopted in a given ship. The aim should be, in the first place, to obtain as far as possible a continuous line of luminescent surfaces extending throughout the vessel from bow to stern. This continuity is important—too many isolated areas merely tend to be confusing in the dark and defeat the desired object. Any special parts, such as handwheels, can be shown up by "Silhouette" effect by treating a surface some little distance behind them. The paint should be regarded as supplementary to the panels specified earlier in this Order. It must not be applied to these panels themselves.

(a) *Throughout the Ship.*

- (i) Top panels of each water-tight door, fore and aft sides (on the forward side of the door only the recessed portion of the top panel should be treated, to avoid finger-marking of edges).
- (ii) Strip about 4-in. wide extending over the top of each doorway fore and aft sides.
- (iii) Lower coaming of escape hatchways or upper portion of escape chamber doors.
- (iv) Oldham lantern stowages and electric torch stowages (where provided).
- (v) Ventilation trunking where it is illuminated by white light.

(b) *Torpedo Stowage Compartment.*

- (i) Evershed guard.
- (ii) Underneath side of torpedo loading rails.
- (iii) Front panel of ballast pump starter (in auxiliary machinery space or wherever fitted.)
- (iv) Upper side of ventilation trunk and patch on forward side of exhaust fan motor.

(c) *Accommodation Space.*

Gangway marked by painting L.P. Blow Line, or ventilation trunking.

(d) *Control Room.*

- (i) Gangway marked by painting L.P. Blow Line and ventilation trunking.
- (ii) H.P. Blow Panel "Groups".
- (iii) Patches on lower conning tower hatch coaming.
- (iv) Trimming pump starter.
- (v) Telemotor pump starters.

(e) *Engine Room.*

- (i) Patch on battery ventilation trunk, on mufflers, fore and aft sides, port and starboard.
- (ii) Patches on fore and aft ends and on underside of distilled water tank (in "U" class submarines).
- (iii) Engine telegraph brackets fore and aft sides, port and starboard.
- (iv) Cross-bars of switch handles on main switchboards.
- (v) Handwheel of main motor shunt regulator.

(f) *Crew Space Aft.*

- (i) Ventilation trunking.
- (ii) Uprights along gangway.

(g) *Steering Compartment.*

- (i) Steering motor starter.
- (ii) Spokes of hand-steering wheel.
- (iii) End of steering ran cylinder.
- (iv) Stanchions on aft bulkhead.

12. *Distinctive Marking of the Paint.*—Luminous painted areas in submarines to be indicated by a letter "L" painted small in red, and where possible by outlining the painted areas red in order to minimize the risk of their subsequently being painted out. Where a long length of piping or trunking is treated with luminous paint, the letter "L" should be painted in red every two yards or so apart. Panels should not be marked in either of these ways.

13. Ships concerned should demand the zinc sulphide powder, clear medium white undercoating, and thinners from their storing yards, which should obtain requirements by local purchase from Messrs. I.C.I. (Paints) Limited, Wexham Road, Slough, Bucks, as required. The paints involved are liable to harden quickly and, in view of the scarcity and of the constant development of new types of paint, it is inadvisable to purchase quantities in bulk.

14. *General Remarks.*—Reports are to be forwarded stating the names of the submarines in which the requirements of this Order have been met.

Reports concerning the behaviour of these luminescent materials under service conditions should be forwarded to the Director of Scientific Research, Admiralty, through the administrative authorities.

The Rate Book for Naval Stores and Sea Store Establishments concerned will be amended.

Drawings of panels, Patterns 1065-66-67-68, and of the bow-cap indicator pointer fittings appear in A.F.O. Diagram 455/44(1-2).

(A.F.O. 4345/43.)

(A.F.O. 6438/42 is cancelled.)

#### 6750.—Splash Guards under Portable Plates—Maintenance

*H.M. Submarines*

(D/P. 16963/44.—21 Dec. 1944.)

It has been reported that the canvas screens where fitted, in H.M. submarines, under the portable plates in way of main motor switch boards, sag between the frames and water is liable to accumulate either from leaks or sweating. This is liable to cause the material to rot or deteriorate in service.

2. These guards are to be maintained in an efficient condition on submarines in service and renewed as necessary when vessels come in hand for refit, the work being dealt with as a defect.

(P.S.O., Barrow, 27 Oct. 1944, No. F/R/6399.)

#### 6751.—Sanitation Arrangements—Improvement of

*H.M. Rescue Tugs "Director", "Emulous", "Freedom" and "Justice"*

(D/P. 15247/44.—21 Dec. 1944.)

In order to improve the sanitation arrangements in the above-mentioned ships, it has been approved to separate the washbasin, shower and galley sink drains from the soil pipes, and to fit vents to the W.Cs.

2. The following modifications are, therefore, to be carried out, the work being treated as a first fitting defect:—

(a) To fit a 1½-in. vent pipe from the soil pipe of each W.C. as follows:—

Two W.Cs. in officers' bathroom, grouped to a common 2-in. vent and led to open air; two W.Cs. in crew's washplace, port side, grouped to a common 2-in. vent and led to open air; two W.Cs. in crew's washplace, starboard side, grouped to a common 2-in. vent and led to open air.

(b) To fit three 2½-in. storm valves to take the drains from wash basins, galley sinks, grouped as follows:—

One storm valve port side, station 22, for cabin washbasins, bathroom washbasin, deck scupper and shower, galley deck scupper and galley sinks; one storm valve, port side, station 8, to take drains from crew's shower and washbasins port; one storm valve starboard side, station 8, to take drains from crew's shower and washbasins starboard.

(B.A.D., 23 Aug. 1944, S.R.A137/44.)

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

#### 6752.—Reciprocal Aid to United States Forces—Supplies, Services and Facilities—Procurement and Accounting Procedure—REPORTS

*Cancelled*  
AFO 3524/46. (W.G.F. 428/43.—21 Dec. 1944.)

It has been decided that as from 1st January, 1945, detailed prices shall be given to the U.S. Navy for all reciprocal aid supplies, services and facilities. This will, in effect, mean a reversion to the old repayment procedure, except that no claims will be raised against the U.S. Government.

2. The opportunity has been taken to revise and consolidate the existing instructions relating to services, supplies and facilities to the U.S. forces on reciprocal aid, and A.F.Os. 4553/42, 513/43, 864/43, 986/43, 2303/43, 3146/43 and 4147/43 are cancelled.

3. The consolidated Fleet Order is divided into three parts, part A dealing with procurement of supplies, services and facilities, part B general procedure applicable to all reciprocal aid supplies, and part C detailed accounting procedure.

#### A.—SUPPLIES, SERVICES AND FACILITIES TO THE U.S. NAVY AND ARMED FORCES—PROCEDURE FOR PROCUREMENT ON RECIPROCAL AID TERMS.

1. The following procedure has been agreed with the U.S. naval authorities for dealing with U.S.Ns. demands on British naval stocks or output, or for the provision of services or facilities for or to their forces and establishments which are made without payment by the U.S. on reciprocal aid terms.

The broad intention is that, subject to the qualifications mentioned below, arrangements should be made to meet these demands as far as possible on the spot, without reference to the Admiralty. It should be verified in all cases that the liability would otherwise fall on the United States Government and not on some private individual or organization.

In the case of Vote 9 stores, immediate reports are to be made to the Director of Armament Supply, where issues appreciably reduce the standard reserves ordered to be maintained locally for H.M. ships.

2. United States ships and establishments will make their demands for stores and equipment on local Admiralty Supply Officers, who are to arrange for them to be met in the same way as demands by H.M. ships and establishments. The United States naval authorities are normally satisfied with Admiralty patterns. As regards supplies normally obtained from N.A.A.F.I., however, the United States naval authorities should be requested to send their demands direct to the nearest N.A.A.F.I. depot. N.A.A.F.I. accounts for such supplies will be dealt with at the Admiralty, and should not be settled locally.

3. The procedure for the provision of services is similar, i.e., the U.S.N. authorities should ask the local Flag or Naval Officer in Charge to make the arrangements (see in particular A.F.O. 545/43 as amended by A.F.O. 1881/43, dealing with U.S. store-ships and transports).

4. It may occasionally be necessary, in order to satisfy a United States demand, to make special purchases (e.g., of stores) or other arrangements with third parties (e.g., hire of tugs, accommodation, etc.). In such cases local arrangements should be made by the R.N. authorities to the same extent as if the demand had proceeded from one of H.M. ships or establishments, and settlement effected accordingly within the usual local financial limits. In the Dominions, West Indian leased bases and foreign countries local purchases should not be made on behalf of the United States, nor should the provision of services be arranged from outside sources as a charge to Navy Votes. The U.S. Navy should be referred to the appropriate Dominion or Foreign Authority concerned.

5. Where demands are clearly outside the approved range or scale for comparable British services, or are considered unusual or unreasonable, the United States Demanding Authority should be requested to refer them to the Supply Officer, Commander U.S. Naval Forces in Europe, 18, Grosvenor Square, London, W.1, who will forward requisitions for such of the demands as they consider to be justified to the Admiralty, where arrangements have been made to deal with them.

6. Where supplies, services or facilities are obtained directly by the U.S. naval authorities from outside sources the accounts should be settled by them. Arrangements may be made, however, for the recurring needs of the U.S. Navy (e.g., for fresh provisions) to be met direct from outside sources on reciprocal aid terms

without specific reference to the appropriate local authority or Admiralty department concerned, provided the arrangement has been properly authorized beforehand by such local authority or Admiralty department. (Vide A.F.O. 1726/44, Supply of Fresh Provisions.)

7. Demands from the U.S. Army on British naval stocks or output will normally be made through the U.S. Navy either locally or through the U.S.N., Headquarters in London. When a request for supplies, services or facilities as reciprocal aid is received direct from the U.S. Army, the request should be referred to the appropriate British Army or Air Force authority, and supply should only be made with their agreement. Reciprocal aid supplies made direct to the U.S. Army should be separately recorded.

**B.—GENERAL PROCEDURE APPLICABLE TO ALL RECIPROCAL AID SUPPLIES, SERVICES AND FACILITIES TO UNITED STATES WARSHIPS AND ARMED FORCES.**

1. No charge will be made for facilities afforded to United States Service personnel (other than Embassy Staff) at H.M. naval establishments or bases wherever situated for supplies issued, for works services, or for repairs or other services rendered to their warships.

2. As from 1st January, 1945, detailed prices are to be given to the U.S. Navy for all reciprocal aid supplies, services and facilities. Vouchers will therefore be priced locally before being handed to the U.S. Navy representative or centrally by the Admiralty department concerned, in accordance with the detailed instructions contained in Part C hereof. If vouchers which should be priced locally have been issued subsequent to 1st January, 1945, before the receipt of this Order, a priced copy voucher should be issued in exchange if possible for the unpriced original.

In the case of oil fuel, however, no prices should be given as all prices will be given centrally through the Ministry of Fuel and Power.

3. Receipted vouchers are to be obtained from an authorized representative of the U.S. Navy for all supplies, services and facilities given on reciprocal aid. A copy (two where practicable) of all such vouchers being handed (or sent when necessary) to the U.S. Navy representative concerned. All vouchers covering issues of supplies and services to the U.S. armed forces are to be marked "Reciprocal Aid to U.S.A." before being handed to the U.S. representative. Where vouchers are not priced locally, they should in all cases clearly indicate that a price will be inserted centrally by the Admiralty department concerned. Vouchers should also indicate clearly the class of supplies and services rendered, e.g., "Naval Stores", "Armament Stores", "Works Supplies", etc. Receipts for repairs to warships carried out should be obtained in the following form:—

"This will acknowledge for and on behalf of the Government of the U.S.A. completion to our entire satisfaction of work requisitioned on Requisition No. .... for refitting .....

(the name of the vessel)".

4. A central record is still being kept of all expenditure involved in connection with supplies and services rendered to the U.S. armed forces (including local payments to third parties in the United Kingdom and the Colonial Empire), and, for this purpose (except as directed in "C" below), reports are to be forwarded quarterly to the Head of the Admiralty Department concerned, stating the value assessed on the basis applicable to Dominion Navies of all such supplies and services. The receipts for repairs referred to in paragraph B.3 are to be forwarded with these reports.

5. Reports will not be required in connection with medical treatment, harbour facilities, cranes, transportation, etc., unless identifiable expenditure paid locally to civil hospitals, contractors, or transport undertakings, etc., is involved. No rail or road carriage for which Forms D.80 and R.H.T.2A are issued should be reported but care should be taken to endorse such forms "U.S.A. Reciprocal Aid". The sole occupation of requisitioned or rented premises for accommodation of personnel or stores should be reported to the Chief Surveyor of Lands. Supplies of water, gas and electric current from Admiralty sources should be reported as stores and included in the reports referred to in Section B.4.

6. Save in exceptional circumstances, no cash advances should be made to United States service personnel without reference to the Admiralty. Any cash advances made should be reported immediately to the Director of Navy Accounts.

7. Stores, equipment, etc., sent to America for the Government of the United States.—No charge is to be made for supplies of stores, equipment, etc., sent to America for the use of the United States Government or to contractors acting as agents for the United States Government. Charges, should, however, continue to be made in dollars for supplies to United States contractors not acting as agents for the United States Government.

8. Copies of vouchers or invoices for all stores (except for Vote 9 supplies) supplied should continue to be forwarded to the British Admiralty Delegation (Lend-Lease Account Section), 15, Broad Street, New York City. (See also A.F.O. 302/43 about notification of despatch of stores.)

9. General.—The foregoing procedure does not apply to stores clearly identifiable as of Lend-Lease origin returned to the U.S. authorities. Instructions regarding these stores are contained in A.F.O. 5481/44.

**C.—DETAILED ACCOUNTING PROCEDURE APPLICABLE TO SUPPLIES, SERVICES AND FACILITIES TO UNITED STATES WARSHIPS AND ARMED FORCES ON RECIPROCAL AID.**

1. Vote 2—Supplies and Services.—The supply notes for all Victualling stores supplied to the United States Navy from Victualling Yards, Depots, Supply Ships, Naval Establishments and H.M. ships should be priced in future. The vouchers should be rated and valued at the time of supply so as to show the inclusive price and cost of each item on the basis applicable to Dominion Navies, including the percentage charge laid down in A.F.O. 3211/44 in each instance.

Claims are not to be made against the U.S. Government for the value of supplies made, but valued reports should continue to be forwarded quarterly to the Director of Victualling (Branch 3).

2. Vote 3—Supplies and Services.—Supply and receipt vouchers for all medical and dental stores issued to or received from U.S. warships and armed forces by R.N. hospitals and medical depots are to be valued on the basis applicable to Dominion Navies before being forwarded to the U.S. officer receiving. Copies of these vouchers are to be forwarded to the Medical Director-General of the Navy monthly. Hospital ships, H.M. ships and Naval establishments making issues, and which have no information regarding prices, are to forward unpriced vouchers at the time of supply to the Medical Director-General of the Navy, who will arrange for valuation and transmission to the U.S. authorities.

3. Vote 6—Hydrographic Supplies and Services.—Supply and receipt vouchers for hydrographic supplies will not be priced locally but will be marked "Hydrographic Supplies. Reciprocal Aid to U.S.A." and will indicate that a price will be furnished by the Admiralty Department concerned.

Separate priced vouchers will be furnished later by the Hydrographer to the U.S. authority concerned.

4. Vote 8—Supplies and Services.—Prices of supplies or cost of services will not normally be communicated locally to U.S. naval authorities, but will be dealt with as directed hereunder.

Beginning with that for Lady Quarter, 1945, i.e. for accounting periods 11 to 13 commencing on the 7th January, a quarterly statement of total identifiable expenditure (which should be charged in the Cost Accounts to Section A of Account 88) brought to account during the quarter is to be forwarded to the Director of Expense Accounts by dockyards and depots with Expense Accounts staffs.

The statement is to show separately:—

- (a) Supplies to America.
- (b) (i) Supplies effected in United Kingdom.
- (ii) Work done in United Kingdom.
- (c) For each Naval Command overseas—
  - (i) Supplies effected.
  - (ii) Work done

and is to be supported by sub-vouchers as in normal claims procedure and by the certificates referred to in paragraph B. 3.

Where prices for supplies have not been fixed, provisional prices should be used.

The total expense on each ship, etc., is to be shown separately.

If repairs or other work, or the charges therefor are not complete in the quarter the figures given should be annotated in a footnote to the effect that "further charges will appear in the next statement".

Details should be furnished of cash charges, etc., for which copies of vouchers are not available.

All figures given in this statement and its sub-vouchers must be totals, i.e. oncost and other additions must, in no circumstances, be shown separately.

For depots, etc., without Expense Accounts staff, the necessary statements will be prepared in office.

Separate reports are also to be furnished to the Director of Expense Accounts, Bath, on the last day of each month, of issues of aviation fuel, etc. The details of these issues should not be included in the quarterly reports referred to above. These reports should give details, under each description of issues of: Aviation fuel; Octane 100, 90, 87 or 73 separately; Aero-engine lubricating oils D.T.D. 472A, B or C each separately; Intava Red Band I.A.A. 475; Aero Shell "100".

5. *Oil Fuel.*—(i) *Bunkers.*—Arrangements have been made for the Admiralty to meet accounts (subject to sub-paragraph (viii) below) of British and United States oil companies, in respect of oil bunkers (fuel oil, diesel oil or gas oil) supplied to U.S. Navy vessels in the United Kingdom, South Africa, India, the Colonies, Persia, Iraq, Palestine, Egypt, Eritrea and Italian Somaliland as from 1st January, 1943; in Libya, Tripolitania, Cyrenaica and Bahrein as from 1st November, 1943, at Curacao as from 7th February, 1944, and at Halifax, Nova Scotia and St. John's, Newfoundland, as from 6th March, 1944. If any doubt is felt as to whether an oil company can be regarded as British or United States the matter should be referred to the Admiralty for decision.

(ii) Similar arrangements also apply to issues of oil bunkers from British-controlled tankers to U.S. Navy vessels wherever they occur outside the Western Mediterranean area.

(iii) The U.S. Navy Department have given instructions that U.S. Commanding Officers should hand to the R.N. Officer-in-Charge at the bunkering port a requisition form and one copy of the receipted voucher showing quantities of oil received. All prices will be given centrally by the Ministry of Fuel and Power and vouchers should not be priced locally. The amounts supplied *abroad* should be reported to the Admiralty in a fortnightly signal giving the following particulars:—

Date of supply.  
Name of ship.  
Amount supplied in tons.  
Grade of oil.  
Port of supply.  
Firm supplying.  
Whether lighterage incurred.

(iv) It is most important that these signals should be forwarded regularly.

(v) *Cargoes.*—Arrangements have also been made for payment by the Admiralty of the cost of cargoes of oil fuel (defined as furnace and Navy diesel oil intended for use as ship's bunkers) lifted by tankers for U.S. Navy Department account on or after 1st July, 1943, at Trinidad, and from 7th February, 1944, at Bahrein, Abadan and Curacao. The price payable by the Admiralty will be the f.o.b. price at port of loading.

(vi) *Leased Bases.*—None of the above arrangements applies to local consumption of motor spirit, kerosene, etc., in the U.S. base in Trinidad and other leased bases, but do apply to issues of oil fuel to shore tankage at Trinidad.

(vii) *Australia.*—The Admiralty has accepted liability for the cost of oil fuel issued to U.S. Navy vessels from Royal Australian Navy and commercial installations in Australia west of 125° longitude east on and after 17th February, 1942, and from installations in the rest of Australia, Tasmania and New Zealand as from 1st October, 1944.

(viii) *General.*—It is intended to deal with bunkers issued either to U.S.N. or R.N., vessels from commercial installations by shipment in kind from Admiralty stocks or cargoes where a comparable grade is available, and no claims for cash settlement should be accepted. Separate instructions will be issued with regard to handling charges.

6. *Vote 8—Gas and Water.*—The total amounts paid during the quarter for gas and water supplied to the U.S. authorities are to be shown separately at the end of the Vote 10 account and are not to be included in the Vote 8 reports referred to in paragraph C.3.

7. *Vote 9—Supplies and Services.*—(i) *Shipments to U.S.A.*—Four copies of each voucher O.16 (unpriced) are to be forwarded by the issuing depot to Director of Armament Supply (Branch E) in monthly Schedule H, the name of the vessel in which shipment has been made being indicated.

Instructions regarding the remaining copies of vouchers are contained in paragraph 1 of Departmental letter A.S. A/C 134.

The cost of sea freight (if at Admiralty expense), rail carriage, handling charges, and other incidental expenses will be assessed in office.

(ii) *Other supplies and services rendered by Naval Armament Establishments to U.S. Warships or Armed Forces.*—Two copies of each voucher O.16 (unpriced) are to be forwarded by the issuing depot to Director of Armament Supply (Branch E) in monthly Schedule H, an estimate of the incidental expenses (carriage, etc.) being furnished. One copy of each voucher should bear the receipt of the appropriate U.S. representative.

A statement showing the inclusive cost of each repair, etc., service rendered is to accompany Schedule H, and should bear the counter-signature of the appropriate U.S. representative.

(iii) *Supplies and services rendered by Naval Bases, H.M. Ships, etc., to U.S. Warships or Armed Forces.*—Vouchers for supplies are to be dealt with as indicated in A.F.O. 3154/44.

A statement showing the inclusive cost of each repair, etc., service rendered is to be forwarded to Director of Armament Supply (Branch E) as soon as practicable after the work has been completed.

Each statement should bear the counter-signature of the appropriate U.S. representative.

8. *Vote 10—Works Buildings and Repairs.*—Issue and receipt vouchers for works stores supplied to or returned by the U.S. armed forces are to be valued. Ledger rates are to be enhanced to include the authorized percentage addition applicable to Supplies to Dominion forces. The percentage charges are not to be mentioned or shown separately on the vouchers.

A statement in duplicate is to be sent to the Civil Engineer-in-Chief at the close of each quarter, showing the location and description of each works service undertaken for the U.S. authorities and the amount expended during the quarter. Charges for labour, materials, plant, contract and other cash payments, are to be shown in separate columns. Details of contract and cash payments are to be furnished. Percentage additions on the basis applicable to Dominion forces are to be included in the figures and are not to be shown separately. The statement is to show for each service whether the charge is complete, or whether further charges will appear in the statement for the ensuing quarter. Expenditure on repairs and maintenance is to be shown in one line for the works district; details of work under this heading are not required. The total value of stores supplied is to be shown in one amount; copies of supporting vouchers for this item are to be sent with the statement.

(A.F.Os. 302/43, 545/43, 986/43, 1881/43, 1726/44, 3154/44, 3211/44 and 5481/44.)  
(A.F.Os. 4553/42, 513/43, 864/43, 2303/43, 3146/43 and 4147/43 are cancelled.)

## Section 4

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

6753.—Delapena Tool Bags—Supply to Squadrons  
(N.S. A.I.R. 15492/44.—21 Dec. 1944.)

Tool bags, Ref. 36HH/70345, are now available at R.N. store depots for supply to squadrons servicing Rolls Royce engines on the scale of one per squadron of six aircraft.

2. The item will be included in the Merlin and Griffon tool A.F.Os. as part of the squadron mobile equipment for aircraft installed with these engines, but, in the meantime, demands may be raised on store depots as required.

3. Supplies of these tool bags are being shipped to R.N. store depots abroad as necessary.

#### 6754.—Disinfectant—Economy in Use of

(N.S. 16418/43.—21 Dec. 1944.)

The attention of all concerned is directed to the fact that the disinfectant fluid supplied as an item of naval stores is a concentrate and should not be used undiluted.

2. The following dilutions in a 3-gallon bucket of water should normally be used:—

- |  |   |
|--|---|
| (i) Washing and scrubbing floors and decks, paintwork, woodwork and general disinfection purposes. | 1½ oz. (equivalent to 3 tablespoons = approximately 1 in 300. |
| (ii) Sinks, drains, closets, urinals, galleys, bilges.   | 5 oz. (¼ pint) = approximately 1 in 100.                      |
| (iii) Sick bay utensils  | 3 oz. (equivalent to 6 tablespoons = approximately 1 in 150.  |

The disinfectant fluid may be used with either sea-water or fresh water. Fresh water should be employed if the diluted fluid is to be used with soap or for scrubbing between decks or other places where sea-water would be objectionable.

3. In order to avoid waste of material, and also of shipping space to stations abroad, those responsible for the use of disinfectant should ensure that the above instructions are carried out.

4. Arrangements are being made for future deliveries from contractors to be clearly labelled to indicate the concentrated nature of this fluid.

#### 6755.—N.A.A.F.I. Containers—Preservation and Return Of

(V. 3/5850/44.—21 Dec. 1944.)

In the interests of economy of materials, it is essential that every effort should be made to return, when empty, both returnable and non-returnable N.A.A.F.I. containers to a naval canteen service depot in order that they may be used again.

##### *H.M. Ships and Naval Shore Establishments*

2. H.M. ships in home waters and Naval shore establishments at home should return all empty N.A.A.F.I. containers. H.M. ships and Naval establishments abroad should endeavour to return all N.A.A.F.I. containers to the nearest Naval canteen service depot whenever opportunity arises. This paragraph does not apply to Royal Marine units either at home or abroad (*see* paragraph 4).

3. In H.M. ships and Naval establishments on general messing, all returnable N.A.A.F.I. containers are to be taken on charge in the provision account and their value included in the total value of provisions received, the value of containers returned being written off charge on receipt of the relevant N.A.A.F.I. credit note, which should be forwarded with the provision account.

##### *Royal Marine Units*

4. N.A.A.F.I. containers will continue to be a liability on local unit funds. A detailed account for all N.A.A.F.I. containers received and returned should be kept by O.C.R.M. units and accounts for containers not returned will be settled at the end of each month. Under no circumstances will a charge for such containers be raised against public funds.

(A.F.O. 4545/44 is cancelled.)

#### 6756.—Self-Heating Soup and Cocoa—Issue of

*Major Landing Craft*

(V. 15/01721/44.—21 Dec. 1944.)

Major Landing Craft proceeding overseas are to be provided with self-heating soup and cocoa on the basis of two tins of each per man, the necessary quantities being demanded from the nearest victualling yard.

2. The allowance will be one tin of soup or cocoa per man/day, supplies thus being sufficient for four days.

3. Self-heating soups and cocoa are only to be expended in emergency, and are not to be issued if hot food can be provided from the galley.

(A.G.M. Home 548 AZ.)

#### 6757.—Victualling Store Accounts of Destroyers and Certain Smaller Ships— REPORTS

*See AFO 6705/45*  
*.. .. 4112/46* (V. 3/7486/44.—21 Dec. 1944.)

To reduce clerical work in parent ships and depots the arrangement is to cease under which provisions, soap and tobacco, and loan clothing on board destroyers and certain other vessels are on charge in the accounts of the parent ship or depot. The accounts for these vessels on Forms S.461 and S.462, Parts I and II, will continue to be rendered to the parent ship or depot which will be responsible for seeing that the accounts are properly rendered, for checking and correcting where necessary, and ensuring that all necessary supporting vouchers and references to cash vouchers are furnished. The accounts will then be forwarded to the Director of Victualling.

2. In the first instance the arrangements will apply to destroyers, corvettes and minesweepers in which the victualling store accounts are kept by Stores Ratings, but the extension of the system to other ships carrying Stores Ratings will be considered, and parent ships and depots should report particulars of any ships to which it is recommended the arrangements should be applied.

3. The changes in procedure involved are as follows:—

- Victualling stores supplied to ships concerned, either from Victualling Yards, H.M. Ships or Naval Bases, will not be taken on charge in the parent ship's accounts. Supply and receipt notes for such supplies should be sent to the ship and duplicate copies of the supply notes to the parent ship. The ship will return the receipt duly signed by the Commanding Officer (or a Commissioned Officer on his behalf) to the Victualling Yard, H.M. Ship or Base. The parent ship will file the duplicate copies of supply notes and verify, on receipt of the ship's accounts, that the stores have been correctly taken on charge. No alteration will be made in the present arrangements as regards receipts of fresh provisions from Admiralty contractors except that these need not be taken on charge in the parent ship's accounts where the quantities for individual ships are distinguished on the receipts given to the contractor.
- The accounts (Forms S.461 and S.462, Part I or II) will be forwarded by the Supply Officer of the parent ship to the Director of Victualling in batches as they become available, accompanied by a list of accounts forwarded and a statement of accounts outstanding, with an explanation, where necessary, of the cause of the delay and the action which has been taken. The statement should also show the names of any vessels transferred to another base, with the date of transfer and the name of the new parent ship. Each account should bear a certificate by the Supply Officer of the parent ship that it has been checked and corrected as necessary, and that vouchers are complete and that references to cash vouchers for payments for purchases of provisions and settlement of victualling allowance and receipts of cash for sales of clothing, soap and tobacco have been inserted.
- The Supply Officer of the parent ship or depot will be responsible for seeing that the accounts of all the tenders are duly rendered.
- A statement should be forwarded with the provision account of the parent ship showing the number of days' victualling claimed in each tender and the total for all tenders for comparison with the total victualling figures in the ledger.
- Forms S.73 (Cash Account Voucher for Payments of Victualling Allowance, etc.) should show particulars for each of the ships concerned separately.

4. The arrangements under which the parent ship inserts the top line for the new month in the original account of the tender will be continued, and Supply Officers of parent ships and bases are to forward with the least possible delay to the new parent ship or base concerned new top lines for tenders transferred. When, however, this arrangement is likely to cause appreciable delay in the rendering of the accounts of tenders transferred to a new parent ship or base the vessel's own



figures should be accepted for the top line. Any adjustments subsequently necessitated on the receipt of the "official" top line should be made in the current account with a notation showing the account in which the discrepancies were discovered.

Attention is specially drawn to the instructions in A.F.O. 3117/44—Accountant Responsibilities of Commanding Officers—paragraphs 18 and 19 *Transmission of Accounts* (which are to be taken as applying equally to cap ribbons, soap and tobacco, etc., as to provisions) and paragraphs 21 and 22 *Stocktaking of Victualling Stores*.

5. Mess gear accounts are to be kept by each ship as laid down in A.F.O. 2091/42.

6. Supply Officers of parent ships and depots newly adopting this system of accounting for their tenders should report to the Director of Victualling the date from which the arrangements are being commenced and the names of the tenders concerned.

(A.F.Os. 2091/42 and 3117/44.)

(A.F.O. 2179/42 is cancelled.)

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

### 6758.—Reserve Fleet—A.F.Os.—Scale of Supply

(E.F.O. 225/44.—21 Dec. 1944.)

H.M. Ships of the Reserve Fleet will be supplied with Admiralty Fleet Orders on the following scale:—

	A.F.O. and C.A.F.O. "A"		"S"	
	Index			
	As here- tofore	As here- tofore	As here- tofore	As here- tofore
(i) H.M. Ships in Category "A" ... ..				
(ii) H.M. Ships in Category "B":— Battleships, Cruisers, Carriers, Des- troyers, and below if supplied in com- mission ... ..	2	2	—	1
(iii) H.M. Ships in Category "C" ... ..	—	—	—	—
(iv) S.O.R.F. ... ..	6	4	2	1

### 6759.—Amendments to Books

(E.F.O.—21 Dec. 1944.)

The undermentioned amendments (A.F.Os. P.860–879/44) 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.860/44.—B.R. 377 (General)—A.S.E.—Amendment No. 19.

\*P.861/44.—B.R. 378 (B)—Barracuda—A.S.E.—Amendment No. 30.

P.862/44.—B.R. 1046—Landing Craft Technical Memoranda—Amendment No. 20.

\*P.863/44.—B.R. 377 (General)—A.S.E.—Amendment No. 20.

{ B.R. 93—Manual of Victualling—Volume I—Amendment

No. 16.

P.864/44.—{ B.R. 93A—Manual of Victualling—Volume II—Amendment

No. 10.

A.F.O. P.865/44.—B.R. 632C—Gunnery Training Manual—Volume III—Amendment No. 24.

P.866/44.—B.R. 641—Handbook and Drill for 0.50-in. Browning (Colt) Gun on Single Colt Mark VIII and Twin Colt Mark IX Mountings—Amendment No. 5.

P.867/44.—B.R. 826—Drill for the Fuze-Keeping Clock and Fire Control Box—1943—Amendment No. 6.

P.868/44.—B.R. 854—Torpedo Control (Destroyers)—Pocket Book—Amendment No. 1.

P.869/44.—B.R. 859—Regulations for Maintenance of 21-in. Mark VIII—VIII\*\* Torpedoes—Amendment No. 12.

P.870/44.—B.R. 861—Drill for the Fuze-Keeping Clock, Mark II\*, and Admiralty Fire Control Clock, Mark III\* 1943—Amendment No. 3.

P.871/44.—B.R. 893 (39)—Office Instructions for Admiralty Outport Establishments—Amendment No. 3.

P.872/44.—B.R. 976/44.—The Officer of Quarters' Pocket Book, 1944—Amendment No. 1.

P.873/44.—B.R. 980 (W) (formerly O.U. 6090 (W))—R.T. No. 206, for 8-in. Guns—Amendment.

P.874/44.—B.R. 1005—Regulations for Maintenance of 21-in. Mark IX\*—IX\*\* and IX\*\* N.A.B. Torpedoes—Amendment No. 6.

P.875/44.—B.R. 1036—Regulations for Maintenance of 18-in. Duplex Pistols—Marks I and II—Amendment No. 4.

P.876/44.—B.R. 1054—Drill for the Fuze-Keeping Clock, Marks II\* and II\*\* and Admiralty Fire Control Clocks, Marks I and I\*, 1944—Amendment No. 1.

P.877/44.—B.R. 1057—Handbook for the 40-mm. Bofors Gun, Naval Water-cooled Type of British American Manufacture—Amendment No. 2.

P.878/44.—O.U. 5225 (3)—Home Dockyard Regulations—Addendum No. 3 (1939)—Amendment No. 25.

P.879/44.—O.U. 5407 (3)—Regulations for the Electrical Equipment of R.N. Armament Depots. (Appendix to O.U. 5407 (A)—Regulations for Naval Armament Services)—Amendment No. 5.

*\*Exceptionally A.F.Os. P.860, 861, and 863, will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherds Bush, W., who holds the stock of the parent book.*

(A.F.O. 6625/44.)

### 6760.—Establishment of Naval Stores for Motor Fishing Vessels

(N.S. 32879/44.—21 Dec. 1944.)

An Establishment of Naval Stores for Motor Fishing Vessels embodying the four existing establishment lists for 90-ft., 75-ft., 61½-ft. and 45-ft. motor fishing vessels has been prepared and distributed to all services concerned.

2. Stocks of the establishment will be maintained at the Admiralty (Director of Stores).

3. Copies of the establishment lists previously issued for the four types of vessels are now obsolete, and should be disposed of on receipt of the revised establishment.

6761.—B.R. 980 (J)—Revised Page 8 to Range Table No. 342, for B.L., 6-in., Guns, Marks XXII and XXIII, dated October, 1944—Issue

(G. 5507/44.—21 Dec. 1944.)

Revised page 8 to Range Table 342 is now in the press.

2. Copies will be issued to all holders of the main table, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal London, N.W.10, when supplies become available.

3. The revised page 8 supersedes the existing page 8, all copies of which should be disposed of in accordance with B.R.1., B.R. and I.D. catalogue, when new page is received.

**6762.—B.R. 980 (K)—Revised and Additional Pages to Range Table No. 328, for Q.F., 4-in., Guns, Mark IV and XII, and B.L., 4-in., Guns, Mark VIII, dated October, 1944—Issue**

(G. 5584/44.—21 Dec. 1944.)

Revised pages 1 and 2, and additional page 6 to range table 328, are now in the press.

2. Copies will be issued to all holders of the main table without demand by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

3. The revised pages 1 and 2 supersede the existing pages 1 and 2, all copies of which should be disposed of in accordance with B.R.1, B.R. and 1D catalogue when the new pages are received.

**6763.—B.R. 980 (U)—Range Table No. 601, for B.L., 16-in., Guns, Mark I—B.R. 980 (Y)—Range Table No. 602, for B.L., 14-in., Guns, Mark VII, October, 1944—Issue**

(G. 5330/44.—21 Dec. 1944.)

The above-mentioned range tables are now in the press.

2. Copies will be issued to all concerned without demand, when supplies become available, by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, N.W.10.

**6764.—B.R.1212—"The Enemy, Japan"**

(D.P.S. 1288/44/S.C.—21 Dec. 1944.)

This book of reference will be distributed without demand at the end of December. It contains 12 specimen lectures on the background and course of the war against Japan, and is intended for use by Divisional Officers, Education Officers, discussion group leaders, etc.

2. Distribution is on the following scale :—

Commanders-in-Chief and Flag Officers afloat	...	...	1
Captains (D) and (S)	...	...	1
Flag Officers and Naval Officers-in-Charge (including one copy for P.A.L.O. or C.A.L.O.)	...	...	2
Large aircraft carriers	...	...	10
Capital ships	...	...	8
Light fleet carriers	...	...	7
Cruisers and destroyer and submarine depot ships	...	...	6
Escort carriers and aircraft repair and maintenance ships	...	...	5
Miscellaneous depot ships, repair ships and monitors	...	...	4
Large minelayers and accommodation ships	...	...	3
Destroyers, sloops and all White Ensign landing ships, except L.Ss.T(2)	...	...	2
Frigates, corvettes, aircraft transports, fleet minesweepers, netlayers, submarines, A/S vessels, controlled mining base ships, survey ships, L.Ss.T(2), major landing craft, ocean boarding vessels, boom carriers, small minelayers and trawlers	...	...	1
Shore Establishments—One to each establishment where more than 200 officers and men are borne, and one further copy for every additional 300 borne up to a maximum of ten copies.			

3. Ships and establishments which have not received their copies after a reasonable interval should demand from the Superintending Naval Store Officer, Park Royal, or their appropriate distributing authority, in accordance with the above scale.

4. There is no objection to establishments with complements under 200 demanding a copy of this B.R. if desired, though it will only be possible to supply a limited number of such demands.

(A.F.O. 5640/44, paragraph 3 (b)).

See AFO 170/40. See AFO 5591/46.  
" " 1664/40.

See AFO 7166/40.  
" " 767/40.

**6765.—Combined Operations and Royal Marine Landing Craft Personnel Serving in Minor Landing Craft and Personnel Serving in Special Parties for Operations Overseas—Revised Mail Arrangements**

(M. 010969/44.—21 Dec. 1944.)

In view of the experience gained in recent operations, the arrangements outlined in C.A.F.O. 2697/43 are cancelled and the following are substituted :—

2. *Address to be used.*—The personnel of minor landing craft flotillas are to use as their postal address for correspondence posted in the United Kingdom their flotilla number, c/o G.P.O., London (or G.P.O., Reading, Berkshire), i.e. :—

A.B. Charles Brown, P/JX.12345 (C.O.),  
501, L.C.A. Flotilla,  
c/o G.P.O.,

\*London. (G.P.O., Reading, Berkshire.)

Mne. Dick Turpin, Ch./X.108452,  
725, L.C.M. Flotilla,  
c/o G.P.O.,

\*London (or G.P.O., Reading, Berkshire.)

The Squadron Officer will select the number of one flotilla from those under his command as the mail address for the Squadron Staff. Personnel of Naval parties will use the address Naval party number care of G.P.O., London (G.P.O., Reading, Berkshire).

\* G.P.O., London, is to be used unless definite instructions are given for G.P.O., Reading, Berkshire, to be used.

3. *Diversions of Mail.*—The sailing authority assisted as necessary by the Naval Assault Force Commander, Flotilla Officers, etc., will be responsible for keeping the Admiralty and the mail offices informed of the base to which mail is to be consigned from the United Kingdom and for keeping the mail offices informed concerning onward despatch (see A.F.O. 5361/44). Similar arrangements are to be followed in the case of special parties using the Naval party number form of address.

It is essential that an officer on the staff of the C.-in-C. and on the staff of each Naval Assault Force Commander, should be detailed to act as Liaison Officer between the Operational Staff and the mail office for the purpose of keeping the mail office fully informed of the movement of flotillas and Naval parties and of opportunities for the despatch of mail.

These officers should also keep the mail office supplied with necessary information in regard to the mail for commissioned ships.

4. *Mail Offices.*—(a) A Mail office and staff are to be provided as near to the personnel as practicable. When an amphibious operation is being mounted, a fleet mail office with staff and equipment must be included to operate ashore or from a depot ship. (In this Order such offices are designated "Force Mail Offices"). This will serve all Naval Assault Forces taking part in the operation.

(b) There will also be a fleet mail office at the main personnel records base (designated in this Order as the "Base F.M.O.").

(c) Both offices are to maintain a card index of the C.O., etc., personnel concerned based on the nominal records mentioned in the following paragraph.

5. *Nominal Records.*—When a Naval Assault Force is detailed for an operation, a complete nominal record of its personnel indicated in the heading of this Order is to be prepared. One copy is to be handed to the Fleet Mail Officer attached to the force (see paragraph 4 (a) above) and a duplicate handed to the Base Fleet Mail Officer (see paragraph 4 (b) above). Arrangements are to be made for the nominal list supplied to the Mail Officer attached to the force to be kept up to date—i.e., the Naval Assault Force Commanders should pass to the Force Mail Officer all information they receive concerning movements of personnel, and that officer is to be responsible for passing amendments back to the Base Fleet Mail Office. Information concerning casualties and their movements must also be passed to the fleet mail offices.

6. *Change of Address.*—A supply of change-of-address cards (notification to mail office) will be available at all mail offices. Flotilla Officers and Naval parties should obtain supplies from those sources. The purpose of these cards is to enable the individual to assist in keeping the mail office records up to date. A supply of change-of-address cards (notification to relatives) will be similarly available. Per-

sonnel changing their address should be able to obtain up to six of these latter cards and when completed these should be despatched to the United Kingdom by the fastest available means.

The existence and use of these change-of-address cards should be brought prominently to the notice of the personnel, who should also be informed that use of the rationed C.S.N. telegrams is permissible to convey changes of address (A.F.O. 2583/44).

7. *Delivery of Correspondence.*—Correspondence will in the first instance be tried for delivery as addressed except as in paragraph 8 below. If the addressee has left the flotilla or Naval party, the person responsible for the flotillas or party mail will arrange for it to be re-addressed to the next known address. If this is not known the flotilla or party number is to be struck through and the envelope endorsed with the letter "T". If the addressee is a casualty, the flotilla or party number is to be struck through and the envelope endorsed with the letter "C". In both cases the correspondence is to be returned to the mail office attached to the force. The force mail office is to re-direct the correspondence in accordance with the latest information available. If a later address has not been recorded in the force mail office records, the appropriate Naval Assault Force Commander's records should be consulted. If the addressee is known to have been killed, the force mail office should send the correspondence under cover of a note to the Base Fleet Mail Office where it is to be dealt with in accordance with A.F.O. 5822/44. Correspondence undeliverable by reason of the addressee having left the force, or not having joined the force, is to be returned to the Base Fleet Mail Office with a suitable note giving any information available.

8. *Flotillas and Naval Parties Disbanded or Split Up.*—Where flotillas and Naval parties are for any reason disbanded or broken up, nominal lists are to be immediately supplied by the units administrative authority to the force mail office and to the Base Fleet Mail Office, giving the new locations. Mail coming forward for such flotillas or Naval parties is to be stopped at the Base Fleet Mail Office or the force mail office and re-addressed according to the card index before being sent forward for delivery (see paragraph 7 above).

9. *Provision of Transport.*—(a) The Naval authority at the main base is responsible for seeing that space is available in aircraft, or failing that in fast surface craft for the onward conveyance of mail and for keeping the appropriate mail office informed of opportunities for the despatch of mail.

(b) Naval Assault Force Commanders are responsible for seeing that craft or motor transport are available for the collection and delivery of mail from and to the arrival and embarkation point and for the delivery and collection of mail to and from H.M. ships, flotillas and Naval parties in the force.

(A.F.Os. 2583/44 and 5822/44.)

(C.A.F.O. 2697/43 is cancelled.)

**\*6766.—Registrar R.F.R. Portsmouth—Address**

(N./E.F.O. 302/44.—21 Dec. 1944.)

The new address of the Registrar R.F.R., Portsmouth Division, is :—

Commercial Chambers (3rd Floor),  
Commercial Road,  
Portsmouth.

Telephone : G.P.O. Lines 74114-5, 2351-3 } Ext. 123.  
Dockyard 2125 }

Correspondence and enquiries should be addressed accordingly.

**6767.—A.M.S.Is. and A.M.D.Is**

(E.F.O.—21 Dec. 1944.)

Admiralty Merchant Shipping Instructions (A.M.S.Is.) 63-69, and Admiralty Merchant-Ship Defence Instructions (A.M.D.Is.) 150-158, are being distributed concurrently with this issue of A.F.Os.

(A.F.O. 6631/44.)

**6768.—Air Publications Distributed During the Week Ending 2nd December, 1944**

(N.S. Air 10848/44.—21 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. (N) 1 (Revised Edition, October, 1944).	Establishment of Publications for Naval Air Services.	Restricted (Advance copies).
A.P. 1086, Pt. 2E (dated 20th June, 1944).	Machine Tools, Spares and Accessories	Initial Distribution.
A.P. 1086, Pt. 5F (dated 14th August, 1944).	Aircraft Bombs and Equipment ...	Initial Distribution.
A.P. 1355G, Vol. I ...	Processing, Printing and Duplicating Machines.	Initial Distribution.
A.P. 1980 (2nd Edition)	How to Avoid Flying Accidents due to Weather.	Initial Distribution.
A.P. 3033 (Revised Edition, August, 1944).	Priced Vocabulary of R.A.F. Airfield Construction Service Special Technical Equipment.	Initial Distribution.
A.N. 03-20BG-1 (dated 20th January, 1944).	Handbook of Instructions with Parts Catalogue for Hollow Shaft Three Blade Propeller Model C 6315SH.	Initial Distribution.
A.N. 03-25B-8 (dated 30th December, 1943).	Handbook of Instructions with Parts Catalogue for Reversible Hydraulic Brakes. (Hayes).	Initial Distribution.
T.O. 03-5D-6 (dated 15th June, 1944).	Booster Magnetos, Types DS and DS-1 (Scintilla).	Initial Distribution.
T.O. 03-5DC-1 (dated 25th August, 1942).	Handbook of Instructions and Parts Catalogue for Bosch Magnetos.	Initial Distribution.
T.O. 03-10EC-1 (dated 25th March, 1944).	Handbook of Instructions with Parts Catalogue for Engine-Driven Fuel Pumps (Thompson).	Initial Distribution.
T.O. 05-40-9 (dated 1st June, 1942).	Handbook of Instructions with Assembly Parts Lists for Thermometers, Types C3, C5, C6 and C13 (Free Air).	Initial Distribution.
T.O. 05-70D-1 (dated 20th February, 1943).	Handbook of Instructions with Parts Catalogue for Type D9 Manifold Pressure Gauge. (Pioneer).	Initial Distribution.
T.O. 11-65-12 (dated 25th January, 1944).	Handbook of Description for Armament Training Devices.	Initial Distribution.

**6769.—Air Publications Distributed during the Week ending 2nd December, 1944**

(N.S. Air 10848/44.—21 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*

<i>A.P. No.</i>	<i>Description</i>	<i>Distribution</i>
A.P. 1721A, Vol. II, Pt. 2 (Issue No. 3 with A.Is. 1-12, Incorporated).	Beaufighter I Aircraft ...	Initial General.
A.P. 2018A, B, C, Vol. II, Pt. 2 (Naval) (Issue No. 3).	Barracuda I, II and III Aircraft ...	Initial General.
A.P. 2209A, Pilot's Notes	Sea Otter I Aircraft ...	Initial General.

(i) *Airframe and Aero-Engine Publications—contd.*

<i>A.P. No.</i>	<i>Description</i>	<i>Distribution</i>
B.R. 383	Establishment of Spares and Tools for Aero-Engines, Power Plants, Aero-Engine Accessories and Propellers.	Initial General.
AN. 01-1A-1 (dated 1st July, 1944).	General Manual for Structural Repair	Restricted (Advance copies).
AN. 01-25AB-4 (dated 1st May, 1944).	Parts Catalogue—Helldiver I and II Aircraft.	Initial General.
*AN. 01-190EA-4 (dated 1st July, 1944).	Illustrated Parts Catalogue for Avenger I and II Aircraft.	Restricted (Advance copies).
*AN. 02-10AB-4A (dated 5th September, 1944).	Parts Catalogue for Pratt and Whitney R.985-AN-1, -2, -3, -4, -6, -8, -10, -12, -12B and 14B Engines.	Restricted (Advance copies).
*AN. 02-10DC-4B (dated 15th April, 1944).	Parts Catalogue for Pratt and Whitney R.1340-AN-1 Engine.	Initial General.
*AN. 02-35GC-2 (dated 10th December, 1943).	Service Instructions for Pratt and Whitney R.1820-40, -40B, -54, -60, -65, -71, -73, -87, -97 Engines.	Initial General.
*AN. 02-35GC-3 (dated 25th November, 1943).	Overhaul Instructions for Pratt and Whitney R.1820-40, -60, -65, -71, -73, -87 and -97 Engines.	Initial General.
*AN. 02-35HB-3 (dated 1st January, 1944).	Overhaul Manual for Wright Cyclone R.2600-8 Engine.	Initial General.
*T.O. 02-1-79 (dated 15th August, 1944).	General Lead and Indium Plating on Bronze, Lead-Copper, and Silver Bearing in Aircraft Engines.	Restricted (Advance copies).
*T.O. 02-10-36 (dated 15th August, 1944).	Pratt and Whitney Flash Copper Plating of Knuckle Pins.	Restricted (Advance copies).

(ii) *Other Technical Publications*

*AN. 03-5AH-2 (dated 1st February, 1944).	Handbook of Instructions with Parts Catalogue for Main Engine-Driven Generators (Antolite).	Restricted (Advance copies).
*AN. 03-30-37 (dated 2nd April, 1944).	Handbook of Instructions with Parts Catalogue for Simmons-Olaer Accumulators H101, H105 and H103.	Restricted (Advance copies).
**T.O. 00-25-29 (dated December, 1943).	Maintenance Interchangeability Cross Reference Charts.	Restricted (Advance copies).
*Nav-Aer 03-5C-505 (undated).	Transvision Booklet of Jack & Heintz, J. H., 5E and 5F Starters.	Restricted (Advance copies).
*Nav-Aer-03-5DA-583 (dated 11th November, 1943, revised 1st February, 1944).	Interchangeable Service Parts List for Bendix-Scintilla Magnetos and Distributors.	Restricted (Advance copies).
*Nav-Aer-03-5-538 (May, 1944, 4th Edtn.).	Type AN Supplement to AN Bulletins	Restricted (Advance copies).
*Nav-Aer-03-20E-501 (dated 1st January, 1937).	Controllable and Constant Speed Service Manual for 110-C Hamilton Standard Propellers.	Restricted (Advance copies).
*Nav-Aer 05-10-510 (undated).	Instructions for Installation, Operation and Maintenance of Pioneer Air Speed Indicator, Mark IA.	Restricted (Advance copies).
*Nav-Aer 05-10-544 (dated 2nd February, 1944).	Service Manual and Parts List for Air Speed Indicators, U.S. Gauge Co.	Restricted (Advance copies).
*Nav-Aer 05-20R-31 (dated February, 1940).	Instructions for the Operation and Installation of the Sperry Gyro-Horizon and Directional Gyro.	Restricted (Advance copies).

(iii) *Miscellaneous*

Flight Deck, Vol. I, No. 4—November, 1944.	Initial General.
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6770.—*Handbook Amendments*

(A.S.E.—21 Dec. 1944.)

The following books of instruction are modified by amendments.

2. Authorities and ships in the United Kingdom should demand copies from S.N.S.O., Haslemere; ships abroad should demand copies from their respective storing yards.

*Books of Instruction*

S.S. 121 for 89M.	Amendment No. 1.
S.S. 165 for 86M.	Amendment No. 1.
S.S. 166 for Receiver P.38 or P.48 and Power Unit.	Amendment No. 1.
S.S. 167 for 87M.	Amendment No. 1.
S.S. 181 for Conversion Kit to Outfit JE.	Amendment No. 1.
S.S. 177 for W/T Type 607 and 608.	Amendment No. 1.
S.S. 186 for 72DP.	Amendment No. 1.

6771.—*O.U. and B.R. Publications—Distribution during November, 1944*

(N.S. 139/44.—21 Dec. 1944.)

B.R. 125.	Lloyds Register of Shipping—Supplements No. 4 and 5.
B.R. 257 (1).	Handbook for 4-in., Q.F., Mark XXI Gun on the H.A. Twin, Mark XIX and Single, Mark XX Mountings—Addendum No. 1.
B.R. 276/44.	Instructions for Flying Admiralty Kites and Balloons.
B.R. 317 (27).	Mining Drill Book—Preparation of Soluble Plug Devices.
B.R. 318.	Regulations for the Conveyance of Naval Explosives by the Railway Companies—Sheets 1 and 2.
B.R. 632D.	Gunnery Training Manual, Volume IV—Air Gunnery Syllabuses.
B.R. 648.	Drill for 2-pdr., Mark VIII Guns on Marks VIA and VA Mountings.
B.R. 980 (J).	Additional page 1 to Range Table 342.
B.R. 980 (J).	Additional pages 2A and 3A to Range Tables 408 and 408A.
B.R. 980 (X).	Revised page 2, additional page 2A to Range Tables 402B and 402C.
B.R. 1025.	Small Ships Accountant Manual.
B.R. 1031.	Book of Blast Curves.
B.R. 1057.	Handbook for 40-mm. Bofors Gun, Naval Water-cooled Type of British and American Manufacture.
B.R. 1082.	Drill for 40-mm., U.S., Mark I Guns on U.S. Quadruple, Mark II Mountings.
B.R. 1093 (Restricted).	Guide Book of Maintenance Routine for Coastal Force Craft (except Diesel-engined Craft).
O.U. 5292.	Block Sketch Cards British War Vessels—New and Revised Cards 6A, 11A, 18B, 18C, 18H, 18I, 19C, 20B, 22, 23A and 23B.
O.U. 6353/41.	British Merchant Vessels Lost from Outbreak of War—September/October Amendments and Supplements.
O.U. 6353A/41.	Foreign Merchant Vessels Sunk and Damaged by the Enemy from Outbreak of War—September/October Amendments and Supplements.
A.F.O. "P" 714 to 717 inclusive.	See A.F.O. 5584/44.
A.F.O. "P" 731 to 737 inclusive.	See A.F.O. 5700/44.
A.F.O. "P" 745 to 762 inclusive.	See A.F.O. 5700/44.
A.F.O. "P" 765 to 768 inclusive.	See A.F.O. 5808/44.
A.F.O. "P" 770 to 777 inclusive.	See A.F.O. 5808/44.
A.F.O. "P" 780.	See A.F.O. 5941/44.
A.F.O. "P" 784 to 791 inclusive.	See A.F.O. 5941/44.
A.F.O. "P" 803.	See A.F.O. 6213/44.
A.F.O. S.C.43/44.	Correction No. 29 to B.R. 619—see C.A.F.O. "S" 427/44.
A.P. 1480B.	Silhouettes of Aircraft—Amendment List No. 45.
A.P. 1480F.	Silhouettes of Aircraft—Amendment List No. 22.
Aircraft Recognition Journal—Volume 3, No. 3.	
Aircraft Wall Charts, Pacific Series—Set of 9.	
Tablet Diaries (Establishments).	
S.N.L.A. 35.	
D.N.C. 11B and Amendment No. 1.	
D.N.C. 3A.	Corrections effective 15th November, 1944.
Non-Registered Publications Memoranda 160-168, 169-171.	
Royal Naval Medical Bulletin No. 13.	

*American Technical Handbooks (Special Distribution)*

Engine Lathe.

(A.F.O. 6226/44.)

## 6772.—Air Gunnery Exercises—REPORTS

(A.W.D. 1774/44.—21 Dec. 1944.)

In order to standardize the reports rendered for Air Gunnery Exercises the following forms have been revised or introduced :—

S.419	...	...	Squadron or Individual Record—Revised.
S.419 (S)	...	...	Summary of Air Gunnery Training—New form.
S.1206	...	...	Squadron Daily Air Firing Record—New form.
S.1207	...	...	Gun Daily Performance Record—New form.
S.422B	...	...	Aircraft Analysis Record—Revised.
S.1208	...	...	Quadrant Record—New form.

2. Every squadron is to keep a Form S.419 for each aircrew member, on which every air gunnery exercise carried out, together with the results obtained, is to be entered.

3. On 1st January, April, July and October, and when a member of an aircrew is drafted away from his unit, a summary of all exercises carried out during the previous period is to be made out on Form S.419 (S). On completion of this summary the Form S.419 may be destroyed.

4. Form S.419 (S) is to accompany the officer or rating wherever he goes ; they may be destroyed after a period of one year.

5. On completion of the individual summaries at the end of each quarter, squadrons are to render a Squadron Summary on Form S.419 (S) to their Administrative Authority, who is to forward one copy to the Admiralty. Where squadrons are disembarked from ships these summaries are to be rendered through the ship to the Administrative Authority afloat, one copy being sent for information through the air station to the Administrative Authority of the station.

6. On completion of a definite armament training period squadrons are to render an additional report, which is to be forwarded through the Commanding Officer of the station at which the training took place or was completed.

7. The report referred to in paragraph 6 is to consist of :—

*Part I*

- (a) A summary of each individual pilot's results on Form S.419. The first 25 per cent. of each type of exercise carried out may be omitted in making out this summary if so desired ; if this is done, a note of the total number of exercises carried out is to be shown in the remarks column.
- (b) A squadron summary on Form S.419 (S) which is to be a summary of the results shown on Form S.419.

*Part II*

*Bombing.*—Remarks on the aircraft bombing equipment, with an appendix showing all failures of the equipment classified and divided into failures due to mechanical defects and failures due to bad maintenance.

*Gunnery.*—Remarks on guns, sights, mountings and firing mechanism on the aircraft, with an appendix showing all failures of these classified and divided into failures due to mechanical defects and failures due to bad maintenance. Reports on fixed, free and power operated mountings should be separate.

*R.P.*—Remarks on the R.P. equipment on the aircraft with an appendix showing all failures of this equipment classified and divided into failures due to mechanical defects and failures due to bad maintenance.

*Note.*—When a Form S.1148 has been forwarded to cover any particular failure, the fact is to be stated, giving the date of the report.

8. The Commanding Officer of the station is to add his own remarks on the efficiency of the squadron both as regards carrying out the practices and maintenance of the armament equipment, and is to forward copies of the report as follows :—

Administrative Authority of the station	...	1 copy.
Ship to which squadron belongs	...	1 copy.
Administrative Authority of the ship	...	3 copies.
Secretary of the Admiralty (for D.N.O.)	...	1 copy of Part II only.

The Administrative Authority of the ship is to add his remarks and is to forward two copies to the Admiralty through the Commander-in-Chief.

9. A " definite armament training period " (paragraph 6) is to be regarded as :—

- (a) The armament section of the squadron working-up programme.
- (b) Any period so designated by the Administrative Authority.

10. *Form S.1206.*—This form is to be filled in by the firer and the plotting office immediately after the practice. The plotting office is to fill in the S.419 (S) from this form on completion of the day's firing, after which it is to be filed and retained for three months before destruction. The reverse side of the form is intended only for the use of small units who are carrying out their practices in places where the normal plotting office facilities do not exist. In this case it may be used instead of Form S.1207.

*This form replaces R.A.F. Form 1761*

11. *Form S.1207.*—This form is to be filled in by the firer as far as column 7, immediately after the practice, in the plotting office. After the day's firing it is to be sent to the station armoury for action on columns 8 and 9, it is then to be filed for three months and subsequently destroyed.

*This form replaces R.A.F. Form 1762*

12. *Form S.422 (B).*—When bombing practices are carried out by multi-seater aircraft, this form is to be kept by the observer or air gunner and is to be handed in to the plotting Office on completion of the practice. It is to be attached to the corresponding Form S.421 (D. and A/S) and disposed of similarly.

13. *Form S.1208.*—This form is to be kept in both the quadrants and in the plotting office, at the end of the day's practices the quadrant forms are to be sent in for comparison with the plotting office copy and one copy is to be attached to the appropriate S.421 (D and A/S) and disposed of similarly.

*This form replaces R.A.F. Form 511*

14. Other forms in use for air gunnery practices are :—

S.421 (D. and A/S)	...	Analysis of Dive and Anti-Submarine Bombing.
S.421 (R.P.1)	...	Record of Aircraft R.P. Practices.
S.421 (R.P.2)	...	Analysis of R.P. Practices.
S.421 (R.P.3)	...	Plot of Fall of Shot in R.P. Attacks.
S.298	...	Fixed Camera Gun Attack Assessment Form.

15. *Form S.421 (D. and A/S).*—This form is to be filled in from the bomb plotting chart. It is to be held for three months in the station at which the practices took place, and can then be destroyed. Copies of this form may be called for by the Administrative Authorities, but are not normally required by the Admiralty.

16. *Form S.421 (R.P.1).*—Is to be kept on the R.P. range and in the plotting office ; at the end of the day's firing the form on the range is to be brought in and compared with the form in the plotting office. One copy is then to be pinned to the appropriate S.421 (R.P.2) and disposed of similarly.

17. *Form S.421 (R.P.2).*—Is to be filled in from the S.421 (R.P.3) ; it is to be held for three months on the station at which the practices took place and can then be destroyed. Copies of this form may be called for by Administrative Authorities, but are not normally required by the Admiralty.

18. *Form S.421 (R.P.3).*—Is the form used to plot R.P. results in the plotting office. It is recommended that it should be covered with a sheet of celluloid and plotting done with a grease pencil. After the result has been plotted on Form S.421 (R.P.2), the S.421 (R.P.3) can be destroyed.

19. *Form S.298.*—Is to be filled in for every camera gun film assessed ; it is to be held for three months in the ship or station at which the exercises took place. Copies may be called for by Administrative Authorities but are not normally required by the Admiralty.

20. Forms S.419, S.419 (S), S.1206, S.1207, S.422B and S.1208 will be issued without demand on the following basis :

Authority	S.419	S.419 (S)
Fleet and Light Fleet Carriers ... ..	150	150
Escort and assault carriers ... ..	100	100
1st line squadrons ... ..	150	150
School of Air Warfare ... ..	600	600
R.N. T.A.G. School, Yarmouth, Canada ... ..	600	600
N.A.S., Piarco ... ..	1,000	1,000
N.A.S., Henstridge ... ..	800	800
N.A.S., Yeovilton ... ..	1,200	1,200
N.A.S., Crail ... ..	800	800
N.A.S., Ronaldsway ... ..	800	800
N.A.S., Crimond ... ..	1,200	1,200
N.A.S., Easthaven ... ..	500	500
N.A.S., Inskip ... ..	800	800
N.A.S., Machrihanish ... ..	1,000	1,000
N.A.S., Eastleigh ... ..	Nil	Nil
Naval air stations (other than those shown above) ... ..	500	500
M.O.N.A.Bs. ... ..	500	300
Night Fighter N.O.T.U. ... ..	100	100
No. 10 N.O.T.U., 748 Squadron ... ..	300	300
No. 719 Squadron ... ..	1,500	1,500
S.A.T., c/o B.A.D., Washington ... ..	1,500	1,500

Authority	S.422B	S.1206	S.1207	S.1208
Fleet and Light Fleet carriers ... ..	300	600	600	1,000
Escort carriers ... ..	150	400	400	500
1st Line squadrons ... ..	100*	200	200	—
Air stations ... ..	3,000 (per bombing range)	400 6,000†	400 6,000†	10,000 (per bombing and R.P. range)

\* T.B.R. squadrons only.

† Air stations with air to air firing areas.

21. Further supplies should be demanded from :—

The Superintending Naval Store Officer,  
R.N. Store Depot,  
Elveden Road,  
Park Royal, N.W.10.

### 6773.—Salvage Services—Revision of Chapter XXV of the King's Regulations and Admiralty Instructions—Incidental Provisions

(S. 1057/43.—21 Dec. 1944.)

Attention is drawn to A.F.O. 6685/44 in Section 2 of this issue.

### 6774.—Typewriters—Establishment

*Fleet Carriers*

(Sta. 19636/44.—21 Dec. 1944.)

The number of typewriters allowed to large Fleet Carriers has been further reviewed, and approval has been given to increase the establishment to seventeen machines.

2. B.R.1 should be amended accordingly, and demands to complete to the revised establishment forwarded to the Superintending Naval Store Officer, R.N. Store Depot, Park Royal, N.W.10.

(C.-in-C., H.F. No. 1936/H.F.869/61, 6 Nov. 1944.)

## Section 6.—SHORE ESTABLISHMENTS

### 6775.—Bombing Charts for Bombing Ranges

*R.N. Air Stations*

(A.C.R.D./A.M. 5966/42.—21 Dec. 1944.)

The following procedure is to be adopted for the production of charts for bombing ranges at Naval Air Stations :—

(a) *At Home Stations.*—The Commanding Officer of the station is to forward to the Admiralty the following particulars :—

(1) Length accurate to the nearest yard and azimuth of the line joining the centres of the quadrants in the quadrant huts. (This information can be obtained from the representative of C.E.-in-C.)

(2) Bearing of the target from each of the quadrant huts.

*Notes.*—(i) The mean of bearings of the target observed when in its extreme positions at flood and ebb streams should be given if the target lies at one or more anchors.

(ii) If the scope of moorings permits changes of position greater than 20 yards, or if a moving target is used, the limits of bearings which it is required to plot on the diagram from each hut, should be given.

(3) The name, and where used, the number of the range and the latitude and longitude (to the nearest minute) of the Main Quadrant Hut.

(4) Brief details of the target, i.e. fixed, moored, or moving.

(b) *Stations Overseas.*—The details required in (a) above, are to be collected and investigation made into the possibility of charts being prepared locally. If this is not possible, the details are to be forwarded to the Admiralty for preparation of charts in England.

In the case of all charts prepared overseas, three copies are to be forwarded to the Admiralty.

When prepared by the Admiralty, an initial supply of 250 diagrams will be forwarded to the station concerned. Replenishments should be requested from the Chief Superintendent, Hydrographic Supplies, Creechbarrow House, Taunton, Somerset.

(A.F.O. 549/43 is cancelled.)

### 6776.—Subsistence and Lodging Allowances—Civilian Non-Industrial Staff

(C.E. 21118/44.—21 Dec. 1944.)

It has been decided that the "home saving" rules laid down in paragraphs 13 and 102 of A.F.O. 4846/44 may be relaxed where, and to the extent that, an officer is worse off by reason of an increase in salary with a consequent change in the "home saving" deduction. For example, a married officer in receipt of 80s. a week whose "home saving" is 7s. a week, receives an increment of 4s. a week (taxable). This increment, less income-tax at the lower rate of 6s. 6d. in the £, amounts to 2s. 10d. a week. Normally, his deduction for "home saving" would be increased from 7s. to 10s. 6d. a week (tax free), but under the concession now approved, the deduction would be restricted to 9s. 10d. a week to secure that he is not worse off. In other words the increase in the "home saving" deductions will not exceed the net increase in salary.

2. This concession may be made retrospective to the date of an officer's last increment, or 1st November, 1944, whichever is the earlier.

3. Officers who can show that they are worse off as the result of an increase in their salary should apply for relaxation of the normal rule to the Director of Navy Accounts through the usual channels.

(A.F.Os. 4846/44 and 6238/44.)

**6777.—Anti-Gas Stores—Detector Powder—Introduction, Details and Supply**

(T. 06014/44.—21 Dec. 1944.)

A powder for detecting liquid blister gas has been produced and will be known as "detector powder." It will fulfil the same function generally as ground detectors and detector papers improvised with detector paint and will be issued in addition to these stores to the larger naval establishments ashore.

2. The powder is of a light buff colour. When in contact with liquid blister gas, there will be a rapid change of colour to a reddish hue, but there may be tinges of other colours dependent upon the particular blister gas encountered; e.g. with lewisite there will be a blueish tinge, whilst with mustard gas the colour will be a brilliant red. It is not intended, however, that the powder shall be used differentially.

Detector powder is not sensitive to oil, petrol or paraffin; colour reaction will occur, however, with A/G ointment, carbon tetrachloride and liquid paints and dopes.

3. Detector powder will be supplied in cylindrical tins, each tin containing about 1½ lbs. Sprinkling holes are provided at each end of the tin, those at one end being of a larger size. The ends are sealed by press-on covers, which must be kept in place except when actually sprinkling.

For bulk supply 21 tins will be stowed in a steel container.

4. The detector can either be used to test small surfaces suspected of contamination or it may be used over extended areas to delineate clean or contaminated routes and areas. As the powder will retain its colour change, a semi-permanent record will remain; this will be useful on vehicles, stores, etc.

In corners difficult to reach with a prod, the use of the powder will be preferable to using detector paper. Unless a bright light can be thrown on the exposed powder, detector paper will be more convenient for night use; it will also be more suitable in a high wind on exposed positions.

Only a thin layer of powder is required; the large sprinkler end is intended for use when laying a trail of the powder.

5. Detector powder will be issued to shore establishments, at home and abroad, whose effective area is one acre or more, upon a scale of six tins for one acre with an additional tin per additional acre or part of an acre up to a maximum of 21 tins. Each anti-gas school will be issued with 21 tins.

Demands are to be forwarded to storing yards in accordance with the above scale of issue.

6. The detector powder has been added to the Authorized List of Naval Stores under subhead E, item 6, and allotted Pattern 3562.

7. Provision has been arranged through the Controller of Chemical Defence Development, Ministry of Supply, and direct delivery from contractors—Messrs. Tokalon, Ltd.—has been made as follows:—

Denom.	Chat-ham	Sheerness	Ports-mouth	Devon-port	Rosyth	Preston	Severn Area	West Riding	Carfin	Total
Tins, 1½ lbs.	987	189	987	987	987	1,491	1,491	399	399	7,917

8. (Superintending) Naval Store Officers at yards, etc., abroad, should forward supplementary demands for requirements to Admiralty (D. of S.).

**6778.—Civil Service Voluntary Savings Scheme—Forthcoming Cycles**

(D.N.A. 31650/44.—21 Dec. 1944.)

The following dates are notified for information:—

*National Savings Certificates**Odd Numbered Cycles (Monthly Contributions)*

	First Deduction	Last Deduction	Mean Date
Cycle 21	... 31 January, 1945	30 June, 1945	15 April, 1945
23	... 31 July, 1945	31 December, 1945	15 October, 1945
25	... 31 January, 1946	30 June, 1946	15 April, 1946

*Even Numbered Cycles (Monthly Contributions)*

	First Deduction	Last Deduction	Mean Date
Cycle 22	... 30 April, 1945	30 September, 1945	15 July, 1945
24	... 31 October, 1945	31 March, 1946	15 January, 1946
26	... 30 April, 1946	30 September, 1946	15 July, 1946

*Odd Numbered Cycles (Weekly Contributions)*

	First Deduction Week ending	Last Deduction Week ending	Mean Date
Cycle 19	... 31 March, 1945	20 October, 1945	10 July, 1945
21	... 27 October, 1945	18 May, 1946	5 February, 1946
23	... 25 May, 1946	14 December, 1946	3 September, 1946

*Even Numbered Cycles (Weekly Contributions)*

	First Deduction Week ending	Last Deduction Week ending	Mean Date
Cycle 18	... 2 December, 1944	23 June, 1945	13 March, 1945
20	... 30 June, 1945	19 January, 1946	9 October, 1945
22	... 26 January, 1946	17 August, 1946	7 May, 1946

*3 per cent. Defence Bonds (Monthly Contributions)*

	First Deduction	Last Deduction	Mean Date
Cycle 13	... 31 January, 1945	31 October, 1945	15 June, 1945
14	... 30 April, 1945	31 January, 1946	15 September, 1945
15	... 30 November, 1945	31 August, 1946	15 April, 1946

*3 per cent. Defence Bonds (Weekly Contributions)*

	First Deduction Week ending	Last Deduction Week ending	Mean Date
Cycle 13	... 2 September, 1944	2 June, 1945	16 January, 1945
14	... 2 December, 1944	1 September, 1945	17 April, 1945
15	... 9 June, 1945	9 March, 1946	23 October, 1945

(A.F.O. 5603/44.)

**6779.—Travel Between the United Kingdom and the Continent—Official Visits to the French Ministry of Marine and to Commercial Firms in Paris**

(N.L./N.I.D. 9241/44.—21 Dec. 1944.)

Attention is drawn to the provisions of A.F.O. 6688/44 published in Section 2 of this issue.

(A.F.O. 6688/44.)

**6780—"Pay-as-you-Earn" System of Collection of Income Tax—Tool Allowance.**

(D.N.A. 2421/43.—21 Dec. 1944.)

Payments of the Tool Allowance authorized by A.F.O. 4077/42 are not to be included in the gross pay for purposes of the "Pay-as-you-Earn" Scheme of Income Tax collection. Any adjustment of the Flat Rate Allowance will be made in the Code Number by the Inspector of Taxes. Tax deduction cards (Form P9) are to be noted that the Tool Allowance is excluded from the gross pay and are to show the amount of the allowance paid.

2. If at any Establishment arrangements were made with the Local Inspector of Taxes prior to the receipt of these instructions for the tool allowance to be regarded as a taxable emolument, the present procedure should be continued for the remainder of the current financial year, the correct procedure being brought into force with effect from the beginning of the 1945-46 Income Tax Year.

(A.F.O. 4077/42.)

(A.F.O. 5370/44 is cancelled.)

**6781.—Scaling, Scurfing, or Cleaning of Boilers and Cleaning of Oil-fuel Tanks or Bilges, in Ships—Regulations for protection of Workpeople—REPORT**

(L. 10618/43.—21 Dec. 1944.)

A copy is appended of an agreement recently reached between the Factory Department, Ministry of Labour and National Service, and representatives of employers and employees, in regard to the scaling, scurfing, or cleaning of boilers (including combustion chambers and smoke boxes), or the cleaning of oil fuel tanks or bilges, in a ship which has been commissioned and has been in service and is either in a wet dock, harbour, canal or at a shipbuilding yard. The agreement does not apply to any work done by the Master or crew of a ship.

2. Whilst this agreement was made in respect of private firms and workpeople employed thereby, it has been agreed that its terms are also to be observed in the Royal Dockyards and in respect of all persons directly employed by the Admiralty (other than Naval ratings, etc.) in work to which the agreement is applicable. Arrangements are being made for the amendment of the Engineering Manual as necessary; and of Store Duties Instructions, to give effect to Clauses 11 and 12 of the Agreement, and the supply of suitable protective clothing, where not already available, will be arranged. Heads of establishments should report as soon as possible the number of the special respirators (mentioned in paragraph 12 of the Agreement), which will be required.

3. It will be observed that the Preamble to the agreement states that, where exceptional difficulty arises in observing any of the rules in this agreement, or where their object is attained by other methods, each such case shall be referred in writing to the District Inspector of Factories for decision. Head of Establishments should follow this procedure in cases where strict observance of the rules, and particularly of Rule 5, in regard to the non-employment of persons under the age of 18 years, appears likely to interfere with the satisfactory performance of Admiralty work. Where local agreement with the District Inspector of Factories cannot be secured in regard to any relaxation of the rules considered essential, a report should be forwarded to the Secretary of the Admiralty (Labour Branch), Bath.

APPENDIX.

AGREEMENT

between

THE FACTORY DEPARTMENT, MINISTRY OF LABOUR AND NATIONAL SERVICE,  
and

REPRESENTATIVES OF EMPLOYERS AND EMPLOYEES

applicable to

THE SCALING, SCURFING, OR CLEANING OF BOILERS (INCLUDING COMBUSTION CHAMBERS AND SMOKE BOXES) IN A SHIP, OR IN THE CLEANING OF OIL-FUEL TANKS OR BILGES IN A SHIP.

*Preamble*

It is intended that the Rules in this Agreement should be of general application to all firms engaged in scaling, scurfing or cleaning boilers (including combustion chambers and smoke boxes), or in cleaning oil-fuel tanks or bilges in a ship which has been commissioned and has been in service and which is either in any wet dock, harbour, canal or at a shipbuilding yard, provided that *nothing in this Agreement shall apply to any work done by the Master or crew of a ship.*

The Rules should not be considered exhaustive but as a guide to the precautions and other matters which are considered necessary for securing the safety and welfare of persons employed. Nothing in the Rules in this Agreement should be taken as superseding or affecting the requirements of the law and in particular the requirements of the Factories Act, 1937, or any Regulations made thereunder.

It is understood that where exceptional difficulty arises in observing any of the Rules in this Agreement or where their object is obtained by other methods, each such case shall be referred in writing to the District Inspector of Factories for decision.

The Agreement shall take effect as from 15th May, 1944.

*Rules*

(1) Safe means of access shall be provided to all parts of the ship to which persons may be required to proceed in the course of their employment. In particular :—

(a) If a ship is lying at a wharf or quay there shall be safe means of access for the use of persons employed at such times as they have to pass from the ship to the shore or from the shore to the ship as follows :—

(i) Where reasonably practicable the ship's accommodation ladder or a gangway or a similar construction not less than twenty-two inches wide, properly secured, and fenced throughout on each side to a clear height of two feet nine inches by means of upper and lower rails, taut ropes or chains or by other equally safe means, except that in the case of a ship's accommodation ladder such fencing shall be necessary on one side only provided that the other side is properly protected by the ship's side.

(ii) In other cases a ladder of sound material and adequate length which shall be properly secured to prevent slipping.

Provided that nothing in paragraphs (a) (i) and (a) (ii) shall be held to apply to any sailing vessel not exceeding 250 tons net registered tonnage or to any steam vessel not exceeding 150 tons gross registered tonnage if and while the conditions are such that it is possible without undue risk to pass to and from the ship without the aid of any special appliances.

(b) All ladders shall be of sound material and shall be maintained in good condition and shall

(i) unless they are so placed that there is no danger of their slipping, be adequately secured as near the upper resting place as possible: provided that this part of this Rule shall not apply in the case of a small portable ladder carried from place to place by a workman in the course of his work;

(ii) unless there is other adequate handhold, extended to a reasonable distance above the place to which they give access;

(iii) be sufficiently rigid;

(iv) be maintained free from obstruction: provided that the rungs of a ladder may be used to support planks if the ladder is of such a width that the planks do not materially obstruct passage.

(2) All parts of a ship where work is being carried on shall be efficiently lighted. All approaches to such parts and to places to which a person employed may be required to proceed in the course of his employment shall be adequately lighted. If portable lamps, including hand lamps carried by the workmen, are used for any part of such lighting, they shall be maintained in good condition. Oil lamps shall be provided with properly fitting screw lids or stoppers and be so constructed as to prevent, so far as practicable, the development of leaks. Oil or spirit with a flash point below 73°F (close test) shall not be used for purposes of lighting.

(3) All staging shall be securely constructed of sound and substantial material and shall be maintained in such condition as to ensure the safety of all persons employed. All stages shall be of sufficient width as is reasonable in all the circumstances of the case, to secure the safety of the persons working thereon. In particular, no stage at a height of six feet or more above a deck, tank top or outer bottom shall be less than eighteen inches wide. Planks supported on the rungs of ladders shall not be used to support stages. Stages suspended by ropes or chains shall be secured as far as possible so as to prevent their swinging.

(4) Until a certificate of test has been obtained no persons shall bring near, or take into, any oil-fuel tank, any naked light, fire or lamp other than a properly enclosed electric lamp, or apparatus of any kind for producing a light or spark, nor enter it except for the purpose of testing the atmosphere or the necessary preliminary cleaning.

If the oil-fuel last contained in the oil-fuel tank was oiled with a flash point below 73°F (close test) a fresh certificate of test shall be obtained daily before work is commenced therein, and if during the course of the work any pipe or joint in the



oil-fuel tank is broken or any other risk of oil or oil vapour entering it arises, work therein shall be suspended until a further certificate of test has been obtained.

Before any oil-fuel tank is tested—

- (a) All residual oil and any sludge or deposit therein shall be removed; and where any person is employed in the cleaning of an oil-fuel tank which has contained oil with a flash point below 73°F. (close test), he shall be provided with suitable breathing apparatus consisting of a helmet or facepiece with necessary connections by means of which he can breathe outside air.
- (b) It shall be thoroughly steamed by means of steam jets for such period as will ensure the vaporisation of all volatile oil.
- (c) After it has been steamed—
  - (i) all covers of manholes and other openings therein shall be removed, and it shall be thoroughly ventilated, by mechanical or other efficient means, so as to ensure the removal of all oil vapour, and
  - (ii) the interior surface shall, if any deposit remains thereon, be washed or scraped down.

Every certificate of test shall be posted as soon as may be in a conspicuous place where it can be easily read by all persons concerned.

(5) No person under the age of eighteen years shall be employed in any of the work mentioned in the preamble to these Rules.

(6) No person shall enter or be in any steam boiler which is one of a range of two or more steam boilers unless—

- (a) All inlets through which steam or hot water might otherwise enter the boiler from any other part of the range are disconnected from that part; or
- (b) All valves or taps controlling such entry are closed and securely locked.
- (c) A certificate has been obtained from the Chief Engineer of the Ship or other competent person that the precautions referred to in paragraphs 6 (a) or 6 (b) have been taken.

(7) No work shall be permitted in any boiler-furnace or boiler-flue until it has been sufficiently cooled by ventilation or otherwise to make work safe for the persons employed.

(8) No persons employed shall be allowed to remain in a confined space within either a boiler, oil-fuel tank or bilge of a ship under way.

(9) There shall be provided and maintained where practicable for the use of all persons employed suitable washing facilities conveniently accessible and comprising a sufficient supply of warm water, soap and towels and at least one bucket for every five persons so employed.

(10) There shall be provided and maintained where practicable for the use of all persons employed suitable accommodation for clothing put off during working hours.

(11) There shall be provided and maintained where practicable in good condition for the use of all persons employed suitable protective clothing according to the nature of the work. In particular, there shall be provided and maintained where practicable for the use of all persons employed—

- (a) In the scaling, scurfing or cleaning of boilers suitable overalls and, in the case of persons cleaning oil-fired boilers or operating pull wires to clean the tubes of water-tube boilers, gauntlets or gloves.
- (b) In the cleaning of oil-fuel tanks, suitable overalls with suitable wrapping material to place over the overalls and boots and, for persons employed hosing tanks, waterproof overalls, head coverings and boots.
- (c) In bilge cleaning, suitable overalls and where the work involves exposure to wet, waterproof overalls and boots.

(12) There shall be provided and maintained in good condition for the use of all persons employed in the scaling, scurfing or cleaning of boilers (including combustion chambers and smoke boxes) suitable goggles and, in addition, for those whose work exposes them to dust being the solid products of combustion of boiler fuel, respirators bearing Home Office Certification Mark No. 584042.

(13) There shall be provided and maintained so as to be readily accessible a first aid box or cupboard of the standard prescribed in Clause 1(C) of the First Aid in Factories Order, 1938, S.R. and O. 1938, No. 486.

(14) Unless a canteen serving hot meals is readily accessible, there shall be provided and maintained so as to be readily accessible adequate means of warming food and boiling water.

(15) In this Agreement, the following expressions have the meanings hereby assigned to them respectively, that is to say:—

“Certificate of Test” means the certificate of test given by a competent analyst, in respect of an oil-fuel tank of a ship or barge which has been carrying oil as cargo, that he has carried out a test in an adequate and suitable manner for the presence of inflammable vapour and found the tank or tanks to be free therefrom.

“Persons Employed” means a person employed in any of the work mentioned in the preamble to these Rules.

“Ship”, “Vessel” and “Harbour” have the same meaning as in the Merchant Shipping Act, 1894.

“Shipbuilding Yard” means any premises in which any ships, boats or vessels used in navigation are made, finished or repaired.

The following Organisations have informed me of their acceptance of the terms of this Agreement and have authorised me to sign it on their behalf, to take effect as from 15th May, 1944.

(Signed) A. W. GARRETT.

H.M. CHIEF INSPECTOR OF FACTORIES.

#### EMPLOYERS' ASSOCIATIONS

The Association of Master Lightermen and Barge Owners, Port of London.  
Bristol Channel Employers' Scaling and Painting Association.  
Engineering and Allied Employers' East Anglian Association.  
London and District Employers' Association of Boiler Cleaners and Ship Scrapers.  
Railway Executive Committee.  
Scaling Contractors' Association, Glasgow.  
The Shipbuilding Employers' Federation.

#### TRADE UNIONS

Amalgamated Engineering Union.  
The Confederation of Shipbuilding and Engineering Unions.  
National Union of General and Municipal Workers.  
National Union of Railwaymen.  
National Union of Seamen.  
Shipconstructors' and Shipwrights' Association.  
Transport and General Workers' Union.  
United Society of Boilermakers and Iron and Steel Shipbuilders.

Factory Department,

Ministry of Labour and National Service.

May, 1944.

#### 6782.—Part-time Women Industrial Office Cleaners

(L. 12112/44.—21 Dec. 1944.)

Part-time women industrial office cleaners (aged 21 years and over) at establishments other than H.M. dockyards and R.N. Torpedo Factory, Greenock, who have hitherto been paid at a local hourly rate, as ascertained from the Ministry of Labour Employment Exchange, should, as from the date of this Fleet Order, be paid at one of the following hourly rates, as appropriate:—

	Hourly rates for total weekly employment of:—	
	Up to 18 hours	Over 18 hours and up to 36 hours
	s. d.	s. d.
London Area (within a radius of 12 miles from Charing Cross).	1 5½	1 5
Elsewhere in Great Britain	1 4½	1 4

2. Part-time office cleaners should not normally be employed beyond 30 hours per week. In any case where women are at present employed for hours in excess of 36 per week, every endeavour should be made to employ one or more additional part-time cleaners in order to reduce the number of hours worked to a maximum of 36 per week. Where, during the present stage of emergency, it is not possible to obtain additional labour, the weekly wage paid to part-time cleaners employed for hours in excess of 36 per week should not exceed the wage paid in wartime establishments to full-time office cleaners for a 47-hour week, i.e., at present 56s. at age of 21 and over.

3. Where part-time cleaners are required to work on Sundays, they should be paid for each hour of attendance at double-time rate.

4. Any part-time cleaner who is at present being paid at a local hourly rate which is higher than the rate quoted in paragraph 1 above should not suffer any reduction in her rate of remuneration, but new entrants should be paid at the appropriate fixed hourly rate. Any cases of doubt or difficulty should be referred to the Secretary of the Admiralty (Labour Branch).

5. The consolidated hourly rates of pay of part-time women cleaners referred to in A.F.O. 4983/44, paragraph 7, are not affected by this Order.

6. Paragraph 5 of A.F.O. 1452/44 should be regarded as cancelled.

*(A.F.Os. 1452/44 and 4983/44.)*