

HEAD OF "P" BRANCH

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A.F.Os. 6672—6778/45

(See A.F.O. Diagram Issue No. 48/45)

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(FOR OFFICIAL USE ONLY)

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

ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
22nd November, 1945.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

J. V. Markham

To Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Ships, Vessels and C.O. Craft, Superintendents or Officers in Charge of H.M. Naval Establishments, and Admiralty Overseers concerned.

NOTE:—The scale of distribution is shown in the Admiralty Fleet Order Volume, 1943, Instructions, paragraph 10.

awards J.

ADMIRALTY FLEET ORDERS

No. Subject.

22nd November, 1945.

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(Issued separately on 22nd November, 1945.)

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*(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.

6672.—R.N. Air Stations Ballyhalbert and Kirkistown—Reduction to Care and Maintenance

(A. 01318/45.—22 Nov. 1945.)

R.N. Air Station, Ballyhalbert (H.M.S. "Cornerake"), and its satellite, Kirkistown, were reduced to care and maintenance on 13th November, 1945.

2. The station will be under the administration of F.O.F.T., with accounts borne in H.M.S. "Gadwall" (R.N. Air Station, Belfast).

(C.A.F.O. 1220/45.)

6673.—R.N. Air Station, Dounreay—Reduction to Care and Maintenance

(A. 01317/45.—22 Nov. 1945.)

As a result of the end of the war, the R.N. Air Station which was under construction at Dounreay, Caithness, will not now be required to commission for the present. It will be held on care and maintenance as H.M.S. "Tern III" as from 29th September, 1945, with accounts borne in H.M.S. "Owl" (R.N. Air Station, Fearn).

2. Dounreay will come under the administration of Admiral (Air).

(C.A.F.O. 814/44.)

6674.—R.N. Air Station, Dunino—Transfer of Parent Station Duties from Crail to Donibristle

(A. 01333/45.—22 Nov. 1945.)

The parent station duties for R.N. Air Station, Dunino, were transferred from R.N. Air Station, Crail (H.M.S. "Jackdaw"), to R.N. Air Station, Donibristle (H.M.S. "Merlin") on 1st October, 1945, and Dunino became a tender to Donibristle as H.M.S. "Merlin III".

2. The station is under the administration of Rear-Admiral (E) in Charge, Reserve Aircraft and Technical Training (R.A.R.A.).

3. Correspondence should be addressed to the Commanding Officer, R.N. Air Station, Donibristle, a copy being sent to the Officer-in-Charge, R.N. Air Station, Dunino, St. Andrews, Fife.

Telegraphic Address: "CONAS Dunino."

Telephone Nos.: St. Andrews 1000/1.

(C.A.F.O. 2448/42, A.F.Os. 769/43 and 5806/43 are cancelled.)

6675.—West Africa Command—Cessation as an Independent Command—Boundary between the Mediterranean Approaches and South Atlantic Commands

(M. 06818/45.—22 Nov. 1945.)

The West Africa Command as a separate Command was abolished on 18th August, 1945, and was absorbed in the Mediterranean Approaches Command.

2. As from 1st November, 1945, the boundary between the Mediterranean Approaches and South Atlantic Commands was moved from the Equator to the parallel of the latitude of Pointe Noire. The boundary between W/T Area P and W/T Area S/L will be moved simultaneously to conform.

(C.A.F.O. 2326/42 is cancelled.)

6676.—Mobile Naval Air Base No. VII (H.M.S. "Nabreekie")—Paying Off

(A. 01463/45.—22 Nov. 1945.)

M.O.N.A.B. VII (H.M.S. "Nabreekie") paid off on 5th November, 1945.

(C.A.F.O. 857/45.)

*6677.—Motion of Gratitude to H.M. Forces

(M/C.S. 58/45.—22 Nov. 1945.)

(Included in Notice Boards Issue only.)

6678.—R.F.A. "Ebonol"—Recovery from Japanese and Return to Admiralty Service

(N.S.F. 13855/45.—22 Nov. 1945.)

R.F.A. "Ebonol", a 1,000-ton fleet attendant oiler, presumed lost by enemy action in December, 1941, has been recovered from the Japanese and is now on Admiralty service.

2. A.F.O. 5779/45 promulgating the allocation of the name "Ebonol" to a new 1,000-ton tanker under construction by Messrs. Lobnitz and Co., Ltd., Renfrew, will be amended in due course.

(A.F.O. 5779/45.)

6678a.—Radar Trials—H.M.S. "Pollux"—Administration

(M. 4252/45.—22 Nov. 1945.)

H.M.S. "Pollux" is employed as a Radar trials ship under the operational control of the Admiralty Signal Establishment. She is now based on Portsmouth and administered by the Commander-in-Chief, Portsmouth, with accounts borne in H.M.S. "Marshal Soult".

2. Arrangements for trials, special fitting of apparatus, etc., will be dealt with direct between the Admiralty Signal Establishment and the naval authority at the port where "Pollux" is based, Admiralty (D.R.E.) being kept informed.

(C.A.F.Os. 863/44 and 1327/44 are cancelled.)

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

6679.—Committee on Royal Corps of Naval Constructors—Formation

(C.E. 25691/45.—22 Nov. 1945.)

The Board have decided to appoint a committee to enquire into the work and constitution of the Royal Corps of Naval Constructors.

2. The Committee will consist of the following:—

Chairman: The Right Honourable the Lord Trent.

Members: Sir Harold Yarrow, Bt., C.B.E.

Admiral Sir Percy L. H. Noble, G.B.E., K.C.B., C.V.O.

Sir J. Sydney Barnes, K.B.E., C.B.

Rear Admiral E. D. B. McCarthy, D.S.O.

Captain S. M. Raw, C.B.E., R.N.

Secretary: J. Hancock, Esq., Head of P.II.

3. The terms of reference will be:—

To consider and report on the constitution of the Royal Corps of Naval Constructors, its contacts with and relation to the Navy, its organization and recruitment, and its training and employment ashore and at sea.

4. The Committee should be afforded the necessary facilities.

*6680.—Erroneous Advancement of Ratings

(N. 13354/45.—22 Nov. 1945.)

Under paragraph 7 of Article 38, B.R. 1066 (Advancement Regulations), erroneous advancements made by Captains to any of the temporary rates specified in paragraph 1 of that Article, are allowed to stand. Any of the men concerned, however, who become permanently medically unfit or who reach the age of 48 years before qualifying for the rating to which they were erroneously advanced, are to be reverted on becoming permanently medically unfit or on attaining the age of 48 years, as the case may be. Erroneous advancements of men who were over 48 years of age on being advanced, are to be cancelled, but in accordance with paragraph 7 of Article 38, B.R. 1066, no pay adjustments need be made.

2. Attention is drawn to the fact that approval of retention of rates erroneously granted above Able Seaman or equivalent (see paragraph 4 below) is strictly limited to those specified in paragraph 1 of Article 38, B.R. 1066. Erroneous advancements of men to other rates than those so specified (i.e., to those rates still made from depot rosters and to those not normally made from depot rosters—for example, Artificers' advancements in class), are to be cancelled, with the exception of those to Able Seaman or equivalent rate.

If the roster system of advancement to any of the rates specified in paragraph 1 of Article 38, B.R. 1066, is re-introduced, men erroneously advanced by Captains during the non-roster period are to be reverted as from the date of re-introduction of the roster system if they have not then become fully qualified.

3. Adjustment of seniority under paragraph 7 of Article 38, B.R. 1066, for men allowed to retain their erroneous advancements, is to be made, not only in connection with permanent advancements, but also in connection with the next step of temporary advancement if such advancement is by roster.

4. Erroneous advancements to Able Seaman or equivalent rate may be allowed to stand, but those to Able Seaman or Stoker I are to be amended to Acting Able Seaman (except for those who were allowed specially to retain the confirmed rate of Able Seaman because their erroneous confirmation from Acting Able Seaman and payment of progressive pay was earlier than the 7th October, 1944), or Acting Stoker I, and the ratings concerned are to remain "Acting" until fully qualified, when seniority should be adjusted if necessary.

(B.R. 1066, Art. 38.)

(A.F.O. 1383/45.)

(A.F.O. 4556/45 is cancelled.)

6681.—Crash Tenders—Manning and Maintenance

(A/L.D. (P.D.) 433/44.—22 Nov. 1945.)

Crash tenders are to be driven and operated only by crews (each comprising five ratings, including a driver and one leading hand) who have undergone the special course at R.N. Aircraft Fire Fighting School, R.N. Air Station, Eastleigh. R.M. drivers may, however, be employed until enough trained R.N. ratings are available.

2. Crash tenders are machinery items chargeable to Vote 8 IIIB and are to be accounted for on D.150A. The duties of the Air Engineer Officer in this respect are laid down in A.F.O. 917/44, paragraph 6 (d). Defects which are beyond the capacity of the station staff should be reported immediately to the Manager, Engineering Department, of the appropriate dockyard, who will then make the necessary arrangement for the repairs, whether by local contract, by yard labour, or—as far as the normal engine chassis and body parts only are concerned—by the Ministry of Supply under the procedure detailed in A.F.O. 997/45. Where repairs are within the capacity of the station staff, replacement parts may be obtained from R.A.F. units shown in the appendix to this Order. Reference numbers of equipment and parts are contained in the undermentioned Air Publications.

| <i>Parts for</i> | <i>Detailed in</i> |
|--|--|
| Crash tender specialist equipment | A.P. 830, Vol. III, Part D. |
| 4-wheel Crossley (F.W.D.2) | A.P. 1673, Vol. III, Crossley 4-wheel drive chassis. |
| 6-wheel Crossley | A.P. 1646, Vol. III, Crossley 6-wheel drive chassis. |
| Fordson (crash tender) | A.P. 1846, Vol. III, Fordson W.O.T.I. chassis |
| Weeton | A.P. 1846, Vol. III, Fordson W.O.T.I. chassis |
| Fordson W.O.T.I. | A.P. 2029 { Vol. III, Crossley 4-wheel drive tender. |
| Fire crash tender | A.P. 2441 { Vol. III, Fordson W.O.T.I. Fire tender. |

3. Demands for spares peculiar to crash tenders, and any items of equipment required for their maintenance, which are not held by the station or normally obtained from R.N. Stores Depots, are to be rendered on R.A.F. Form 600 (only one item to be inserted on each demand) on the appropriate R.A.F. Maintenance Unit in accordance with the appendix to this Order, or as subsequently notified by the R.A.F. supply point to which each R.N. Air Establishment is affiliated. Urgent demands may be placed by signal.

4. Attention is drawn to A.F.O. 1484/45 in connection with requirements for foam producing compound.

5. Until static R.N. Air Station and dockyard facilities are available at Singapore and Hong Kong, a small stock of replacement parts for M.O.N.A.B. Weeton crash tenders will be carried in the Air Store Issuing ships operating in that area.

6. The necessary publications should be demanded from N.S.O. R.N. Store Depot, Belfast, on the scale of one copy per station, together with one copy for each vehicle allotted, with the exception of A.P. 830, Vol. III, Part D, which is already allowed to stations in accordance with A.P. (N) I. Administrative authorities abroad are to co-ordinate local requirements for publications and to signal demands.

APPENDIX

R.A.F. Supply Points

| | Aircraft Equipment Depot | Ground Equipment Depot | Equipment Park | Ground Equipment Depot | Aircraft Equipment Depot | Barrack and Clothing Depot |
|--------------------------------|-----------------------------|----------------------------|--|------------------------|--------------------------|----------------------------|
| | Vocabulary Sections 6D, 27N | Vocabulary Sections 1A, 1C | Vocabulary Sections 1A, 1C, 6D, 27N, 53Y | Vocabulary Section 53Y | Vocabulary Section 22G | |
| <i>R.N. Air Establishments</i> | | | | | | |
| Abbotsinch ... | — | — | 205 | — | — | 220 |
| Anthorn ... | 14 | 69 | — | 69 | — | 220 |
| Arbroath ... | — | — | 205 | — | — | 220 |
| Ayr ... | — | — | 205 | — | — | 220 |
| Belfast ... | — | — | 217 | — | — | 220 |
| Burscough ... | 35 | 68 | — | 216 | — | 217 |
| Crail ... | — | — | 205 | — | — | 221 |
| Culham ... | 3 | 70 | — | 70 | — | 220 |
| Dale ... | 7 | 225 | — | — | 7 | 221 |
| Donibristle ... | — | — | 205 | — | — | 214 |
| Drem ... | — | — | 205 | — | — | 220 |
| Dumino ... | — | — | 205 | — | — | 220 |
| Easthaven ... | — | — | 205 | — | — | 220 |
| Eastleigh ... | 3 | 70 | — | 70 | — | 212 |
| Eglinton ... | — | — | 217 | — | — | 212 |
| Evanton ... | — | — | 205 | — | — | 217 |
| Fearn ... | — | — | 205 | — | — | 220 |
| Ford ... | 3 | 70 | — | 70 | — | 220 |
| Fleetlands ... | 3 | 70 | — | 70 | — | 212 |
| Gosport ... | 3 | 70 | — | 70 | — | 212 |
| Halesworth ... | — | — | 89 | — | — | 212 |
| Henstridge ... | 7 | 225 | — | — | — | 227 |
| Hinstock ... | 16 | 216 | — | 216 | 7 | 214 |
| Inskip ... | 35 | 68 | — | 216 | — | 221 |
| Lee-on-Solent ... | 3 | 70 | — | 70 | — | 221 |
| Machrihanish ... | — | — | 205 | — | — | 212 |
| Middle Wallop ... | 3 | 70 | — | 70 | — | 220 |
| Nutts Corner ... | — | — | 217 | — | — | 214 |
| Ratray ... | — | — | 205 | — | — | 217 |
| Stretton ... | 61 | 68 | — | 216 | — | 220 |
| St. Merryn ... | 7 | 225 | — | — | — | 221 |
| Worthy Down ... | 3 | 70 | — | 70 | 7 | 214 |
| Yeovilton ... | 7 | 225 | — | — | 7 | 212 |
| <i>H.M. Dockyards</i> | | | | | | |
| Chatham ... | 3 | 70 | — | 70 | — | 212 |
| Devonport ... | 7 | 225 | — | — | — | 214 |
| Portsmouth ... | 3 | 70 | — | 70 | 7 | 212 |
| Rosyth ... | 205 | 205 | 205 | — | — | 220 |

Master Provision offices for vocabulary sections concerned are as follows:—

R.A.F. Vocabulary Section

M.P.O.

| | |
|-----------|---------|
| 1 | 68 M.U. |
| 6 | W.X.Y. |
| 22 | 55 Wing |
| 27 | 61 M.U. |
| 53 | 14 M.U. |

(A.F.Os. 917/44, 997/45 and 1484/45.)

(A.F.O. 3117/43 is cancelled.)

6682.—Combined Operations—Beaching of Landing Craft—Precautions Necessary to Avoid Accidents

(N.L. 16718/45.—22 Nov. 1945.)

A fatal accident occurred recently when an L.C.A. was approaching the gantry to be hauled up on the beach. As the craft approached the two outer struts a sudden gust of wind caused her bow to be blown towards the outboard lee upright of the gantry and, in his zeal to get hold of the bowline which he was waiting to receive, an Able Seaman jumped between the upright and the oncoming bow. Although warned to stand clear by a shout from the coxswain, this man failed to appreciate the danger of his position and was trapped between the upright and the bow of the L.C.A.

2. A Board of Inquiry found that, owing to this manoeuvre having been carried out many times in the past without difficulty or mishap, it had become a routine matter, which was insufficiently supervised.

3. The attention of all concerned is directed to the need for ensuring adequate supervision of seamanship in movements of this kind in order to prevent a recurrence of such an accident.

6683.—Cancelled.

6684.—Damage Control Training School—Time Tables for 1945-46

(C.W./T.S.D. 420/45.—22 Nov. 1945.)

Courses at the Damage Control School, 46, Colet Gardens, London, W.14, and Damage Control School, Starnshaw Camp, Portsmouth, will be carried out in 8 weekly phases as follows:—

- 1945. 29th October—22nd December.
- 1946. 7th January—2nd March.
- 1946. 18th March—11th May.
- 1946. 27th May—21st July.
- 1946. 19th August—12th October.
- 1946. 28th October—21st December.

Courses at the D.C. School, London, will be one week's duration, commencing at 0915 on Monday and finishing at 1615 on Friday. Courses at D.C. School, Portsmouth, will commence at 0830 on alternate Mondays.

(A.F.Os. 1149/45 and 4073/45.)

6685.—Adult Education—Educational and Vocational Training—Compensation Claims for Injury

(N.L. 16676/45.—22 Nov. 1945.)

Claims for compensation may arise as a result of injury to instructors or trainees whilst—

- (a) Doing Educational and Vocational Training in a ship or establishment under Service auspices.
- (b) Attending on duty an approved civilian E.V.T. course in a civilian establishment.
- (c) Attending on leave a civilian course of his own choice in preparation for return to civil life.

2. Naval personnel injured whilst undergoing training as indicated in (a) and (b) above will be entitled to compensation under the normal conditions of the Ministry of Pensions instruments.

Those attending a course as indicated in (c) are not so entitled.

6686.—Adult Education and Vocational Training—Motor Driving Instruction

(N. 21228/45.—22 Nov. 1945.)

Instruction in the driving of motor vehicles may now be given as part of the E.V.T. scheme. Such instruction should be confined to those who possess current driving licences and are taking, or have completed, a course in Motor Mechanics, tools and equipment for which are available under A.F.O. 3834/45. Trainees are to provide their own driving licences.

2. Applicants for Motor Driving instruction under the E.V.T. scheme must come under one of the following two categories, and where demand for instruction is beyond the capacity of available instructors and vehicles, preference should be given to the categories in the order (a), (b).

(a) Those for whom driving will be a useful adjunct in such occupations as doctor, commercial traveller, small tradesman, shop assistants, etc.

(b) Those who wish to become full-time drivers.

The Ministry of Labour has indicated that the market for full-time drivers will be overcrowded. Men should be advised accordingly.

3. Instruction will be given on Service vehicles and Commanding Officers are authorized to make available for the purpose Service cars, light and heavy vehicles, as required.

4. Where an establishment is unable to meet the requirements for E.V.T. driving instruction from the vehicles available, demands for additional vehicles should be forwarded through the usual channels.

5. In all matters relating to liability for accident, motor offences, repair and maintenance of vehicles, etc., trainees under driving instruction will be regarded by the Admiralty as official drivers on duty and vehicles as on official business.

6. Driving instruction is to be given only by instructors approved by the Commanding Officers.

(A.F.O. 3834/45.)

6687.—Adult Education—Civilian Courses—Refund of Tuition Fees

(N. 25598/45.—22 Nov. 1945.)

The following amendment is to be made to A.F.O. 3728/45.

Paragraph 1 (b). Add:—

“For such courses in which a tuition fee is payable, a refund of fees may be made, provided that:

- (i) a suitable course of instruction is not available through Naval resources,
- (ii) the student is likely to benefit from the course selected.
- (iii) no financial assistance towards the cost of the course has been or is being, given from any other source.

The amount of the fees recoverable by any student in respect of courses of any kind shall not exceed £3 in any one financial year. The fee for the course will be paid in the first instance by the student concerned, and, subject to the above limitation, will be refunded by the Supply Officer at the end of the course on the authority of the Commanding Officer, when he has satisfied himself that the above conditions have been complied with. Such payments are to be regarded as a charge on the Adult Education Grant and should be reported under the heading (i) of A.F.O. 1652/45, paragraph 5.”

(A.F.Os. 1652/45 and 3728/45.)

***6688.—Supply and Secretariat Branch Examinations—1946**

(C.W. 80572/45.—22 Nov. 1945.)

The following table gives the dates on which written examinations in the Supply and Secretariat Branch will be held during 1946 :—

| Examination for | Dates : 1946 |
|--------------------------------------|------------------------------|
| Lieutenant Commander (S)—Part I ... | 17th and 20th June |
| Lieutenant Commander (S)—Part II ... | 16th and 19th December |
| Sub-Lieutenant (S)—Part I ... | 21st January |
| Sub-Lieutenant (S)—Part II ... | 23rd January |
| Sub-Lieutenant (S)—Part I ... | 20th May |
| Sub-Lieutenant (S)—Part II ... | 22nd May |
| Sub-Lieutenant (S)—Part I ... | 16th September |
| Sub-Lieutenant (S)—Part II ... | 18th September |
| Warrant Writer Officer ... | 15th and 18th July |
| Warrant Stores Officer ... | 15th and 18th July |
| C.P.O. Writer ... | 20th and 23rd May |
| C.P.O. Writer ... | 18th and 21st November |
| Stores C.P.O. ... | 20th, 21st and 23rd May |
| Stores C.P.O. ... | 18th, 19th and 21st November |
| Chief Wren Writer (Pay) ... | 20th May |
| Chief Wren Writer (Pay) ... | 18th November |
| Chief Wren Writer (General) ... | 23rd May |
| Chief Wren Writer (General) ... | 21st November |
| Chief Wren Victualling ... | 20th May |
| Chief Wren Victualling ... | 18th November |
| Chief Wren Clothing ... | 20th May |
| Chief Wren Clothing ... | 18th November |
| Chief Wren Air Stores ... | 20th and 21st May |
| Chief Wren Air Stores ... | 18th and 19th November |
| Chief Wren Naval Stores ... | 20th and 23rd May |
| Chief Wren Naval Stores ... | 18th and 21st November |

6689.—Instructional Film Strip "Marks of Rank" S.A. 231

(N./N.T. 5104/45.—22 Nov. 1945.)

An instructional film strip entitled "Marks of Rank" is now available and copies will be distributed without demand in accordance with paragraph 3 below.

2. The strip is in ten parts, each of approximately 20 frames and each containing a "Quiz". Although produced primarily for use in the training of W.R.N.S. personnel it is considered that this film strip has value in pre-entry training and Parts 1, 2, 7, 8, 9 and 10 are suitable for general use.

3. Distribution will be as follows :—

| (a) Copies for reissue on temporary loan— | No. of Copies |
|---|---------------|
| Rosyth Library ... | 10 |
| Greenock Library ... | 10 |
| Liverpool Library ... | 10 |
| Chatham Library ... | 10 |
| Portsmouth Library ... | 10 |
| Devonport Library ... | 10 |
| London Library ... | 10 |
| Malta Library ... | 10 |
| Alexandria Library ... | 10 |
| Bombay Library ... | 10 |
| Colombo Library ... | 10 |
| Trincomalee Library ... | 10 |
| Sydney Library ... | 10 |

(b) Copies on permanent loan—

| | |
|---|---|
| W.R.N.S. Central Training and Drafting Depot, Mill Hill ... | 1 |
| W.R.N.S. Central Depot, Burghfield Camp, near Reading ... | 1 |
| W.R.N.S. Training Depot, Leeds ... | 1 |
| W.R.N.S. Overseas Holding Depot, Crosby Hall ... | 1 |

(c) Duplicating facilities—

| | |
|----------------------|-------------------|
| F.O.C.R.I.N. ... | 1 (negative). |
| A.C.N.B. ... | 1 (master print). |
| N.S.H.Q., Ottawa ... | 1 (master print). |
| N.Z.N.B.... | 1 (master print). |

4. Applications for copies of this film on temporary loan should be made in accordance with instructions contained in B.R. 1251.

(B.R. 1251.)

6690.—Fuel Economy in Admiralty Establishments

(P/P. 025493/45.—22 Nov. 1945.)

Attention is drawn to A.F.O. 6775/45, in Section 6 of this issue.

(A.F.O. 6775/45.)

6691.—State Insurance—Personnel on T.124 Agreement—Increased Pension Contributions

(P.M. 3805/45.—22 Nov. 1945.)

In accordance with Section 41 (2) and (4) of the Widows', Orphans' and Old Age Contributory Pensions Act 1936, rates of pension contributions have been increased by 2d. a week in the case of men as from 7th January, 1946. Half the cost of this increase will be met by the employer, the other half being deducted from the employee.

2. The rates of contributions as shown in paragraph 14 of A.F.O. 673/44 in respect of personnel on T.124 Agreement are accordingly cancelled, and revised rates as from 7th January, 1946, are shown below :—

| Class | Health and Pensions | |
|---|----------------------|-------------------------|
| | Rate of Contribution | Recoverable from Seaman |
| A.I. Men ... | s. d. 1 11 | s. d. 1 1 |
| A.III. Seamen domiciled or resident in Eire or the Isle of Man. } Normal rates | 0 2 | 0 1 |
| Seamen holding certificates of exemption, Form X.155 or Form 82. | 0 9½ | 0 2½ |
| A.IV. Seamen aged 65 or upwards ... | 0 10 | — |
| A.V. Seamen not domiciled or resident in Great Britain, Northern Ireland, Eire, or the Isle of Man. } Men ... | 0 2½ | — |
| Boys aged 14 and 15 | 0 1 | — |
| B. Seamen on Asiatic agreements ... } Men ... | 0 2½ | — |
| Boys aged 14 and 15 | 0 1 | — |

3. This Order does not apply to personnel serving on Admiralty Agreements T.124X and T.124T.

(A.F.O. 673/44.)

6692.—Russian Language—Training of R.N. and R.M. Officers in

(C.W. 74148/45.—22 Nov. 1945.)

Arrangements have been made with Cambridge University for a series of intensive six-month courses in the Russian language, spread over about the next three years, the first of which will be available for R.N. and R.M. officers in the spring of 1946.

2. Although the final details of these courses have not yet been decided, they are calculated to be extremely efficient and to produce within six months a sound basic knowledge of the Russian language.

3. In addition to tuition itself, arrangements have been made with the University to provide Russian films and Linguaphone records, to grant library facilities to candidates, to arrange lectures on Russia, and for all candidates to attend all lectures in the Slavonic Department of the University itself, free of charge. Candidates will not be required to pay either for their tuition or their text books.

4. It is hoped that the high efficiency of the course will enable students to acquire a Third Year Modern Language standard, and an announcement as to the qualification as Interpreter under Art. 3695, K.R. and A.I., to be granted to those who successfully complete the course will be made as soon as a decision has been reached.

5. Meanwhile, volunteers for the course commencing in the spring of 1946 are invited from R.N. officers on the Active List of or below the actual or equivalent rank of Commander (except Medical, Dental, Temporary Instructor Officers and Chaplains) and Royal Marine officers of or below the rank of Major.

6. Applications, through the usual Service channels, should reach the Admiralty not later than 1st January, 1946. In the case of candidates serving abroad whose applications are unlikely to reach the Admiralty by the specified date, names should be reported by signal in the first instance.

7. The final selection will be made at the Admiralty, having regard to whether the services of each candidate can be spared and the period of service remaining on the Active List.

(K.R. and A.I., Art. 369b.)

6693.—Honours and Awards—Royal Norwegian Navy

(H. & A. 1401/45.—22 Nov. 1945.)

The King has been graciously pleased to approve the following award for distinguished service in air operations over Japanese territory, carried out from H.M.S. "Formidable":—

Mention in Despatches

Sub-Lieutenant Inge Holek Storheill, R.Nor.N.

2. This Award will not be gazetted.

6694.—Honours and Awards—United States Naval Reserve

(H. & A. 399/45, 15077/45.—22 Nov. 1945.)

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

The George Medal

Radioman Third Class Thorsten Valentine Lundquist, U.S.N.R.

When an aircraft crashed and burst into flames at Funafuti, Ellice Islands, on the 4th December, 1944, Radioman Lundquist ran to the scene and, disregarding the immediate danger from fire, bursting petrol tanks and exploding ammunition and depth charges, he tried to get the crew out. When he could not open the door he lay on the ground beside the blazing aircraft (which was on its back) trying to find an opening. In the end he was forced away by the great heat and as he moved off he was blown violently to the ground by the explosion of a depth charge.

That he failed does not detract from the gallantry with which he risked his life in the effort to save the crew.

2. *The British Empire Medal (Military Division)*

Aviation Machinist's Mate Third Class Randall Eugene Henderson, V-6, U.S.N.R.

For bravery in rescuing the pilot from a crashed and burning aircraft.

3. These Awards will not be gazetted.

6695.—Medical—Form S.1293—Surgeons and Agents

(M.D.C. 69045/45.—22 Nov. 1945.)

Attention is drawn to A.F.O. 6767/45 in Section 5 of this issue.

(A.F.O. 6767/45.)

*6696.—Volunteers for Commandos

(N. 12961/44.—22 Nov. 1945.)

From the date of this Order, service in Royal Marine Commandos will be a normal part of Royal Marine training and duty.

2. Officers and other ranks may still volunteer for Commando service, in accordance with the normal principles of volunteering for any other type of service, and their names will be considered in the same way.

3. The principle of general volunteering for Commando service will cease, however.

(A.F.O. 4222/44 is cancelled.)

*6697.—Regulating Branch—Establishment of Leading Rate

(N. 25050/45.—22 Nov. 1945.)

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 is being expanded. The number of officers in the branch has been increased to correspond with the enlarged duties and numbers of the branch. The rates of Master-at-Arms and Regulating Petty Officer remain as at present, and a leading rate has been established in the branch, known as Leading Patrolman. Leading patrolmen will be employed both afloat and ashore.

3. The pay of the leading patrolman is 5s. 7d. a day, rising to 5s. 11d. a day after three years' service in the rate. The 1s. war increase is additional to these rates. Time served in other branches in leading (or higher) rate, including service in acting leading rate, counts towards the three years' service required for progressive pay.

4. Leading patrolmen are 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 has been recruited, the rate of Regulating Petty Officer will be filled by advancement of leading patrolmen by the port division advancement roster system. Until sufficient leading patrolmen have been transferred, the present system of filling vacancies by transfer to Acting Regulating Petty Officer will continue in exceptional cases, e.g. where specially suitable candidates are allowed to transfer who already hold Petty Officer rate in another branch.

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 very good 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 and must be in all other respects up to the physical and medical standards for seamen as laid down in A.F.O. 362/45; and medical category 1 under A.F.O. 2255/45. The transfer of continuous service ratings will be to the permanent rate of leading patrolman.

6. To meet the present shortage in the Regulating Branch, "Hostilities Only" ratings and Royal Marine ranks in age and service groups 47 and later, who are recommended by their Commanding Officers as suitable for regulating and patrol duties, may volunteer for transfer to acting leading patrolman (*temporary*). For these ratings, two years' very good conduct immediately preceding selection (good conduct badge is not required) and 18 months' sea service are required to qualify for transfer; the other requirements remain as laid down in paragraph 5 above.

7. 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 rates.

8. On satisfactory completion of the course, if finally selected, they will be transferred to the Regulating Branch as acting leading patrolmen. Naval ratings will continue to serve under their current engagements, but Royal Marines will be required to execute fresh engagements (S.55) for service in the Royal Navy to complete 12 years in the Royal Navy and Royal Marines combined, reckoning from the date of first entry in the Royal Marines, or the age of 18, whichever is the later.

9. Acting leading patrolmen will be confirmed in the rate by their Commanding Officers after one year's acting 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 rate or rank in the R.N. or R.M., if considered unlikely to make suitable Regulating Branch ratings.

(A.F.Os. 3562/40, 6682/44, 362/45, 2255/45 and 5356/45.)

(A.F.O. 5808/45 is cancelled.)

***6698.—Civil Appointments in India and Burma—Submission of Applications—Amendments to Regulations**

(C.W. 81713/45.—22 Nov. 1945.)

The following *amendments* are promulgated to the Regulations for Post-war Recruitment to the following services in India and Burma :—

- Indian Civil Service.
- Indian Political Service.
- Indian Police.
- Burma Civil Service (Class I).
- Burma Police (Class I).
- Burma Frontier Service.

It is hereby notified that, consequent upon the ending of the war against Japan, the reservation of vacancies in the Indian Civil Service and the Indian Police for candidates with "War Service" will terminate with the vacancies accruing in 1945 and applications for appointments to these services and the Indian Political Service under the regulations printed in Section 9 of the pamphlet IBS. I. will be accepted only from candidates who were qualified in all respects on 15th August, 1945. Candidates should make every endeavour to submit their applications so as to reach the prescribed address by 30th November, 1945, and must in any case despatch them in time to reach that address not later than six months after the date on which they become qualified.

Applications for appointments in the Burma Civil Service (Class I), the Burma Police (Class I) and/or the Burma Frontier Service will, as prescribed by the Recruitment Regulations, be accepted only from candidates who were qualified in all respects on 1st June, 1945, and must be despatched in time to reach the prescribed address not later than 30th November.

The detailed regulations governing recruitment to these services, including the nationality and domicile, age, educational and "War Service" qualifications of candidates are contained in Leaflet IBS. I., copies of which are in the hands of the Resettlement Information Officer.

(A.F.O. 1935/45.)

***6699.—Donations to the Royal Naval Benevolent Trust from Ship's Funds**

(P.M. 4166/45.—22 Nov. 1945.)

(Included in Notice Boards Issue only.)

***6700.—Need for Discretion on the Part of Naval Personnel**

(C.E.61042/45.—22 Nov. 1945.)

All Officers and men are reminded that it is an offence against the Official Secrets Acts for a person, whether still belonging to the Fleet or not, to divulge any confidential information, or any information acquired by him as a member of the Naval service, unless authorized by the Admiralty to do so. The Official Secrets Acts, and the regulations based upon them, are as valid in peace as in war, and care and discretion cannot be dispensed with simply because active operations have come to an end.

6701.—Ratings Returning to the United Kingdom—Draft Notes and Service Documents

(N. 25943/45.—22 Nov. 1945.)

Ratings continue to arrive in the United Kingdom without their service documents. Their draft notes (Forms S.543), which accompany them to their home depot, almost invariably show the place of embarkation abroad or the transport they travel in, as their ship of origin as opposed to the actual ship or establishment in which they were last borne for pay.

2. The attention of all concerned is directed to not only the necessity of despatching service documents with the ratings on draft but also of noting in the draft notes (Forms S.543) the names of the ships or establishments in which the ratings were last borne for pay.

6702.—Cancelled.

6703.—Acting Sub-Lieutenants, R.N.—Courses—January, 1946

(C.W.—22 Nov. 1945.)

Provided that they are duly recommended the Midshipmen named in the following groups are due for promotion to Acting Sub-Lieutenant on 1st January, 1946, and to undergo shore courses for the rank of Lieutenant. They will be required to join for courses p.m. on 6th January, 1946.

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

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

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

5. Owing to certain difficulties in arranging lengthened post-war courses, final arrangements will not be promulgated in A.F.Os. until a later date. Officers concerned will be informed by H.M.S. "Excellent" which establishment they are to join, on receipt of their home addresses.

6. Officers will be borne on the books of H.M.S. "Excellent" throughout the courses.

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

8. A number of Acting Sub-Lieutenants (ex Lower Deck) now undergoing instruction will also be appointed to these courses.

9. Groups :—

"J"

| | |
|--------------------------|-----------------------|
| J. P. Fisher | H.M.S. "Middleton" |
| A. S. Mackintosh | H.M.S. "Norfolk" |
| L. R. Turtle | H.M.S. "Duke of York" |
| P. J. Ashby | H.M.S. "Quiberon" |
| D. D. Crichton | H.M.S. "Colossus" |
| J. R. F. Hodgson | H.M.S. "Vigilant" |
| M. J. Garnett | H.M.S. "Teazer" |
| P. S. Davis | H.M.S. "Tenacious" |
| T. C. C. S. Tyler | H.M.S. "Urchin" |
| C. J. H. Keith | H.M.S. "Newfoundland" |
| H. T. Verry | H.M.S. "Golden Hind" |
| H. L. A. Foy | H.M.S. "Argonaut" |

"K"

| | |
|--------------------------------|-----------------------|
| R. H. E. Byrne | H.M.S. "Berwick" |
| A. J. Miller | H.M.S. "Wrangler" |
| D. C. Rylands | H.M.S. "Colossus" |
| N. A. Lindsey-Renton | H.M.S. "Norfolk" |
| D. G. L. Evans | H.M.S. "Duke of York" |
| K. P. Shallow | H.M.S. "Quiberon" |
| W. P. Main | H.M.S. "Quality" |
| M. A. Higgs | H.M.S. "Newfoundland" |
| D. R. C. Kempe | H.M.S. "Tenacious" |
| J. W. E. Jones | H.M.S. "Terpsichore" |
| J. R. Venables | H.M.S. "Redoubt" |
| P. G. M. Greig | H.M.S. "Harrier" |
| P. W. Buchanan, R.I.N. | H.M.S. "Quadrant" |
| A. P. S. Bindra, R.I.N. | H.M.S. "Urania" |

"L"

| | |
|--------------------------|-----------------------|
| C. W. O. Rainer | H.M.S. "Urania" |
| J. E. Cooper | H.M.S. "Norfolk" |
| F. R. Brooke | H.M.S. "Meteor" |
| G. D. H. Sample | H.M.S. "Duke of York" |
| M. W. Butler | H.M.S. "Quality" |
| H. R. Cornell | H.M.S. "Wrangler" |
| R. D. Sheaf | H.M.S. "Ulysses" |
| E. H. Rayner | H.M.S. "Queenborough" |
| B. H. Stock | H.M.S. "Colossus" |
| W. E. Bilson | H.M.S. "Harrier" |
| A. N. Stanley | H.M.S. "Golden Hind" |
| T. C. M. Porter | H.M.S. "Wakeful" |
| R. C. Fluker | H.M.S. "Racehorse" |
| J. D. G. Davidson | H.M.S. "Newfoundland" |

"M"

| | |
|--------------------------------|-----------------------|
| A. J. Austin | H.M.S. "Harrier" |
| Lord J. V. A. Conyngham | H.M.S. "Rodney" |
| C. E. Fiddian-Green | H.M.S. "Wakeful" |
| H. C. Hill | H.M.S. "Harrier" |
| N. G. T. Taylor | H.M.S. "Duke of York" |
| B. E. Spicer | H.M.S. "Duke of York" |
| P. Martineau | H.M.S. "Undaunted" |
| A. G. Woolley | H.M.S. "Quickmatch" |
| M. S. T. Price | H.M.S. "Termagent" |
| W. J. Graham | H.M.S. "Teazer" |
| H. L. F. Vaughan | H.M.S. "Colossus" |
| W. H. L. Porter | H.M.S. "Redoubt" |

"N"

| | |
|--------------------------------|-----------------------|
| R. Shaw | H.M.S. "Quadrant" |
| S. P. Hornung | H.M.S. "Norfolk" |
| J. D. MacPherson | H.M.S. "Duke of York" |
| A. J. Massingberd-Mundy | H.M.S. "Undaunted" |
| H. S. Bennett | H.M.S. "Newfoundland" |
| M. I. Hosegood | H.M.S. "Wakeful" |
| W. Fitz Herbert | H.M.S. "Termagent" |
| J. M. Child | H.M.S. "Terpsichore" |
| D. C. Naylor | H.M.S. "Colossus" |
| W. P. F. Webber | H.M.S. "Relentless" |
| D. A. Wooding | H.M.S. "Harrier" |
| A. Hamnett | H.M.S. "Orwell" |
| P. E. D. Stearns | H.M.S. "Orion" |

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

†6704.—Admiralty Surgeon and Agent

(C.E. 23965/45.—22 Nov. 1945.)

Mr. T. Cotter-Craig, M.B., Ch.B., of 12, Gay Street, Bath (Telephone Bath 4310), has been re-appointed Admiralty Surgeon and Agent for Bath, *vice* Mr. R. Scott-Reid, to date 1st December, 1945.

(A.F.O. 5140/45.)

6705.—Victualling Store Accounts of Destroyers and Certain Smaller Ships—Simplification on Paying Off

(N. 23065/45.—22 Nov. 1945.)

The following measures to simplify the procedure on paying off apply to :—

(a) Vessels keeping victualling accounts on the tenders (S.461 and S.462) system (A.F.O. 6757/44),

(b) Vessels keeping victualling accounts on the modified general messing (S.99) system (A.F.O. 5746/44),

when such vessels return from abroad to pay off :—

(i) If new top lines have not been received from previous parent ship or base the vessel's own figures may be accepted for the top line *without* subsequent adjustment on receipt of the "official" top line—*see* paragraph 4 of A.F.O. 6757/44.

(ii) Mess savings may be compiled from the vessel's current account, the figures concerning valuation of the provisions issued on repayment as shown in the account being accepted.

(iii) If there are subsequently any arrears of mess bills they should be dealt with collectively, these being set against credits, any remaining credits being taken on charge in the cash account. *Any remaining debits, subject to a limit of £1 per head, may be waived. Any debits above this figure are to be reported to the Admiralty for approval.*

(iv) Small charges for stores lost by neglect, received from previous parent ship or base after a vessel has been paid off, to be waived.

2. Former parent ships and bases are, as far as possible, to communicate full particulars of the latest position as regards messing debits and credits to the Supply Officer of the paying off base, if known, otherwise to the manning depot, by air mail or signal, distinguishing between the several messes and between Crown and N.A.A.F.I. debts.

3. (i), (ii), (iii) and paragraph 2 will not arise in the case of vessels on cash messing (A.F.O. 2974/45) to which, therefore, only (iv) above will apply.

(A.F.Os. 5746/44, 6757/44 and 2974/45.)

***6706.—Wren Cinema Operators—Advancement to Leading Wren**

(N. 3015/45.—22 Nov. 1945.)

The roster for advancement to Leading Wren Cinema Operator is in future to be based on seniority (i.e. the date of award of the lower specialized rate of pay) instead of on date of passing.

2. The following *amendment* to A.F.O. 5377/44 has, therefore, been approved :—
Paragraph 102. *Cancel and substitute :—*

“The advancement roster is to be based on seniority, i.e. the date of award of the lower specialized rate of pay. Wren Cinema Operators may be recommended for advancement on Form S.507(W) and placed on the roster before passing professionally, but they may not be advanced until they have so qualified. The qualifying examination may be taken at any time after the award of lower specialized pay. Ratings who fail may not take the examination again until at least three months have elapsed from the date of failure.”

(A.F.O. 5377/44.)

6707.—W.R.N.S. Radar Officers

(C.W.79912/45.—22 Nov. 1945.)

W.R.N.S. Officers are no longer required to train as W.R.N.S. Radar Officers. A.F.O. 4287/45 is accordingly cancelled.

(A.F.O. 4287/45 is cancelled.)

***6708.—Royal Commission on Population—Census of Married W.R.N.S. Personnel**

(N. 26039/45.—22 Nov. 1945.)

The Royal Commission on Population is arranging to take a census of women, who are or have at any time been married, in order to obtain certain data regarding the distribution of families, and to gauge the extent of childlessness in the general population. Such data will be an invaluable asset in future planning for housing, family allowances, and other social measures.

2. If this information, for which there is an urgent need, is to be as reliable as possible, it is important that all sections of the population should be represented. Their Lordships have therefore acceded to the Royal Commission's request that the census be extended to officers and ratings serving in the W.R.N.S., who are, or who have been, married and who are willing to assist by answering a few simple and impersonal questions, as outlined in the Appendix to this Order. All information given will be treated as strictly confidential.

3. *It is emphasized that there is no obligation whatever on any member of the W.R.N.S. to furnish this information, and no pressure is to be exercised on any individual to do so, but Their Lordships hope that as many as possible will be ready to co-operate in the scheme, details of which are given below.*

4. (a) The census will begin on 21st January, 1946, and is to be completed by 18th February, 1946.

(b) In order to ensure that census forms may be distributed in time, the Superintendents W.R.N.S., The Nore, Portsmouth, Plymouth, Rosyth (Air), (Training), Mediterranean and East Indies, are requested to inform the Director, W.R.N.S., by signal of the number of forms required in their respective Commands. The forms will then be dispatched by the Royal Commission direct to the Superintendents, W.R.N.S.

(c) An explanatory personal letter from the Chairman of the Royal Commission and an envelope will be distributed with the census form to each W.R.N.S. Officer and rating who is now or has at any time been married. Unit Officers will distribute the forms, letters and envelopes to every officer and rating in their unit who is or has at any time been married.

(d) Personnel should be permitted to complete the forms themselves, but may apply to their Unit Officer for assistance if desired. They should place the form in the envelope provided and seal it. This envelope will not be opened until it reaches the Royal Commission.

(e) On completion of the census, Unit Officers will be responsible for returning the envelopes containing the forms to their Command Superintendents, using the envelope provided. They will enclose a slip stating :—

- (a) Number of blank forms distributed in the unit.
- (b) Number of completed forms returned.

Superintendents W.R.N.S. are requested to forward these envelopes and slips direct to the Royal Commission on Population, Thorney House, Smith Square, Westminster, S.W.1.

APPENDIX

The information required on the Family Census Form will be on the following lines :—

- (1) Whether now married, widowed or divorced.
- (2) Date of birth.
- (3) When married, and if marriage has ended.
- (4) If married more than once, date of first marriage, and date when first marriage ended.
- (5) Number of children born alive, and their dates of birth.
- (6) Number of children alive to-day who are under 16 years of age.
- (7) Occupation of husband.
- (8) Name and address of person completing the form.

***6709.—Pensioners and Engineering Ratings nearing Pension—Promotion to Temporary Warrant Rank**

(C.W. 60460/45.—22 Nov. 1945.)

In view of the cessation of hostilities, recommendations for promotion of active service ratings to Temporary Warrant Officer should now be limited to those ratings within three years of pension.

2. The temporary extension of the period to within five years of pension promulgated in A.F.O. 6264/44 is now withdrawn.

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

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

5. Employment will be seagoing and recommendations should be accompanied by a medical certificate of fitness and a copy of the candidate's service certificate with a written declaration to the effect that, if selected for promotion, the candidate undertakes to serve for :—

- (a) A period of service of two years from the date of promotion to Temporary Warrant Rank, or
- (b) until the end of the present emergency if shorter than (a).
- (c) Until he would have completed time for rating's pension if longer than (a) or (b), or
- (d) until his category in Age and Service Group would be released if longer than (a), (b) or (c).

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

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

(A.F.O. 6264/44 is cancelled.)

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

6710.—3-in. Aircraft Rocket Ammunition—Saddles Nos. 1 and 2—Disposal

(A.S. 1198/45.—22 Nov. 1945.)

Consequent upon withdrawal of Swordfish aircraft from first line service 3-in. aircraft rocket, Saddles Nos. 1 and 2 are no longer required for any purpose.

2. H.M. ships should land any stocks held at first opportunity. R.N. armament depots are to dispose of existing stocks and any subsequent receipts by bringing to produce locally.

6711.—Aircraft—Bombs—Incendiary, 1½-lb.—Withdrawal

(A.S./A. 01051/45.—22 Nov. 1945.)

Bombs, aircraft, incendiary, 1½-lb., Marks I and II, are no longer required to be fitted in Naval aircraft, and in view of the risk of fire are being withdrawn from service.

2. Any stocks remaining on board H.M. ships should be dumped singly in deep water. Stocks held at R.N. air stations should be returned to the nearest Naval armament depot.

3. Stocks at Naval armament depots, including those returned from R.N. air stations, should be retained pending the issue of disposal instructions now under consideration.

6712.—Aircraft—Guns—Operational Sorties—Rounds Fired and Stoppages— Summary

(G. 4338/45.—22 Nov. 1945.)

The following summary of the number of rounds fired and the number and types of stoppages has been compiled from reports received of aircraft operational sorties which took place during the period February, 1945, to May, 1945 inclusive:—

| | 0.50 in. | | | 20 mm. | | |
|-------------------|--------------|------------|----------------------------|--------------|------------|----------------------------|
| | Rounds fired | Stop-pages | Rounds fired per stop-page | Rounds fired | Stop-pages | Rounds fired per stop-page |
| February ... | 19,060 | 12 | 1,588 | 2,690 | 0 | 2,690 |
| March ... | 27,959 | 1 | 27,959 | 3,520 | 0 | 3,520 |
| April ... | 71,532 | 16 | 4,471 | 5,790 | 4 | 1,448 |
| May ... | 36,313 | 16 | 2,270 | 5,170 | 5 | 1,034 |
| Feb.—May ... | 154,864 | 45 | 3,441 | 17,170 | 9 | 1,908 |
| Type of aircraft— | | | | | | |
| Wildcat ... | 18,818 | 10 | 1,882 | — | — | — |
| Corsair ... | 108,041 | 25 | 4,322 | — | — | — |
| Hellcat ... | 28,005 | 10 | 2,800 | — | — | — |
| Firefly ... | — | — | — | 17,170 | 9 | 1,908 |

STOPPAGES

| | Wildcat | Corsair | Hellcat | Firefly |
|---|---------|---------|---------|---------|
| Cross feeds ... | — | 1 | — | — |
| Separated cases ... | — | — | 3 | — |
| Link jams ... | — | 7 | 4 | — |
| Faulty ammunition ... | 3 | — | 1 | 2 |
| Weak return spring ... | — | — | — | 1 |
| Gun charger only partially operated ... | — | 7 | — | — |
| Faulty gun firing solenoid ... | 1 | — | — | — |
| Uncertain ... | 6 | 10 | 2 | 3 |
| B.F.M.'s slack feed ... | — | — | — | 1 |
| B.F.M.'s lost tension ... | — | — | — | 2 |
| Total stoppages ... | 10 | 25 | 10 | 9 |

(A.F.O. 3882/45.)

6713.—Guns, Browning, 0.303-in.—Barrel Extensions

(A.S. 9042/45.—22 Nov. 1945.)

Some barrel extensions of 0.303-in. Browning guns have chamfers on the edges of the ribs at an angle greater than 45°.

2. Provided this angle is not more than 60° (using the top face of the barrel extension as the datum line), such extensions are acceptable for Naval Service.

(A.F.O. 4387/42.)

6714.—Destruction of Drifting Mines—Ammunition Allowances—REPORTS

Fleet Minesweepers

(A.S. 8243/45.—22 Nov. 1945.)

Drifting mines may be encountered for some time to come and may be dangerous to shipping in a small proportion of cases.

2. The most effective weapons for the destruction of these mines are the Boys anti-tank 0.55-in. rifle, the Oerlikon and the 0.5-in. Vickers; 0.303 A.P. ammunition may also be used effectively in calm weather.

3. For this purpose increased allowances of ammunition are approved for the following classes:—

| Class of Ship | Oerlikon (per gun) | 0.303 |
|------------------------|--|-----------------|
| Fleet Minesweepers ... | 300 rds. SAP/HE/Incendiary ... | 1,000 rds. A.P. |
| Fleet Danlayers ... | 300 rds. SAP/HE/Incendiary ... | 2,000 rds. A.P. |
| | If S.A.P. is not available, (Marked "W" on ammunition fuzed No. 254 base.) should be used in preference to ammunition fuzed No. 258) | |

4. As occasionally the mine explodes when hit, it should not be fired at from a range of less than 200 yards and personnel should not be exposed unnecessarily to danger of injury from fragments.

5. Authorities are requested to report any heavy expenditure to the Admiralty in order that allowance may be adjusted to conform with experience.

(C.A.F.O. 616/41 is cancelled.)

6715.—Guns—Q.F., U.S., 40-mm. M.1 Mounts, Single, 40 mm. M.1—Adjustment of Spare Gear Carried by Ships
(A.S. 0574/45.—22 Nov. 1945.)

The following *amendments* are to be made to A.F.O. 5957/45, viz.:—

Paragraph 4.

For "Appendix B" read "Appendix C".

Appendix B.

Add: "Brush, cleaning 1†

Rod brush cleaning 1†

† British or American made stores may be supplied."

(A.F.O. 5957/45.)

6716.—Guns—Q.F., 5·25-in., Mark I Pinions, Rack—Rectification

(A.S. 9711/45.—22 Nov. 1945.)

A few pinions, rack (stamped T.E.C.), for Q.F., 5·25-in., Mark I guns, have been issued to service with the assembly line 180° out of position and the counterbore 2·35-in. dia. at the top end of the three keys omitted.

2. R.N. Armament Depots should inspect all spare O.Q.F., 5·25-in., Mark I pinions, rack, in store and if necessary rectify them in accordance with A.F.O. Diagram 408/45. H.M. Ships concerned should request this service from the nearest R.N. Armament Depot.

6717.—Guns—Q.F. 4·7-in., Marks XII, XII* and XIIB and 4·5-in., Marks I, III and IV—Pinions, Rack—Rectification

(A.S. 9711/45.—22 Nov. 1945.)

A few pinions, rack, for Q.F. 4·7-in., Marks XII, XII* and XIIB and 4·5-in., Marks I, III and IV guns may have the counterbore 2·35 in. diameter at the top end of the three keys omitted.

2. R.N. Armament Depots should inspect all spare O.Q.F. 4·7-in., Marks XII, XII* and XIIB and 4·5-in., Marks I, III and IV pinions, rack in store, and if necessary rectify them in accordance with A.F.O. Diagram 409/45. H.M. Ships concerned should request this service from the nearest R.N. Armament Depot.

6718.—Gun—Q.F. 2-pdr., Mark II*C and VIII—Machines, Belting and Gauges—Modification

(A.S. 6095/45.—22 Nov. 1945.)

The following modifications are approved:—

A.

Item Machines, belting, Mark I, I*, I** and III for Q.F., 2-pdr., Mark II*C and Mark VIII guns.

Part affected Buffer, forcing screw, Mark I.
Buffer, actuating shaft, Mark I.

Purpose... .. To alter the position of rounds in links to improve feeding.

Nature of Modification... Metal to be removed from face. Mark of buffer to be advanced to Mark I*.

Drawing I.P. N.O.D. 2193/16.

This modification has been included in new manufacture Mark III belting machines and in modification parts for conversion of machines to Mark I**.

B.

Item Gauge testing position of rounds in belt, Q.F., 2-pdr., Mark II*C and VIII guns.

Nature of modification... Metal to be removed. Mark to be advanced to Mark II.

Drawing I.P. N.O.D. 2124/182.

2. The modifications are to be done by staffs of R.N. Armament Depots. Care is to be taken that machines and gauges in H.M. ships are modified concurrently and that gauges of the appropriate mark are issued with modified and unmodified machines.

6719.—Guns—Q.F., 40 mm. Barrel Lives—Assessment of Equivalent Full Charges
(G. 017338/45.—22 Nov. 1945.)

A small number of rounds filled W, W.T. and W.M.T. cordite have been supplied to H.M. ships. This cordite has a far greater wearing effect upon the barrel than F.N.H., N.H. or N.C.T. propellant, and each round fired of W, W.T. and W.M.T. should in future be assessed as 5 E.F.C.

2. Rounds already fired should be re-assessed at next inspection.

3. B.R. 291, Table C, states that these barrels should be inspected after firing 300 E.F.C., i.e., 60 rounds of W, W.T. or W.M.T. To avoid inspection after such a small number of rounds, in future these barrels are to be inspected after each series of 300 E.F.C. or 150 rounds, whichever allows the greater number of rounds to be fired.

(A.F.O. 2343/44.)

6720.—Guns—Q.F., 40-mm., Marks I, I* and C. Mark I—Modifications

(A.S. 7390/45.—22 Nov. 1945.)

Q.F., 40-mm., Mark I, I* and C Mark I guns in naval service require the following modifications:—

A.F.O. Diagram 410/45 (1) (Guns in Mark III* and VII mountings)

Drill and tap holes in automatic loader front guide and breech casing for loading lights and cable clips when fitted. $\frac{1}{4}$ -in. B.S.F. preserving screws to be provided locally, if required.

A.F.O. Diagram 410/45 (2) and A.F.O. Diagram 410/45 (3)

(1) Cover, charger, ejection aperture A.N.9920 on Mark I* guns to be fitted over charger ejection aperture on right side of gun.

(2) If not already fitted, hand operating lever rear catch bracket, A.N.115SA comprising—

A.N.3860 Plunger

A.N.3888 Bracket

A.N.3861 Seat, plunger, spring

A.N.3831 Spring, plunger

and two countersunk headed screws to be fitted or substituted for dust cover A.N.14414 with two screws.

(3) Remove hand operating lever stop bracket A.N.1368SA, comprising—

A.N.14408 Bracket

A.N.14410 Washer

A.N.14409 Stop

with countersunk headed screw, single turn spring washer and nut and two bolts each with spring washer; or hand operating lever bottom catch bracket, A.N.759SA, with two bolts and washers, whichever is fitted, and plug holes in breech casing. Removed parts are to be scrapped.

(4) Cover, buffer piston rod aperture, A.N.816SA, to be fitted.

(5) Guns may be supplied with auto-loader covers, A.N.105A, or A.N.9903. The front, right hand, steadying plate of cover A.N.9903 should be removed.

2. Modifications are to be carried out by ship's staff if possible, and by R.N.A. depots before guns are issued. H.M. ships should demand new parts required from nearest R.N.A. depot. R.N.A. depots should demand from Director of Armament Supply as necessary.

3. Guns in Naval Mark VII single (power) mountings must be fitted with riveted type elevating arcs (A.N.2.SA).

6721.—Gun Mountings—General—Cable Lead-in Gear—Fitting of Leather Strips to Bottom Cables in Trough Platform Systems

Ships concerned, Dockyards and Repair Authorities

(D.15632/45.—22 Nov. 1945.)

Leather strips should now be fitted to the bottom cables in *all* trough platform type lead-in systems, irrespective of whether the cables show signs of wear or not. The addition of this leather strip will reduce the wear on the cable cleats, as well as fulfilling its primary purpose of protecting the cable.

2. The Commanding Officers of all ships concerned, who have not already taken action to have leather strips fitted, should insert an item in their defects list to have them fitted at the earliest opportunity, quoting this Order as the authority. Alternatively, the leather can be fitted by ships' staff when the labour and material are available. The method of fitting is described in paragraph 4 below.

3. Dockyards and Repair Authorities concerned should note that, whenever cables in a trough platform system are rewired, leather strips should be fitted to the bottom cables in all bights in accordance with the method detailed below.

4. Strips, $\frac{3}{4}$ in. wide, cut from sheet leather (Pattern C.37, subhead 11) approximately $\frac{1}{2}$ in. thick, are lapped helically round the lower cable of each bank of cables. The pitch of the lapping is approximately 1 in. and the lapping extends to within 1 in. of the cable cleat at each end. The ends of the leather strip are secured by stitching each end to the adjacent first turn of the strip with a single strand of sailmaker's twine. A single strand of sailmaker's twine is taken through each turn of the helical strip and is knotted at each turn and at each end of the leather strip. Its purpose is to ensure that in the event of any turn of the strip failing, the remainder of the length of strip between any two cleats does not unwind. The position of all stitching is to be arranged so that the cable does not slide on it, the stitching is not in contact with the cable above, and, as far as possible, is not rubbed by the cables in adjacent banks.

5. Attention is drawn to the necessity for careful fitting of these strips in accordance with the foregoing instructions, particularly with reference to the pitch of the helical lapping, which should not be allowed to exceed 1 in., i.e., with $\frac{3}{4}$ in. wide strip, the gap between adjacent turns should not be more than $\frac{1}{4}$ in. If this pitch is exceeded, the turns will not remain firmly in position on the cable.

(A.F.Os. 6115/43, 821/44 and 4134/45 are cancelled.)

6722.—Gun Mountings—Bofors V. R.P. 50—Canvas Cover and Scotchman—Introduction

Ships concerned, Depot Ships, Dockyards, P.S.Os., G.M.Os. and F.O.G.M.Os.
(G. 7286/45.—22 Nov. 1945.)

Now that a standard canvas cover and scotchman have been evolved for the above mounting, particulars of them are published for the information of all concerned.

2. A.F.O. Diagram 411/45(1-4) (Drawing Nos. G.2000 sheets 1-4) shows arrangement and details of cover, muzzle bags and scotchman: it will be observed that the scotchman stows on the mounting when not in use.

3. All future mountings will be so equipped before delivery.

6723.—Wind Gear—Suppression of Wind Speed Transmitter, Pattern 3231

(G./H.M. 3102/45.—22 Nov. 1945.)

Where interference is experienced on W/T and navigation aid receivers from wind speed transmitter, Type 3231, the following suppression equipment should be fitted by the ship's staff:—

(i) *Medium and high frequency interference (0.15 to 25 Mc/S).*—For suppressing interference to receivers working at medium and high frequencies (0.15 to 25 Mc/S) fit one A.P. 19441T suppressor in series with the transmitter leads as near the wind speed transmitter as possible as shown on A.F.O. Diagram 412/45(1) (Drawing D.E.E. 13747). The installation to be generally in accordance with A.F.O. Diagram 412/45(2) (Drawing D.E.E.11667).

(ii) *Very high frequency interference (100 to 150 Mc/S).* For suppressing interference to receivers working at very high frequencies, e.g., Type 86M and Type 87 receivers (100 to 150 Mc/S) internal suppression is required to be fitted in the wind speed transmitter. The suppression required consists of (a) two 100 pf. condensers (A.P. 19715) from the generator brushes to frame of the machine, (b) two $23\frac{3}{8}$ -in. lengths of A.P. 13926 lead twisted together which act as high frequency chokes, and (c) 200 pf. condensers (A.P. 19716) from each terminal to frame.

The condensers are kept in position by folding a 0.015-in. thick brass sheet which is wedged between the terminal block and the aluminium casing. The earthy ends of the condensers are to be soldered on to the sheet.

2. The general assembly of the suppression equipment is shown on A.F.O. Diagram 412/45(3) (Drawing D.E.E. 13219) and the details of condensers fixing brackets on A.F.O. Diagram 412/45(4) (Drawing D.E.E. 13736).

3. *Precautions.*—(i) The $23\frac{3}{8}$ -in. lengths of the lead is critical and should not vary more than $\frac{1}{4}$ -in. from the required length.

(ii) The condenser leads should be kept as short as possible as shown on the diagram.

4. *Demanding procedure.*—The A.P. 19715, 19716 condensers and A.P. 19441T suppressors are to be demanded from (a) S.N.S.O., Stroud, for home-based ships, and (b) nearest storing yards for Far Eastern-based ships. Supply is, however, dependent upon production and distribution to bases abroad is being made as early as practicable.

6724.—Depth Charges—Landing from Fleet Sweepers

(M/S. 0620/45.—22 Nov. 1945.)

Whilst there is a general requirement for minesweepers to carry depth charges both in Peace and War, Fleet Sweepers may land their outfit when engaged or likely to be engaged upon the clearance of live minefields in peace-time in order to facilitate the handling of sweeping gear.

2. As the landing of depth charges is a temporary measure the weight is not available for "topweight compensation".

6725.—Squid—Introduction of New Case and Primer Gun Test, St. No. 10,318

(A.S./T. 1157/45.—22 Nov. 1945.)

Reports have recently been received from sea concerning the inability of the present design of case and primer gun test, known generally as Squid Testing Cartridge, to stand up to general handling, and the primer bridges have been found to be broken.

2. A new case and primer, gun test, St. No. 10,318, has been designed in which the primer has been filled with solder. Continuity readings in accordance with tests laid down in "Vernon" pamphlet on Care and Maintenance, paragraph 105, should not exceed 1 ohm and will generally be less.

3. Ships are to demand the new test cases from the nearest armament depot and on receipt, the present cases and primer, gun test, are to be returned. The new pattern cases will be approximately 3 in. long so as to be easily distinguishable from service cartridges and practice cartridges.

4. Contents sheets of Chests, Tools and Spare Gear, Squid, are to be amended accordingly when case and primer, gun, test, St. No. 10,318, is received.

6726.—Lighters, Bickfords Safety Fuze—Warning Labels

(T. 1668/45.—22 Nov. 1945.)

To prevent accidents occurring as the result of leaving lighters, Bickfords safety fuze, affixed to the safety fuze of fitted charges when not required for immediate use, it has been decided that all tins containing these lighters are to be labelled with the following warning:—

"DO NOT FIT UNTIL ABOUT TO FIRE."

"REMOVE AT ONCE IF CHARGE IS NOT FIRED."

2. These labels will bear the title of the store in black and the warning in red letters and have been allocated the number N.975.

3. Ships carrying lighters, Bickfords safety fuze, are to demand from the nearest Naval armament depot sufficient labels to affix two around each tin containing 50 lighters and one around each tin containing 10 lighters.

4. Instructions are laid down in C.B. 3125(R), paragraph 438, detailing the correct method of dealing with a charge with a lighter affixed which cannot be fired immediately.

6727.—Electrically Heated Equipment—Replacement of Defective "Tok" Rotary Switches by "Arrow" Rotary Switches

H.M. Ships and Submarines

(T. 1759/45.—22 Nov. 1945.)

In view of reports from sea of failures of "Tok" switches fitted on certain heating equipment, it has been decided that in all cases where the "Tok" switches become defective in service, they shall be replaced by "Arrow" switches of Admiralty patterns as shown below.

2. The diameter of the bases and the fixing centres of "Arrow" switches and "Tok" switches are such that no difficulty should be experienced generally in the replacement. In certain instances, however, new fixing holes will be required as indicated below.

3. When replacing "Tok" 3-heat S.P. switches by the "Arrow" 3-heat D.P. switches listed, the switch connections should be changed in accordance with the markings on the switches and as follows:—

| | "Tok" | | "Arrow" |
|------------------------------|-------|--------------------------------|---------|
| Mains, terminals ... | ... | L. & R.L. to Terminals 1 and 2 | |
| 1st Resistance terminals ... | ... | M. & R.L. to Terminals 3 and 4 | |
| 2nd Resistance terminals ... | ... | M. & G. to Terminals 3 and 5 | |

| Equipment | Pattern No. | "Tok" Switches | | "Arrow" Switches | | Remarks |
|------------------------------------|-----------------|----------------|----------|------------------|-------------|--|
| | | Type | Cat. No. | Type | Pattern No. | |
| Hotcupboards (2-dish) { | 12135 and 12136 | 3-Heat S.P. | 313 | 3-Heat D.P. | 17961 | New fixing holes required (1 $\frac{1}{4}$ -in. centres). |
| Hotcupboard (2-dish) Submarines. } | 12137 | 3-Heat S.P. | 311 | 3-Heat D.P. | 17961 | — |
| Hotcupboards (Pantries) { | 5957 and 5958 | On/Off D.P. | 211 | On/Off D.P. | 17966 | — |
| | | 3-Heat S.P. | 313 | 3-Heat D.P. | 17963 | — |
| Hotcupboards (Serving). { | 1073 and 1074 | 3-Heat S.P. | 315B | 3-Heat D.P. | 17964 | New fixing holes required (2 $\frac{3}{16}$ -in. centres). |
| Toasters ... { | 5193 | On/Off D.P. | 211 | On/Off D.P. | 17966 | — |
| | 5194 | On/Off D.P. | 213 | On/Off D.P. | 17968 | — |
| | 4490 | On/Off D.P. | 213 | On/Off D.P. | 17967 | — |
| | 4491 | On/Off D.P. | 215 | On/Off D.P. | 17969 | New fixing holes required (2 $\frac{3}{16}$ -in. centres). |
| | 4492 | On/Off D.P. | 215 | On/Off D.P. | 17969 | |
| Urns ... { | 12002 | 3-Heat S.P. | 313 | 3-Heat D.P. | 17962 | — |
| | 12023 | 3-Heat S.P. | 313 | 3-Heat D.P. | 17962 | New fixing holes required (2 $\frac{1}{4}$ -in. centres). |
| | 12024 | 3-Heat S.P. | 313 | 3-Heat D.P. | 17962 | |
| | 12026 | 3-Heat S.P. | 315B | 3-Heat D.P. | 17963 | |
| | 12025 | 3-Heat S.P. | 315B | 3-Heat D.P. | 17963 | |

4. The new switches should be demanded as required, and ships concerned should enter a defect for replacement of "Tok" switches by "Arrow" switches, the work to be carried out by ship's staff with dockyard assistance as necessary.

(A.F.O. 3860/44 is cancelled.)

6728.—Loss or Failure of Paravanes

(T. 06674/45.—22 Nov. 1945.)

In the event of loss or failure of paravane, the History Sheet, together with the Report of Loss or Failure on Form S.313, is to be forwarded to the Admiralty (D.T.M. Department) through the administrative authority.

2. A copy of the report on Form S.313 is also to be forwarded to the Captain, H.M.S. "Vernon" (M/S).

3. The instructions on History Sheets—Form O.427—will be amended in the next issue.

6729.—Torpedoes—Defects Discovered during Routine "XRT" and "A"—REPORTS

(T. 09036/45.—22 Nov. 1945.)

Where a defect is discovered in a torpedo during the Routine "A" following Routine "XRT", it is important that the torpedo depot concerned should be informed with the minimum delay in order that the cause of the defect may be established while evidence is still available and the necessary steps can be taken to prevent recurrence.

2. Ships and shore bases which are within reach of a torpedo depot should report the nature of the defect to the T.E.O. by signal and request him to send a representative to view the defect in question. This signal should, where possible, be addressed to the issuing depot if still within reach, otherwise the signal should be made to the nearest accessible torpedo depot and repeated to the issuing depot concerned.

3. Form S.1161 should also be rendered in accordance with the usual instructions laid down.

4. Details of missing parts or external damage found in torpedoes on receipt from a torpedo depot are to continue to be reported to the Torpedo Engineer Officer on Form O.414C, but return of this form is not to be delayed pending completion of Routines "XRT" and "A".

(A.F.O. 4639/43.)

6730.—Torpedoes, 18-in., Mark 15, 21-in., Mark 8 and 9-9**—Modification to Horizontal Rudder Control Gear for Locked Rudders**

(A.S. 12248/45.—22 Nov. 1945.)

When 18-in., Mark 15 and 21-in., Mark 8** torpedoes are required for use as M.T.B.T. torpedoes and also when 21-in., Mark 8** torpedoes are used for torpedo fire in shallow water from submarines, the controlling gear in the torpedoes must provide for a locked rudder setting on discharge.

2. A similar requirement has also arisen in the case of 21-in., Mark 9-9** torpedoes with the introduction of the new horizontal rudder controlling gear setting of locked flush rudders on discharge.

3. The original modification to the controlling gear of 21-in., Mark 9-9** torpedoes consisted of fitting an extension screw on the locking lever to fill the trunk bar gap (see A.F.O. Diagram 413/45 (1)). It was found, however, that this modification was not entirely satisfactory as it restricted the amount of adjustment available at the H.R.C.G. star wheel.

4. The above objection has since been overcome by replacing the original extension screw with a modified screw having a shorter head and longer Shank projecting on the after side of the locking lever (see A.F.O. Diagram 413/45 (2)).

5. The position regarding 21-in., Mark 9-9** torpedoes now in service is that torpedoes that are fitted with the original type extension screw should have the screw fitted in the locking position and adjusted to give flush rudders. New type screws as in paragraph 4 will be fitted by torpedo depots under classification "C" at first opportunity.

6. For new production 21-in., Mark 9** torpedoes a narrow slot type of trunk bar will be fitted as soon as this can be arranged and the use of a special screw to give flush rudder locking will not then be necessary.

7. For 21-in., Mark 8** torpedoes the use of a locked rudder setting is not universal. For the present, therefore, all new production 21-in., Mark 8** torpedoes will have controlling gear provided with the extension screw referred to in paragraph 4 above to permit of locked rudder settings when necessary. 21-in., Mark 8** torpedoes already in service will be modified and fitted with the new type screws by torpedo depots, under classification "C" at first opportunity. 21-in., Mark 8** torpedoes will be issued from torpedo depots to submarine services with the screw in the stowage position; torpedoes issued to M.T.B.T. service will have the screw in the action position. When a locked rudder setting is not required the extension screw is removed from the end of the locking bar and inserted in the stowage hole provided.

8. For 18-in., Mark 15 torpedoes the controlling gear may be fitted with either the wide gap trunk bar, St. No. 5679A, now no longer required for aircraft torpedo use, or the narrow gap type trunk bar, St. No. 5679. With the latter type, no modification to give flush rudders is required, but with the former type it is necessary to modify the locking lever and to fit an extension screw as shown in A.F.O. Diagram 413/45 (3). Torpedoes 18-in., Mark 15 will be modified by torpedo depots before issue for M.T.B. Services.

8. The corresponding Torpedo Depot Instruction is T.D.I. 2292.

(C.A.F.O.s 445/45 and 1498/45.)

(A.F.O. 6046/44 and A.F.O. Diagram 394/44 are cancelled.)

6731.—Torpedoes—22·4-in., U.S.A., Mark 13—Drill in Event of Accidental Starting when Loaded on Aircraft

(T. 09035/45.—22 Nov. 1945.)

A case has occurred of a 22·4-in. U.S.A., Mark 13, torpedo running hot while loaded on to an Avenger aircraft.

2. The cam toggle was accidentally tripped by one of the loading crew. The torpedo ran cold for 45 seconds, when, owing to a leak in the water trip delay valve, the igniter was fired and the torpedo ran hot, causing considerable damage to the torpedo.

3. With this type of torpedo and aircraft it is not possible to get at the stop valve, once the torpedo is loaded on, but it is possible to get at the starting gear index spindle, and the engine can be stopped by this means.

4. Due to the limited room between torpedo and fuselage, a special spanner is required. Such a spanner should be supplied with and stowed in the aircraft for use as a stop valve key. If it is missing a small box spanner, 3½ in. long, fitted with a 3-in. "T" handle, is suitable and should be made by ship's staff.

5. The spanner is to be placed on the starting gear index spindle before loading commences and only removed when settings have been finally checked and no further personnel are required to enter the bomb cell.

6. B.R. 811/1G will be amended.

6732.—M.A.T. 4—Repair of Minor Damage to Skin

(T. 09034/45.—22 Nov. 1945.)

To avoid classifying as "unserviceable", Monoplane Air Tails, Mark 4, which have received minor damage to the skin, ships and stations staff may repair such damage up to four square inches in area, except on the leading edge of the tail.

2. Repairs are to be effected by the following method:—

- (i) Clean the edges of the punctured or damaged surface, fill up screw or brad holes, and rub the surface with fine glass paper.
- (ii) Carefully remove all dust and ensure that the surface is free from grease, wax or oil. Degrease with Primer 33B/510, 511 or 512, if necessary.
- (iii) Apply a coat of Red Dope (Ref. 33B/124) and stretch cotton fabric strip (Ref. 32B/705, 706 or 707, as applicable) evenly over the damaged surface, pinning it in position.

(iv) Apply a coat of Red Dope over the patch, ensuring that full penetration of the fabric occurs.

(v) Allow to dry and remove the pins.

(vi) Paint the repaired surface with grey paint.

6733.—Standard Magnetic Compasses—Effect of Director Towers, Mark VI, and American Mark 37 and of Radar Nacelles

Destroyers of "Chevron", "Cossack", "Crescent", "Battle", "Weapon" Classes

(C.D. 273/45.—22 Nov. 1945.)

The attention of Commanding Officers of all new construction destroyers of "Chevron", "Cossack", "Crescent", "Battle" and "Weapon" classes is drawn to the fact that the director tower, Mark VI (or American Mark 37) and, consequently, the Radar nacelles, have of necessity been fitted within the "safe distance" zone of the standard compass and that the latter will not, therefore, be reliable except when they are in the secured position.

2. When the standard compass is in use or being adjusted the director and Radar nacelles should be in the secured position. Separate action is being taken in the case of ships under construction for a brass warning plate to be fitted on the binnacle of the standard compass, inscribed as follows:—

"Standard compass is not reliable except when the Director and Radar Nacelles are in the secured position."

3. This item is to be carried out by ship's staff in cases where it has not been possible to fit the warning plate before the completion of the ship and, in vessels where the warning plate already fitted refers only to the director and not to the Radar nacelles, arrangements are to be made for the necessary rewording, as indicated in paragraph 2, to be carried out by ship's staff.

4. Separate action has been taken for destroyers still under construction.

(A.F.O. 3195/45 is cancelled.)

6734.—Projector Binnacles and Compasses in Submarines

(C.D. 428/45.—22 Nov. 1945.)

Projector Binnacles, Marks XI and XII, as fitted in "A" and in certain "T" Class submarines, have been modified to overcome difficulties experienced in operation. These binnacles, when modified, will be known as Mark XI* and Mark XII* respectively, and binnacles, Marks XI* and XII* will, when available, be issued for initial installation instead of Marks XI and XII. No retrospective action is, however, intended as regards binnacles in cases where Marks XI or XII are already installed.

2. At the same time, a slight modification is being introduced in the position of the gimbal holes in the compass, pattern 32P, which is fitted in conjunction with binnacles, Marks XI and XII. This compass, when modified, has been allotted the pattern number 33P.

3. Compass, Pattern 33P, will, when available, be issued in place of Pattern 32P when binnacles, Marks XI, XII, XI* or XII* are initially installed. When compasses, Pattern 32P, at present in service become defective, compasses, Pattern 33P, should be demanded in replacement. Until, however, the latter become available, compasses, Pattern 32P, will continue to be issued against such demands.

4. Compasses, Patterns 32P and 33P, will be mechanically interchangeable in binnacles, Marks XI, XII, XI* and XII*, but, should compass, Pattern 32P, be replaced by compass, Pattern 33P, some readjustment of the projector lens will be required. This can be carried out by ship's staff and comprises raising the projector lens about ⅛ in. from its original position. The top seal of the binnacle will, in any case, have to be broken to fit the compass, and the readjustment of the lens should be carried out before the top joint is re-made.

6735.—Magnetic Compasses—Safe Distances

(C.D. 570/45.—22 Nov. 1945.)

The following additions should be made to the safe distances given in C.D. pamphlets Nos. 11A and 11A(1) :—

| Description | Minimum Distance from Compass Feet |
|---|--|
| Dimmer, Pattern 18962 | 3 |
| Loudspeaker, Oxford, Type 3YMP | 6 |
| W/T and Radar apparatus :— | |
| *R/F head RT—63/APS in case, Pattern 59903, when mounted in D.C.Ts.... | 15 |
| Type TBS :— | |
| Breast set, U.S.N., type CYH 51018 ... | 1 |
| Handset, U.S.N., type CYH 51019 ... | 3 |
| Remote control, U.S.N., Type CG23135 ... | 2 |
| Type 86M :— | |
| *Transmitter—Receiving, Type 7BP, Pattern 56695 | 7 |

* Denotes steel fittings or instruments in steel boxes.

(A.F.Os. 3360/45, 3766/45, 4908/45, 5529/45, 5690/45 and 5834/45.)

6736.—Catapults and Accelerators—Supply of Replace Parts

(D. 24628/45. 22 Nov. 1945.)

All requisitions for replace parts and spares for catapult and accelerator mechanisms, including ropes, except as stated below, are to be forwarded to the Manager, Engineering Department, Chatham, who will arrange supply.

2. A small stock of accelerator wire ropes has, however, been established at Durban, and ships operating in South Atlantic and Eastern Waters may forward requisitions for replace accelerator ropes to the Captain Superintendent, Durban, instead of to Chatham.

3. The following stocks are maintained at Durban :—

For accelerators B.H. III (1)–(3)

One accelerating rope, $3\frac{3}{8}$ in. circum. \times 765 ft.
One retarding rope, $3\frac{3}{8}$ in. circum. \times 500 ft.

For accelerator B.H. III (4)

One accelerating rope, $4\frac{1}{8}$ in. circum. \times 889 ft.
One retarding rope, $4\frac{1}{8}$ in. circum. \times 459 ft.

For accelerator B.H. III (5)

One accelerating rope, $4\frac{1}{8}$ in. circum. \times 524 ft.
One retarding rope, $4\frac{1}{8}$ in. circum. \times 524 ft.

For accelerators B.H. III (6) and (7)

One accelerating rope, $4\frac{1}{8}$ in. circum. \times 923 ft.
One retarding rope, $4\frac{1}{8}$ in. circum. \times 560 ft.

For accelerators B.H. III (8–23)

Two accelerating ropes, $4\frac{1}{8}$ in. circum. \times 753 ft.
Two retarding ropes, $4\frac{1}{8}$ in. circum. \times 542 ft.

For accelerators H. II

Three accelerating ropes, $3\frac{3}{8}$ in. circum. \times 300 ft.
Three retrieving cables, $2\frac{3}{8}$ in. circum. \times 210 ft.

For accelerators H. IV. C

Four towing cables, $3\frac{3}{8}$ in. circum. \times 450 ft.
Two retrieving cables, $5\frac{1}{8}$ in. circum. \times 425 ft.

4. Replacements are chargeable to Vote 8, Section III, Subhead E.

(A.F.O. 2521/42 and C.A.F.O. 2209/44 are cancelled.)

6737.—Pumps—Combined Circulating and Extraction for Hydraulic Units—Extraction Pump Gland

"Illustrious" Class, "Indomitable," "Implacable," "Indefatigable" and "Unicorn," "King George V" Class, "Queen Elizabeth," "Valiant" and "Renown"

(D. 25421/45.—22 Nov. 1945.)

In view of the difficulty which is experienced in repacking the extraction pump glands of the above-mentioned pumps, the existing solid extraction pump glands are to be replaced by split ones.

2. The necessary glands should be obtained from Messrs. G. and J. Weir, the maker's number, type and size of pump being quoted when ordering.

3. This work is to be treated as a defect.

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

6738.—Radar, Type 275—Modifications to Panel L.35

(R.E.02681/45.—22 Nov. 1945.)

Remote—Local Control Unit

If the "Manual-Auto" switch, A.M. 10F/10388 should fail, it is to be replaced by switch A.P. W.3893.

2. Instructions for making a washer to fit the new switch into the hole left in the panel by the removal of the old switch, are shown in A.F.O. Diagram 407/45 (A.S.E. Drawing No. 44544).

Rectifier Unit A.P. W.8024

3. In order to improve access to potentiometer A.P. W.3674 (R.1. in diagram 43 of R.H.460, part 3), an extension to the spindle is to be made as shown in A.F.O. Diagram 407/45 (A.S.E. Drawing No. 44544).

4. Stocks of W.3893 switches are held at all main bases. Demands for replacement should be raised on local storing yards in accordance with standard procedure.

6739.—W/T and Radar Stores—Disposal of Returns

Yards at Home and Abroad

(NS. 15544/45.—22 Nov. 1945.)

All returns of W/T and Radar stores under Subhead F. IA., Part I, from H.M. ships and establishments at home and abroad are to be dealt with as follows :—

- | | |
|---|--|
| (i) Stores declared obsolete by Fleet order or otherwise, from time to time | } To be scrapped locally, arisings being dealt with in accordance with current instructions after useful, serviceable, minor components have been recovered, if the work of recovery is considered justified (see iv). |
| (ii) Stores beyond repair | |
| (iii) Repairable stores except in (v) and (vi) below | |
| (iv) Serviceable minor components | To be taken into stock locally. |
| (v) Assemblies and major components of current sets found on test to be serviceable or needing minor repair within the capacity of local facilities | To be taken into stock locally in existing condition. Disposal instructions, if necessary, will be communicated on receipt of post-war demands. |
| (vi) Repairable stores on the "short supply" list circulated by S.N.S.O., Haslemere and amended by monthly errata | Yards abroad—As (v) above. Yards at Home—To be sent to Dex Garage, Newcastle. |

2. Particulars of Dex garage, Newcastle, are as follows :—

Address for stores :—

Naval Store Officer, R.N. Store Depot, Dex Garage, New Bridge Street, Newcastle-on-Tyne.

Telephone :—Newcastle 25111 (Ext. 236) ; Newcastle 28216 (Ext. 1).

Nearest railway station :—Newcastle Central.

Heaviest lift which can be dealt with :—Two tons.

Address for correspondence, invoices, vouchers, etc. :—

Naval Store Officer, Central Exchange Hotel,
Grey Street, Newcastle-on-Tyne.
Telephone :—Newcastle 25111.

3. The stores for transport to Dex Garage, Newcastle, should be suitably packed to prevent further damage in transit, and road transport should not, normally, be employed.

4. Separate instructions have been issued concerning the disposal of defective silica and glass valves under subhead F.4.

5. This Order does not apply to *complete equipments* (other than obsolete equipment) removed from H.M. ships, etc., for any purpose, e.g., from ships reducing to reserve (see A.F.O. 6740/45), redundancy, etc. If information concerning the disposal of such complete equipments has not been communicated, Admiralty (Director of Stores), should be asked for instructions.

(A.F.O. 6740/45.)

(A.F.O. 1195/45 is cancelled.)

6740.—Disposal of Radio from Ships Reducing to Reserve

(N.S. 23070/45.—22 Nov. 1945.)

It has been approved to remove the W/T and Radar equipment from all ships and craft in reserve category "C," and the Radar sets from ships and craft in category "B," whose actual notice for sea is more than 28 days, subject to labour being available at the yards concerned and provided that there is no undue disturbance of planned progress of work in ships in hand for refit or new construction.

2. A.F.O. 2758/45, paragraph (2), gave detailed information of the equipment and component parts of sets in short supply and, therefore, required for re-issue, together with instructions for its careful removal and packing.

3. From the condition of the equipment when received at Dumbreck Road, Glasgow, and Dex Garage, Newcastle, it is evident that these instructions were not appreciated and that in many cases the equipment was removed in an extremely careless manner; for example :—

- (a) Aerials, pedestals and masts cut off by oxy-gas cutters.
- (b) Vital internal connections severed by snips.
- (c) Insulators smashed or missing.
- (d) Large portions of non-pattern items removed from panels, making repair impracticable.

As a consequence the amount of gear which it was possible to recondition was negligible, with a resultant waste of the organization that had been set up to deal with this work.

4. It is appreciated that the lack of time which is generally allowed for destoring, coupled with the lack of facilities at certain ports at which ships are destored, may be a contributory factor to this situation, but it is desired to stress the necessity for the *careful removal* of gear required to be returned to Naval store for reconditioning.

5. The following sets and/or stores are required for re-issue :—

(I) Radar

- (a) Complete Radar panels of Types 282/3/4/5, 281B/BQ, 277, 293, 291/M (e.g. this does *not* include such items as starters, alternators, power boards, junction boxes, regulators and the like). These panels are to be returned to Dumbreck Road, Glasgow (see paragraph 8).
- (b) All items appearing on the short supply list issued by Superintending Naval Store Officer, Haslemere. These should be treated as ordinary "Returns" and dealt with in accordance with A.F.O. 6739/45 so far as it applies.
- (c) *W.S. Sets, Types 271Q/273Q.*—Sets fitted in a prefabricated office of W. H. Smith & Co. (Electrical Engineers), Ltd., manufacture *only*, to be returned to W. H. Smith & Co., Praed Works, Praed Road,

Trafford Park, Manchester. The office is to be securely locked before despatch, and all available keys posted immediately by the P.R.A.D.O. of the port concerned to the contractors.

In every instance it is *essential* that the contractors are informed by telephone (Manchester : Trafford Park 1953, Admiralty Inspecting Officer), of the intention to return a hut, before it is actually despatched, and giving the serial number of the unit concerned, to enable them to make suitable arrangements to receive it at their works. This duty is the responsibility of the (Superintending) Naval Store Officer of the port concerned.

(d) *Remote displays.*—The P.P.I. display units as fitted in the ship, including all remote positions (if fitted) are to be removed and returned for reconditioning to W. H. Smith & Co. (as above).

Sector displays.—Types JH(1), JH(2) and JJ(1), together with H.P.I., E.P.I., skiatrons, Auto Radar plot and Azicator, where fitted, are required for re-issue and are to be carefully packed and returned to Naval Store Officer, Oldham.

(e) *American Radar.*—Except where fitted in Lease-Lend ships, is to be removed and despatched, irrespective of condition, to the Naval Store Officer, Dex Garage, Newcastle-on-Tyne.

(II) *Wireless Telegraphy, Y and RCM equipment.*—The following W/T, Y and RCM equipment is required for further service and is always to be removed, the appropriate labour being arranged as necessary :—

- (a) (1) All Y and RCM equipment.
- (2) All VH/F equipment.
- (3) Transmitters 55/m, 57M series, 59, 60 series, TGY1/2.
- (4) Receivers AR88, B28 and later.
- (5) H/F D/F set FH4 and later.
- (6) Wavemeter GI and later.
- (7) Portable sets, Types 66 and 67.
- (8) All U.S. equipment.
- (9) Control outfits KGA, KFD, KCQ and later.
- (10) Aerial exchange outfits EG and later.
- (11) Navigational aids QH, QM and Loran.
- (12) All crystals.
- (13) All silica valves.
- (14) PV500 Hm.
- (15) A.C. supply outfits DTC, DTD.

(b) *Wa/T and SRE Equipment*

- (1) Wa/T equipment, Type 405, and later.
- (2) SRE equipment.

(c) All items appearing on the short supply list, issued by Superintending Naval Store Officer, Haslemere. These should be treated as ordinary "Returns" and dealt with in accordance with A.F.O. 6739/45 so far as it applies.

(d) The local W/T Surveying Officer, where borne, or the P.W./T.Os. are to survey all equipment removed and turn it over to the nearest (Superintending) Naval Store Officer for disposal as follows :—

| | | |
|--------------|---|----------------------------|
| | { <i>British</i> — Serviceable : Naval Store Officer, Glossop. Repairable : Naval Store Officer, Dex Garage, Newcastle. } | <i>See</i> paragraph 8. |
| Naval ... | | |
| | { <i>American</i> — Serviceable and repairable.—All to Naval Store Officer, Dex Garage, Newcastle. } | <i>See</i> paragraph 8. |
| Military ... | | |
| | Army type W/T equipment. All types to be removed and (except No. 18, i.e. Naval set Type 66, for which see (a) (7) above) returned without survey to O.S.E.D. 617, London Road, Ashford, Middlesex. | |

RCM British and American.—All RCM equipment, irrespective of condition or make, should be forwarded to Messrs. Chapman, Lowry and Puttick, Ltd., Shottermill Works, Haslemere, Surrey, and invoiced to Superintending Naval Store Officer, Haslemere.

6. *Test Equipment.*—All test equipment is to be removed and returned to Naval Store Officer, Oldham (see paragraph 8). This gear is required for re-issue to other services.

7. *Spare.*—All spares are to be removed and disposed of as follows :—

Radar British.—To be taken into stock by the nearest (Superintending) Naval Store Officer.

American.—To be sent to Naval Store Officer, Dex Garage, Newcastle (see paragraph 8).

W/T ... British.—To be taken into stock by the nearest (Superintending) Naval Store Officer.

American.—To be sent to Naval Store Officer, Dex Garage, Newcastle (see paragraph 8).

8. Arrangements for the reception of the stores at the various depots are, in every instance, to be first agreed by telephone with the depot concerned.

Addresses and telephone numbers are :—

Naval Store Officer, Tel.: Glasgow, Ibrox 2310
R.N. Store Depot, (extension 64).
69, Dumbreck Road,
Pollockshields, Glasgow.

(Stores are to be consigned by rail only to Maxwell Park Station for delivery as above.)

Naval Store Officer, Tel.: Newcastle 25111
Dex Garage, (extension 236).
New Bridge Street,
Newcastle.

Naval Store Officer, Tel.: Oldham Main 5441.
Oldham.

Naval Store Officer, Tel.: Glossop 500.
Howard Town Mills,
Glossop.

9. *Tools.*—All tools for radio purposes are to be removed and taken into stock by the nearest (Superintending) Naval Store Officer.

10. *Equipment not required for further use.*—All radio equipment removed in excess of that detailed in paragraphs 5, 6, 7 and 9 is to be regarded as surplus and dealt with in accordance with current instructions for the disposal of surplus radio stores.

11. *Ships reducing to reserve abroad.*—The above instructions apply to yards in U.K. only. Admiralty instructions should be sought in the case of cruisers and above paying off into reserve abroad. In the case of sloops and below, Commanders-in-Chief should issue instructions as to the disposal of serviceable equipment, informing Admiralty of action taken, using this Order as a guide.

(A.F.O. 6739/45.)

(A.F.O. 2758/45 and 3369/45 are cancelled.)

6741.—White Ensign Ships Reverting to Trade—Removal of Radar Equip men

(N.S. 36295/45.—22 Nov. 1945.)

When ships wearing the white ensign revert to trade, the radar equipment fitted in connection with their white ensign duties is to be dealt with as follows :—

(a) *British owned ships.*—All radar equipment fitted of Admiralty pattern design is to be removed, except that the surface warning set may be retained if required by the owners.

(b) *Foreign owned ships.*—Admiralty instruction is to be requested by signal concerning the removal or retention of the surface warning set fitted. All other radar equipment of Admiralty pattern design is to be removed.

2. All equipment removed is to be regarded as surplus and dealt with locally in accordance with current instructions for the disposal of surplus radio stores. Spares and test equipment should be taken into stock by the nearest (S) Naval Store Officer.

3. If the surface warning set is retained, the spares and test equipment held onboard applicable to this set are not to be removed.

6742.—W/T and R/T Set Type 89M (Transmitter Type 8B)—REPORTS

(N.S. 27421/45.—22 Nov. 1945.)

The H/F medium power W/T and R/T set, Type 89 (Transmitter 8A), already in service in the Fleet and primarily used as an R/T transmitter for fighter direction purposes, has been modified to enable it to be used as a general purpose W/T and R/T set. When modified, this set is known as Type 89M (Transmitter 8B).

2. Type 89M is capable of operation in :—

(i) Master control in the range 1.5 to 20 Mc/s.

(ii) Crystal control in the range 1.5 to 7 Mc/s, using the fundamental frequency of the crystal.

(iii) Crystal control in the range 7 to 20 Mc/s, using the second and third harmonics of crystals in the range 3.5 to 7 Mc/s.

3. An item, Classification A*, is to be inserted in the list or class list of alterations and additions to ships fitted with Type 89 "To convert Type 89 to 89M" quoting this Order as authority.

4. The modification entails fitting a crystal multiplier and variable frequency unit, contained in a small metal box approximately 9 in. by 5 in. by 5 in., to the front panel of transmitter 8A.

The box contains an oscillatory circuit consisting of a variable condenser and a plug-in coil, of which three are provided to cover the frequency range, and a crystal holder which is short-circuited by a connecting link when it is desired to use the transmitter in master control.

The unit is connected to the transmitter through the existing crystal sockets on the front panel of transmitter 8A. Modifications inside the transmitter consist of minor changes in wiring and the addition of certain fixed condensers.

5. Instructions for fitting the crystal multiplier and variable frequency unit are contained in the appendix to this Order.

6. A stowage box for spare crystals and coils not in use has been provided.

7. Circuit diagrams, tuning graphs and instructions are contained in an addendum to the handbook of Type 89M.

8. Ships concerned at home are to demand from S.N.S.O., Haslemere, the following stores for conversion of Type 89 to 89M :—

(a) Crystal multiplier and variable frequency unit, Pattern No. W.9467.

(b) Box of coils and crystals, Pattern No. W.9949.

(c) Box of fittings for conversion of transmitter 8A (Pattern No. W.6763) to transmitter 8B (Pattern No. W.9453), Pattern No. 53133.

9. Authorities at bases abroad should report the number of sets required.

10. The list of stores comprised in Type 89M sets is included in Establishment List No. E.559 dated 12th June, 1943.

Appendix.

(See A.F.O. Diagram No. 406/45, (1-2), A.S.E. Drawing No. 37255 and A.)

1. *To fit the Crystal Multiplier and Variable Frequency Unit.*—Four holes are drilled in the front panel of the transmitter and tapped 2 B.A. The position of these holes can be ascertained by reference to the unit, particular care being taken to ensure that the connecting pins on the unit will engage the crystal sockets of transmitter 8A accurately.

To insert the securing bolts, it is necessary to remove the unit from its containing box. Care must be taken when replacing it to ensure that the connecting pins are inserted in the transmitter crystal sockets.

The case of the unit should be earthed by connecting the earthing tag to one of the bolts holding the front panel of the transmitter. (See Fig. No. 1.)

2. To modify the Circuits of the Transmitter to permit Master Control.—(a) The oscillator feedback condenser (C.101) is unsoldered and removed.

(b) The earthing link is removed from the left-hand crystal socket (looking from the back of the set).

(c) The cathode-biasing resistor (R.118) and by-pass condenser (C.126) with connecting lead are removed.

(d) The left-hand crystal socket (previously earthed) is connected to the cathode terminal on the valve holder (V.102), using rigid copper wire (18 S.W.G.), keeping this lead clear of other wires. (See Fig. No. 2.)

3. To modify the Circuits of the Transmitter in order to Lower the Minimum Frequency to 1.5 Mc/s.—(a) An additional condenser, Pattern No. 1059, is fitted to the central partition inside the set in the position shown in Fig. No. 3. The condenser must be so placed that the flexible connecting lead which is normally used to bring condensers Nos. C.114, C.115 and C.116 into circuit, can be easily plugged on to the upper terminal of the new condenser.

The lower terminal of the condenser, Pattern No. 1059, is connected by a 12 S.W.G. copper wire lead to the lower terminal of condenser No. C.114. The flexible connecting lead is plugged on to the upper connecting bush of the condenser, Pattern No. 1059 when operating on the 1.5 to 2.2 Mc/s frequency band.

(b) A bracket of insulating material carrying two condensers, Pattern No. W.2815, connected in parallel with associated leads and plugs, is bolted to the other side of the partition just above the coupled variable condensers C.105 and C.124. (See Fig. No. 4.)

Corresponding sockets for these plugs are screwed on to the variable condensers in the positions shown in the diagram.

On frequencies between 2.2 and 20 Mc/s, the plugs are in the stowage position.

On frequencies between 1.5 and 2.2 Mc/s, the plugs are inserted in the sockets fixed on the variable condensers.

(C.A.F.Os. 1813/43 and 200/44 are cancelled.)

6743.—Wireless—Receivers—P38, P47, P48 and P104—Valves—Possible Unsatisfactory Performance

(R.E. 11988/45.—22 Nov. 1945.)

It has been found that a batch of valves CV.1053 (VR.53) made by Rogers Radio of Canada do not give satisfactory performance in the above receivers compared with a set of valves of other makes. This is probably a temporary condition due to the variations in acceptance tests as covered by the valve specification. In general valves of Rogers make should not be used in all three stages (V7, V8 and V9) of the amplifier; good average performance can be obtained with valves of assorted makes.

2. The Rogers valve can be identified by the name or by the tubular glass envelope painted black. It may be numbered VR.53 10E/11399.

6744.—Aircraft—Long Range Fuel Tanks of Shallow Section—Repairs

(A.M.R./N.L. 15993/45.—22 Nov. 1945.)

During a recent welding repair to a Seafire "Slipper" type long range fuel tank, an explosion occurred due to insufficient care being taken to drain and vent the tank.

2. The need for additional care when handling this type of tank, owing to its shape and the consequent danger of formation of petrol vapour concentrations, is to be impressed on all concerned.

3. Attention is drawn to A.P. 1464D (Engineering Manual), Vol. I, Part 5, Chap. 2.

6745.—Anti-Aircraft Control—H.A.C. and Fuze-keeping Clock Systems—Supply of Spare H.A.C.Os. Binoculars, Patterns 1904, 1947, 1947A, 2876, 12110 and 12111.

(N.S. 24406/44.—22 Nov. 1945.)

It has been approved to allow as spare one pair of binoculars per ship of each pattern fitted in H.A.C. or F.K.C. Systems.

2. In view of the current supply position, practical effect cannot be given to this immediately. Priority will be given to supplies in bulk to Colombo for distribution to ships of the E.I.F. and B.P.F. in the order determined by the Commanders-in-Chief.

3. A report should be forwarded when supply to these ships is complete. Details of stocks remaining should also be furnished and any subsequent receipts reported by message.

4. Ships in Home Waters proceeding to the Far East should forward demands to Superintending Naval Store Officer, Leeds, in order that supply may be arranged if possible before sailing.

5. The Sea Store Establishments concerned will be amended.

(R.A. 4, C.Ss. No. 431/15 Apr. 1944 and V.A.(Q) B.P.Fs. 180557 June 1945.)

6746.—H.M. Ships' Boats—Types, Lifesaving Capacities, Lifting Weights—Annual Tests of Slings, etc.

(D. 25165/45.—22 Nov. 1945.)

A.F.O. 4420/42 is to be amended as follows:—

Delete sub-paragraph 4 of paragraph 2 and substitute:—

"When providing components, smith fittings, viz:—rings, shackles, hooks and links should be chosen from tables in the most up-to-date editions of Specification D.N.C/M/S.W.1, and chains from either Specification D.N.C/M/S.W.2 or D.N.C/M/12, and have proof tests on completion of manufacture of twice the working load; steel wire rope should be in accordance with Specification of Materials, Part IC, and have a minimum breaking load of six times the working load".

(A.F.O. 4420/42.)

6747.—Electric Cables, Patterns 12742 and 12743, for E.L. and P. Services—Introduction

(N.S. 23619/45.—22 Nov. 1945.)

Electric cables, Pattern 12742 (single core, 61/103), and Pattern 12743 (single core, 19/064), varnished cambric insulated, lead alloy sheathed, steel wire armoured, for use in E.L. and P. services, have been added to the Rate Book of Naval Stores under Subhead F.I.C., Part 1, page 1338 (New Edition).

2. Arrangements have been made for the purchase of 1,000 yards of each pattern for delivery at an early date to the Superintending Naval Store Officer, Mersey Area.

6748.—Stowage Box for Aldis Lantern—Supply

L.C.T. (8)

(N.S. 32684/45.—22 Nov. 1945.)

All L.C.T. (8) are to carry one stowage box, Pattern W.6759A, for the Aldis lantern.

2. Supply to craft in commission should be arranged by bases to which they are allocated; storing yards should arrange supply to new construction craft in the usual manner.

3. The Establishment of Stores will be amended.

6749.—Damage Control—Retention of Sills and Cofferdams—As. and As.*H.M. Ships—Cruisers and above*

(D. 24405/45.—22 Nov. 1945.)

As H.M. Ships must remain during peace time in a state of preparation for war, the measures introduced for damage control purposes as a result of war experience must in general be retained. The extent of such relaxation as could be accepted must be governed by the ability to regain maximum efficiency at short notice.

2. It has therefore been decided that the cofferdams and deep sills fitted to restrict the flooding on decks near the waterline must be retained, and are not to be cut away or otherwise rendered ineffective except as stated below.

3. In important main gangways, portable pieces on the lines shown in A.F.O. Diagram 414/45 may be fitted and stowed in the vicinity ready for securing in place at short notice.

4. Commanding Officers who consider such an alteration desirable in any particular main gangway, are to include an item in the next list of As. and As. to cover the work involved, stating the positions where it is proposed that the portable sills should be fitted.

5. Where, in new ships, small doors have been fitted with a permanent high sill, no alteration is to be made.

6. For ships under construction separate instructions will be issued.

6750.—Initial Equipments of Air Stores—Procedure for Supply of Stores Becoming Due under Amendments to Air Store Establishments

(N.S. Air 13517/45.—22 Nov. 1945.)

The normal procedure for the supply of air stores to amended allowances promulgated by Admiralty Fleet Orders ("P" series) under which ships and services concerned forward demands to their storing depots (unless the order specifically states that supply will be made without demand) is not appropriate in the case of the supply of initial outfits under the "D.T." procedure to new ships, stations, etc., or to existing services re-arming with another type of aircraft. The following procedure is accordingly being instituted in regard to initial supplies.

2. The Admiralty letter authorizing the initial supply task (D.T.) will indicate the number of the latest A.S.E. amendment list incorporated, or to be incorporated in the demands. It will be the responsibility of the depot dealing with the initial outfit to raise demands and supply all items allowed by amendment lists issued subsequent to that quoted in the letter on the following basis:—

(a) *S.M.E. for squadrons forming or re-arming.*—Until the initial outfit has been completely supplied.

(b) *Other "D.T." initial issues.*—Until all items immediately available have been supplied. In the case of H.M. Ships this should be regarded as the completion of bulk storing except for deficiencies.

4. The depot concerned in each instance is to inform the ship or service of the number of the latest amendment list to which supply under each D.T. has been or will be made. After the receipt of this information it is the responsibility of the ship or service concerned to raise demands for any additional items of which supply may be authorized by later amendment lists. These demands should be forwarded direct to the appropriate store depot and should quote the number of the Amendment List from which the demands have been raised.

(A.F.O. 5901/43 is cancelled.)

6751.—Supply, Disposal and Accounting of Passage Stores in Coastal Force Craft allocated to Reserve for Subsequent Disposal

(N.S. 2268/45.—22 Nov. 1945.)

Coastal Force craft allocated to reserve are, prior to passage to the reserve fleet laying-up port, to be fully *de-stored* by their depot ships, and their accounts closed in accordance with A.F.O. 5716/45 (Naval Store Accounts only). They are then

to be issued with stores essential for passage which should be accounted for as follows:—

Naval Stores

2. Certain of these stores as shown in the attached appendix are to be removed from charge in the depot ship accounts per Form S.549, which is to be endorsed as follows:—

"Passage stores issued outright. For accounting in issuing depot ship only and for information of Senior Officer, Reserve Coastal Forces, and Director of Small Craft Disposal. A.F.O. 6751/45."

3. The form is to be receipted by the Commanding Officer of the passage crew (or senior rating if no officer is included in the crew) who, however, will not open naval store accounts.

4. Copies of Form S.549, endorsed as above, are to be forwarded to:—

(a) The Senior Officer, Reserve Coastal Forces, at the laying-up port. (For information only.)

(b) The Commanding Officer (or senior rating) of the passage crew. (For information only.)

(c) The Director of Stores (4A),
Admiralty,

2, 4, and 6, Bainbridge Street,
London, W.C.1.

5. On arrival at the laying-up port the Commanding Officer of the passage crew is to pass his copy of Form S.549 to the Senior Officer, Reserve Coastal Forces, but the stores are to be left on board and taken over by Director of Small Craft Disposal in due course, with the craft. At the time of transfer Senior Officer Reserve Coastal Forces, is to furnish Director of Small Craft Disposal with the copy of S.549

6. As these stores will not be on store account charge after issue from the depot ship, every possible precaution is to be taken to prevent deterioration or pilferage.

7. Essential passage stores other than those given in the appendix, should be accounted for as a normal transfer between issuing depot ship and naval store authorities at laying-up base, and should be landed on arrival.

Victualling Stores

8. Depot ships are to issue loan clothing and bedding and mess gear as necessary for the use of members of the crew during passage. The mess gear should be dealt with in accordance with the procedure referred to for naval stores in paragraphs 2, 4 and 5, except that the Admiralty copy of the Form S.549, instead of being forwarded to the Director of Stores as required by paragraph 4(c) above, should be sent to the Director of Victualling (Branch 3), Admiralty, 80, Cadogan Square, London, S.W.1. The loan clothing and bedding should be regarded as on personal loan to members of the passage crew, who will be responsible for the return of these items on arrival at the laying-up port.

9. Provisions sufficient for the voyage should be supplied at the port of embarkation on repayment, and in addition a reserve stock should be placed on board each vessel for use in emergency on the basis laid down in paragraph 16 of A.F.O. 3452/44. These emergency provisions should be written off charge at the time of supply, and a copy of Form S.549, showing the quantities issued, handed to the Commanding Officer or senior rating, who is to be instructed to produce it to the Senior Officer at the reserve fleet laying-up port to enable the stores to be collected and charges raised for any quantities used during the voyage.

10. These orders are not to be regarded as retrospective.

Appendix

In addition to fittings and fixtures, the following stores provided for passage to laying-up port should be left on board, and handed over to Director of Small Craft Disposal with the craft:—

Anchors.

Anchor cable or wire with shackles.

All navigational lights.

Magnetic compass, Pattern 01151A, and accessories. (All other compasses, particularly A.T.M. compasses, are to be removed and returned to Naval Store Officer, Slough.)

Foam and Pyrene Fire Extinguishers with hoses where fitted.

Deck wash hoses.

Cordage.

Fenders.

Flags.

Cushions.

Cooking stoves.

Auxiliary generating sets.

Batteries for 24-volt lighting.

Charging board and rack.

Electric heaters.

Note.—Other stores essential for passage are to be landed on arrival at the laying port.

(A.F.Os. 3452/44 and 5716/45.)

6752.—Aircraft Dinghies—Disc Bushing—Improved Type

(N.S. Air 4556/45.—22 Nov. 1945.)

In order to reduce the risk of inadvertent discharges of gas from CO₂ cylinders due to expansion of the gas in abnormal conditions of heat, an improved Disc Bushing (Stores Ref. No. 6D/1227) is hereby introduced to the service. This disc has a higher bursting pressure than Disc Bushing (Store Ref. No. 6D/96), which it will supersede in all dinghy installations when adequate stocks are available. Allowances to ships and services will be in accordance with the following scales :—

| Ref. No. | Description | B.R. 378 | | | | B.R. 377 | | R.N. Repair Yards | R.N. Maintenance Yards | S.S.U. | R.D.U.S. | Component Repair Ships |
|----------|---------------------------------------|-------------------|---------|---------|---------|-------------------|-----------|-------------------|------------------------|--------|----------|------------------------|
| | | Maintenance Stock | | | | R.N. Air Stations | | | | | | |
| | | Carriers | | | | Class "A" | Class "B" | | | | | |
| | | 1 Squad | 2 Squad | 3 Squad | 4 Squad | | | | | | | |
| | <i>Section 6D</i> | | | | | | | | | | | |
| 1227 | Disc Bushing (improved type). | 50 | 50 | 75 | 75 | 75 | 50 | 75 | 75 | 25 | 75 | 75 |

2. Services concerned should forward demands to their usual sources of supply of air stores quoting this Order as authority for supply. Issues to new services will be made with their initial outfit of stores.

3. Deliveries from contractors are expected to commence during November, 1945, and on receipt of first supplies the S.N.S.O., Llangennech, should arrange for despatch of 1,000 Discs Bushing to Ceylon to cover requirements of ships and services in the Ceylon area. Other storing depots abroad will receive supplies as stocks become available, and details of the quantities to be supplied will be forwarded to Superintending Naval Stores Officers concerned.

4. Aircraft Stores Establishments will be amended in due course; meanwhile, Establishments held by H.M. Dockyards, R.N. air stations, stores depots, etc., should be amended in manuscript.

6753.—Aircraft Torpedo Assessing Equipment, Type T.A.

(N.S. 021699/44.—22 Nov. 1945.)

Changes in torpedo dropping technique have necessitated the introduction of the following new components for T.A. assessing equipment, Pattern 5621. These components, which are being dealt with as Naval Stores under subhead F.5, supersede the parts shown.

| Pattern No. | Description | Part superseded |
|-------------|---|--|
| 8369 | Arm, torpedo track | Triangle, torpedo attack. Pattern 5625. |
| 8370 | Segment, aim off angle | |
| 8371 | Quadrant, scale, aim off angle, complete with slide and pivot and transit case fitment. | |
| 8372 | Calculator, height range and bearing ... | Calculator, height. Pattern 5626. |

2. Supply of complete sets consisting of one of each of the above pattern is being made without demand from R.N. Store Depot, Risley, to all ships and services shown in C.A.F.O. 720/43 on the basis of one set for each set of assessing equipment allowed.

3. Other services which hold T.A. assessing equipment, Pattern 5621, without the new components should demand the necessary components from R.N. Store Depot, Risley.

4. On receipt of the modified parts the torpedo attack triangle, Pattern 5625, held should be brought to produce but Pattern 5626 should be retained for the following reasons :—

- The height range and bearing calculator, Pattern 8372, has been designed to provide for the assessment of torpedo dropping from heights of up to 1,000 ft., and this has necessitated raising the bottom limit of the height scale to 60 ft.
- In order, therefore, to assess the dropping range in cases where the funnel height of the target ship is less than 60 ft., the range, height and bearing calculator, Pattern 5626, must be used, the height of aircraft on release, and the relative bearing being assessed on the calculator, Pattern 8372.
- When only the Mark II calculator, Pattern 8372, is held, the range can be calculated in cases where the known funnel height is less than 60 ft. by a system of doubling figures. A value equal to twice the funnel height should be used on the "height scale", and the image funnel height obtained from the assessment of the negative must also be doubled. The range is then read off in the normal manner against the increased value on the image height scale.

5. Full instructions for fitting the new components supplied with each set and instructions covering the method of use of the modified equipment are included in C.B. 3095R/44.

6. All sets of T.A. assessing equipment issued in future will include the parts and the pattern number of the complete equipment is not being changed.

7. The Establishments of Naval Stores for Photographic Purposes (B.R. 386 and B.R. 377) will be amended.

(C.A.F.O. 720/43.)

6754.—Aircraft Torpedo Assessing Equipment, Type T.A.T.

(N.S. 021699/44.—22 Nov. 1945.)

Changes in torpedo dropping technique have necessitated the introduction of the following new components for T.A.T. assessing equipment, Pattern 5622. These components, which are being dealt with as Naval Stores under subhead F.5, supersede the parts shown :—

| Pattern No. | Description | Part superseded |
|-------------|--|--|
| 8373 | Arm, torpedo track | Triangle, torpedo attack. Pattern 5676. |
| 8374 | Segment, aim off angle | |
| 8375 | Quadrant scale, aim off angle, complete with slide and pivot and transit case fitment. | |

2. Supply of complete sets, consisting of one of each of the above patterns, is being made without demand from R.N. Store Depot, Risley, on the basis of one set for each set of assessing equipment allowed.

3. On receipt of the modified parts, triangle torpedo attack, Pattern 5676, should be brought to produce.

4. Full instructions for fitting the new components supplied with each set and instructions covering the method of use of the modified equipment are included in C.B. 3095R/44.

5. All sets of T.A.T. assessing equipment, Pattern 5622, issued in future, will include the modification parts and the pattern number of the complete equipment is not being changed.

6. T.A.T. assessing equipment, Pattern 5622, is not now allowed to H.M. ships. All H.M. ships which have already been supplied should return the equipment to the (Superintending) Naval Store Officer of the nearest yard.

(C.A.F.O. 720/43.)

6755.—Teepol, Liquid, Pattern 862—Issue

H.M. Ships

(N.S. 23037/45.—22 Nov. 1945.)

Teepol, liquid, Pattern 862, may be issued to sea-going ships for use in mechanical laundries.

(A.F.Os. 4181/45 and 5670/45.)

6756.—Watch Bells returned from H.M. Ships, etc.—REPORTS

(N.S. 33157/45.—22 Nov. 1945.)

When ships' watch bells cease to be required by H.M. ships and establishments on reduction, paying-off, etc., they are to be returned *promptly* to the nearest storing yard. They are on no account to be lent or offered to "towns of adoption," etc., but applications on their behalf may be forwarded to the Admiralty if desired. (but *see* paragraph 4).

(N.B.—Bells presented by donors, which are accounted for in the ships' plate, relics and trophy accounts, are excepted from the foregoing. Such bells are to be returned to the Royal Naval Barracks at the ships' manning ports in accordance with the instructions contained in B.R.4, Appendix XI, Section IV.)

2. The attention of (Superintending) Naval Store Officers is drawn to Store Duties Instructions, Article 212, which directs that watch bells (other than those of authorised patterns in serviceable condition and bearing no inscription) returned from H.M. ships, etc., are to be reported to Admiralty (N.S. Department), with particulars of condition and inscription (if any).

3. A list of ships' bells available for sale will be promulgated by A.F.O. in the near future, and, to assist in its compilation (Superintending) Naval Store Officers are to furnish a report within three weeks from the receipt of this Order giving particulars of available bells returned from H.M. ships, etc. Bells already reported to the Admiralty should be included in the report, and a notation made in each instance quoting the previous Admiralty instructions to retain them on charge. Reports from yards abroad (including Nil reports) should be forwarded by air mail.

4. Pending promulgation of the A.F.O. referred to in the preceding paragraph, it is *not* desired that applications for the purchase of bells shall be forwarded to the Admiralty. Applications will be invited on promulgation of the A.F.O., a time limit being allowed which will enable applications to be forwarded from stations abroad, and such applications will then be considered, due regard being given to any special reasons put forward, e.g. war association of the applicant or his family with the vessel concerned.

5. Bells returned subsequent to the report forwarded in accordance with paragraph 3 are to continue to be reported to Director of Stores with as little delay as possible.

Section 4

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

6757.—Coir Mattresses—Allowances

R.N. Air Stations and Shore Establishments

(N.S. 33421/45.—22 Nov. 1945.)

Coir mattresses, Pattern 21, may now be issued to R.N. Air Stations and Shore Establishments, which are to be maintained in peace-time on a permanent basis, for use with bunks or bedsteads, in lieu of the hammock or R.A.F. type barrack mattresses supplied as a wartime measure.

2. Services concerned should accordingly forward demands to their Storing Yards or Depots, for the requisite number of mattresses, Pattern 21, to effect this change over, quoting this Order as the authority.

(Admiral (Air), 25 Sep. 1945, No. 2846/946/15.)

(C.-in-C., Portsmouth, 20 Oct. 1945, No. 6651/PV/7575/2.)

(A.F.O. 1702/42 is cancelled.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

6758.—Non-Confidential Handbooks for British Communication and Radar Apparatus

(R.E. 355/45.—22 Nov. 1945.)

It has been decided to number these handbooks, which have in the past been issued as pattern, articles, stores, in the S.S. series (e.g. S.S. 170), in the B.R. series.

2. S.N.S.O., Haslemere, will continue to issue them plan-packed with the apparatus to which they refer and as part of the establishment of stores.

3. The series number of each S.S. book still current is to be deleted and the B.R. number indicated in the following list is to be substituted:—

List of Current A.S.E. Publications issued as S.S. Books

| | | | | B.R. No. |
|--------|---|-----|-----|----------|
| S.S.37 | Book of Instructions for Oscillator G.31 | ... | ... | 1339 |
| S.S.43 | Book of Instructions for Tuner Amplifier B.13 | ... | ... | 1340 |
| S.S.49 | Book of Instructions for Wavemeter G.56 and Oscillator G.33 | ... | ... | 1341 |
| S.S.50 | Book of Instructions for Type 53 Portable W/T Set | ... | ... | 1342 |
| S.S.53 | Book of Instructions for Type 26B | ... | ... | 1343 |
| S.S.57 | Book of Instructions for Type 52ERT | ... | ... | 1344 |
| S.S.61 | Book of Instructions for Type 36M | ... | ... | 1345 |
| S.S.62 | Book of Instructions for Board Aerial Exchange EA to EF and Associated Equipment. | ... | ... | 1346 |

| | | |
|----------|--|-------|
| S.S.67 | Book of Instructions for Type 25B | 1347 |
| S.S.69 | Book of Instructions for Types 52FH/FHV/CFH | 1348 |
| S.S.70 | Book of Instructions for Tuner Amplifier B.19 | 1349 |
| S.S.71 | Book of Instructions for Sound Reproduction Equipment | 1350 |
| S.S.72 | Book of Instructions for Tuner Amplifier B.50 (Receiver Outfit CAD). | 1351 |
| S.S.73 | Book of Instructions for Wavemeter G.61 | 1352 |
| S.S.74 | Book of Instructions for Wavemeter G.62 | 1353 |
| S.S.75 | Book of Instructions for Central Control System (C.C.S.) | 1354 |
| S.S.77 | Book of Instructions for Type 49M/MR | 1355 |
| S.S.78 | Book of Instructions for Oscillator G.35 | 1356 |
| S.S.79 | Book of Instructions for Tuner A.50—Amplifier M.50 (Receiver Outfit CAA). | 1357 |
| S.S.81 | Book of Instructions for Morse Transcribing Unit | 1358 |
| S.S.82 | Book of Instructions for Type 59D | 1359 |
| S.S.85 | Book of Instructions for Type 55/V | 1360 |
| S.S.88 | Book of Instructions for Type 60E/EM/ER/EMR | 1361 |
| S.S.89 | Book of Instructions for Transmitter Outfit 4TA | 1362 |
| S.S.90 | Book of Instructions for Receiver B.28 | 1363 |
| S.S.90A | Receiver B.28—Notes on I/F Circuit Alignment | 1363A |
| S.S.92 | Book of Instructions for A.C. Supply Outfits DE to DRC | 1364 |
| S.S.93 | Book of Instructions for Type 37P/PR | 1365 |
| S.S.94 | Book of Instructions for Type 67... .. | 1366 |
| S.S.95 | Book of Instructions for Type 60D | 1367 |
| S.S.102 | Book of Instructions for Type 50M/MR | 1368 |
| S.S.104 | Book of Instructions for Receiver B.29 | 1369 |
| S.S.106A | Book of Instructions for D/F Outfits FM.11/FM.12 | 1370 |
| S.S.110 | Handbook for Transmitter T.1190 (Type 88) | 1371 |
| S.S.116 | Book of Instructions for Tuner Amplifiers B.23 and B.23A | 1372 |
| S.S.117 | Book of Instructions for Outfit R.I.S.(1) | 1373 |
| S.S.121 | Book of Instructions for Type 89M | 1374 |
| S.S.123 | Book of Instructions for A.C. Supply Outfits DDC and DDD... .. | 1375 |
| S.S.125 | Book of Instructions for Receiver B.34 | 1376 |
| S.S.126 | Book of Instructions for Oscillator G.44 | 1377 |
| S.S.129 | Book of Instructions for TW.12A—F, S.1/S.2/S.3. W/—H/F Attachment and Crystal Control. | 1378 |
| S.S.133 | Book of Instructions for Type 249 | 1379 |
| S.S.134 | Book of Instructions for Isenthal Regulator | 1380 |
| S.S.135 | Book of Instructions for Wavemeter G.73 and Oscillator G.42 | 1381 |
| S.S.137 | Book of Instructions for Pattern 443 Lantern Signalling, 3 kW. | 1382 |
| S.S.138 | Operating Instructions for FH.4 with plug-in coils | 1383 |
| S.S.142 | Handbook for Transmitter 5F | 1384 |
| S.S.143 | Handbook for V.H/F Communication | 1385 |
| S.S.144 | Handbook for Outfit R.I.S.(3) | 1386 |
| S.S.145 | Book of Instructions for Tuner Amplifier B.35 and D/F Attachment. | 1387 |
| S.S.146 | Book of Instructions for Oscillator G.205 | 1388 |
| S.S.147 | Book of Instructions for Type 682 and Receiver Outfit CDK | 1389 |
| S.S.148 | Book of Instructions for Outfit REB(3) | 1390 |
| S.S.150 | Book of Instructions for Receiver P.33, Pattern W.5751 | 1391 |
| S.S.152 | Handbook for Morse Instructional Unit and Associated Apparatus. | 1392 |
| S.S.160 | Book of Instructions for Type 65... .. | 1393 |
| S.S.161 | Book of Instructions for Rectifier Unit SE.8 (Type 86M) | 1394 |
| S.S.162 | Book of Instructions for Outfit RIS.5 | 1395 |
| S.S.164 | Handbook on Frequency Control Panel for Type 57D | 1396 |
| S.S.165 | Book of Instructions for Type 86M | 1397 |
| S.S.166 | Book of Instructions for Receiver P.38 or P.48... .. | 1398 |
| S.S.167 | Book of Instructions for Type 87M (Transmitter 8C) | 1399 |
| S.S.168 | Handbook on Oscillator G.41 and Signal Inversion Unit | 1400 |
| S.S.169 | Operating Instructions for Transmitter 8C (Type 87M) | 1401 |
| S.S.170 | Handbook for Transmitter Type G.12T | 1402 |
| S.S.171 | Supplement for Handbook for Transmitter, Type 4336—B | 1403 |
| S.S.173 | Handbook for Type 431 (Modified) and Loudspeaker Unit, Pattern 54856. | 1404 |
| S.S.175 | Book of Instructions for Type 686 | 1405 |

| | | |
|----------|---|---------|
| S.S.176 | Book of Instructions for Use of Oscillator G.41 with Signal Inversion Unit. | 1406 |
| S.S.177 | Handbook for Type 607 and 608 | 1407 |
| S.S.178 | Handbook for Oscillators G.208/G.209/G.210 | 1408 |
| S.S.179 | Book of Instructions for Type 610 | 1409 |
| S.S.181 | Instructions for Fitting Conversion Kit to Outfit JE | 1410 |
| S.S.182 | Book of Instructions for Type 89P | 1411 |
| S.S.183 | Book of Instructions for Outfit QD | 1412 |
| S.S.184 | Handbook for Power Supply Outfits DUA and DUB | 1413 |
| S.S.186 | Preliminary Handbook for Type 720P | 1414 |
| S.S.187 | Book of Instructions for Transmitter T.1083. Receiver R.1082 | 1415 |
| S.S.188 | Standard Telephone Company TXNS. CS.3/5 and CM8 C. and M. of Ceramic Water Tubes, Maintenance Instructions. | 1416 |
| S.S.190 | Handbook for Outfit KFC(X) | 1417 |
| S.S.191 | Preliminary Notes on W/T Sets, Types 57CM/CMR, 57DM/DMR. | 1418 |
| S.S.191A | Preliminary Notes on W/T Sets, Types 57CM/CMR, 57DM/DMR, Addendum No. 1. | 1418(1) |
| S.S.192 | Preliminary Notes on D/F Outfit FM.2 | 1419 |
| S.S.194 | Book of Instructions for Outfit RIS.(4) | 1420 |
| S.S.195 | Book of Instructions for Power Supply Outfits DVB/C/D/E | 1421 |
| S.S.203 | Book of Instructions for Receiver P.104 (Pattern 57242) and Power Unit (Pattern W.8356). | 1422 |
| S.S.204 | Handbook for AC Supply Outfits DWB and DWE | 1423 |
| S.S.206 | Book of Instructions on Maintenance and Operation of Power Supply Outfit DXA. | 1424 |
| S.S.208 | Operating Instructions for Type 611 | 1425 |
| S.S.209 | Book of Instructions for Type 89Q | 1426 |
| S.S.213 | Handbook for Type 687 | 1427 |
| S.S.214 | Key Identification Index | 1428 |
| S.S.215 | A.S.E. Catalogue of Stores | 1429 |
| S.S.218 | Handbook for Receiver B.28 | 1430 |
| S.S.220 | Handbook for W/T Installations, Type 607—608 (Marconi TCY.2—CNS.2 Receiver Outfit CDR). | 1431 |
| S.S.222 | Handbook for Wave Monitor C.89 | 1432 |
| S.S.223 | Handbook for Outfit REB.4 | 1433 |
| S.S.224 | Handbook for the AVO Valve Tester (Pattern 55046) | 1434 |
| S.S.229 | Handbook for German Recorder A.1000 I.40, and Addendum Number 1. | 1435 |

6759.—Amendments to Books

(E.F.O.—22 Nov. 1945.)

The undermentioned amendments (A.F.Os. P.914—948/45) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. Volume, 1943, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

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

Nore Book Office, O.U. and B.R. Section, Admiralty House, Chatham.

Plymouth Book Office, O.U. and B.R. Store, R.N. Port Library, Devonport.

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

A.F.O. *P.914/45.—B.R. 378 (B)—Barracuda—A.S.E.—Amendment No. 55.

*P.915/45.—B.R. 383—A.S.E.—Amendment No. 23.

*P.916/45.—B.R. 378 (B)—Barracuda—A.S.E.—Amendment No. 56.

*P.917/45.—B.R. 378 (C)—Firefly—A.S.E.—Amendment No. 33.

*P.918/45.—B.R. 378 (J)—Seafire—A.S.E.—Amendment No. 34.

*P.919/45.—B.R. 378 (C)—Firefly—A.S.E.—Amendment No. 34.

*P.920/45.—B.R. 377 (J)—Seafire—A.S.E.—Amendment No. 6.

- A.F.O. *P.921/45.—B.R. 378 (General)—A.S.E.—Amendment No. 93.
 *P.922/45.—B.R. 377 (General)—A.S.E.—Amendment No. 51.
 *P.923/45.—B.R. 377 (J)—Seafire—A.S.E.—Amendment No. 7.
 *P.924/45.—B.R. 378 (C)—Firefly—A.S.E.—Amendment No. 35.
 *P.925/45.—B.R. 378 (C)—Firefly—A.S.E.—Amendment No. 36.
 *P.926/45.—B.R. 377 (C)—Firefly—A.S.E.—Amendment No. 29.
 *P.927/45.—B.R. 377 (General)—A.S.E.—Amendment No. 52.
 *P.928/45.—B.R. 377 (General)—A.S.E.—Amendment No. 53.
 P.929/45.—B.R. 268 (40)—Electrical Manual, Volume II—20 and 24-in., Mark IV Searchlight Lamps—Amendment No. 1.
 P.930/45.—B.R. 980 (B)—R.T. No. 412 for 4-7-in. Guns, Mark XI—Amendment.
 P.931/45.—B.R. 980 (D)—R.T. No. 381 for 15-in. Guns, Mark I—Amendment.
 P.932/45.—B.R. 980 (D)—R.T. No. 384 for 15-in. Guns, Mark I—Amendment.
 P.933/45.—B.R. 980 (D) (formerly O.U. 6090 (D))—R.T. No. 505 for 15-in. Guns, Mark I—Amendment.
 P.934/45.—B.R. 980 (D) (formerly O.U. 6090 (D))—R.T. No. 508 for 15-in. Guns, Mark I—Amendment.
 P.935/45.—B.R. 980 (U)—R.T. No. 193 for 16-in. Guns, Mark I—Amendment No. 3.
 P.936/45.—B.R. 980 (U)—R.T. No. 199 for 16-in. Guns, Mark I—Amendment.
 P.937/45.—B.R. 980 (U)—R.T. No. 601 for 16-in. Guns, Mark I—Amendment.
 P.938/45.—B.R. 980 (W)—R.T. No. 206 for 8-in. Guns, Mark VIII—Amendment.
 P.939/45.—B.R. 980 (W)—R.T. No. 209 for 8-in. Guns, Mark VIII—Amendment.
 P.940/45.—B.R. 980 (W) (formerly O.U. 6090 (W))—R.T. No. 374 for 8-in. Guns, Mark VIII—Amendment.
 P.941/45.—B.R. 980 (Y)—R.T. No. 419 for 14-in. Guns, Mark VII—Amendment.
 P.942/45.—B.R. 1268—Regulations for Maintenance of 18-in., Marks XII—XV Type Torpedoes—Amendment No. 1.
 P.943/45.—B.R. 863—Royal Naval Air Stations Magazine and Explosive Regulations—Amendment No. 13.
 P.944/45.—O.U. 5511/39—Paravane Drill Book—Amendment No. 17.
 P.945/45.—B.R. 46A—Admiralty Navigation Manual, Volume III, 1938—Amendment No. 6.
 P.946/45.—

| | | | |
|---|---------------------------|---|--|
| { | B.R. 811 (1b) | } | Aircraft Torpedo Manual, Part III, Pamphlet No. 1b—Loading 18-in., Marks XII and XV Type Torpedoes on to Barracuda Aircraft—Amendment No. 3. |
| { | A.P. 2610A, Volume I (1b) | | |

 P.947/45.—O.U. 5517 (5)—Torpedo Drill Book for Surface Ships—Amendment No. 4.
 P.948/45.—O.U. 6350—Manual of Minesweeping, 1940—Amendment No. 23.

* Exceptionally, A.F.Os. P.914-928/45 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherds Bush, W., who holds the stock of the parent books.

(A.F.O. 6603/45.)

6760. B.R. 376—Establishment of Naval Stores for Diesel Rescue Tugs—List of Errata No. 3

(N.S. 34123/45.—22 Nov. 1945.)

List of Errata No. 3 to B.R. 376—Establishment of Naval Stores for Diesel Rescue Tugs—has been printed and will be distributed to services concerned from the R.N. Store Depot, Park Royal, N.W.10.

2. *Park Royal only.*—One copy of lists of Errata Nos. 1, 2 and 3 should be issued with each copy of the Establishment.

6761.—O.U. and B.R. Publications Distributed during October, 1945

(N.S. 312/45.—22 Nov. 1945.)

- B.R. 125.—Lloyds Register of Shipping—Supplements Nos. 4 and 5.
 B.R. 128.—Post Office Guide and Supplement.
 B.R. 141 (Revised).—R.M. Clothing, etc.—Issuing Prices.
 B.R.150.—Aircraft Recognition Manual—Amendment Lists Nos. 13 and 14.
 B.R. 291/45.—Tables Showing Particulars of Naval Ordnance.
 B.R. 317 (16/45).—Flooder Units in Buoyant Mines.
 B.R. 318 (S).—Regulations for the Conveyance of Naval Explosives by the Railway Companies—Amendment No. 8.
 B.R. 321.—Establishment of Naval Stores for Engineering Purposes—Errata No. 2 and Errata No. 14 to Form D.127B.
 B.R. 332A.—Establishment of Naval Stores for Flotilla Leaders and Destroyers (except " Hunt " Class)—Errata No. 13.
 B.R. 347.—Establishment of Naval Stores for Trawlers and " Flower " class Corvettes—Errata No. 3 and Errata No. 5 to Form D.116.
 B.R. 369 (Revised).—Establishment of Naval Stores for Controlled Mining (L) in Bases and Base Ships.
 B.R. 382.—Establishment of Naval Stores for L.C.T.—Errata No. 1.
 B.R. 400.—The Waters of Uncertainty.
 B.R. 642 (U).—Summaries of U.S.A. Warships.
 B.R. 664.—Kings Regulations and Orders for the Army—Amendments Nos. 46 and 47.
 B.R. 695.—International List of Telegraph Offices—Annexe Nos. 47-55, Parts 1 and 2.
 B.R. 858.—Inter Service Instructions for Ground/Air Recognition and Identification—Amendment No. 4.
 B.R. 913 (12).—Handbook for the Fuzekeeping Clock and Associated Equipment.
 B.R. 980 (K).—Shark Rangetable No. 615 for B.L. 4-in. Guns, etc.
 Shark Rangetable No. 616 for Q.F. 4-in. Guns, Mark IV.
 B.R. 980 (W).—Revised Page 1 to Range Table No. 206.
 Revised Page 32 to Range Table No. 209.
 B.R. 1205.—Preliminary Pamphlet for Gyro Gun Sight, Type VI, Mark II.
 B.R. 1254.—Corrosion of Sea Water Cooling System.
 B.R.1292.—Duties of a Staff Engineer Officer in the Naval Planning of Amphibious Operations.
 B.R. 1298.—Periodical Reprint of " Q " Messages on the Home Station.
 O.U. 5513.—Navy List, July/45, Parts I, II and III.
 O.U.5513A.—List of Retired Officers.

Amendments to O.U. and B.R. Publications

- A.F.O., " P " Series, Nos. 803-805 inclusive, *see* A.F.O. 5579/45.
 A.F.O., " P " Series, Nos. 807-808 inclusive, *see* A.F.O. 5733/45.
 A.F.O., " P " Series, Nos. 812-821 inclusive, *see* A.F.O. 5733/45.
 A.F.O., " P " Series, Nos. 824, *see* A.F.O. 5861/45.
 A.F.O., " P " Series, Nos. 826-832 inclusive, *see* A.F.O. 5861/45.
 A.F.O., " P " Series, Nos. 836-842 inclusive, *see* A.F.O. 6009/45.

Corrections to Signal Publications. O.U. and B.R. Series

- A.F.O., " S.C.", No. 46/45.—Correction No. 15 to B.R. 299, *see* A.F.O. " S " 386.
 A.F.O., " S.C.", No. 47/45.—Correction No. 8 to B.R. 299A, *see* A.F.O., " S ", 386.

Miscellaneous Publications

Flight Deck—September, 1945.
 U.S. A/N Journal of Recognition, No. 24.
 Air Force List, July, 1945.
 Air Diagram 4320 A.
 Naval Aviation News, September, 1st, 1945.
 Naval Aviation News, September, 15th, 1945.
 Forces Preliminary Examination Book (Services abroad only).
 Orange Pamphlet, No. 6.
 R.N. Medical Bulletin, No. 7 (Revised).
 Technical Manual, T.M. 11-235, S.C.R. 536.
 Technical Manual, T.M. 11-615A.
 Handbook on Radio Set S.C.R. 522A and 542A. AN.08-40 S.C.R.522-3.
 Navships 900, 590.
 O.P. 868 Change No. 1.
 Instruction Book and Drawings for Navy Model T.B.K. Radio Telegraph Transmitting Equipment.
 Instruction Book for Model R.B.O. Receiving Equipment.
 Preliminary Instruction Book for Navy Model T.D.E. Radio Telegraph and Telephone Transmitting Equipment.
 Radio Telegraph Transmitting Equipment, T.A.J.6, 7, 9, 11, 14, 15 and 18.
 D.N.C. 3A. Alcom 313, 322, 324.
 D.N.C. 5, Change No. 4.

(A.F.O. 6010/45.)

6762.—Nore Book Offices—Transfer

(M. 4955/45.—22 Nov. 1945.)

The Nore C.B. and S.P., and O.U. and B.R. Offices removed from Hereford to Chatham on 15th November, 1945.

2. All future demands for publications are to be addressed as follows:—

(a) For C.Bs., S.Ps., S.Ds. and C.Ds. to:—

The Book Officer,
 Nore Book Office,
 Admiralty House,
 Chatham.

(b) For O.U.s. and B.R.s. to:—

O.U. and B.R. Section,
 Nore Book Office,
 Admiralty House,
 Chatham.

(C.-in-C., *The Nore*, No. 6875/651/3/45, 6 Nov. 1945.)

6763.—Plymouth Book Office—Transfer

(M. 4866/45.—22 Nov. 1945.)

The Plymouth Command C.B. and S.P. Office has been transferred from Glynn House, Bodmin, to the R.N. Port Library, Devonport, and the amalgamation of the Book of Reference Store (O.U.s. and B.R.s.) with the Confidential Book Office took effect on 1st October, 1945.

2. All future demands for publications are to be addressed as follows:—

(a) For C.Bs., S.Ps., S.Ds. and C.Ds. to:—

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

(b) For O.U.s. and B.R.s. to:—

The Book Officer,
 O.U. and B.R. Store,
 R.N. Port Library,
 Devonport.

(C.-in-C., *Plymouth*, No. 4925/Ply.507/4, 1 Nov. 1945.)

6764.—Aircraft Equipment—Accounting and Checking Procedure—Temporary Forms A.44/JD for Seafire F, Marks XV, XVII and XVIII; Forms A.44/JE for Seafire F, Marks 45, 46 and 47; Forms A.44/S for Sea Fury F, Mark X; Form A.44/D Applicable to Firebrand TF, Mark IV

(A.E. 6195/44.—22 Nov. 1945.)

C.A.F.O. 1449/45 introducing interim temporary forms A.44/JD is cancelled. This form, which will include Mark XVIII, will now be issued in the form given hereunder. Form A.44/JC, for Seafire F, Mark XV only, will not be reprinted, but existing stocks should be used up, amended as necessary.

2. Forms A.44/JE for Seafire F, Marks 45, 46 and 47 and Forms A.44/S for Sea Fury F, Mark X, will also be issued in due course as shown below.

3. Pending the issue of printed Forms A.44/JD, A.44/JE and A.44/S ships and stations holding aircraft of these marks and types should duplicate the necessary forms locally.

4. Form A.44/D for Firebrand TF, Mark III, introduced by C.A.F.O. 35/45, is also applicable to Firebrand TF, Mark IV.

A—44/JD Ship's Serial No.....
 Issue/Receipt Voucher for Appendix "A" Equipment for Seafire XV, XVII or XVIII
 Aircraft on Transfer

A. The items of equipment shown in column 5 below were fitted in Seafire, Mark XV/XVII/XVIII, Aircraft, Serial No.....on leaving.....for transfer to.....
 Signature..... Signature.....
 (Consignor Unit) (Ferrying Pilot)
 Date.....

B.

| Mark | XV or XVIII | Ref. No. | Description | Qty. on a/c. | | Remarks |
|------|-------------------|------------|--|-----------------|---------------|---|
| | | | | When despatched | When received | |
| 1460 | 1645 | | | 5 | 6 | 7 |
| — | — | — | Engine, Griffon VI or 36 ... | 1 | | Serial No. : |
| — | 1F | — | Seafire XVII power plant "A", Assembly No..... | 1 | | |
| — | 1F | — | Seafire XVIII power plant "A", Assembly No..... | | | |
| 1A | 1A | 7H/1669 | Guns, Browning, 0.303-in., No. 4, Mark II*. | 4 | | |
| 11A | 11A | 26AJ/22157 | Ammunition boxes (350 rounds) ... | 4 | | |
| 12A | 12A | 26AJ/ | | | | |
| 15A | 15A | 7G/786 | | | | |
| 26A | 27A | — | Ammunition boxes (120 rounds) ... | 2 | | |
| 52A | 71A | 7B/982 | Signal pistol, No. 4, Mark I*... .. | 1 | | |
| 49C | 52C | 6A/1072 | Clock, Mark IIB, luminous | 1 | | |
| or | or | or | Clock, Mark IIC, luminous | | | |
| 50C | 53C | 6A/1104 | Clock, Mark IIC, luminous | 1 | | Not in Mark XV. |
| 64C | 65C | 6A/726 | Compass, Type P.8 | | | |
| or | or | or | Compass, Type P.11 | | | |
| — | 66C | 6A/1672 | Compass, Type P.11 | | | |
| 70C | — | 14A/1379* | Camera, Type G.45B, Mark I, 12-volt | 1 | | Mark XV only. Marks XVII and XVIII. |
| — | 72C | 14A/1380* | Camera, Type G.45B, Mark III, 24-volt | 1 | | |
| — | — | — | Compass correction and deviation cards. | 2 | | |

| Mark | | Ref. No. | Description | Qty. on a/c. | | Remarks | | |
|------|-------------------------|------------|--|-----------------|----------------|---------------|---|---|
| XV | XVII or XVIII | | | When despatched | When received† | | | |
| | Appx. "A" Serial No. | | | | | | | |
| 1460 | 1645 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 1D | 1D | 27D/2088 | Covers, cockpit | 1 | | Mark XV only. | | |
| 2D | 2D | 27D/2332 | Covers, engine and spinner | 1 | | | | |
| 5aD | 3D | 27D/2104 | Covers, pressure head | 1 | | | | |
| 3D | 4D | 27D/2099 | Covers, propeller blades | 4 | | | | |
| 4D | 5D | 27D/2100 | Covers, port undercarriage | 1 | | | | |
| 5D | 6D | 27D/2101 | Covers, starboard undercarriage | 1 | | | | |
| 13D | 19D | 6F/216 | Safety harness, Type QS | 1 | | | | |
| 17D | 21D | 26AJ/ | Control locking device | 1 | | | | |
| 18D | — | 27H/2017 | Rear view mirror, Type B | 1 | | | | |
| 19D | 22D | 27F/1870 | Pump, windscreen de-icing | 1 | | | | |
| 30D | 31D | 26AJ/60094 | Jury strut, port | 1 | | | | |
| 30D | 31D | 26AJ/60095 | Jury strut, starboard | 1 | | | | |
| 46F | 25F or 26F | 36HH/ | Engine data card | 1 | | | | |
| | | | Communication, radio *..... | 1 | | | | |
| | | | *..... | * | | | | |
| | | | *..... | * | | | | |
| | | | Beacon receiver *..... | 1 | | | | |
| | | | I.F.F. *..... | 1 | | | | |
| | | | Radar *..... | * | | | | |
| | | | *..... | * | | | | |
| | | | Radio altimeter *..... | * | | | | |
| | | | Any other radio *..... | * | | | | |
| | | | *..... | * | | | | |
| | | | *..... | * | | | | |
| | | | Crystals, Ref. No. *..... | * | | | | |
| | | | Ref. No. *..... | * | | | | |
| | | | Ref. No. *..... | * | | | | |
| | | | Ref. No. *..... | * | | | | |
| | | | Ref. No. *..... | * | | | | |
| | | | Ref. No. *..... | * | | | | |

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

† Only to be filled in when quantity differs from column 5.

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

| 31A | 32A | 8B/2350 | Sight, M.G., relative speed, Mark IIS | 1 | Marks XVII and XVIII. |
|------|-----|---------|---|---|--------------------------|
| or | or | or | or | | |
| 32A | 33A | 8B/2361 | Sight, M.G., relative speed, Mark II* | 1 | Mark XV. |
| or | or | or | or | | |
| 36aA | 39A | 8B/2522 | Gyro gunsight, Mark IID, Series 1 ... | 3 | Marks XVII and XVIII. |
| — | 65A | 5D/1412 | Bomb distributor, 2-way, 24-volt ... | | |
| 5B | — | 5J/2284 | Accumulator, 12-volt, Type D ... | 1 | Mark XV. |
| — | 1B | 5J/1389 | Accumulators, 12-volt, Type B ... | 2 | Marks XVII and XVIII. |
| 47F | — | 5U/187 | Generator, engine-driven, 12-volt, Type LX. | 1 | Mark XV. |
| — | 20F | 5U/4184 | Generator, engine-driven, 30-volt, Type HX2. | 1 | Marks XVII and XVIII. |

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

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

A—44/JE

Ship's Reg'd. No.....

Issue/Receipt Voucher for Appendix "A" Equipment for Seafire 45, 46 or 47 Aircraft on Transfer

A.

The items of equipment shown in column 5 below were fitted in Seafire F, Mark 45/46/47 Aircraft, Serial No.....on leaving.....for transfer to.....

Signature..... Signature.....

(Consignor Unit)

(Ferrying Pilot)

Date.....

B.

| Mark | | Ref. No. | Description | Qty. on a/c. | | Remarks | | |
|------|-------------------------|------------|---|-----------------|----------------|-----------------------------|---|---|
| 45 | 46 and 47 | | | When despatched | When received† | | | |
| | Appx. "A" Serial No. | | | | | | | |
| 1611 | 1626 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| — | — | — | Engine, Griffon 61 or 85 | 1 | | Serial No. : | | |
| — | — | — | or Seafire 45 or 46 or 47 power plant "A", Assembly No..... | 1 | | | | |
| 1A | — | 7G/1033 | Guns, Hispano, 20-mm., No. 14, Mark II*. | 4 | | Mark 45 only. | | |
| — | 1A | 7G/1034 | or Guns, Hispano, 20-mm., No. 3, Mark V*. | | | Marks 46/47. | | |
| 62A | 61A | 7B/982 | Signal pistol, No. 4, Mark I*... .. | 1 | | 1 | | |
| 54C | 57C | 6A/1072 | Clock, Mark IIB, luminous | | | | | |
| — | — | — | or | 1 | | 1 | | |
| 55C | 58C | 6A/1104 | Clock, Mark IIC, luminous | | | | | |
| 61C | 67C | 6A/726 | Compass, Type P.8 | 1 | | 1 | | |
| — | — | — | or | | | | | |
| — | 68C | 6A/1672 | Compass, Type P.11 | 2 | | Not Mark 45. | | |
| — | — | — | Compass correction and deviation cards. | | | | | |
| 66C | — | 14A/1379* | Camera, Type G.45B, 12-volt, Mark I | 1 | | Mark 45 only. | | |
| — | 72C | 14A/1380* | or Camera, Type G.45B, 24-volt, Mark III | | | Marks 46/47. | | |
| 1D | — | 27D/1783 | Covers, cockpit | 1 | | Mark 45 only. | | |
| — | — | — | and | | | | | |
| 2D | — | 27D/ | Covers, engine and spinner | 1 | | 1 | | |
| — | 1D | 27D/ | or Covers, engine, spinner and cockpit... | | | | | |
| — | 2D | 27D/ | or | 1 | | Marks 46 and 47 only. | | |
| 3D | 3D | 27D/2104 | Covers, pressure head | | | | | |
| 4D | 4D | 27D/ | Covers, propeller blades (set of one cover per blade). | 1 | | set | | |
| 5D | 5D | 27D/ | Covers, port undercarriage | 1 | | 1 | | |
| 6D | 6D | 27D/ | Covers, starboard undercarriage | | | | | |
| 18D | 19D | 6F/216 | Safety harness, Type QS | 1 | | 1 | | |
| 20D | 21D | 26AJ/ | Control locking device | | | | | |
| 21D | — | 27H/2017 | Rear view mirror, Type B | 1 | | Mark 45 only. | | |
| 23D | 23D | 27F/1870 | Pump, windscreen de-icing | 1 | | 1 | | |
| — | 28D | 26AJ/60094 | Jury strut, port | | | | | |
| 29F | 24F | 26AJ/60095 | Jury strut, starboard | 1 | | Mark 47 only. | | |
| — | — | — | 36HH/8416 | 1 | | Applicable to all marks. | | |
| — | — | — | 27H/1991 | | | | | |
| — | or 25F | 36HH/9640 | Engine data card | 1 | | Marks 46/47. | | |
| — | — | — | Communication, radio *..... | 1 | | 1 | | |
| — | — | — | *..... | * | | | | |
| — | — | — | *..... | * | | * | | |

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

| Appendix "A", Serial No. 1493, Item No. | Ref. No. | Description | Qty. on a/c. | | Remarks |
|---|----------|--|--------------------|-------------------|---------|
| | | | When despatched | When received† | |
| 1 | 2 | 3 | 4 | 5 | 6 |
| 26A | 8B/2669 | Gyro gunsight, Mark IID, Series 3... | 1 | | |
| 65A | 5D/1412 | Bomb distributor, 24-volt, 2-way... | 1 | | |
| 1B | 5J/3082 | Accumulator, alkaline, 24-volt ... | 1 | | |
| 2B | 5J/1389 | Accumulators, lead-acid, 12-volt, Type B | 2 | | |
| 66C | 106A/866 | Master compass, Pioneer Magnesyn type | 1 | | |
| 16F | 5U/4184 | Generator, engine-driven, 24-volt, Type HX2. | 1 | | |

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

† Only to be filled in when quantity differs from column 4.

D. The quantities shown in column 4 above (as modified by entries in column 5) have been received at.....and explanation of any discrepancies inserted.

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

Date.....

(A.F.O. 1249/45, C.A.F.O. 35/45.)

(C.A.F.O. 1449/45 is cancelled.)

6765.—Labels, Ammunition—N.974—Introduction

(A.S. 11987/45.—22 Nov. 1945.)

| Serial No. | Description | Where used | Page in Form 0·6 | Authority |
|------------|---|-----------------------------|------------------|---------------|
| N.974 | Explosive sweep, Mk. 3 :— 90 charges, fitted with firing mechanisms in 6 clips | On back or end of box | 19 | A.S. 11987/45 |

2. Labels should be demanded as necessary from Senior Armament Supply Officer, Finchfield House, Compton, Wolverhampton.

6766.—Form S.269—Issue of

(Sta./R.N.F.C. 657/44.—22 Nov. 1945.)

The appendix to A.F.O. 5482/45 has been reprinted, in poster form, as S.269, for exhibition in all cinemas and sound reproduction compartments.

2. Demands for copies, restricted to minimum requirements, should be addressed to the Superintending Naval Store Officer, Royal Naval Store Depot, Elveden Road, Park Royal, London N.W.10.

(A.F.O. 5482/45.)

6767.—Medical—Form S.1293.—Surgeons and Agents

(M.D.G. 69045/45.—22 Nov. 1945.)

When Form S.1293 is issued to Admiralty Surgeons and Agents, Part I of the form is invariably to be carefully completed with the name and postal address of the issuing authority; details of the patient; and the name and address of the doctor already in attendance as required by the form. The form must be signed by the Commanding Officer and addressed to the appropriate surgeon and agent in the space provided.

2. This form is the voucher on which the surgeon and agent claims his fee for treatment of the case, and it is essential that these civilian doctors should be afforded all possible assistance in dealing with naval personnel sick on shore.

(K.R. & A.I. Article 1440.)

6768.—Resettlement in Civil Life—Careers for Men and Women—Pamphlets—Distribution

(E.F.O. 144/45.—22 Nov. 1945.)

The following pamphlets have been or will be distributed with Admiralty Fleet Orders.

| Pamphlet No. | Description. | Date of Distribution. |
|---|--------------------------------------|-----------------------|
| (a) Careers Bulletin No. 1 containing supplementary information to the Pamphlet Series. | | 22nd November, 1945 |
| (b) Career Series :— | | |
| 16 | Civil Engineering | 15th November, 1945 |
| 19 | Mining, Gas and Chemical Engineering | 22nd November, 1945 |
| 25 | Industry and Commerce ... | 22nd November, 1945 |

2. The scale of distribution of No. 1 of the Career Bulletin Series is that in force for Educational and Resettlement Information Orders. The scale of distribution of Nos. 16 and 25 of the Careers series is twice that in force for Educational and Resettlement Information Orders, and of No. 19 approximately one and a half times.

Section 6.—SHORE ESTABLISHMENTS

6769.—Committee on Royal Corps of Naval Constructors : Formation

(C.E. 25691/45.—22 Nov. 1945.)

Attention is drawn to A.F.O. 6679/45 in Section 2 of this issue.

(A.F.O. 6679/45.)

6770.—New Office Buildings—Viewing by Staff Representatives Before a Large Move is Made

(C.E. 57450/45.—22 Nov. 1945.)

Facilities should be granted, on request, to representatives of the Staff Side of District Committees or Office Committees of the Admiralty Administrative Whitley Council to view new office buildings, which are to accommodate a considerable body of staff, before the actual transfer, so that they may make any representations which may be necessary in regard to the working facilities and comfort of the staff.

6771.—Office of the Cashier, H.M. Naval Base, Mauritius—Closing

(D.N.A. 31240/45.—22 Nov. 1945.)

The office of the Cashier, H.M. Naval Base, Mauritius, closed on the 31st October, 1945.

2. Remittances, etc., hitherto dealt with by the Cashier, H.M. Naval Base, Mauritius, will be dealt with by the Base Supply Officer, Mauritius, from 1st November, 1945.

6772.—Control of Employment (Civil Servants) Order, 1945—Civilian Non-Industrial Staff

(C.E. 56788/45.—22 Nov. 1945.)

The following instructions from H.M. Treasury supplement those contained in Treasury Circular No. 10/45 of 17th May, 1945 (promulgated in A.F.O. 2831/45), relating to the Control of Employment (Civil Servants) Order, 1945 :—

Treatment of Medical Cases

2. *Established Officers.*—Where an established civil servant to whom the Order applies wishes to appeal against the decision of his Government Department to retire him on medical grounds, or against its refusal to allow his retirement on medical grounds, he has the right of appeal to the Treasury Medical Referee under the arrangements agreed by the National Whitley Council in 1936 (H.D.R., Articles 471A and 474A). It is not intended that appeals should be made to the National Service Officer concurrently with, or in substitution for, such agreed procedure; and if the National Service Officer receives such an appeal, he will enquire of the Department whether the agreed procedure has been followed. Where the Treasury Medical Referee has advised on the case, the National Service Officer will normally accept his verdict; if the advice is that the officer should be retired, and the officer still does not accept the decision, the Department should seek the National Service Officer's concurrence, informing him of the circumstances, before retiring the officer.

3. *Unestablished Officers.*—(i) Where a Government Department proposes to terminate the employment of an unestablished officer on medical grounds (e.g., where excessive sick leave has been taken) but the officer does not agree, the Department will apply to the National Service Officer for permission to discharge the officer, setting out the facts of the case and submitting any medical evidence which it may have received in respect of the officer, e.g., from the officer's private doctor or the Department's doctor (if any).

(ii) Similarly, where an unestablished civil servant desires to retire on medical grounds but the Government Department does not agree to release him, the civil servant may appeal to the National Service Officer for permission under Article 5 (1) of the Order to terminate his employment. The National Service Officer will ask

the employing Department for its observations and for any medical evidence which it may have received in respect of the officer, e.g., from the officer's private doctor or the Department's doctor (if any).

(iii) The following procedure will then operate. The National Service Officer will consider cases submitted under sub-paragraphs (i) and (ii) above and if he is satisfied on the evidence put forward will reach a decision, which he will communicate to the Government Department and the officer concerned. Alternatively, if he is unable to reach a decision on the evidence put forward, e.g., if there is a conflict of medical evidence or if the medical evidence put forward is inconclusive, the National Service Officer will submit the case, including the medical evidence, to one of the Medical Referees appointed by the Ministry of Labour and National Service (or in appropriate cases to a Consultant selected by that Ministry) in accordance with the practice adopted under the Essential Work Orders and agreed with the British Medical Association. The National Service Officer will thereafter give his decision after considering the medical report.

Departments which have their own Medical Officers will appreciate from the above that a National Service Officer may find himself unable to accept as conclusive a certificate put in by the Department's Medical Officer, and that in such cases the National Service Officer will arrange for independent medical examination.

4. Appeal against a National Service Officer's decision will lie to a Local Appeal Board at the instance of the civil servant or of the Government Department as the case may be.

Position of established Women civil servants on marriage

5. The question has been raised whether established women civil servants who are required to resign their established appointments on marriage under the terms of the Order in Council of the 22nd July, 1920, continue to remain subject to the provisions of the Order. The regulations (A.F.O. 6113/44) provide for the retention of such women in a temporary capacity after marriage, and if a married officer elects to stay on in a temporary capacity on these terms, she will remain liable to the provisions of the Order equally with women whose marriage took place before the date of the Order. If, however, an established woman civil servant prefers to retire altogether from the Service on marriage, Government Departments should not withhold their consent.

Transfers to another place or area

6. Where an appeal is made under Article 5 (4) of the Order, on the grounds that the controlled civil servant has been required to transfer from the place or from the area at or within which he is employed, to another place or another area, and that the transfer would, by reason of the distance of that other place or other area from his ordinary place of residence, cause him exceptional hardship, the National Service Officer will inform the employing Government Department of the appeal and of the grounds of appeal in the normal way. If that Department satisfies the National Service Officer that the requirement to transfer has been withdrawn, the National Service Officer will notify the parties that, as the grounds for appeal have disappeared, the appeal cannot proceed and no further action will be taken on it.

Addresses of National Service Officers (paragraph 16 of T.C. No. 10/45)

7. The Ministry of Labour and National Service have advised that in certain regions the work of the National Service Officer under the Control of Employment (Civil Servants) Order is carried on in outhoused premises of the Regional Office and that some delay would be avoided if Departments forwarded application under the Order direct to the outhoused premises. Accordingly the list of Regional Offices annexed to T.C.10/45 should be amended as follows :—

| | | |
|--------------------------|-----|---|
| London and South Eastern | ... | 131-151, Great Titchfield Street, W.1. |
| South Western | ... | 11, Chantry Road, Bristol, 6. |
| North Eastern | ... | R.O.8, Paramount, Roundhay, Leeds, 8. |
| Scotland | ... | R.O.10C, 21, Lansdowne Crescent, Edinburgh, 12. |

(A.F.Os. 6113/44, 2831/45, 3102/45, 3273/45 and
C.A.F.Os. 1060/45 and 1096/45.)

6773.—Civilian Staff—Release and Discharge of Redundant Temporary Staff

(C.E. 55729/45.—22 Nov. 1945.)

The question of the release and discharge of redundant temporary staff has been the subject of consideration by a Committee of the Civil Service National Whitley Council. A copy of the agreed report of this Committee is printed as an Appendix to this Order.

2. It will be observed that the report proposes certain general principles and recommends that their departmental application should be discussed through departmental Whitley machinery.

3. The application of the report to Admiralty staff has been the subject of consultation between the two sides of the Admiralty Administrative Whitley Council and the following arrangements have been agreed upon for executive, clerical and typing grades.

The general principles enunciated in the agreed report have been adopted so far as the Admiralty is concerned and agreement has been reached on the following supplementary matters :—

I.—*Procedure where it is proposed to vary the approved order of discharge in particular cases* (paragraph 11 (B) of National Whitley Council Committee Report).—It has been agreed that the staff side of the Admiralty Administrative Whitley Council shall be taken into consultation in any case where it is proposed to vary the agreed order of discharge.

II.—*Treatment of part-time workers* (paragraph 15 of National Whitley Council Committee Report).—It has been agreed that, generally speaking, part-time workers should normally be the first category for compulsory discharge, except in those few cases where part-time workers constitute a substantial proportion of the staff in the branch concerned.

III.—*Unit within which discharges are to take place* (paragraphs 20 and 21 of National Whitley Council Committee Report).—*Executive grades.*—The unit for the purpose of discharge will generally be departmental, i.e., each Admiralty headquarters department and all its outport establishments will form one unit.

Clerical and typing grades.—The unit for discharge of these grades will, with certain exceptions, be geographical. Central London headquarters departments will form one unit. Outlying London establishments, e.g., Greenwich, Harrow, Cricklewood and Park Royal, will be treated as separate units. All Admiralty departments in Bath will form one unit.

In outport establishments the unit will be the local department, e.g. N.S. Department, H.M. Dockyard, Portsmouth.

4. Further instructions will be issued concerning professional, technical and other grades.

5. Local departments foreseeing redundancies in the Executive, Clerical and Typing Grades are to notify the Head of the Admiralty Department concerned as soon as possible, an additional copy of the notification being addressed to the Secretary of the Admiralty, C.E.I. or C.E.II, as appropriate.

6. Consideration will be given at the Admiralty to the possibility of re-allocating to vacancies in another unit any temporary members of the Executive Grades who are declared redundant in their present units, and who are recommended as being wholly worthy of further employment.

7. Local departments or establishments should notify their Cashier of the redundancy of members of the Clerical and Typing Grades who are recommended as being wholly worthy of further employment. Departments or establishments having authorized vacancies in these grades to be filled are also to notify their Cashier of the position so that the Cashier can act as agent for the interchange of information for the re-allocation of redundant staff, but he will be in no way responsible for their selection. Notices or warnings of discharge on redundancy are in no case to be delayed on this account.

8. Staff transferred to other units will carry their seniority into the new department or establishment (paragraph 16 of the National Whitley Council Committee Report).

APPENDIX

CIVIL SERVICE NATIONAL WHITLEY COUNCIL
REPORT OF THE COMMITTEE ON RELEASE AND DISCHARGE OF
REDUNDANT TEMPORARY STAFFI.—*Scope of this Report and general assumptions*

1. This Report is concerned with non-industrial staff and with the period after the end of the war with Germany and before the end of the war with Japan. It will not necessarily continue to be applicable after the end of the war with Japan, when circumstances will be different. And even before the end of the war with Japan, circumstances may change; it is our intention, therefore, that our proposals should be kept under review.

2. The Government have already announced their expectation that the interim period between the defeat of Germany and the defeat of Japan will be one of continuing manpower shortage; and in the White Paper on reallocation of manpower between civilian employments (Cmd. 6568) they have stated certain general principles which will govern the redistribution, in the national interest, of redundant labour generally during the period with which we are concerned. So far as the Civil Service is concerned, the present situation of manpower stringency and the need for control are emphasized by the making of the Control of Employment (Civil Servants) Order (S.R. & O. 1945, No. 561), which provides in effect that a civil servant shall not terminate his employment in a Government Department without permission. Our proposals have been drawn up against this background, and are subject to the over-riding requirements of the Government's labour policy, now or at any time in the future, as applied to employments generally, e.g. to the requirements of paragraph 11 of Cmd. 6568 which lay down a priority order of selection of redundant workers for transfer elsewhere.

3. Although at the date of this Report the Civil Service man-power situation is one of overall shortage, we recognize that already there are in some Departments redundancies of temporary staff. These redundancies will increase gradually as time goes on, as certain Departments contract or disappear altogether, and as permanent recruits begin to enter the Service from the reconstruction competitions and the resumed normal competitions. It is, we are agreed, highly desirable that they should be dealt with on a known and uniform basis throughout the Service.

4. In return for the limitations imposed by the Control of Employment (Civil Servants) Order upon the freedom of individual civil servants, the Government have agreed that employing Departments should accept certain limitations upon their right of discharge; and in this connection it has been decided that redundant staff should be discharged only in accordance with arrangements either agreed with staff representatives or previously made known to them. The proposals set out below, subject to Departmental Whitley discussion where they so indicate, have been agreed between the Official Side and the Staff Side of the Committee and are to be regarded as the nationally agreed arrangements for this purpose. (Their existence does not, however, imply the agreement of the National Staff Side with the policy underlying the Control of Employment (Civil Servants) Order itself.)

II.—*Departmental Application of the Report*

5. In some Departments redundancies have already arisen, and, in the absence of a national agreement, it has been necessary to discuss and agree Departmentally the arrangements to be made for the release and discharge of the staff concerned. We recommend that such Departmental agreements should now be reviewed through Departmental Whitley machinery and, where necessary, brought into line, so far as future releases and discharges are concerned, with the principles set out in this Report.

6. In every Department where redundancy is likely to arise, there will have to be Departmental discussion of the detailed application of the principles we recommend—in particular on paragraphs 11 (B), 12, 15, and 20–21 of this Report. This also should be a matter for Departmental Whitley machinery.

III.—*Release of those who want to go*

7. When redundancy exists, it is necessary to determine which of the temporary staff shall be the first to go. We are agreed that as a general rule those who want to go (either to take other employment, or, e.g. in the case of married women, to leave the labour market altogether) should be allowed to go first. We would stress the general desirability of proceeding as far as possible by way of volunteers first, especially since it is not intended that long service in a temporary capacity should,

after this war, be the avenue to permanent employment. The Report on Recruitment to Established Posts in the Civil Service during the Reconstruction Period (Cmd. 6567) has defined the extent to which temporary staff can hope for establishment; and as far as possible, those who cannot hope for establishment on the basis of that Report, and wish to leave the Service to seek resettlement elsewhere, should be allowed and even encouraged to do so.

8. In accordance with general Government policy (paragraph 9 of Cmd. 6568), the following classes of persons (called Class K) are now to be allowed, if they so desire, to leave their jobs immediately, irrespective of redundancy:—

- (i) women (married or single) with household responsibilities, and women wishing to join their husbands on release from the Forces;
- (ii) other women over 60;
- (iii) men over 65.

When redundancy arises, members of these classes should have priority of release if they wish it; and after them, women over 50 who wish to leave should be allowed to do so unless there are strong reasons to the contrary. Thereafter, the order of release as between one volunteer and another should be a matter for Departmental consideration.

IV.—Discharge of those who do not want to go

9. When all who want to go have been released and there is still redundancy, it becomes necessary to determine the order of discharge. In our discussions of this problem, we have had two main considerations in mind: on the one hand, the efficiency of the public service and the need, even in a dying Department, to retain staff fully competent to do the work that is left to be done; and on the other hand, the importance of devising an order of discharge that is known and easy to operate, and one that will commend itself to the staff concerned as fair and reasonable.

10. These considerations have led us to propose different orders of discharge at different levels in the Service. At the higher levels, it is likely that there will be considerable variations, as between one temporary officer and another, in usefulness to the employing Department: these variations are likely to be readily definable, and in the interests of efficiency, they should be taken into account. At the lower levels it is much less easy to distinguish different degrees of usefulness—partly because at those levels the system of periodic reports on performance has, on the whole, been less well developed, and partly because the nature of the work gives less scope for taking account of differing degrees of efficiency.

11. Our proposals, so far as the general Service classes are concerned, are as follows:—

(A) Senior Temporary Assistants and above (including all Administrative grades)

Discharge should be in reverse order of usefulness to the Department, based on annual reports wherever practicable, and subject to due consideration of seniority in cases of officers of roughly equal merit.

(B) Temporary Assistants and Temporary Clerks Grade I

(i) Any who, before the selection for discharge has to be made, have been found unable to carry out the duties of their grade with due efficiency (e.g. have been unfavourably reported on,* or on efficiency grounds have had to be restricted to particular duties) should be discharged first, in order of shortness of service.

(ii) Thereafter the discharge of those remaining should be in order of shortness of service; subject to exceptions for officers over 30 whom the Department definitely intends to nominate for establishment (paragraphs 35–42 of Cmd. 6567), and subject also to a reserved right to any Department, after consultation with staff representatives, to vary the order of discharge in a particular case if it is satisfied that the interests of the work so require, either

(a) because the work of a particular post will soon come to an end and it would not be worth while to train another temporary officer to carry out its duties, or

(b) exceptionally, because a particular post or group of posts requires special qualifications, knowledge or experience which the existing holder possesses and other temporary staff in the unit in which redundancy arises do not.

*The words "unfavourably reported on" are used in their literal sense and not in the Civil Service technical sense of an adverse report.

(C) Temporary Clerks Grade II and Grade III, and Temporary Typing Grades.

(i) Any who, before the selection for discharge has to be made, have been found unable to carry out the duties of their grade with due efficiency (e.g. have been unfavourably reported on,* or on efficiency grounds have had to be restricted to particular duties) should be discharged first, in order of shortness of service.

(ii) Thereafter, the discharge of those remaining should be in order of shortness of service, subject only to exceptions for officers over 30, whom the Department definitely intends to nominate for establishment.

(D) Temporary Messengers and Paperkeepers.

As at (C), except that, since before the war there was a preference for ex-regular soldiers, sailors and airmen in those grades, ex-regulars should form a separate category to be retained until the last. (There will, of course be no question here of nomination for establishment in the 15 per cent. quota.)

(E) Scientific grades (Carpenter Report).

(i) The proposals at (A) above should apply to all Scientific Officers recruited in war-time, with the exception of any whom the Department proposes to nominate for permanent retention.

(ii) The proposals at (B), should apply to all Scientific Assistants with the omission of the word "exceptionally" from paragraph (ii) (b).

(iii) The proposals at (C), should apply to Laboratory Assistants.

12. *Departmental and technical grades.*—The order of discharge of Departmental grades, and of technical grades other than Carpenter, should be negotiated departmentally. Departmental negotiations should have regard to the principles underlying the rules applying to general Service classes; in determining analogies between Departmental and general Service grades, the nature of the duties of the grade and the value in it of particular experience and qualifications should be the governing consideration rather than the level of pay.

13. Where a professional or technical grade has, or should have, recognized technical standards of qualification, and where officers falling short of those standards have been appointed during the war, such officers should be the first to go.

14. *Ex-Service men of the 1914–18 War.*—There is an existing pledge of many years' standing that ex-service men of the 1914–18 war shall have preference in retention in temporary Government employment, and they therefore (provided, of course, that they are able and willing to undertake all the liabilities and responsibilities of their grades) should be an exception, at all levels, to the order of discharge proposed above.

15. We propose that there should be no other exceptions, e.g., on grounds of personal hardship, since if exceptions were once admitted it would be extremely difficult to draw the line. We are agreed moreover that, bearing in mind particularly that we are considering a period of continuing man-power shortage, no discrimination should be exercised against married women, re-employed pensioners, or any other category of employees not ordinarily in the labour market who have responded to the Government's appeal to them during the war. Part-timers should not automatically be discharged before whole-timers, though a good deal will depend on the type of work they are doing, on local considerations, and on the question whether their particular section or branch is mainly staffed by part-timers or by whole-timers; there should be Departmental discussion on this.

16. *Definition of "length of service".*—A word of explanation is necessary on the rules for determining length of service. In the first place, we propose, subject to what is provided below, that the ordinary continuity rules should apply. Secondly, any period of service in this war—not necessarily intervening service—in the armed Forces, the corresponding Women's Services, the Merchant Navy or the Mercantile Marine should reckon as temporary Government service for this purpose; the intention of this is to avoid penalising temporary officers who, although they may only recently have entered the Civil Service itself, have previously been engaged in the other forms of national service mentioned. Thirdly, we propose that credit should be given not merely for an officer's service in the grade in which the redundancy occurs, but for his total service including any service in a lower grade or class. Fourthly, we propose that in the case of re-employed pensioners only temporary service should count.

* See footnote to paragraph 11 (B) (i).

17. We recommend that seniority lists on the above basis should be drawn up in each unit in which redundancy is likely to arise, for each grade in which shortness of service is to be the main criterion, and that these lists should be made available to the staff concerned for their information.

18. *Reversion as an alternative to discharge.*—We propose that discharge should normally take place from the grade in which the redundancy occurs; in other words, there should be no right of reversion and consequent discharge of an officer in a lower grade. If, however, suitable vacancies exist in a lower grade at a time when officers are being discharged from a higher grade, the redundant officers should be made aware of them and given the opportunity of being considered for them. Moreover, Departments should have discretion in individual cases to allow an officer who has been promoted to revert to his former grade as an alternative to discharge, even where this means a consequential discharge in the lower grade; such reversions should not, however, be allowed to affect the agreed order of discharge in the grade below, which should operate in the normal way after the reversion has taken place. We do not, of course, intend that an officer should be allowed to "revert" to a grade in which he has never previously served; and an officer should not be able to claim reversion as a right.

19. We would again emphasize that no temporary officer due for discharge under the above proposals will acquire any claim to permanent status or other benefit by reason of his place in the order of discharge.

V. *The unit for determining order of discharge.*

20. The unit within which discharges are to take place will not necessarily be the department as a whole; if redundancy exists in all branches of a Department, it is not necessarily right to attempt to bring the whole staff into a common order of discharge. An unduly large unit will mean constant movement of staff, as the order in which redundancies occur will rarely coincide with the agreed order of discharge, and there will be unrest and dissatisfaction. On the other hand, if the unit is too small, the order may become largely fortuitous, e.g., senior staff may have to be discharged from one unit while junior staff are being retained in another, notwithstanding that it is geographically close. It may well be best to adopt different units for different grades.

21. We find it impossible to make any more detailed proposals on this subject, since circumstances will vary very widely from Department to Department, and from grade to grade. We propose, therefore, that each Department faced with redundancy should discuss the settlement of units through Departmental Whitley machinery, bearing in mind the considerations indicated above.

VI. *Period of notice.*

22. We propose that every endeavour should be made by Departments to ensure that staff, who are normally entitled to one month's notice should be given one month's preliminary warning of redundancy and one month's actual notice of discharge; and that those normally entitled to one week's notice should be given two weeks' preliminary warning and two weeks' actual notice. Certain Departmental and technical classes have an existing entitlement more favourable than the above, and this should, of course, be maintained. During the period of notice, all staff should be given all necessary facilities, in the shape of time off, for seeking other employment. If a redundant officer finds other employment either during the period of warning or during the period of notice, he should be released forthwith, pay ceasing from the date of release.

VII.—*Re-allocation between Departments*

23. We have given careful consideration to the question of setting up some form of inter-Departmental machinery which would re-allocate redundant temporary staff from one Department to another, rather on the lines of the Joint Substitution Board set up after the last war. The Staff Side were in favour of some machinery on these lines; the Official Side were not, on the ground, among others, that it would be an attempt to perform within the Service functions which belong to the Ministry of Labour and National Service, which would be an undesirable duplication. We are, however, agreed that special arrangements should be made through the Treasury Liaison Officers (or the Treasury) for the transfer of redundant staff to such vacancies wherever practicable. The arrangements will be as follows:—

(a) Departments should inform the Liaison Officer (or, in the case of grades above Senior Temporary Assistant, the Treasury) of expected redundancies, as early as possible in advance, and in any case not later than the issue of the preliminary warning to the staff concerned.

- (b) Liaison Officers, or the Treasury, as the case may be, on receiving such notification, in areas where other Departments are in pressing need of staff, will arrange for the releasing Department to forward at once to other Departments, whom they (i.e. the Liaison Officers or the Treasury) will specify, particulars of those of the redundant staff who wish to remain in the Civil Service. Simultaneously, the releasing Department will forward particulars to the Ministry of Labour, indicating against each name the Department, if any, to which particulars have been sent. The Department receiving such particulars will take immediate steps to engage or reject the staff concerned, and will inform the Ministry of Labour without delay. Where that Ministry has not, within seven days of receiving particulars of redundant staff, been informed of their re-engagement by another Department, it will proceed to re-allocate them in the usual way.
- (c) In areas where there is no demand for staff, Liaison Officers will take no action, and redundant staff should simply be reported to the Ministry of Labour in the usual way.

Official Side.

H. Wilson Smith (*Chairman*).
W. B. Foden.
D. C. V. Perrott.
E. A. Sharp.
E. L. Turnbull.
Arton Wilson.
Dorothy C. L. Hackett (*Secretary*).

Staff Side.

A. J. T. Day (*Vice-Chairman*).
A. J. Broom.
R. D. Crook.
L. John Edwards.
L. A. C. Herbert.
Douglas Houghton.
W. T. Leicester.
L. C. White.
T. R. Jones (*Secretary*).

CIVIL SERVICE NATIONAL WHITLEY COUNCIL.
COMMITTEE ON RELEASE AND DISCHARGE OF REDUNDANT
TEMPORARY STAFF.

Our Report was stated in its first paragraph to be concerned with the period after the end of the war with Germany and before the end of the war with Japan. Now that the war with Japan is over we have reviewed the matter and are agreed that the principles set out in the Report should for the time being continue to apply.

It remains our intention that the proposals should be kept under review as and when circumstances change.

Signed on behalf of the Committee:

Official Side.

H. Wilson Smith (*Chairman*).
Dorothy C. L. Hackett (*Secretary*).

Staff Side.

A. J. T. Day (*Vice-Chairman*).
T. R. Jones (*Secretary*).

6774.—Cylinders Containing Inflammable Gas—Fire Precautions

(N.L. 14573/45.—22 Nov. 1945.)

A fire which occurred recently in an Admiralty establishment was greatly enhanced by the presence of cylinders containing inflammable gas and connected to a burner by rubber tubing.

2. If such tubing is left under pressure at the conclusion of operations, its destruction by a small fire will liberate considerable quantities of inflammable gas and lead to a rapid extension of the fire.

3. Instructions are to be given that, when work with any such apparatus is completed or the apparatus is left unattended, the main stop valves on cylinders containing gas are to be closed and any gas in the tubing expended before the burner cock is closed.

4. When a fire occurs in which any cylinders under pressure are involved, they should be kept cool by water in the form of a spray. The use of high pressure jets for this purpose is not recommended.

***6775.—Fuel Economy in Admiralty Establishments**

(P/P. 025493/45.—22 Nov. 1945.)

The First Lord has issued the following message:—

"Coal supplies will be very short this winter. Everything possible is being done to increase the output from the mines but these efforts must in the national interest be supplemented by the strictest economies in fuel and light on the part of the consumers.

I appeal therefore to all members of the staff, naval and civilian, in all establishments at home to secure the maximum possible economy in fuel and light this winter. By individual initiative and by co-operation with the Fuel Economy Officers every office, store, workshop and mess can play its part in this effort. The public look to us to set an example. I know I can rely on you to do so."

A. V. Alexander.

6776.—Income Tax—Civilian Employees Discharged to Pension—Disposal of Form P.45 (Parts II and III)

(D.N.A. 29230/45.—22 Nov. 1945.)

In future, when a civilian employee is discharged to pension, Form P.45 (Parts II and III) should be attached to the Return of Discharge sent to the Secretary of the Admiralty in accordance with Article 15 (2) Cash Duties Instructions. Similarly, when a civilian pensioner reverts to pension after a period of re-employment, Parts II and III of Form P.45 should be attached to the notification of cessation of employment sent to the Secretary of the Admiralty in accordance with C.D.I. Article 15 (3) and 319 (4).

2. Despatch of Form P.45 should not be delayed to enable payments for piece-work or job contracts to be included; these payments should be dealt with later in accordance with paragraph 67 of the Employer's Guide.

(A.F.O. 4667/45 is cancelled.)

6777.—Watch Bells Returned from H.M. Ships, etc.—REPORTS

(N.S. 33157/45.—22 Nov. 1945.)

Attention is drawn to A.F.O. 6756/45 in Section 3 of this issue.

(A.F.O. 6756/45.)

6778.—Workpeople—Adult Civilian Electricians in Admiralty Establishments in England, Wales and Northern Ireland—Pay

(L. 17364/45.—22 Nov. 1945.)

Arrangements should be made, in conformity with an agreement reached on the National Joint Industrial Council for the Electrical Contracting Industry, for the Cost of Living (War) Addition payable to adult male civilian electricians in Fleet establishments, including Naval air stations, in England, Wales and Northern Ireland, who in accordance with specific Admiralty instructions are paid at rates agreed for electricians in the Electrical Contracting Industry, to be increased from 6½d. to 8½d. an hour from the first pay day in December, 1945, for the pay period covered by that pay day.

2. The revised rates for the employees in question from the date mentioned are, therefore, as follows:—

Standard Rates

| | |
|--|-------------------|
| (a) Grade "A" (i.e. London area, defined as within a 12-mile radius of Charing Cross). | 1s. 11½d. an hour |
| (b) Grade "B" | 1s. 8½d. an hour |
| (c) Grade "C" | 1s. 7½d. an hour |

Cost of Living (War) Addition

In all cases 0s. 8½d. an hour

These rates cover a normal 47-hour week, overtime being payable on the total rate (i.e. standard rate, plus the cost of living war addition) for any extra time worked.

3. These arrangements do not apply to civilian electrical fitters and electricians who are in receipt of a basic rate, plus Admiralty industrial bonus.

4. In any case of doubt, adjustment should not be made without prior reference to the Secretary of the Admiralty (L. Branch).

(A.F.O. 6030/45 is cancelled.)