

HPB

HEAD OF "P" BRANCH

A.F.Os. 6784--6894/44

(See A.F.O. Diagram Issue No. 53/44)

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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,

28th December, 1944.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

H. V. Markham

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

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

HEAD OF "P" BRANCH

ADMIRALTY FLEET ORDERS

No.	Subject.
28th December, 1944.	
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6800.	Medals, Decorations, Honours—Awards to Officers and Men of the Royal Hellenic Navy.
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6823.	Guns—0.3-in. and 0.303 in., Vickers G.O.—Allowance of Feed Pieces.
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6825.	Gun Mountings—4.7 in., C.P. XXII, 4.5 in., C.P.V. and 4.5 in., R.P. 50, Mark V—Care of Tools, etc., When Working in Vicinity of Breech.
6826.	Gun Mountings—3-in., U.S. 50 Cal.—Marks XI, XX and XXII—Sighting Gear.
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6828.	Gun Mountings—40 mm. Bofors, U.S., Marks I and II, Power Drive, Mark V—Return Cams for Elevation Limit Stops.
6829.	Targets—16-ft. and 32-ft. Winged Targets—Safety Precautions.
6830.	Training—Instructional Appliances—Gunnery Training Devices, Films and Film Strips on Gunnery Subjects.
6831.	Training—Non-substantive Ratings—Use of 1st Class Gunnery Ratings as Instructors.
<i>Torpedo.—(Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)</i>	
6832.	Electrical Condensers, A.P. 19436/A—Protective Caps—Introduction.
6833.	Torpedo—A/S Weapons—D.C. Equipment—Depth Charge Throwers—Loading Responsibility for Adherence to Drills.
6834.	Torpedo—A/S Weapons—D.C. Surface Craft—Pistols—Spare Primers Carried by Convoy Escort Vessels.
6835.	Torpedo—A/S Weapons—Depth Charge Equipment—Modification to British Depth Rails and Templates—As. and As.
6836.	Torpedo—A/S Weapons—Squid Equipment—Replacement of Spanner Box $\frac{11}{16}$ in., St. No. 815 by Spanner, Split Box St. No. 6887 in the Chests, Tools and Spare Gear Squid.
6837.	Torpedo—Demolition and Explosives—General—Charge, Cavity, 5 lb. R.D.X./T.N.T.—Demolition, Mark I.
6838.	Torpedo—Demolitions and Explosives—General—Fuze Safety No. 11, Mark II—Rate of Burning.
6839.	Torpedo—Demolition and Explosives—General—New Demolition Explosive Stores—Substitution for Service Explosives.
6840.	Torpedo—Demolition and Explosives—Safe Underwater Range for Divers in Flexible Self-contained Suits.
6841.	Torpedo—Igniters, Mark XI—Withdrawal.
6842.	Torpedo—Whitehead—Components—Gyro Adjusting, and M.A.T., Testing Facilities—Supply of Stores for Fitting Purposes.
6843.	Torpedoes—18 in. and 22.4 in., etc.—Stores and Tools—Revised Allowances of Copper Washers.
6844.	Torpedoes—21 in. and their Accessories—Stores and Tools—Pumps, Foot, Air Test, Pistol Pockets St. No. T.567—Introduction and Allowances.
6845.	Torpedoes—21 in. and their Accessories—Stores and Tools—Chests, Tools and Spare Gear, Gyroscopes, A.B. Type—Additions to Contents.
<i>Navigation.—(Navigation Stores, Sextants, Compasses, Charts, Anchors, Sails, etc.)</i>	
6846.	Chronometers and Watches—Beacon Watches, H.S.4—Withdrawal from Service.
6847.	Compasses—Magnetic—Sources of Error Revealed while Swinging.
<i>Engineer.—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.)</i>	
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<i>Signals.—(W/T and V/S Apparatus, Radar, D.F., S.R.E., Wa/T and Stores.)</i>	
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6851.	W/T—Type T.C.S. Sets—Merchant Ships—Fitting of.
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 6865. Motors—Craft—Petrol-Engined Craft—Precautions When Paid Off or Taken in Hand for Repair.
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 6867. Stores—Items—Coir Mats for Use in Lieu of Paunch Mats, Pattern 400—Supplies Discontinued.
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 6871. Welding—Stud Welding for Fixing Lagging, Cleading and Minor Fittings for the Heat Insulation of Machinery.
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SECTION 4.—OTHER STORES—NAVAL STORES*, VICTUALLING STORES, MEDICAL STORES, CONTRACTS

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 6883. Motors—Transport—Vehicle Census.
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 6885. Publications—Air Publications—Distribution of Amendment Lists and Leaflets during November, 1944, from the R.N. Store Depot, Belfast.
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 6887. Publications—Air Publications Distributed During the Week Ending 9th December, 1944.
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 6894. Welding—Stud Welding for Fixing Lagging, Cleading and Minor Fittings for the Heat Insulation of Machinery. (See A.F.O. 6871/44.)

(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.

6784.—Landing Ships—As. and As. Procedure

(M./D.C.O.M. 5333/44.—28 Dec. 1944.)

As indicated in C.A.F.O. 2564/44, paragraphs 4–7, landing ships returning from abroad or released from the administration of an operational authority in home waters, come under the administration of R.A.L.S.C.U., unless otherwise directed.

2. To enable R.A.L.S.C.U. to be fully informed of the work required in ships coming under his administration, all landing ships at home and abroad are to forward to him—

- (a) copies of lists of As. and As. in addition to those forwarded to other authorities (as called for by C.A.F.O. 793/43);
- (b) concurrently, defect lists to date including items that have been completed since last return;
- (c) shortages of onboard spare gear.

3. R.A.L.S.C.U.'s offices are at H.M.S. "Dinosaur", Troon, Ayrshire.

(C.A.F.Os. 1733/43, 2564/44 and A.F.O. 3845/44.)

6785—Defence Regulations—Orders Issued Under—Regulated Areas

(N.L. 17308/44.—28 Dec. 1944.)

With reference to A.F.O. 1900/44, the following changes in the Regulated Areas in Great Britain are notified:—

- (1) By virtue of the Regulated Areas (No. 1) Order (Amendment) Order, 1944, the Outer Hebrides (which comprised No. 4 Area declared by the Regulated Areas No. 1 Order, 1944) have ceased to be a Regulated Area and to be subject to the Regulated Areas Byelaws (No. 1), 1944.
- (2) By virtue of the Regulated Areas (No. 2) Order (Amendment) Order, 1944, the following areas have ceased to be Regulated Areas and to be subject to the Regulated Areas Byelaws (No. 2), 1944:—

(a) A coastal belt in the East of Scotland from the Banff—Aberdeen county boundary to the East Lothian—Berwick county boundary.

(b) A coastal belt from Portishead to Milford Haven.

(c) A coastal belt from Hornsea, Yorks, southwards to the Suffolk—Essex boundary.

(d) A coastal belt from Christchurch westwards to Lands End.

Some small inland areas in Cambridge, Sussex and Hampshire also cease to be within any Regulated Area.

(A.F.O. 1900/44.)

(A.F.O. 2024/44 is cancelled.)

6786.—German Hospital Ships

(M. 011081/44.—28 Dec. 1944.)

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

Name	Tons (Gross)	Built	Port of Registry	Length ft.	Breadth ft.	Depth ft.	Remarks
"Berlin" ...	15,286	1925	Bremen	549.3	69.2	34.8	Accommodation for 1,100 passengers
"Erlangen" ... (ex s.s. "Gouverneur-General-Cambon")	3,508	—	—	346.4	44.7	21.8	Two masts, one funnel. Speed 11-12 knots
"Gluckauf" ...	981	1913	Bremen	213.7	40.1	12.3	—
"Meteor" ...	3,717	1904	Bergen	346.2	44.2	26.4	Twin screw.
"Monte Rosa" ...	13,882	—	—	500.3	65.7	37.8	Two funnels. Speed 14-25 knots
"Oberhausen" ...	1,261	1939	Duisburg Ruhrort	253.1	37.8	14.0	Twin screw oil engines
"Posen" ... (ex s.s. "Danzig")	1,052	1925	Hamburg	220.7	34.6	12.5	Two masts, one funnel.
"Gradisca" ... (ex Italian hospital ship)	13,870	—	—	560.2	65.8	35.3	Two masts, two funnels

(A.F.O. 6249/44 is cancelled.)

6787.—United States Hospital Ships

(M. 531/43.—28 Dec. 1944.)

The Navy Department has designated the following ships as hospital ships under the terms of the Hague Convention:—

	Length	G.R.T.	Number of	
			Funnels	Masts
U.S.S. "Algonquin" ...	387	5,854	1	2
U.S.A.T. "Blanche F. Sigman" (ex "Stamford-White")	422.8	7,176	1	2
U.S.S. "Bountiful" ...	484	7,440	1	2
U.S.A.T. "Charles A. Stafford" (ex "Siboney")	416	6,937	1	2
U.S.A.T. "Chateau Thierry" ...	437	7,555	1	2
U.S.S. "Comfort" ...	418	6,700	1	2
U.S.A.T. "Dogwood" ... (ex "George Washington Carver")	422.8	7,176	1	2
U.S.A.T. "Emily H. W. Weder" (ex "President Buchanan")	502	11,000	1	Signal masts 1 Kingposts 3 sets

U.S.A.T. "Ernest Hinds" ...	360	4,858	1	2
U.S.A.T. "Ernestine Koranda" (ex "Dorothy Luckenbach")	449	6,359	1	2
U.S.S. "Hope" ...	418	6,700	1	2
U.S.A.T. "Jarrett M. Huddleston" (ex "Samuel F. B. Morse")	422.8	7,181	1	2
U.S.A.T. "John J. Meany" (ex "Zebulon B. Vance")	422.8	7,177	1	2
U.S.A.T. "John L. Clem" ...	360	4,900	1	2
U.S.S. "Larkspur" ... (ex "Bridgport")	429.3	8,005	1	2
U.S.A.T. "Louis A. Milne" (ex "Lewis Luckenbach")	496	6,574	1	2
U.S.A.T. "Marigold" ... (ex "President Fillimore")	502	10,533	1	4
U.S.S. "Mercy" ...	418	6,700	1	2
U.S.S. "Refuge" ...	523	10,501	1	2
U.S.S. "Relief" ...	484	7,275	1	2
U.S.A.T. "St. Mihiel" ...	436.7	7,555	1	2
U.S.A.T. "St. Olaf" ...	423	7,191	1	2
U.S.S. "Samaritan" ...	448	7,555	1	2
U.S.A.T. "Thistle" ...	413	6,336	1	2
U.S.A.T. "Wisteria" (ex "William Osler")	423	7,191	1	2

2. Each vessel will have its hull and superstructure painted white, red crosses on each side, deck and funnel, and a horizontal green band round the hull. The red crosses will be illuminated at night. The name of each ship will be painted on the port and starboard side and on the centre line of stern. Lifeboats will be similarly painted.

(A.F.O. 5249/44 is cancelled.)

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

6788.—Depth Charge Throwers—Loading—Responsibility for Adherence to Drill

(N.L. 18370/44.—28 Dec. 1944.)

Attention is drawn to A.F.O. 6833/44 in Section 3 of this issue.

(A.F.O. 6833/44.)

6789.—R.N. Air Units—W.R.N.S. Writers (General), Shorthand Typists and Typists attached to 2nd Line Squadrons

(N. 17427/44.—28 Dec. 1944.)

It has been decided that the W.R.N.S. Writers (General), Shorthand Typists and Typists allowed to Second Line Squadrons under Section (E) of A.F.O. 5993/44 (reprinted below) shall in future be provided by the Superintendent W.R.N.S. at the manning depot which provides the male general service personnel for each Squadron. This allocation will hold good wherever in the United Kingdom the Squadron is serving or may move (provided that the station is suitable for the accommodation of women).

2. The records and roster cards of ratings of these categories now attached to Second Line Squadrons are to be transferred, where necessary, to the Superintendent of the Command which will in future be responsible for manning the Squadron.

(E) Training Squadrons Attached

Number of aircraft in Squadron	R.N.		W.R.N.S.					
	St. P.O.	L.S.A.	Air Stores		Writer (General)			
			Leading Wren	Wren	P.O. Wren	Leading Wren	Wren	
1-12 ...	—	—	—	1	—	—	—	1
13-24 ...	—	—	1	1	—	—	—	1
25-48 ...	—	—	1	2	—	1	—	1
49-72 ...	1	—	1	2	—	1	—	2
73-96 ...	1	—	1	3	1	1	—	2
97-120 ...	1	1	1	3	1	1	—	3
121-144 ...	1	1	1	4	1	2	—	3

Note.—W.R.N.S. Typists or Shorthand-Typists may be borne in lieu of Writers (General) as desired.

(A.F.O. 5993/44.)

(A.F.O. 5738/44 is cancelled.)

6790.—Submarine Allowance—Revised Rates for Officers

(C.W./N. 22614/44.—28 Dec. 1944.)

In consequence of improvements in the rates of submarine pay for Naval ratings, certain increases in the rates of submarine allowance for officers were promulgated in Admiralty "A" Message 108A of 4th December, 1943 (since cancelled). It has now been decided to make further increases in the rates for commissioned officers from Warrant Rank and Warrant Officers. Accordingly, the following table, incorporating these various improvements, replaces K.R. & A.I., Appendix I, Part 3, No. 51, which will be amended in due course.

2. The improved rates are a special war-time measure only, and except where otherwise stated are effective from 26th October, 1943.

- (1) (i) Officers forming part crew of (a) submarines in commission or in reserve. (b) New submarines from date of commencement of trials (not payable prior to the date on which installation of the main batteries is completed).

	Daily rate
	s. d.
Officers of the rank of Captain when appointed in command of a submarine; and when actually in command as at (b).	6 0
Officers above the rank of Acting Sub-Lieutenant and below the rank of Captain.	6 0
Commissioned officers from Warrant rank and Warrant Officers.	
As from 26th October, 1943 ...	5 0
As from 5th December, 1944 ...	6 0
Other officers of, or below, the rank of Acting Sub-Lieutenant.	4 0

For each day at sea in a submarine s. d.

For each day not at sea in a submarine s. d.

(ii) (a) Officers forming part of spare crews (b) Officers undergoing qualifying course for command of submarines.		
Officers above the rank of Acting Sub-Lieutenant and below the rank of Captain.	6 0	4 0
Commissioned Officers from Warrant rank and Warrant Officers.		
As from 26th October, 1943 ...	5 0	3 4
As from 5th December, 1944 ...	6 0	4 0
Other officers of, or below, the rank of Acting Sub-Lieutenant.	4 0	2 8
(iii) Officers appointed "for duty with submarines" or "as submarine Staff Officer".		
Officers above the rank of Acting Sub-Lieutenant and below the rank of Captain, including Commissioned Officers from Warrant rank and Warrant Officers.	3 9	2 6
Other officers of, or below, the rank of Acting Sub-Lieutenant.	2 3	1 6
(iv) Officers under training, and officers not appointed for submarine duty when actually at sea in submarines for the performance of specific duty.		
Officers above the rank of Acting Sub-Lieutenant and below the rank of Captain.	6 0	Nil
Commissioned officers from Warrant rank and Warrant Officers.		
As from 26th October, 1943 ...	5 0	Nil
As from 5th December, 1944 ...	6 0	Nil
Other officers of, or below, the rank of Acting Sub-Lieutenant.	4 0	Nil
(v) Officers appointed for duty at the Admiralty.		
If above the rank of Sub-Lieutenant and below the rank of Captain.	2 0	Nil
(2) Submarine officers appointed to undergo Naval, Army or Air Force Staff Courses, in lieu of submarine allowance.	4s. 0d. a day (payable continuously).	

(K.R. & A.I., Appendix I, Part 3, No. 51.)

6791.—Boiler Cleaning Parties at Bases Abroad—Payment of Extra Pay

(N. 27030/44.—28 Dec. 1944.)

Payment of double bottom pay under K.R. & A.I., Article 1635, is approved as a special recompense for boiler cleaning at bases abroad in spite of paragraph 7 of that article, which was intended to apply to stokers employed on such duty in their own ship wherein they would be employed on the work for relatively short periods.

2. The period for which ratings may be borne continuously for boiler cleaning should be restricted to four months from the date of commencement of duty, at the end of which period ratings are to be relieved and drafted to other duties. This rule is necessary both on account of the nature of the work which will benefit from a regular change of the men employed and in order to avoid prejudice to the careers of stokers who wish to get on and need other experience.

3. The restriction in paragraph 2 does not apply to S.R.R. (D)'s and no limit is placed upon the period for which the extra pay may be paid in their case.

(K.R. & A.I., Article 1635.)

***6792.—The Clearing of the Scheldt—Broadcast by Commander Anthony Kimmins, Royal Navy, on 1st December, 1944**

(D.P.S. 1259/44/S.C.—28 Dec. 1944.)

(Included in Notice Boards Issue only.)

6793.—Colonials—Special Allowance when on Leave

(N. 26220/44.—28 Dec. 1944.)

The following arrangements for the payment of a special allowance of 5s. a day during the periods of leave in the United Kingdom, including Northern Ireland, have been approved by the Colonial Governments concerned with effect from 1st October, 1944, except in the case of Jamaica, for which the effective date is 1st December, 1944, and Hong Kong and Malaya, for both of which the effective date is 1st January, 1945.

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

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

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

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

5. The special allowance will be payable during the period of the present emergency and thereafter, in the case of personnel serving for hostilities only, until demobilization. Payment to personnel remaining in the Service after the war is to cease on the termination of hostilities or on the date of transfer into the Royal Navy or Royal Marines on a permanent basis, whichever is later.

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

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

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

(A.F.O. 6262/44 is cancelled.)

6794.—Complement Amendment

B.Y.M.S. ("LL" Minesweepers)

(N/M/S. 0722/44.—28 Dec. 1944.)

The following amendment is to be made to the scheme of complement of B.Y.M.S. ("LL" Minesweepers), issued with Admiralty Letter N/M/S 0603/41 of 22 March 1943 :—

Insert "notation (c)" against "Lieut., Sub-Lieut. or Skipper".

Amend note (c) to read :—

"(c) (i) In S.O.'s ship of a Flotilla of 8", add "1 Lieut., Sub-Lieut. or Skipper and 1 Leading Signalman".

"(ii) In Second S.O.'s ship of a Flotilla of 8", add "1 Lieut., Sub-Lieut. or Skipper and 1 Signalman or Ord. Sig".

6795.—Complements of H.M. Ships and Establishments—Temporary Manning Standard (Ratings)

See AFO 7156/40 See AFO 3467/45 Standard (Ratings) See AFO 7141/44.
 " " 4545/45 " " 1956/45
 " " 4264/45 " " 995/46
 " " 769/45

The complements of all ships and establishments are to be maintained at the proportions detailed below. Admiralty authority is required for any exception.

2. Under the head "Temporary Manning Standard", in paragraphs 4 and 5 is shown for each rating concerned what percentage of the authorized complement is now to be allowed. The percentage shown is to be applied in each case to the total number of that rating authorized by scheme of complement after adding sliding scale allowances, etc., and irrespective of the substitutions mentioned in paragraph 7 or of dilution by W.R.N.S. Where no authorized scheme of complement has been issued, the percentages are to be applied to numbers usually borne, or which have been submitted as a proposed complement. Numbers allowed are to be calculated to the nearest whole number, the ship being given the benefit in the case of a fraction of exactly one half.

3. Under the heading "Replacement" is shown in each case the rating that may be borne in lieu of those reduced by the temporary manning standard.

4. In ships :—

Temporary Manning Standard	Per cent.	Replacement
Chief and Petty Officers combined	92	Ordinary Seaman.
Leading Seaman	75	Leading Seaman (NQ)
A.B. and Ord. Sea. combined	100	But 35 per cent. of the total should be Ord. Sea.
Q.R.2	90	Q.R.3.
A.A.1	75	No non-sub replacement.
2	75	No non-sub replacement.
R.C.1	25	R.C.3.
R.C.2	25	R.C.3.
R.P.1	50	No non-sub replacement.
2	25	No non-sub replacement.
3	80	No non-sub replacement.
L.T.O.(LP) and P.O. W/man(L) combined.	70	No non-sub replacement.
L.T.O. and L. W/man(L) combined	80	No non-sub replacement.
P.R.T.I., 1st and 2nd class combined	50	No non-sub replacement.
Leading Stoker	75	Leading Stoker (NQ).
Stokers, 1st and 2nd class combined	100	But the proportion of Stokers, 2nd class to be as laid down in C.A.F.O. 288/44, paragraph 7.

V/S and W/T ratings as laid down in C.A.F.O. 2572/44.

C.E.R.A. and E.R.A. as laid down in C.A.F.O. 2571/44.

Writer ratings as laid down in A.F.O. 5003/44.

Supply ratings as laid down in A.F.O. 5003/44.

F.A.A. ratings as laid down in A.F.O. 1759/44.

Note.—The proportions given above are not to be applied to submarine, coastal forces or combined operations ratings, or to repair staffs in destroyer and submarine depot ships. They are not to be applied to sea-going ships of new construction until six months after commissioning with the exception of R.C. and R.P. ratings for whom the percentages given above are to be applied in all cases.

5. Ashore :—

<i>Temporary Manning Standard.</i>	<i>Per cent.</i>	<i>Replacement.</i>
Chief and Petty Officers combined	92	No replacement.
Leading Seamen	50	Leading Seamen (NQ)
G.M.	80	Acting Q.R.1(SV) or (G) rating 1st class.
R.C.1	25	R.C.3.
R.C.2	25	R.C.3.
R.P.1	50	No non-sub replacement.
R.P.2	25	No non-sub replacement.
R.P.3	80	No non-sub replacement.
L.T.O.(LP) and P.O. W/m(L) combined.	70	No non-sub replacement.
L.T.O. and ldg. W/man(L) combined	80	No non-sub replacement.
P.R.T.I. (1st and 2nd class combined) in new entry training establishments and rehabilitation centres.	75	No non-sub replacement.
P.R.T.I., 1st and 2nd class combined elsewhere.	50	No non-sub replacement.
Leading Stoker	75	Leading Stoker (NQ).
M.A.A. and R.P.O. combined ...	50	Chief Stoker or Stoker Petty Officer.
F.A.A. ratings—see Note III below and A.F.O. 1759/44.		
All other substantive ratings ...	90	No replacement.
All other non-substantive ratings ...	90	No non-sub replacements.
All W.R.N.S. ratings	90	No replacement.

Note I.—The proportions given above are not to be applied to Patrol Service boom defence, controlled, mining or H.D.O. ratings, to the staffs of net defence depots, to submarine repairs staffs, or to Instructors (other than P.R.T.I.) allowed by scale in cases where one instructor is allowed to 20 or more ratings under training.

Note II.—The proportions given above are to be applied to the combined numbers of E.R.As. and E.R.Ms. allowed, O.As. and O.Ms. allowed and E.As. and E.Ms. allowed.

Note III.—F.A.A. ratings.—Supervisory ratings, i.e., Air Artificers, 4th class (confirmed), Petty Officer Air Fitters, Petty Officer Air Mechanics and above, will be drafted to Naval Air Stations and Air Repair Yards at home and abroad in the following proportions: A and E trades, 1 to 13; L and O trades, 1 to 10. Naval Air Stations and Air Repair Yards at home will be manned to 80 per cent. of the complement.

6. The instructions in paragraphs 4 and 5 supersede all scales of dilution previously authorized for the ratings referred to therein.

7. Instructions for the substitution of certain ratings for others, which remain in force, are given in :—

A.F.Os. 6378/42 and 20/44 ...	Wireman (L) ratings for torpedo ratings.
C.A.F.O. 2571/44	Chief Mechanics for C.E.R.As.
C.A.F.O. 2571/44	Mechanicians for E.R.As.
A.F.O. 5144/44	E.R.Ms. and E.R.As.
A.F.O. 5144/44	O.Ms. for O.As.
A.F.O. 682/43	E.Ms. for E.As.
A.F.O. 4053/43	Joiners for shipwrights.
A.F.O. 1021/41	Air Fitters of any class for Air Artificers.

8. Attention is drawn to the fact that, in many schemes of complement G.Ms are allowed in lieu of (G) ratings, 1st class and not in addition thereto. For example the scheme of complement may allow :—

“ 5 G.M. (included in 1st class gunnery rates below)

8 Q.R.1 5 L.R.1 5 C.R.1 8 A.A.1 ”.

These figures must be amended to comply with the manning standard in paragraph 4 to read :—

“ 5 G.M. (included in 1st class gunnery rates below)

8 Q.R.1 5 L.R.1 5 C.R.1 6 A.A.1 ”.

The total number of 1st class ratings plus Gunner's Mates borne, however, should not exceed 24 (i.e., the total of 1st class ratings now allowed) because the duties of five of the 1st class ratings are performed by the five Gunner's Mates.

9. On Form S.162 and on any other form of complement return the “ Allowed ” column is always to show the numbers allowed after application of the temporary manning standard as explained in paragraph 2.

10. The authorized full complement is to be used as a basis for payments under K.R. & A.I., Articles 428 and 1591, except in those cases where numbers given in schemes of complement are “ in abeyance ”, e.g., V/S and W/T ratings in accordance with C.A.F.O. 2572/44.

(N.B.—Wiremen (L) employed in L.T.O. vacancies are eligible for difference of pay as Leading Wiremen (L). Similarly, Leading Wiremen (L) employed in L.T.O. (LP) vacancies are eligible for difference of pay as P.O. Wiremen (L)). (C.A.F.Os. 2571/44, 2572/44, A.F.Os. 1021/41 (not in Annual Volume), 6378/42, 682/43, 4053/43, 20/44, 1759/44, 5003/44 and 5144/44.)

(A.F.O. 5264/44 is cancelled.)

6796.—Adult Education—Craft Work Materials for which Coupons are Normally Necessary—REPORTS

(N/V.6113/44.—28 Dec. 1944.)

Arrangement has been made by which it will be possible to obtain limited quantities of certain types of material normally subject to the surrender of coupons (under the Consumer Rationing Consolidation Order, 1944), by local purchase.

2. Orders may be placed through Supply Officers on Form S.22 in accordance with A.F.O. 5881/44, paragraph 10. The retailer will be entitled to regard these goods as supplied to a Government Department. The only coupon free purchases that may be made legally from retailers of rationed goods are such as are made on Form S.22 and only when the order in respect of the purchase concerned is forwarded to the Board of Trade by the trader concerned, can the trader obtain the replacement of the coupons.

3. All orders must be approved by Commanding Officers who will satisfy themselves that :—

- The members of the proposed class will not thereby be provided with materials in excess of the limits laid down in paragraph 4 below.
- The class is organized as laid down in A.F.O. 5881/44.
- The class is held only for Service personnel and to which no civilians also have access.

4. The following are the maximum quantities of material which may be provided to a unit for the use of any one person during 12 months :—

- For Dressmaking and Tailoring Classes, materials to the value of five coupons.
- For Needlework and Embroidery classes, materials to the value of two coupons.

i.e. an individual may have the use of material to the value of seven coupons per annum, provided he or she attends both Dressmaking and Handicraft classes. No person may have the use of material under these arrangements in excess of this amount, with the exception laid down in paragraph 5 below.

5. In addition, material may be provided for the use of hospital patients who are certified to be bona-fide students, in the case of patients in Naval Hospitals, by the Medical Officer-in-Charge and in the case of patients in E.M.S. hospitals, by the Medical Superintendent or Naval Medical Liaison Officer. The scale will be that laid down in paragraph 4. Materials provided for such patients will not count against their maximum annual allotment of material.

6. Articles made by Naval personnel under this scheme may be purchased by them on repayment. Sums so obtained are to be credited to Naval Votes.

7. Expenditure made in respect of materials purchased in accordance with this Order is to be reported to the Admiralty (for D.E.D.) through Commanders-in-Chief afloat or Administrative Authorities ashore, as a sub-heading of paragraph 11 (b) (iii) of A.F.O. 5881/44.

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

*6797.—Weapons and Technical Equipment Captured from the Enemy

See AFO 2563/4.

(M.A.S.431/44.—28 Dec. 1944.)

All material of whatever nature belonging to the enemy Governments and captured by H.M. armed forces becomes the property of the Crown. It is therefore a disciplinary offence for an officer or rating to appropriate to himself or to send to the United Kingdom by himself or by the hand of another any such material, e.g. weapons, ammunition, explosives and dangerous substances, technical equipment and instruments.

2. If such material is found in the possession of Naval personnel it will be confiscated; if it is sent through the post it is liable to be confiscated by the Post Office officials, by H.M. Customs authorities, by the Naval authorities or by the Civil Police. In all such cases the offender renders himself liable to disciplinary action.

3. The retention of personal property of prisoners of war, such as watches, rings, identity cards and the like, is prohibited in all circumstances.

4. This Fleet Order does not prohibit the retention as souvenirs or trophies of articles of small military or intrinsic value.

*6798.—Instructional Film—"We'll Finish the Job" (Serial Number F.742)

(N.T. 5305/44.—28 Dec. 1944.)

An instructional film, entitled "We'll Finish the Job," is now available and copies can be obtained on temporary loan by application to the Film Libraries referred to in paragraph 3 below.

2. The film has a running time of approximately 45 minutes and deals with aircraft maintenance. It can be shown to advantage at any Naval Air Station or Maintenance Training Establishment as it emphasizes how the finish of an aircraft can be spoilt and its performance reduced by everyday acts of carelessness.

3. Distribution will be made without demand to the following Film Libraries:—

	No. of copies	
	35 mm.	16 mm.
Lyness	1	1
Rosyth	1	1
Greenock	1	1
Londonderry	1	1
Liverpool	1	1
Chatham	1	1
Portsmouth (H.M.S. "Collingwood")	1	1
Devonport	1	1
London	1	1
Colombo	1	1
Trincomalee	1	1
Malta	1	1
Alexandria	1	1
Gibraltar	1	1

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

*6799.—Honours and Awards—"London Gazette" Supplement of 19th December, 1944

(H. & A.—28 Dec. 1944.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

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

19th December, 1944.

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

To be an Additional Commander of the Military Division of the said Most Excellent Order:

Captain George Tothill Philip, D.S.O., D.S.C., R.N.,
for leadership and skill in command of H.M.S. "Furious."

To be an Additional Officer of the Military Division of the said Most Excellent Order:

Acting Temporary Commander (A) Jack Morris Keene-Miller, R.N.V.R.,
for gallantry and devotion to duty.

To be an Additional Member of the Military Division of the said Most Excellent Order:

Temporary Sub-Lieutenant (A) Anthony Ian Rawlinson Shaw, R.N.V.R.,
for gallantry and devotion to duty.

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

Chief Petty Officer Edward Stephen Sainsbury, R.C.N.V.R., V.9598,
Shipwright Second Class Edward George Curtis, R.C.N., 40811,

for courage, presence of mind and skill after their ship had been damaged.

ADMIRALTY,

Whitehall.

19th December, 1944.

The KING has been graciously pleased to give orders for the following appointments to the Distinguished Service Order and to approve the following awards:

For saving life at sea:

Albert Medal (Posthumous)

Temporary Lieutenant Douglas Mortimer Connor, R.N.V.R.

On 5th March, 1944, fire broke out in the starboard corner of the engine room of one of H.M. motor launches at Beirut. An explosion occurred immediately afterwards and the fire spread rapidly throughout the ship. Lieutenant Connor straightway organized all the fire-fighting gear on board and sent a runner to inform Coastal Forces base and Naval Base so that the civilian and Naval fire-fighting organization might be got into action as soon as possible. The heat from the burning ship was intense and it was well known that with the burning high octane petrol the ship was likely to blow up at any moment.

The burning ship was a grave menace to other shipping berthed alongside and Lieutenant Connor made valiant efforts to make fast a tow line so that she could be towed out of the port. So great was the heat, however, that the tow line parted. At about 19.15 a third and more violent explosion occurred in which Lieutenant Connor lost his life.

Lieutenant Connor well knew the risks involved, but sacrificed his life in an endeavour to prevent the spread of the fire which might well have become a major conflagration involving the loss of many lives.

For distinguished service in hazardous minesweeping operations in the mouth of the Schelde and the Approaches to Ostend:

To be Companions of the Distinguished Service Order:

Captain Thomas William Marsh, R.N.

Acting Captain Humphrey Greenwood Hopper, R.N.

For gallantry and devotion to duty in hazardous operations:

The Distinguished Service Cross

Temporary Lieutenant Robert Owen Richards, R.N.V.R.

Temporary Sub-Lieutenant Robert Anthony Clark, R.N.V.R.

The Distinguished Service Medal

Acting Chief Petty Officer Alexander Findlay Long, X.20919A.

Acting Petty Officer Edward Charles Cauvain, LT/JX.198754.

Leading Seaman Gordon Charles Pocock, LT/JX.229262.

For outstanding courage, skill and devotion to duty in successful patrols in H.M. submarines:

Bar to the Distinguished Service Cross

Lieutenant Douglas Lambert, D.S.C., R.N. (Northampton).

Lieutenant (E) David John Lisle Foster, D.S.C., R.N. (Chorley Wood)

The Distinguished Service Medal

Petty Officer Herbert Arthur Apperley, P/JX.128204 (Southsea).
 Stoker Petty Officer Leslie Christopher Connor, C/KX.79334 (Blackpool).
 Telegraphist Sidney Reginald Ottaway, C/JX.134472 (Deptford).

Mention in Despatches

Temporary Lieutenant Phillip Arthur Hicks, R.N.V.R. (London).
 Mr. Thomas William Griffin, D.S.M., Temporary Warrant Engineer, R.N. (Cambridge).
 Chief Engine Room Artificer John Walter Williams, D/MX.47976 (Edinburgh).
 Able Seaman Hubert Picken, C/SSX.17281 (Wolverhampton).

For courage, skill and determination in H.M. ships "Brissenden," "Talybont," "Tanatside," "Wanderer" and "Wensleydale" during engagements with enemy light forces:

The Distinguished Service Cross

Commander Bernard Jasper de St. Croix, R.N. (Seaford).
 Lieutenant the Honourable Douglas David Edward Vivian, R.N. (Bodmin).

Mention in Despatches

Temporary Lieutenant Edward Charles Richard Fawcett, R.N.V.R. (Richmond).
 Sub-Lieutenant Frederick Michael Lucas, R.N. (Tavistock).
 Temporary Sub-Lieutenant Harry William Whiteley, R.N.V.R. (Sheffield).
 Chief Petty Officer Gunner's Mate Sidney George Peel, C/J.114866 (Long Eaton).
 Acting Stoker Petty Officer Peter Stannard, P/KX.87971 (Horden).
 Leading Seaman Edward Rogerson, P/CD/X.2602 (Paisley).
 Able Seaman William Goslan, P/JX.308696 (Glasgow).

For gallantry and skill in anti-U-boat operations in H.M. ships "Balfour" and "Bayntun" and H.M.C.S. "Camrose":

The Distinguished Service Cross

Lieutenant-Commander Cecil Dick Bluett Coventry, R.N.R. (Retired) (Torquay).
 Lieutenant-Commander Leo Patrick Bourke, R.D., R.N.Z.N.R. (Auckland, N.Z.).
 Acting Temporary Lieutenant-Commander Louis Raymond Pavillard, R.C.N.R. (Liverpool).

The Distinguished Service Medal

Petty Officer Ernest West, C/JX.155107 Rainham, Kent).
 Able Seaman George Robert Frederick Riggall, P/JX.217283 (Grimsby).
 Able Seaman John Joseph Kaminski, R.C.N.V.R., V.38104 (Alberta).

Mention in Despatches

Lieutenant Peter Richard Spencer Brayn, R.N. (Surbiton).
 Temporary Sub-Lieutenant Kenneth Rainey Tremlett, R.N.V.R. (Taunton).
 Mr. Frank George Noseworthy, Temporary Warrant Engineer, R.C.N.V.R. (Kinorn, Ow.).

Chief Petty Officer Walter Raymond Palmer, R.C.N.R. A.2798 (Hamilton).
 Chief Engine Room Artificer Thomas Churchman, P/X.451EC (Gateshead-on-Tyne).
 Engine Room Artificer Third Class Robert Strang McMillan, R.C.N.V.R., V.30347 (Victoria).

Petty Officer Alfred Caleb Nelson Pitney, P/JX.133374 (Shoreham-by-Sea).
 Acting Petty Officer Robert Henry Coke, R.C.N.V.R., V.6699 (Toronto).
 Able Seaman John Horace Gleave, P/JX.353407 (Bolton).
 Able Seaman John Newton Moore, D/JX.420570 Oldham).

For courage, skill and determination in light coastal craft in engagements with the enemy in the Channel:

The Distinguished Service Cross

Lieutenant John Fuller Humphreys, R.N.V.R. (London).
 Lieutenant Alan Vincent Turner, R.N.V.R.
 Temporary Lieutenant Francis Ninian Thomson, R.N.V.R. (Lowestoft).

The Distinguished Service Medal

Chief Motor Mechanic A. Minshull, P.195292 (Birkenhead).
 Petty Officer George Ernest Cottnam, D/JX.153614 (Cardiff).
 Acting Leading Stoker Charles John Hart, C/KX.134913 (London).

Able Seaman Frederick Reginald White, C/JX.353145 (Earls Barton).
 Able Seaman Cuthbert Brockwell, P/JX.276021 (Hull).
 Wireman Vincent Patrick Johnston, D/MX.75462 (Manchester).
 Ordinary Seaman Kenneth George Dix, P/JX.420826 (Dusthill).

Mention in Despatches (Posthumous)

Telegraphist William Furey, C/JX.403521 (Leeds).

Mention in Despatches

Commander Robert Edward Dudley Ryder, V.C., R.N.
 Lieutenant David Fitzroy-Williams, D.S.C., R.N.
 Temporary Lieutenant David Currie, R.N.V.R. (Isle of Arran).
 Temporary Lieutenant Jack Walter Lambert, R.N.V.R. (Warlingham).
 Temporary Lieutenant Arthur James Hitcheson Rickards, R.N.V.R. (North Berwick).
 Temporary Lieutenant Eric Edwin James White, R.N.V.R. (Old Brumby, Nr. Scunthorpe).
 Temporary Sub-Lieutenant Eric Aloysius Curran, R.N.V.R. (Roehampton).
 Temporary Sub-Lieutenant Charles Henry Turner, R.N.V.R. (Kingsbury).
 Chief Motor Mechanic Edward Hodgins, P/MX.117397 (Bolton).
 Petty Officer Arthur Harold Candy, D/J.112209 (Bristol).
 Petty Officer Archibald Saville Lusty, D/JX.243470 (S. Woodford).
 Petty Officer Robert William Tate, D.S.M., P/JX.140289 (Scunthorpe).
 Petty Officer Motor Mechanic Herbert Reginald Lyceet, P/MX.95923 (London).
 Petty Officer Motor Mechanic James Strudwick, P/MX.501878 (Thornton Heath).
 Leading Seaman Alfred Thomas Shelton, D/JX.184104 (Sunbury).
 Leading Seaman Frank Eustace Gawith Welchman, C/JX.344549 (W. Kensington).
 Leading Seaman William Frank Woodhouse, C/JX.349226 (Warrington).
 Acting Leading Seaman William Guest, C/JX.277498 (Oakengates).
 Acting Leading Seaman James William Hall, D/JX.559158 (Liverpool).
 Leading Signaller Charles Edward Hunt, P/JX.197073 (Grimsby).
 Leading Telegraphist Walter Squires, D/JX.137812 (Bitterne, Southampton).
 Leading Motor Mechanic John Harry Buitenhuis, P/MX.125966 (Romford).
 Able Seaman Selwyn Marquis, P/JX.383766 (Kendal).
 Able Seaman Albert Ernest Rowntree, P/JX.261978 (Hull).
 Telegraphist Edward William Morgan, D/JX.404051 (Ynysybwll).
 Ordinary Seaman Herbert Anthony McIntyre, C/JX.404907 (Middleton).

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

The Distinguished Service Cross

Temporary Lieutenant Albert Thomas Victor Kingdom, R.N.V.R. (Northolt Park).
 Temporary Lieutenant Jack Forgie, R.N.Z.N.V.R. (Auckland, N.Z.).
 Temporary Sub-Lieutenant Geoffrey Neol Hardiman, R.N.V.R. (near Winchester).

The Distinguished Service Medal

Engineman Andrew Blackery, LT/KX.149145 (Crail).
 Engineman Adam Neill, LT/KX.117556 (Port Seton, E. Lothian).
 Leading Seaman Ernest Alfred Knott, LT/JX.224401 (Southchurch, Southend).

Mention in Despatches

Temporary Sub-Lieutenant Arthur Maurice Liddiard, R.N.V.R. (Ilford).
 Temporary Sub-Lieutenant Lloyd Carrick Nisbet, R.N.Z.N.V.R. (Hamilton, N.Z.).
 Engineman Sidney Billsborough, LT/KX.139174 (Preston).
 Engineman Thomas Boyle, LT/KX.135807 (Port Dundas, Glasgow).
 Engineman John Fogg, LT/KX.160138 (St. Helens).
 Engineman Louis Caldwell Gray, LT/KX.160046 (Greenford).
 Engineman Hugh Thomson, LT/KX.114616 (Dundure, Ayrshire).
 Leading Seaman Reginald Percy Jemmett, LT/JX.185818 (Faversham).
 Leading Seaman Francis Harry Monkman, LT/JX.179752 (Cleethorpes).
 Leading Seaman Maurice Quinton, LT/JX.272755 (Belvedere).
 Telegraphist William Thomas Charville, C/JX.426286 (Hertford).
 Telegraphist William Emrys Evans, C/JX.404037 (Oswestry, Montgomeryshire).
 Seaman Percy Charles Easter, LT/KX.259242 (Dovercourt).
 Seaman Gunner Eric William Herbert Gregory, LT/JX.198014 (Reading).
 Seaman Gunner John Herbert Sapsed, LT/KX.436385 (Letchworth).

For gallantry and good seamanship in H.M. ships "Cava" and "Juliet" in towing a damaged ship through a heavily mined area :

The Distinguished Service Cross

Commander Grenville Mathias Temple, R.N. (Ret.).

Mention in Despatches

Temporary Lieutenant Reginald Llewellyn Petty-Mayor, R.N.V.R. (Redhill).
Petty Officer Joseph Douglas, LT/JX.185811 (Alnwick).
Seaman Joseph Smith, LT/JX.265251 (Stornoway).

For gallantry in various successful air operations in H.M. ships "Trumpeter" and "Furious" :

The Distinguished Service Cross

Lieutenant (A) Jeffery William Powell, R.N. (London).
Temporary Lieutenant (A) Roy Pemberton, R.N.V.R. (Newcastle).

The Distinguished Service Medal

Petty Officer Airman George Bertram Wells, F.A.A./FX.82746 (Rosyth).

Mention in Despatches

Acting Lieutenant-Commander (A) Robert Digby Head, R.N. (London).
Temporary Acting Lieutenant-Commander (A) Stuart Jewers, R.N.V.R. (Reading).
Temporary Lieutenant (A) Lawrence Frederick Sage, R.N.V.R. (Hayes).
Petty Officer Airman Leo Livesey, FX.90759 (Ashton-on-Lyne).

For courage, perseverance and devotion to duty in an attack by human torpedo at Spezia harbour on the night of 21st June, 1944 :

The Distinguished Service Medal

Petty Officer Cook Conrad Leonard Berrey, P/MX.49845.
Stoker First Class William Kenneth Lawrence, C/KX.147467.

For good services on escort and patrol duties during the landings in Normandy :

Mention in Despatches

Temporary Sub-Lieutenant Desmond Moger Campbell, R.N.V.R. (Helensburgh).
Petty Officer Motor Mechanic William Henry Harris, D/MX.89709 (Medford).
Engineman Arthur Robert Higgins, LT/KX.148645 (Margate).
Engineman Walter John Lane, LT/KX.133535 (Wallsend-on-Tyne).
Second Hand Joseph Campbell, LT/JX.225084 (Findochty).
Leading Motor Mechanic Lionel Victor Stephens, P/KX.121108 (Leyton, London).
Able Seaman Stanley McKenzie, C/JX.407983 (Aberdeen).
Telegraphist John Gilbert Barber, P/JX.211709 (Bognor Regis).
Seaman Robert Basil Mitchell, LT/JX.300987 (Ipswich).
Seaman William Baillie Thompson, LT/JX.377920 (Glasgow).
Seaman Ronald Tomkinson, LT/JX.240787 (Macelesfield).
Seaman Gunner Albert Gibson, LT/JX.226608 (Newcastle-on-Tyne).

For enterprise and devotion to duty :

Mention in Despatches

Able Seaman John Chadwick, P/JX.207929.

For good services in light coastal craft in the Mediterranean :

Mention in Despatches

Temporary Lieutenant-Commander James Donald Lancaster, D.S.C., R.N.V.R. (Winchester).
Acting Chief Motor Mechanic Cyril Ralph Whipp, P/MX.117324 (Tottenham).
Acting Petty Officer William Norman Partridge, D/JX.149605 (Abbots Leigh).

For outstanding service during the successful landings of Allied forces on Elba in June, 1944 :

Mention in Despatches

Temporary Lieutenant Ernest Gray Cathro, R.N.V.R. (Dundee).
Temporary Lieutenant Donald Joel Monteith, R.C.N.V.R. (Aylmer, Ontario).
Temporary Sub-Lieutenant Arthur Edward Brooks, R.N.V.R. (Worksop).
Engine Room Artificer Fourth Class Kenneth William Rowe, C/MX.69266 (Leicester).
Temporary Leading Seaman Leonard Reynolds, C/JX.374016.

For good work in damage control and the care of the wounded :

Mention in Despatches

Temporary Lieutenant Charles Alexander Barnett Lee, R.N.R. (Exeter).
Temporary Lieutenant Frank Rhys Jones, R.N.V.R. (Caernarvon).
Surgeon Lieutenant James Francis Hanratty, M.B., Ch.B., R.N.V.R. (Huddersfield).
Temporary Surgeon Lieutenant Lionel Arthur Herbert Willson, M.R.C.S., L.R.C.P., R.N.V.R.
Mr. Arthur George Reilly, Acting Temporary Warrant Mechanician, R.N. (Chatham).
Engine Room Artificer Fourth Class Raymond Alexander Potter, C/MX.55201 (Bedhampton).
Leading Seaman Kenneth Richard Kencke, V.12424 (Edmonton, Alberta).
Leading Stores Assistant Maurice Novek, J.587 (Montreal).
Leading Steward James Buchanan Ross, D/LX.29026 (Aberdeen).
Sick Berth Attendant Lawrence Irving Potter, V.44883 (Grand Valley, Ontario).
Steward Henry Blake, D/LX.31186 (Manchester).

For courage and good seamanship in rescue work :

Mention in Despatches

Temporary Lieutenant Vernon Louis Waeland, R.N.V.R. (Leigh-on-Sea).

For presence of mind in rescuing the pilot of a crashed and burning aircraft and in preventing extensive damage :

Mention in Despatches

Air Artificer Fourth Class Ronald George Hurle, FFA/FX.78587 (Bristol).

For courage and skill in command of a light coastal craft in successful operations in the Northern Aegean :

Mention in Despatches

Temporary Sub-Lieutenant Robin Adam Barr, R.N.V.R.

For brave service in firefighting when one of H.M. motor launches caught fire.

Mention in Despatches

Petty Officer Leonard Abrams, P/JX.155834.
Acting Petty Officer James Henry Harrison, L/JX.242192.

For good services in firefighting when a Sherman tank caught fire :

Mention in Despatches

Lieutenant William Fairlie Fergusson, R.A.N.V.R. (Hobart).
Able Seaman Joseph Stanley Muckle, P/JX.262779 (Lancaster).
Diesel Greaser William Halsey, NAP.1048832 (Hastings).

For courageous service when his ship was damaged :

Mention in Despatches

Acting Able Seaman Frederick Benjamin Wiggington, D/JX.239353.

For gallant and distinguished services in operations in North-West Europe :

The Military Cross

Lieutenant Albert Peter O'Brien, R.M.
Lieutenant Thomas Thomas, R.M.

Military Medal

Marine (Acting Temporary Sergeant) Harry Horsefield, R.M., Po.X.115384.
Temporary Corporal Cyril Kenneth Bryce, R.M., Ch.X.101818.
Marine Harry Charlwood, R.M., Ch.X.105642.

For enterprise and devotion to duty :

Mention in Despatches

Marine Raymond Brown, R.M., Po.X.2757.

For outstanding courage and good seamanship in carrying supplies to France :

The Distinguished Service Cross

Captain Patrick Leo McCourt, Master, M.N.
Captain Frederick William Swinbanks, Master, M.N.
Mr. John Mess, Second Engineer Officer, M.N.

Mention in Despatches

Captain Alfred Thomas Fry, Master, M.N.
 Mr. Thomas Noland, Chief Officer, M.N.
 Mr. Leonard Albert Taylor, Chief Officer, M.N.
 Mr. Jenner, Second Officer, M.N.
 Fireman Frank Buchanan, M.N.
 M.N. Gunner Charles Nelson Sprague, P.C.9535.
 M.N. Gunner Frank Wetherall, P.C.7774.

For distinguished service in convoys to North Russia:

The Distinguished Service Cross

Captain Harold William Charlton, Master, M.N.

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

The British Empire Medal (Military Division)

A.F.O. 5437/43. Stoker First Class Martin Greeve, 72551, S.A.N.F.

Mention in Despatches

A.F.O. 6361/44. Commander John O'Brien Milner Barry, R.N.
 A.F.O. 6361/44. Corporal Edward George Bowden Gibbins, Ply.X.2654, R.M.
 A.F.O. 6361/44. Acting Able Seaman Kenneth Metcalfe, D/JX.313585.

The Distinguished Service Medal

A.F.O. 6361/44. Marine Richard Norman Ruff, Ply.X.108660.

6800.—Honours and Awards—Royal Hellenic Navy

(H. & A. 1178/44.—28 Dec. 1944.)

The King has been graciously pleased to approve the following Awards for good services in many successful operations in the Aegean.

Mention in Despatches.

Mr. Nikolaos Charalampopoulos, Warrant Officer, Royal Hellenic Navy.
 Petty Officer Elias Perantinos, 52735, Royal Hellenic Navy.

2. These Awards will not be Gazetted.

6801.—Honours and Awards—United States Naval Reserve

(H. & A. 1017/44.—28 Dec. 1944.)

The King has been graciously pleased to approve the following Award for gallantry and skill shown in the operations which led to the capture of the Island of Elba.

The Distinguished Service Cross.

Lieutenant (j.g.) Norman Gilbert Hickman, U.S.N.R.

2. This Award will not be Gazetted.

6802.—Honours and Awards—United States Navy

(H. & A. 952/44.—28 Dec. 1944.)

The King has been graciously pleased to approve the following Awards for gallantry in rescue work when an aircraft crashed and burst into flames at Los Negros Island.

Mention in Despatches.

Seaman 1st Class Alfred Gentry Adams, 841 03 87 (CB) U.S.N.—I.
 Carpenter's Mate 2nd Class Clark Alvin Willett, 633 52 74 (CB) V-6, U.S.N.R.
 Machinist's Mate 2nd Class John Ervin Boyd, 603 84 40 (T) (CB) V-6, U.S.N.R.

2. These Awards will not be Gazetted.

6803.—R.N. Hospitals and Medical Officers—Maintenance and Treatment of Crews of Admiralty Salvage Vessels

(S. 526/44.—28 Dec. 1944.)

Officers and men of Admiralty salvage vessels under commercial management serving overseas, when suffering from sickness or injury, not due to their own wilful act or default (venereal disease excepted), are eligible for maintenance and treatment in R.N. hospitals, and to medical and surgical attention by Medical Officers without charge, until cured or returned to a port in the United Kingdom.

2. The personnel of Admiralty salvage vessels under commercial management in home waters should receive maintenance and medical treatment in R.N. hospitals in accordance with the terms of A.F.O. 280/44.

(A.F.O. 280/44.)

***6804.—Clearance of Bomb-Damaged Property—Assistance by R.N. and R.M. Parties**

(N. 30130/44.—28 Dec. 1944.)

Their Lordships desire it to be known that they have received from various sources many expressions of appreciation of and gratitude for the efficient work performed in London in recent months by R.N. and R.M. working parties in assisting to clear up or repair properties damaged by enemy action.

6805.—Messing in Allied Vessels—Special Allowance Payable to R.N. and R.N.Z.N. Ratings

(N. 6570/44.—28 Dec. 1944.)

A special messing allowance of 1s. a day is payable as from 12th December, 1944, in accordance with the following instructions, to R.N. and R.N.Z.N. ratings serving in Allied warships and in merchant ships manned by Allied personnel.

2. This allowance is intended as a supplement to the rations issued by the Allied authorities whether such rations are issued in kind or in the form of general messing. Where either of these arrangements applies neither victualling nor provision allowance is payable in addition to the special messing allowance of 1s. a day.

3. Where ratings serving in Allied warships are required to pay for their meals and are not in receipt of a money allowance for this purpose from the Allied authorities, they should be credited with victualling allowance at the usual Naval rate in addition to the allowance of 1s. a day.

4. This allowance is not payable to Royal New Zealand Naval ratings serving in British warships.

5. The special messing allowance should be credited in the "Miscellaneous Other Credits" column of the ledger, and, in respect of New Zealand ratings, Navy Order No. 642 of 14th August, 1942, should be quoted.

(A.F.O. 1186/44 is cancelled.)

6806.—Traffic Accidents at Home—Procedure

(N.L. 6965/42.—28 Dec. 1944.)

Attention is drawn to A.F.O. 6891/44 in Section 6 of this issue.

(A.F.O. 6891/44.)

***6807.—Officers' Benevolent Organizations and What They Do**

(P.M./D.P.S.1032/44/W.—28 Dec. 1944.)

There must be many officers in the Navy who are not aware of organizations which exist to help them and their wives and dependants, both while they are serving and after leaving the Service. Brief descriptions of the main organizations with their objects which might be useful to serving officers and those who are about to leave the Service are given below.

Young officers are recommended to bring the knowledge of these organizations to the notice of their wives and families, and to assure them that they should not treat them as charitable bodies, but as funds to help Naval officers and their relatives in cases where, through unforeseen circumstances, they may be in need of temporary assistance.

(1) *Central Bureau Naval Officers' Charities.*

Officers or their families requiring advice, help or information, should write to :—

The Secretary, Central Bureau Naval Officers' Charities,
c/o King George's Fund for Sailors,
333, Ibex House, Minorities, London, E.C.3.

(Telephone : Royal 4269)

(2) *Officers' Families' Fund*

3, Wilton Row, Belgrave Square,
London, S.W.1.

(Telephone : Sloane 3068)

Naval Section, by arrangement with King George's Fund for Sailors' War Fund undertakes all temporary assistance to wives of serving commissioned R.N., R.N.R. and R.N.V.R. officers, and to widows and families of those who lose their lives in the present war; also assists officers of the W.R.N.S. and their dependants. They help financially in cases of illness, accident or other misfortune, when the applicant's family is overburdened with trying to make ends meet. They also help widows on first receiving news of the death of their husbands, and help wives with advice of all kinds.

A special clothing branch has now been formed under the Presidency of Lady Smith-Dorrien. Address: The Annexe, Exhibition Road, London, S.W.1. Lady Smith-Dorrien is in possession of a large quantity of first-class clothing received from Canada, America, etc., for both women's and children's wear, and she is prepared to deal with about 200 cases a month; she would welcome applications made to her for assistance in this direction, and stresses the fact that enquiries are treated as absolutely confidential. In addition, she has the call upon a number of beds at Queen Charlotte's Hospital, Goldhawk Road, Chiswick, where the service is excellent and absolutely free of charge. Lady Smith-Dorrien is prepared to extend the activities of the branch as the demand increases.

(3) *Lloyd's Patriotic Fund*

5, Lime Street, London, E.C.3.

Naval War Fund provides educational or maintenance grants for the school life of children of commissioned officers R.N., R.N.R., R.N.V.R., who lose their lives in the present war.

(4) *Royal Naval Benevolent Society*

18, Adam Street, Adelphi, London, W.C.2.

R.N. officers of ward-room rank and above only. Subscription £1 1s. 0d. Assistance to members, their widows and dependants.

Special War Fund.—Assistance to dependent mothers and sisters of non-members R.N. officers of above rank.

(5) *Trinity House War Fund*

Trinity House, London, E.C.3.

All officers of the Mercantile Navy, serving with the Royal Navy on agreements T.124, etc. (except Engineer officers), their families and dependants.

(6) *Marine Engineers' Association Benevolent Fund*

London Bridge House, London, S.E.1.

All Mercantile Marine engineer officers serving with the Royal Navy on agreements T.124, etc., their families and dependants.

(7) *R.N. and R.M. Warrant Officers' Benevolent Fund*

14, Buckingham Gate, S.W.1.

All Warrant Officers and Commissioned Officers from Warrant rank R.N. and R.M. and officers promoted to rank of Lieutenant on retirement, and their dependants.

(8) *Royal Alfred Warrant Officers' R.N.R. Fund*

Belvedere, Kent.

Chief Skippers, Skippers, Engineers (W.O.), R.N.R., W.Os. R.N.V.R., their families and dependants.

(9) *The Officers' Association (any commissioned ex-officers R.N., R.N.R. and R.N.V.R.)*

(The Officers' Benevolent Department of the British Legion).

8, Eaton Square, London, S.W.1.

Their general policy is the well-being of all who have held H.M. commissions and of their wives, widows and dependants, to relieve distress through causes arising out of the war, so far as funds permit, and wherever possible to make the recipient of the relief self-supporting. Applications for assistance are also dealt with from disabled ex-nurses of Queen Alexandra's Royal Naval Nursing Service and Reserve in receipt of disability awards. The Association has free legal and financial advice, and has a Claims and Pensions Bureau, a Clothing Store at 8, Eaton Square, S.W.1; and an Employment Bureau for ex-officers at 20, Grosvenor Gardens, S.W.1. Assistance can be given to commissioned officers R.N., R.N.R., R.N.V.R., as follows :—

- Officers at present serving—Educational assistance for his children where the officer previously held an H.M. commission, i.e. was ex-officer prior to the present war.
- Officers who have left the Service—Financial assistance, advice, education of children, employment, clothing.
- Widows and dependants of ex-officers—Assistance: financial, education and otherwise.

(10) *Association of Retired Naval Officers*

Empire House, 175, Piccadilly, London, W.1. (Telephone : Regent 7130)

Open to retired commissioned officers of the Royal Navy and Royal Marines. Annual subscription £1. Formed to assist members to find employment and to help them and their dependants in matters of pensions, selection of school, medical and surgical treatment, at reduced rates, and to render financial assistance for any purpose to members in need.

(11) *Queen Alexandra's Royal Naval Nursing Service and Reserve Central Fund*

This Fund has been formed with the object of assisting distressed members of Queen Alexandra's Royal Naval Nursing Service and Nursing Reserve, in cases arising out of the present war. This Fund will be administered by a Central Committee consisting of the Medical Director-General of the Navy, the Deputy Medical Director-General, and the Matron-in-Chief, Q.A.R.N.N.S.

Applications for assistance on behalf of such cases, together with full details of the circumstances, should be forwarded under confidential cover to the Medical Director-General of the Navy at the above address and marked "Q.A.R.N.N.S. and R. Central Fund" on the outer envelope.

(12) *Women's Royal Naval Service Benevolent Trust*

The object of this Trust is to provide relief in cases of necessity or distress amongst officers and ratings who have served or are serving in the Women's Royal Naval Service constituted in 1939.

Further information can be obtained from :—

The Secretary, W.R.N.S. Benevolent Trust,
Queen Anne's Mansions, S.W.1.

(Telephone : Whitehall 9444, ext. 195).

(13) *War Service Grants*

The conditions under which War Service Grants may be made by the Ministry of Pensions have recently been modified, and are fully set out in A.F.O. 1078/44.

(14) *Housing Association for Officers' Families*

The Lawrence Weaver Institute,
Green Lane, Morden, Surrey.

To provide unfurnished houses and flats at specially reduced rentals to officers' widows and dependants and to gravely disabled married officers. To make grants in aid of rent to those similarly qualified; and in conjunction with the

Officers' Association to give financial assistance in connection with housing in cases of special distress to officers, whether disabled or not and their widows and dependants.

(15) *Naval Officers' Leave Bureau*

Run by Mrs. Kennedy, c/o R. W. Forsyth, Limited,
Vigo House, 115, Regent Street, W.1. (Telephone . Reg. 1986)

The Naval Officers' Leave Bureau puts officers in touch with hospitality of all kinds, both in town and country. It also arranges introductions if desired. It assists officers to find temporary and permanent accommodation in London, and country hotel accommodation as well. Theatre bookings are undertaken. In addition, it endeavours to supply any information asked for, and undertakes to put officers in touch with bridge, dancing and all forms of sport.

(A.F.O. 1078/44.)

(A.F.O. 5612/41 is cancelled.)

*6808.—Navy League Year Book and Diary, 1945

(N. 32104/44.—28 Dec. 1944.)

The Navy League, which was founded in 1895, is celebrating its Jubilee in 1945.

2. The Navy League is signalling this anniversary by publishing a Year Book and Diary, which includes a specially prepared Naval Calendar by Francis McMurtrie, A.I.N.A., and contributions from:—

The Rt. Hon. Winston Churchill, P.C., M.P.
The Rt. Hon. A. V. Alexander, P.C., M.P.
Admiral of the Fleet Sir Andrew Cunningham, Bt., D.S.O., G.C.B., K.C.B.
Admiral Sir Lionel Halsey, G.C.M.G., G.C.V.O., K.C.I.E., C.B.
Rear Admiral D. W. Boyd, C.B., C.B.E., D.S.O.
Lieut.-General Sir T. L. Hunton, C.B., M.V.O.
Admiral Commanding Reserves.
Director W.R.N.S.
Commander Sir Charles Craven, Bt., O.B.E., R.N.
Lord Leathers, P.C., C.H.
Admiral Sir William James, G.C.B., M.P.
The Rt. Hon. Viscount Bennett, P.C.
Sir Archibald Hurd.
Francis McMurtrie, Esq., A.I.N.A.
Major Oliver Stewart, M.C., A.F.C.
C. Jarman, Esq.
Vice-Admiral J. E. T. Harper, C.B., M.V.O.
Lieut.-Colonel W. P. Drury, C.B.E., R.M.
Lieutenant Howard French, R.N.V.R.
First Officer J. Hardy, W.R.N.S.
Brendan Bracken, Esq., M.P.

3. The publication is strictly limited by the amount of paper available.

4. The Navy League request that orders, which are being dealt with in rotation, should be sent accompanied by a remittance for 7s. 6d. to the Navy League Year Book, Grand Buildings, Trafalgar Square, London, W.C.2.

See AFO 3607/45. 6809.—Forms S.43A—Pay and Identity Books

(N. 30773/44.—28 Dec. 1944.)

Attention is drawn to the necessity of ensuring that Forms S.43A are complete in every detail before ratings are discharged from ships.

2. The omission of full particulars of leave granted and railway warrants issued is a direct temptation to men to apply for leave and railway warrants to which they are not entitled.

6810.—Transfers of Royal Naval Personnel to the S.A.N.F. (V) in Wartime

(C.W. 65548/44.—28 Dec. 1944.)

As at present constituted, the S.A.N.F.(V) is a temporary force "for hostilities only", and in consequence the provisions of A.F.O. 2715/43 are modified as follows in respect of transfers to the S.A.N.F. :—

2. Personnel eligible for transfer must be bona fide Union Nationals and serving either as:—

- Temporary R.N.R. officers.
- Retired R.N.R. or R.N.V.R. officers.
- Temporary R.N.V.R. (U.K.) officers.
- Officers holding permanent status on the active list of the R.N.R. or R.N.V.R. provided they state their willingness to relinquish their permanent status.
- Ratings serving on "Hostilities only" engagements.
- R.M. other ranks serving on "Hostilities only" engagements.

Permanent R.N. or R.M. officers or ratings on the Active List are ineligible for transfer.

3. Applications for personnel in category (a) to (f) above should be forwarded by Commanding Officers to the Commander-in-Chief, South Atlantic, copies being sent to the Admiralty (in the case of officers) and the Commodore of the man's port division (in the case of ratings). Applications should contain the information required by paragraph 4 of A.F.O. 2715/43 and should state the original date of application for transfer, as transfer if finally approved will be made as from this date.

4. The final decision as to transfer rests with the Union Government and financial approval is required in each individual case.

5. Personnel transferred to the S.A.N.F. who are already serving with the R.N. will be deemed to be on loan for service with the R.N. as from the date of transfer, as was done with former members of the R.N.V.R. (S.A.) (A.F.O. 3022/43, paragraph 4).

(A.F.Os. 2715/43 and 3022/43.)

(A.F.O. 936/44 is cancelled.)

6811.—Admiralty Surgeons and Agents

(C.E. 22271/44.—C.E. 22697/44.—28 Dec. 1944.)

Mr. T. Adam, L.M.S.S.A., of 25, Granville Gardens, Shepherds Bush Green, London, W.12, telephone:—Shepherds Bush 1447, has been appointed Admiralty Surgeon and Agent for the London District No. 13, comprising Acton, Chiswick, Fulham, Hammersmith, Shepherds Bush, West Kensington, Earls Court, West Brompton.

Mr. G. Featley, M.B., B.Ch., of 72 Cross Lane, Salford, Telephone: Pen. 2146, has been appointed Admiralty Surgeon and Agent for Salford, *vice* Mr. M. Morgan-Daley.

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

6812.—Railway Concession Travel—Limitation of Travel for Wives of Naval and Royal Marine Personnel

See AFO 2280/45 (N. 8682/44 : 31622/44.—28 Dec. 1944.)

Owing to the continuing pressure on the railways and the need to make a progressive reduction in passenger train services, the Government has decided to limit as from 1st June, 1944, the number of railway journeys at concession fares that may be taken by the wives of Service (including Dominion, Colonial and Allied) personnel.

2. The permissible number of journeys (single or return) at concession fares on all railways, including L.P.T.B., will be as follows:—

- Holder of Navy Allowance Books Three journeys up to 30th September 1944, and four journeys for each subsequent period of 6 months.
- Holder of Concession Fare Certificates (Army Form O.1798A). Four journeys during the 6 months' validity of the certificate. (Issued to those who do not hold Allowance Books.)

3. On production at a railway booking office the allowance book or the certificate will be stamped by the railway booking clerk in respect of the particular journey.

4 (a).—The limitation does not apply to the following journeys:—

- (i) Journeys by relatives, including wives, for the purpose of visiting Service patients in hospitals.
- (ii) Journeys by a wife to visit her sick child.
- (iii) Journeys by wives attending hospital for treatment or accompanying their children when they travel for the purpose of receiving treatment for physical or mental defects.
- (iv) Journeys of newly-wedded wives to and from the place where the honeymoon is spent.
- (v) Journey by a wife from a port of disembarkation on her return from overseas.
- (vi) Journeys by widows during the period of three months after the date of the official notification of the death or presumed death of the husband.

(b) In all these six cases a concession voucher (Army Form O.1798 or D.N.A. 866), appropriately endorsed, must be obtained by the applicant and presented to the railway booking clerk, who will retain it. In every case, the endorsement will be made on the front of the form and will be signed and dated by the issuing authority. Vouchers for these journeys will, therefore, not be valid unless issued and appropriately endorsed. In cases (i) and (ii) the endorsement will be "Authorized journey—hospital visit"; in cases (iii) (iv) and (vi) "Journey specially authorized": in case (v) "Authorized journey—returning from overseas." In case (iii) the issuing authority shall take special care to be satisfied as to the *bona fides* of the applicant for the voucher for such a journey, for example, by the production of a medical certificate or other satisfactory evidence.

5. The limitation does not apply also to journeys by dependent children under 16 years of age if the child is either (a) unaccompanied or (b) accompanied by his or her mother and the mother has used all her concession fare ration. In such cases, however, the child must have a concession fare voucher, which must be produced to the railway booking clerk, who will retain it.

6. Wives who do not hold allowance books and who have not already been issued with certificates must apply for certificates to the appropriate issuing authority if they wish to avail themselves of concession fare travel. The appropriate issuing authority is as follows:—

- (a) Personnel other than those on T.124 agreement or its variants.

<i>Officers</i> —Admiralty, C.W. Branch (Casualties), Queen Anne's Mansions, St. James' Park, S.W.1.
<i>Men</i> —Appropriate Naval or Royal Marine Division or other authority as detailed in A.F.O. 4549/43.
- (b) Personnel serving with Dominions or Allied Forces (other than New Zealand personnel). Their appropriate headquarters.
- (c) Personnel on T.124 Agreement or its variants. Registrar-General of Shipping and Seamen, Llantrisant Road, Llandaff, Cardiff.

7. Concession vouchers will, in the case of the journeys specified at (i) (ii) and (iii) in paragraph 4 (a) be normally obtained from any branch of the British Red Cross Society or of the Soldiers' Sailors' and Airmen's Families Association (address obtainable from the local police office or local head post office), the Naval, Military and R.A.F. Emergency Medical Service or Auxiliary Hospital (British Red Cross Society) in which the patient lies. In the case of (v) concession vouchers may be obtained from the local Flag Officer-in-Charge, Naval Officer-in-Charge, Sea Transport Officer or Army Embarkation Staff Officer. In all other cases they may be obtained from the issuing authority stated in paragraph 6 above.

8. The limitation of concession fare travel does not apply to travel to Northern Ireland.

(A.F.Os. 3843/42, 4549/43 and 2455/44.)

(A.F.O. 2848/44 is cancelled.)

See AFO 1950/45. See AFO 2670/45.
See AFO 1387/45. " " 27 2861/45.
See AFO 4841/45.
" " 4414/45.
" " 542/45.

*6813.—Compensation for Loss of or Damage to Effects—Naval, W.R.N.S. and Royal Marine Personnel (N.L. 12002/43.—28 Dec. 1944.)

The following instructions incorporating the pertinent regulations governing the award of compensation for loss of or damage to effects, and embodying various amendments and modifications instituted since the outbreak of war are promulgated for the assistance of claimants and as a guide for those responsible for the investigation and settlement of claims.

SECTION I

General

1. (a) The basic principles governing the award of compensation for loss of or damage to effects which are laid down in K.R. & A.I., Article 1697, remain unaltered.

(b) Special attention is drawn to K.R. & A.I., Article 1697, paragraph 2, which provides that

(i) Where an officer or man leaves the service for causes other than his own misconduct before re-equipment is affected, the award of compensation will be at the discretion of the Admiralty.

(ii) Where an officer or man dies before re-equipment takes place, no compensation will be payable. If expenditure on re-equipment is incurred but the officer or man dies before a claim for refund is made, the Admiralty may, on receipt of proof of the expenditure, make an award at their discretion, to the legal representative of the deceased.

(c) *Loss or Damage by Service Casualty—Interpretation.*—For the purpose of awarding compensation, the term "Service Casualty" is to be regarded as covering all losses or damage sustained through the sinking of or damage to a ship, or from other causes, including theft, directly due to an officer's or rating's service (e.g., whilst in transit (rail or sea)).

(d) *Procedure for Submitting Claims.*—All claims are to be submitted to the Captain or Senior Officer within one month of the date of the loss, and any neglect to do so within that period may be held sufficient reason for its rejection. It is appreciated, however, that under war conditions, it may be impossible for a claim to be submitted within this period, nevertheless, an explanation of delay is invariably to be given when more than one month has elapsed.

(Note.—Commanding Officers below the rank of Commander may assess ratings' claims but in such cases details of the proposed award are to be submitted to a Senior Officer of the rank of Commander or above, or to the Administrative authority of the ship, for approval before payment.)

(e) *Clothing given to Survivors of Ships Sunk.*—Officers and ratings who give clothing to survivors of vessels sunk, whether H.M. Ships or Merchant ships, may be awarded compensation for such articles on the basis of two-thirds of the amount normally allowed for uniform, etc., lost as a result of a Service casualty, and claims should be submitted in the usual way. Claims which include articles of plain clothes should be forwarded to the Admiralty for special consideration of such items after the remainder of the claim has been settled.

(f) *Plain Clothes.*—Compensation will be paid for the loss, due to a service casualty of plain clothes which are ordered to be worn for service purposes provided the clothes were not purchased with a grant from public funds. Claims will also be admitted in respect of the loss of plain clothes which are carried for the purpose of travel to Eire (vide A.F.O. 3865/42.)

In all cases, the award of compensation will be at Admiralty discretion and all personnel are advised, in their interests, to carry only such articles as are essential for the particular purpose.

(g) *Flying Clothing and Equipment.*—All necessary articles of flying clothing and equipment are supplied on loan to Naval personnel and no allowance of compensation will be made for the loss of privately owned clothing or equipment.

2. *Certificates under K.R. & A.I., Article 1697, Clause 1.*—(a) When a total loss of effects is sustained as a result of the sinking of a ship, the usual certificate may be dispensed with and a certificate to the effect that the ship was sunk on a certain date and that the officer or rating was serving on board at the time should be submitted. The usual certificate should, however, be given if appropriate in all other cases.

(b) Pending the issue of an "S" Form, a specimen form for use in connection with claims from ratings is shown as an appendix to this order, and local authorities should continue to make their own arrangements for the printing of this form.

3. *Claims in Respect of Damage Only.*—(a) Claims for damage only should specify the extent of the damage and the investigating Officer should certify as follows:—

- (i) the nature and extent of damage;
- (ii) what action if any has been taken to have the articles cleaned or repaired;
or
- (iii) that the articles are damaged beyond repair.

(b) When articles have been renovated, compensation will be awarded on the basis of the actual cost of repairs and/or cleaning which should be stated or, alternatively, the estimated reduction in value of each garment as a result of the damage, which should be assessed in terms of cash, whichever is the greater. When, however, owing to wartime conditions, it is impossible for articles to be sent for repair or cleaning in time for the work to be effective, but the articles are still fit for wear after being repaired or cleaned as far as possible on board, compensation will be paid on the estimated cost of repairs or the estimated reduction in value of each garment as a result of the damage, which should be assessed in terms of cash, whichever is the greater.

(c) When articles are damaged beyond economical repair full compensation will normally be allowed.

4. *Books, Instruments, etc.*—(a) Points in connection with the award of compensation for these articles are dealt with in Section II (Officers) and Section III (Ratings).

5. *Loss or Damage by Enemy Action on Shore in United Kingdom.*—(a) Claims for loss of or damage to effects by enemy action on shore in the United Kingdom normally fall to be dealt with under the War Damage Act but as it may be necessary for Naval personnel to effect immediate replacement of essential wartime uniform which may be lost, arrangements have been made with the Board of Trade for all claims in respect of uniform articles to be forwarded to the Admiralty for consideration, and payment of compensation for all necessary uniform articles will be paid from Naval Funds, provided replacement is necessary for official purposes.

(b) Compensation on the full normal basis will be allowed for all articles within the wartime scale lost or damaged as a result of enemy action on shore in the United Kingdom, *i.e.*, in Naval Establishments, lodgings, store, laundries, outfitters, etc., and whilst on leave. Compensation for articles in excess of the wartime scale will be allowed from Naval funds after the war up to such scale as Their Lordships consider to be a reasonably adequate post war outfit, provided it is necessary for the owner to re-equip himself with such articles for further service after the war.

(c) Articles for which no compensation can be paid from Naval funds now or after the war will be notified to the Board of Trade and will be dealt with by that department under the War Damage Act.

(d) Claims in respect of all items of uniform (including full dress) lost or damaged in the foregoing circumstances should therefore be submitted to the Captain or Senior Officer who will forward officers' claims to the Admiralty for consideration.

(e) Claims must be rendered *in duplicate* and contain the following particulars:—

- (1) Full name and address (including private address) of the claimant.
- (2) Where, when and how the loss occurred,
- (3) The number of articles (if any) similar to those claimed which the claimant still possessed immediately after the loss.
- (4) Whether any claim has been made under the War Damage Act in respect of any other loss or damage sustained as a result of the same incident and, if so, when and where the claim was presented and whether any compensation has been received.
- (5) The original cost of each article.
- (6) Replacement cost of each article.
- (7) Value of each article immediately before the loss or damage.
- (8) Value of each article immediately after the loss or damage or value of salvage as the case may be.

(f) Claims by Naval and W.R.N.S. Ratings and R.M. other ranks are to be dealt with locally in accordance with the instructions contained in Section III, but in any case where uniform is held in excess of the regulation Kit and the value of the excess Kit is considered to warrant any further action, the above-mentioned procedure should be adopted.

(g) It must be clearly understood that immediate payment of compensation will be made only in respect of essential articles within the Wartime scale and that remaining items will be left for consideration after the war.

(h) The Admiralty will not under any circumstances be concerned with the loss of private effects, plain clothes, sports clothing, etc., and any claim for such items should be made separately under the War Damage Act (*see* A.F.O. 1680/43). It is also imperative that any claim made under the War Damage Act should not include any item of Naval uniform and equipment or any articles of Service character.

(i) The attention of all concerned is drawn to the fact that it is essential that claims should be rendered strictly in accordance with the foregoing instructions and that if claims are not rendered correctly, those items for which no compensation is allowable at present, cannot be considered after the war.

(j) The foregoing instructions are applicable only to losses sustained by enemy action on shore in the United Kingdom.

6. *Loss or Damage by Enemy Action on Shore Abroad.*—(a) Compensation will be allowed for all articles of essential wartime uniform lost as a result of enemy action on shore abroad. Claims for any articles in excess of the war-time scale and within the peace-time scale will be considered after the war in the light of the necessity for replacement of such articles for official purposes.

(b) In no circumstances will the Admiralty entertain, at any time, claims in respect of private effects or articles of uniform in excess of the peace-time scale but Naval personnel will have their rights as ordinary citizens under any local legislation which has been or may be introduced for the purpose of compensating owners of property lost or damaged as a result of enemy action in the particular locality.

7. *Medals and Decorations.*—(a) Replacement at public expense of medals and decorations lost as a result of enemy action or through a Service casualty will not normally be made during the period of the war, but applications for replacement at the expense of holders will be considered at any time as heretofore. (*See* A.F.O. 3680/41.)

8. *Spectacles and Dentures.*—(a) *Spectacles.*—Application for repair or replacement should, whenever possible, be made under A.F.O. 1187/43.

(b) *Dentures.*—Application for repair or replacement should, whenever possible, be made under A.F.O. 2476/37.

SECTION II

Officers

1. *Settlement of Claims.*—(a) As a wartime measure, all officers' claims for compensation for loss of or damage to uniform except as provided in Section I, paragraph 5, will be dealt with and payment authorized by Commanders-in-Chief.

(b) All such claims are therefore to be submitted to Commanders-in-Chief through the appropriate Administrative Authorities.

2. *Advances Reporting and Issue of Advance Forms.*—(a) When submitting claims in respect of loss of or damage to effects, officers must include full details of any advance/s they may have already received in respect of the particular loss (*i.e.* amount, the date on which and from whom payment was received).

(b) In cases where a similar claim has already been submitted to another Naval authority, the fact should be clearly stated and claimant will be held personally responsible for ensuring that a duplicate payment is not accepted.

(c) To avoid any misunderstanding, officers should include in their claim, a certificate, where appropriate, to the effect that "No previous payment has been received (or applied for) on account of this loss."

(d) In order to overcome administrative difficulties and consequent delay in dealing with claims for loss of effects owing to the absence of information as to advances, particularly in the case of officers who have left their station before local settlement of their claim can be effected, a certificate in the following form, which is self-explanatory, is to be handed to each officer survivor as soon as possible after

landing. This certificate is to be issued in every case, whether the loss occurs at home or abroad. Form to be handed to Royal Naval or Royal Marine Officers who have lost their effects as a result of a Service casualty and who intend to submit a claim for compensation.

..... Name.

..... Rank.

The above-named officer having lost his effects in H.M.S. "....." as a result of a service casualty may be advanced by any Naval Accountant Officer such sums as may be reasonably necessary to provide himself with essential articles of uniform pending settlement of his claim for compensation. Amounts so advanced should be noted on the back hereof.

This form is to be retained in the possession of the officer until his claim for compensation is finally paid, when it should be surrendered to the "paying authority" (for attachment to the cash account voucher) whether advances of compensation have been made, and noted on the back of this form, or not.

If this form cannot be produced by the officer no final settlement is to be made without prior reference to the Admiralty.

..... Signature.

..... Rank.

..... Ship or Base.

.....19.....

The sum of the advances which may be paid to an officer who has sustained the loss of the whole of his kit should not, as a general rule, exceed half of the appropriate figure mentioned in Section II, paragraph 3 (f).

3. *Principles Governing Assessment of Claims.*—(a) The following is an outline of the principles governing the assessment of claims:—

- (i) Claims for plain clothes, sports clothing or articles of a non-service character are not admitted (*see also* paragraph 1 (f) of this Section).
- (ii) Compensation is not allowed under any circumstances for losses of cash.
- (iii) Allowances are made only in respect of those technical books and instruments, etc., which are regarded as normally essential for the purpose of enabling an officer to carry out the duties on which he is engaged. Private typewriters are admitted only in exceptional circumstances.
- (iv) As a direct result of requests from the Fleet, certain items of uniform clothing are stocked for issue on repayment for the convenience of officers. Whilst purchase of such clothing is not obligatory, compensation for articles similar to those in the published lists is assessed on the basis of current issuing prices.
- (b) The impression has existed amongst officers that the amount of compensation awarded is arrived at by making an arbitrary percentage reduction on the claims submitted but, in fact, each item of every claim is assessed individually on a fixed scale according to rank, the quantities allowed for each article being what is considered to constitute a reasonable and complete war-time kit of standard type.
- (c) Experience has shown that many officers carry on board articles of greater value than is necessary, *e.g.* fitted dressing cases, gold studs and cuff links, electric razors, expensive suit cases, watches, silver or ivory hairbrushes. Compensation for such articles when of a costly and luxurious type will be based on the value of similar articles of ordinary utility quality.
- (d) Officers may, however, protect themselves as far as possible in respect of the effects carried by them on board, either of greater value than those allowed by the Admiralty for compensation purposes or in excess of the scale covered by the Admiralty's total compensation figures stated below, by insurance. This applies also to articles of a non-service character such as wireless sets, sports gear, cameras, etc.
- (e) Insurance against normal marine risks can be effected in the usual manner through any Insurance Company or Broker. Special facilities however exist for cover against War risks and these are explained in paragraph 3 of this Section.

(f) The following figures represent approximately the value of a full wartime outfit and it is unlikely that compensation will be allowed in excess of these sums.

R.N. Officers.		R.M. Officers.	
Flag Officers	£250	Brigadiers	£200
Captains	£230	Colonels (2nd Commandant) ...	£200
Commanders	£230	Lieutenant-Colonels	£200
Lieutenant Commanders ...	£220	Majors	£200
Lieutenants	£220	Captains	£190
Sub-Lieutenants	£210	Lieutenants	£190
Warrant Officers	£140	2nd Lieutenants	£175
Subordinate Officers	£180	Warrant Officers	£175

(g) It is to be clearly understood that these figures are given purely as a guide particularly for the benefit of officers who wish to effect insurance and should not be regarded as representing the limits of compensation or taken as implying that compensation up to the figure quoted will be paid if the total claim submitted by an officer exceeds or is less than that figure. Experience has shown that the average value of kit carried by officers is considerably less than the above-mentioned values and as compensation is awarded according to the actual quantity of kit carried, the sum awarded to officers of equivalent rank may therefore vary considerably.

4. *War Risk Insurance.*—(a) Facilities exist with the War Risks Insurance Office, 147/8, Leadenhall Street, London, E.C.3, whereby Naval personnel who desire to do so may obtain insurance cover against loss of articles for which compensation cannot be allowed from Naval Funds.

(b) Officers who wish to take advantage of these facilities should forward direct to the War Risks Insurance Office precise details of all their effects, including values, stating for what sum insurance is required together with the necessary remittance to cover premium payable. Special facilities as explained below exist for personnel serving abroad.

(c) Personnel who possess expensive articles and other property of a non-service character, *e.g.* wireless sets, sports gear, cameras, etc., are reminded that insurance cover can be obtained for specified individual articles, provided that the articles for which insurance is required are specially itemised and mentioned in the original insurance proposal.

(d) The terms under which insurance can be effected are given below. These rates may vary from time to time, but so far as possible, any amendments will be notified by A.F.O.

Insurance on a Time Basis

(e) The present rate of 40s. 0d. per cent. for a period of 6 months irrespective of the amount to be insured, is for effects carried in *H.M. ships only*.

Insurance on a Voyage Basis.

(f) When effects are conveyed, whether accompanied by the owner or not, in a merchant vessel, the following rates are charged for the voyage only.

(g) When the insured value does not exceed £150, a premium of 30s. 0d. per cent., which includes transit in the United Kingdom, will be accepted. Where, however, the insured value exceeds £150, the rate of 30s. 0d. per cent. will apply only up to £150, but for values in excess thereof, the current schedule rate (which varies according to voyage) will be required plus 2s. 6d. per cent. if cover is required during transit in the United Kingdom.

(h) If for any reason it is not possible to state the destination (for outward voyages) or the point of embarkation (for homeward voyages) a voyage rate of 70s. 0d. per cent. will be accepted for amounts in excess of £150.

(i) The above rates cover war risks only and normally there should be no difficulty in obtaining separate insurance elsewhere to cover ordinary marine risks but where officers returning to this country find difficulty in effecting marine cover, the War Risks Insurance Office will be prepared to cover marine risks on a voyage basis only at an additional premium of 10s. per cent. This premium does not cover loss by theft, pilferage or non-delivery, but these risks may be covered with the ordinary marine risks at a flat rate of 20s. per cent.

(j) Officers serving abroad may forward applications for insurance through Accountant Officers to whom the premium should be forwarded at the same time.

The following procedure should be adopted by Accountant Officers :—

- (1) Receive appropriate premium together with list of effects to be covered ;
- (2) Transit premium to War Risks Insurance Office by a remittance through the Director of Navy Accounts, and forward the following information in a separate letter addressed to the Director of Navy Accounts ;
 - (a) Name and rank of applicant ;
 - (b) Name of ship ;
 - (c) Full description of effects to be covered with approximate values ;
 - (d) Whether insurance is required on a voyage basis and if so whether cover is required for Marine risks and on transit in the United Kingdom or on a time basis.

(k) The above-mentioned facilities are also available to ratings and all who take advantage of the scheme should hold themselves personally responsible for insuring that the correct amount of premium is paid and that all the required particulars are furnished with the application.

(l) The War Risks Office is also prepared to insure, on a time basis, personal effects of Naval personnel appointed for duty in merchant ships, e.g. Commodores of Convoy and their Staffs, in the same way as if such personnel were serving in H.M. ships. The insurance rate has been fixed at 20s. per cent. for a 91-day cover.

5. *Clothing Issued to Naval Survivors.*—In all cases where emergency supplies of clothing are issued to Naval survivors in lieu of Service uniform, the cost will be recovered unless evidence is produced that the articles have subsequently been handed back to the Naval Service.

6. *Books and Instruments, etc.*—(a) Compensation for books and instruments will be allowed only for those which are regarded as normally necessary for the proper performance of the applicant's duties. The term "proper performance of the applicant's duties" may however be interpreted in its broadest sense to cover such books and instruments as an officer may require for the purpose of acquiring knowledge to qualify for higher responsibilities in the Service, but no compensation will be paid for books and instruments used solely for private study or in connection with vocational correspondence courses arranged under A.F.O. 1290/41.

Attention is drawn to the following instructions concerning specific articles :—

(b) *Sextants.*—Compensation for sextants will be allowed only to officers of the R.N. qualified in (N) duties and officers of the R.N.R. and R.N.V.R. actually appointed as navigating officers.

(c) *Binoculars and Telescopes.*—Compensation for these instruments will be allowed only to executive officers.

(d) *Typewriters.*—Compensation for private typewriters will not be paid unless it is established that a machine was essential for the claimant's duties and a Service typewriter was not available. In no circumstances will compensation be paid for a private machine when the ship was supplied with the full complement of typewriters allowed under Establishment.

(e) *Cameras and Photographic Gear.*—No compensation will be allowed for cameras or other photographic gear carried for private purposes. In the case of officers employed on photographic duties, an award will be considered only on the written certificate of his Commanding Officer that service equipment was not available and that the gear was essential for his duties.

(f) The fact that an officer carries his own gear for use in preference to Service equipment will not be accepted as sufficient ground to warrant an award of compensation.

7. (a) *Swords and Dirks.*—Compensation will not be allowed to Sub-Lieutenants, Warrant Officers and Midshipmen unless or until replacement is necessary for official purposes.

(b) *Blue Mess Undress.*—Compensation will not be allowed in the case of temporary Officers and Warrant Officers entered or promoted subsequent to 8th January, 1942.

(c) *Walking Stick.*—Compensation will not be allowed to officers entered or promoted subsequent to 8th January, 1942.

(d) *Overall Suits.*—Claims for loss will only be considered for officers mentioned in B.R. 93, Chapter XI, Section 9, plus Electrical Officers, R.N.V.R. Such claims will be met by replacement up to 12 yards of brown dungaree.

SECTION III

Ratings

1. (a) Claims for compensation for loss of or damage to uniform clothing are to be dealt with in accordance with the following modified procedure which has been instituted to meet present conditions :—

(i) *Total Loss of Effects.*—Provided the conditions laid down in K.R. & A.I. 1697, paragraph 1, are fulfilled, compensation, based on the current issuing price of new articles may, at the discretion of the Commanding Officer (See Note to paragraph 1 (d) of Section I), be allowed in full, either in cash or kind, for all losses of compulsory and optional articles within quantities of the regulation kit laid down for the rating concerned, and no deduction should be made in respect of any articles remaining in the rating's possession after the loss.

(ii) *Damaged Uniform.*—The above procedure also applies to claims in respect of damage to uniform except that the amount of compensation awarded is to be based on the estimated reduction in value of the articles as a result of the damage, i.e., the difference in value immediately before and after the damage.

When articles are damaged beyond economical repair, full compensation may be allowed.

(b) It is to be clearly understood that no allowance can be made for articles in excess of those specified in the regulation kit of the rating concerned with the exception of a watch for which the sum of £1 may be allowed.

(c) Compensation for cloth, diagonal serge or tartan suits will not be allowed except at the Service-issuing price of a single-breasted serge suit and then only if it is carried in lieu of a single-breasted suit.

(d) The foregoing principles are applicable to all ratings' but in the case of Patrol Service Ratings, Boom Defence Ratings and others specially entered, compensation will be limited to the articles (compulsory and optional) of Regulation kit laid down for their particular class. Special instructions for dealing with claims by ratings on T.124 Agreement and its variants and Naval Canteen Service Ratings are, however, given in paragraph 3 of this Section.

2. *Report of Compensation Awarded.*—The forwarding to the Admiralty of reports of compensation awarded to Naval ratings for loss of or damage to effects as required under K.R. & A.I., Article 1697, clause 4 (d), has been discontinued for the duration of the war. The abolition of these reports increases the responsibility of officers who at any stage deal with claims for compensation and the necessity for strict compliance with the procedure laid down in this order is emphasized.

3. *Personnel Serving under T.124 Agreement and its Variants.*—(a) Claims by ratings serving under T.124 Agreement and its variants for loss of or damage to effects are to be settled locally in accordance with the following instructions.

(b) *Ratings remaining in the Service.*—(i) Compensation for loss of or damage to articles of regulation kit as authorized by Form T.697 is to be awarded on the basis laid down in paragraph 1a of this section.

(ii) Compensation for essential kit carried in addition to those articles whether of Naval or Civilian pattern may be allowed up to a maximum of £22. This maximum is applicable to all ratings and includes an allowance of £1 for a watch.

(iii) In addition to the kit mentioned in paragraphs (i) and (ii), compensation may be allowed for spectacles and dentures where these are necessary to preserve health and efficiency. Whenever possible, replacement should be made through Service channels in accordance with A.F.O. 1187/43 (Spectacles) and A.F.O. 2476/37 (Dentures) and cash compensation should be limited to the rates laid down in Fleet Orders.

(iv) The following ratings may be allowed compensation for tools and books, etc., within the maxima stated :—

Carpenters	£20 0 0
Plumbers	£10 0 0

(c) *Ratings leaving the Service.*—Ratings who are discharged from the Service immediately following a loss are not entitled to replacement or cash compensation in respect of the regulation kit laid down in Form T.697, but otherwise they should be treated in the same way as those remaining in the Service.

4. *Naval Canteen Service Ratings.*—Compensation in respect of the loss of kit belonging to Naval Canteen Service Ratings will be paid from Naval Funds only in cases where the loss is sustained as a result of enemy action.

In all cases where the loss arises from civil risks, e.g., theft, loss during transit, etc., N.A.A.F.I. will be responsible for the replacement of kit and claims for such losses should be forwarded to N.A.A.F.I. Headquarters for consideration under the Corporation's normal regulations.

The term "enemy action" should be regarded as including losses due to air raids, regardless of whether the incident occurs inside or outside a Naval Establishment, or whether the claimant is on duty or not at the time of loss, and claims in respect of articles of regulation kit lost or damaged as a result of air raids in the United Kingdom should not therefore be made under the War Damage Act.

All claims for which the Admiralty is responsible should be submitted to the Commanding Officer of the Ship or Establishment in which the claimant is serving or the rescuing ship or naval port of landing, who will award compensation in cash or in kind, based on the service issuing prices, for all articles within the quantities of compulsory and optional articles of the regulation kit laid down for the rating concerned.

In cases where, as a result of enemy action, only damage is caused to articles of kit, i.e., when the articles can be readily surveyed, compensation will be paid according to the Commanding Officer's estimate of the reduction in value of the articles, i.e., the difference in the assessed value of the articles immediately before and after the damage.

An allowance of £1 in respect of the loss of a watch will also be made, but with this exception, the Admiralty will not admit any claim for articles of a non-service character, i.e., other than those specified in the regulation kit.

Ratings who lose non-service articles as a result of enemy action are not precluded from exercising their rights as ordinary citizens under any civilian scheme, e.g., War Damage Act, but it is advisable to include in any such claim a certificate by the Commanding Officer that no payment can be made from Naval Funds in respect of the articles detailed in the claim.

The provisions of K.R. & A.I., Article 1697, paragraph 2 (sub-paragraphs 2 and 3) will also apply to Naval Canteen Service personnel.

(Note for Commanding Officers.—Details of the claim and compensation awarded together with brief details of the circumstances in which the loss occurred should, in all cases, be forwarded to the Admiralty.)

5. *Naval Ratings Invalided.*—(a) Claims for compensation by Naval ratings or men serving under Agreement T.124 and its variants who are discharged invalided after having lost the whole or part of their kit through a casualty of the Service are to be forwarded to the Admiralty in accordance with K.R. & A.I., Article 1697, clause 2, paragraph 2, immediately it is known that the men are to be invalided.

(b) Particulars of any uniform clothing which it may be found necessary to issue to a rating before he is brought forward for invaliding and/or of any uniform clothing in his possession immediately after the loss should be given on the claim, which should also indicate whether the issue was made gratuitously or has been charged against his account.

(c) No gratuitous issue of clothing or grant of money is to be made on discharge, but when ratings do not possess sufficient clothing to proceed home properly dressed, advances against claims for compensation within the undermentioned limitation may be made to enable them to provide essential articles.

Naval Ratings.—One-half of the amount of compensation which would normally be paid in accordance with paragraph 1 of this Section in respect of articles of kit lost and not replaced in kind.

Men Serving under Agreement T.124 and its Variants—£5.—Advances are to be reported when claims for compensation are forwarded.

(d) A considerable number of claims have been received in respect of kit which ratings have presumed to be lost in transit from a place abroad to the United Kingdom, but in several instances, enquiries which have been made by the Admiralty have resulted in the kit being found. It is essential, therefore, that in such cases claims should not be submitted to the Admiralty until all possible steps have been taken to trace the kit and it has been established beyond reasonable doubt that it has in fact been lost.

6. *D.E.M.S. Ratings.*—(a) Claims by D.E.M.S. ratings for loss of or damage to uniform articles will be dealt with in accordance with the instructions contained in paragraph 1(a) of this section. As, however, these ratings are required to provide themselves with plain clothes to the extent of a cloth coat and cap, for which they are credited with an allowance of £2 10s., they will, if these articles are lost as a result of a Service casualty, be recredited with the sum of £2 10s. *provided they continue to be employed on D.E.M.S. duties.*

(b) The attention of all D.E.M.S. ratings is drawn to the fact that they are required to provide only a cloth coat and cap, and that if they carry any plain clothes in excess of these articles, they do so entirely at their own risk and no compensation will be payable.

7. *Clothing Given to Survivors of Ships Sunk.*—Compensation will be awarded in accordance with the instructions in Section I, paragraph 1 (c).

8. *Clothing Issued to Naval Survivors.*—(a) When stocks of clothing at the port of landing are insufficient to meet emergency requirements and local purchase of clothing is necessary, the following action is to be taken in respect of articles issued to survivors.

(b) Outer garments, etc., which are suitable for wear in lieu of uniform clothing, and also underclothing, should be issued as part of the free replacement of kit and details reported to the depots. Other articles should be regarded as issues on loan and should be recovered at the depots and returned to the port of supply for future emergency use.

9. *Kit Deficiencies Due to Travel Restrictions.*—(a) Deficiencies of kit of ratings due to restriction of baggage necessitated by the means of transport, e.g., by air or submarine, are to be made up by issues from stock subject to the following conditions. The issues from stock are to be limited to articles which the Commanding Officer considers essential and are only to be made when there is no prospect of the gear reaching the rating within one month of his arrival.

(b) If the kit is not eventually received and a claim for compensation arises, the value of the articles already issued from stock is to be recovered.

10. *Ratings Domiciled in Eire.*—Ratings domiciled in Eire who are permitted to carry plain clothes to enable them to proceed to their homes on leave may in the event of loss due to a Service casualty, submit claims for compensation. Such claims should be submitted through the Captain or Senior Officer in the usual way for transmission to the Admiralty for consideration.

11. *Tools, Book and Instruments.*—(a) Compensation for books and instruments will be allowed only for those which are regarded as normally necessary for the proper performance of the applicant's duties. The term "Proper performance of the applicant's duties" may, however, be interpreted in its broadest sense to cover such books and instruments as a rating may require for the purpose of acquiring knowledge to qualify for higher responsibilities in the Service, but no compensation will be paid for books and instruments used solely for private study or in connection with vocational correspondence courses arranged under A.F.O. 1290/41.

(b) Attention is drawn to the following instructions concerning specific articles:—

Tools

- (i) Compensation will be allowed for tools specified in the minimum kit of the rating concerned as laid down in K.R. & A.I., Appendix XVIII, or elsewhere.

Compensation may also be allowed for private tools carried in excess of the specified tool kit, but only if it can be certified that such tools are essential for the rating's duties, and that they were not available on board.

Compensation will normally be calculated on the basis of current market values (K.R. & A.I., Article 1697, clause 6), but whenever replace tools can be obtained from service stocks, the award should be based on Rate Book prices, or, if practicable, replacement should be made in kind.

Cash compensation will not be allowed to ratings who are issued with personal tool kits on loan, e.g., H.O. artificers entered on or after

1st November, 1942, Engine Room Mechanics, and in the event of loss or damage by service casualty a fresh tool kit or individual tools, as requisite, will be issued.

Ratings who are issued with a personal tool kit on loan, but who also possess private tools are to be warned that such private tools are carried entirely at their own risk, and that compensation will not normally be allowed unless the conditions as underlined in paragraph 11 (b) (i) are satisfied. These conditions will also apply in the case of loss of or damage to private tools sustained by ratings who have to use tools in carrying out their duties, but are not required to provide their own and not issued with a personal tool kit on loan.

Books and Instruments

- (ii) Service manuals required by a rating in the performance of his duties will be replaced in kind but cash compensation may be allowed for private technical books and instruments necessary for the proper performance of the applicant's duties.

It is impracticable to lay down a list of private technical books and instruments for which compensation may be allowed, but awards must strictly be limited to those which fall within the category referred to above.

Typewriters, Cameras and Photographic Gear

- (iii) The instructions in Section II, paragraph 6 (d) and (e) are also applicable in the case of ratings.

12. *Plain Clothes and Private Effects.*—The attention of all ratings is drawn to the fact that no compensation can be allowed for plain clothes (except as provided in paragraph 11 of this Section, and Section I, paragraph 1, (f)) or private effects of a non-service character, e.g., wireless sets, sewing machines, musical instruments, etc., and those who carry expensive articles on board are advised to cover themselves by insurance. In this connection, attention is drawn to Section II, paragraph 4.

SECTION IV

Royal Marines

1. (a) *Officers.*—The instructions contained in Sections I and II of this Order are applicable to Royal Marine Officers, and all claims are to be submitted in accordance with Section II, paragraph 1 (a) and (b).

(b) *Other Ranks.*—Subject to the conditions laid down in K.R. & A.I., Article 1697, Clause (1), being fulfilled, compensation will be allowed for articles of uniform clothing and necessities lost or damaged as a result of a service casualty, or from other causes directly due to a man's Service (see also Section I, paragraph 1 (c)). Compensation is however, invariably to be made in kind, up to the scale of kit laid down to be maintained during the war, and issues in replacement of losses, when required, will be made on the authority of the Commanding Officer.

Cash compensation may be allowed for a watch up to a maximum of £1 and claims in respect of such losses or those referred to in paragraph 2 of this section should be submitted to the Commanding Officer.

2. *Other Ranks Employed on D.E.M.S. Duties.*—(a) Claims by Royal Marines, other ranks, employed on D.E.M.S. duties, for loss of or damage to uniform clothing and necessities will be dealt with in accordance with paragraph 1 (b) of this Section. As, however, these men are required to provide themselves with plain clothes to the extent of a cloth coat, cap and trousers, for which they are credited with an allowance of £3, they will if these articles are lost or damaged as a result of a service casualty be re-credited with the sum of £3, provided they continue to be employed on D.E.M.S. duties.

(b) The attention of all ranks so employed is drawn to the fact that they are required to provide only a cloth coat, cap and trousers, and that if they carry any plain clothes in excess of these articles they do so entirely at their own risk and no compensation will be paid.

3. *Plain Clothes—All Ranks.*—Attention is invited to Section I, paragraph 1 (f), Section III, paragraph 11, and paragraph 2 of this section.

SECTION V

W.R.N.S. Personnel

1. The instructions contained in Sections I, II and III of this Order are to be regarded as applicable in general to W.R.N.S. personnel.

2. The attention of all officers and ratings is drawn to the fact that the regulations preclude payment of compensation for plain clothes (except as provided in Section I, paragraph 1 (f)), and it is to be clearly understood that such clothing is carried entirely at owner's risk. New entries should be advised, therefore, to restrict to a minimum plain clothes which they bring with them on joining. All officers and ratings who intend to carry with them plain clothes or articles of value for which no compensation is payable under the regulations are advised to cover themselves by insurance and attention is drawn to Section II, paragraph 4.

3. The following instructions are applicable to W.R.N.S. ratings:—

- (a) Compensation for articles included in the regulation uniform kit will be allowed in accordance with the instructions contained in Section III, paragraph 1 (a). In addition, compensation may be allowed for the underclothing and necessities enumerated below:—

Belts, corset	2 No.
Brassieres	2 No.
Knickers	3 pairs.
Vests	3 No.
*Jersey	1 No.
*Brush, clothes	1 No.
Brush, hair	1 No.
*Brush, shoe, hard	1 No.
*Brush, shoe polishing	1 No.
*Comb, hair	1 No.
*Brush, tooth	1 No.
Pyjamas (or nightdresses)	2 pairs (or No.).
Dressing gown	1 No.
*Suitcase, large	1 No. (2 No. for Ratings serving overseas).
Bedroom slippers	1 pair.
*Handkerchiefs	12 No.

* Seamen's clothing.

The following additional articles of underclothing may be allowed in the case of ratings serving on stations where tropical clothing is worn:—

Brassiere	1
Knickers (white rayon)	4
Vests, cellular	4

- (b) The maximum compensation which may be allowed for articles included in the regulation uniform kit and those listed above must not exceed current Servicing issuing prices except for a dressing gown and bedroom slippers. These two latter articles are not obtainable from Naval sources and compensation may be allowed within the maxima of £2 2s. 0d. for a dressing gown and 10s. 6d. for bedroom slippers.

4. W.R.N.S. officers claims should be submitted in accordance with the instructions in Section II, paragraph 1 (a) and (b), and W.R.N.S. ratings' claims will be dealt with by Commanding Officers on the principles set out in Section III, paragraph 1.

APPENDIX

Claim Serial No.

Compensation for Loss or Damage of Kit—Ratings

Name Rating O.N.

Certificate of Investigation

We have held a careful investigation into the claim of above-named rating in respect of loss of, or damage to, kit, and compensation is recommended as shown overleaf.

We are satisfied that, in accordance with K.R. and A.I., Article 1697 :—

- The claimant is acquitted of all blame for the cause of the loss.
- The loss occurred in circumstances altogether unavoidable by him.
- It was not by fault or neglect of the claimant.
- Every exertion was used by him to prevent the loss.

Brief statement of cause of loss :—

H.M.S. Rank.

Date Rank.

Certificate of Approval

Approved for the issue of clothing as stated overleaf. The rating was/was not in possession of a watch.

H.M.S.
Date CAPTAIN

Clothing Account Action

This is to certify that all available items of clothing as approved overleaf have been issued to the rating concerned, and credit claimed in the Cash Clothing Account of H.M.S. for quarter ending
The value of items not available from stock is £ : : .

H.M.S.

Date Supply Officer

Ledger Action

This is to certify that the sum of £ : : : has been credited to the account of above-named rating in respect of clothing items not available from stock as approved above, on Ledger of H.M.S.

for Quarter ending

at List No.

H.M.S. F.L.

Date F.L. Supply Officer

Compulsory & Optional Items

Item	Regulation kit	Quantity approved for compensation	Quantity issued from stock to complete kit	Allowance for repairable articles and value of items not available. (To be credited in ledger)	Item	Regulation kit	Quantity approved for compensation	Quantity issued from stock to complete kit	Allowance for repairable articles and value of items not available. (To be credited in ledger)

Instructions for use of Compensation Form for Loss or Damage to Clothing. Ratings only.

1. Forms are to be rendered in triplicate and a separate set of three forms used for each rating.

- Original.—To act as voucher to the Cash Clothing Accounts.
- Duplicate.—To act as ledger enclosure.
- Triplicate.—To be kept for record or to act, if necessary, as duplicate voucher to the clothing account.

(A.F.O. 4355/44.)

(A.F.O.s 1308/40, 3185/40, 3248/40, 3879/40, 931/41, 1676/41, 2582/41, 3249/41, 3568/41, 3577/41, 3917/41, 4262/41, 4376/41, 4499/41, 107/42, 1637/42, 2348/42, 3761/42, 4582/42, 32/43, 461/43, 1538/43, 2024/43, 795/44, 1326/44, 1427/44, and 3807/44 are cancelled.)

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

6814.—Aircraft—Ammunition, Smoke Screening—Installation S.C., 250-lb., Type G, Mark IV—Fairing Tail I.S.C. No. 3, Mark I and Fairing Nose I.S.C. No. 1, Mark I—Introduction

(A.D.P. 1748/43.—28 Dec. 1944.)

To enable S.C.I. 250-lb. Type G, Mark IV, to be streamlined, the following stores are being introduced into Naval Service :—

Stores Reference No.	Nomenclature	Detail
12M/275	Fairing Tail I.S.C., No. 3, Mark I ...	Paper
12M/276	Fairing Nose I.S.C., No. 1, Mark I ...	Paper
12M/277	Clips, jubilee, 11½-in. diameter ...	—

2. The fairings are fitted by sliding them over the ends of the cylindrical body of the S.C.I. as far as they will go and securing them in this position by the Jubilee clips provided. One clip should be positioned in front of and one behind the air inlet of the S.C.I. in the case of the nose fairing, and one in front and one behind the emission outlet in the case of the tail fairing.

3. Four fairings, tail I.S.C. No. 3, Mark I, will be supplied together with eight clips in a cardboard container, and eight fairings nose I.S.C. No. 1, in a cardboard container with sixteen clips.

4. Priority of supply will be made to Assault Escort Carriers.

6815.—Aircraft—Guns, Browning 0.50-inch—Modification of Cocking Stud and Examination of Bendix Hydraulic Gun Chargers

(A.S./G. 2436/44.—28 Dec. 1944.)

The following action is to be taken:—

<i>Gun</i>	... ..	Browning 0.50-in. (aircraft).
<i>Part affected</i>	... ..	Cocking stud and Bendix hydraulic gun charger.
<i>Purpose</i>	... ..	To reduce possibility of stoppages and incorrect functioning and to ensure interchangeability of cocking studs.
<i>Action</i>	... ..	(a) All cocking studs, components and spare, should be examined (<i>see</i> paragraph 2) and modification carried out as necessary in accordance with A.F.O. Diagram quoted below. (b) Whenever hydraulic cocking gear is fitted, examine the flathead screws in the front mounting bracket. If they extend inside the gun body they should be shortened so that the threaded end of the screw is flush with the inner surface of the gun side plate.
<i>Drawing</i>	... ..	A.F.O. Diagram 463/44.
<i>By whom to be done</i>	... ..	<i>Action (a)</i> H.M. ships, R.N. air stations, etc. Repair yards and R.D.U.s. Base staffs. R.N. armament depots. <i>Action (b)</i> H.M. ships, R.N. air stations, etc., repair yards and R.D.U.s.
<i>Degree of urgency</i>	... ..	<i>Action (a)</i> In service. Component cocking studs immediately. Spare cocking studs before use. At R.N. armament depot. Before issue of guns or spare cocking studs. <i>Action (b)</i> In service. Immediately.

2. The cocking stud for use with Browning 0.50-in. gun when fitted with the Bendix hydraulic gun charger is smaller than the normal cocking stud and its dimensions are given in the A.F.O. Diagram. If the larger cocking stud is used it will bear on the main spring of the charger, which will not then function.

6816.—Ammunition—20mm. Oerlikon—Types, Identification, Stowage and Packages—As. and As.

Ships, H.M. Dockyards and Authorities concerned

(G./A.S. 01030/44.—28 Dec. 1944.)

I—Types and Identification.

Oerlikon ammunition manufactured in Britain and America is in service and the following table gives particulars of the types, the colours of the projectiles and shell, the components and the filling of shell and components:—

Country of Origin	Type of Ammunition	Colour of Projectile and Shell	Filling of		Components of	
			Cartridge	Projectile	Cartridge	Projectile
British	Cartridges with projectiles, practice, Mark I.	Lead grey	N.C. flake or N.C. tubular	None	Cap	Base plug, closed in projectile during manufacture.
British	Cartridges with projectiles, practice, tracer, Mark IIz.	Light green	N.C. flake or N.C. tubular	Tracer and priming composition.	Cap	Base plug and disc closed in after filling tracer cavity.
British	Cartridges with H.E. shell, inert filled, practice, Mark IIz.	Lead grey	N.C. flake or N.C. tubular	Inert	Cap	Fuze No. 254, Mark II, or fuze No. 258, Mark I, inert filled.
American	Cartridges with H.E. shell, inert filled, practice.	Dark grey green (sometimes with bluish green tinge).	N.C. tubular	Inert	Cap	Fuze No. 26, inert filled.
American	Cartridge with H.E./T shell, inert filled, practice tracer.	Dark grey green (sometimes with bluish-green tinge) and yellow band.	N.C. tubular	Shell inert, but live tracer and priming composition.	Cap	Fuze No. 26, inert filled.
British	Cartridges with shell, H.E. tracer, Mark IIIz and Mark VIz.	Light blue	N.C. flake or N.C. tubular	H.E. (as ordered) tracer and priming composition.	Cap	Fuze No. 254, Mark II, base plug and disc closed in after filling tracer cavity.
American	Cartridges with shell, H.E. tracer.	Filled tetryl, light grey; filled pentolite, dark blue.	N.C. tubular	H.E. (tetryl or pentolite), tracer and priming composition.	Cap	Similar to British H.E. tracer, but with Fuze No. 26.

Country of Origin	Type of Ammunition	Colour of Projectile and Shell		Filling of		Components of	
		Cartridge	Projectile	Cartridge	Projectile	Cartridge	Projectile
British	Cartridges with shell, H.E., Mark I.	Buff	H.E. (as ordered)	Cap ...	...	...	Fuze No. 254, Mark II.
American	Cartridges with shell, H.E.	Filled tetryl, white; filled pentolite, yellow	H.E. (tetryl or pentolite).	Cap ...	...	...	Fuze No. 26.
American	Cartridges with shell, H.E., incendiary.	Filled tetryl, red; filled pentolite, pink.	Similar to American H.E. but with a proportion of incendiary composition.	Cap ...	...	...	Fuze No. 26.
British	Cartridges with shell, H.E., incendiary, Mark I, and Mark VI.	Signal red	Similar to British H.E. but with a proportion of incendiary composition.	Cap ...	...	...	Fuze No. 254, Mark II, or fuze No. 258, Mark I.
British	Cartridges with shell, H.E. incendiary, tracer, Mark III, Mark VII, and Mark VIII.	Bright green	Similar to British H.E. tracer, but with a proportion of incendiary composition.	Cap ...	...	...	Fuze No. 254, Mark II, or fuze No. 258, Mark I, base plug and disc closed in after filling tracer cavity.
British	Cartridges with shell, S.A.P., H.E. incendiary, Mark I.	Front half of body and tip, white, rear half signal red.	Similar to British H.E., incendiary.	Cap ...	...	...	Steel nose plug and detonator.
British	Cartridges, drill, Mark I	Black, with the word "Drill" in white.	None	None	...	...	Cast-iron.
British	Cartridges, drill, Mark II	Wood (unpainted)	None	None	...	...	Hardwood.
American	Cartridges, dummy (drill)	Brown	None	None	...	...	—
British	Cartridge, with shot brake-up, Mark I.	Bakelite (unpainted)	Lead shot	Cap ...	...	...	—

Notes.—(1) No red band will be painted on the shell to denote that it is filled.

(2) Fuze No. 258, Mark I, is a strikerless fuze more sensitive than fuze No. 254, Mark II. Fuze No. 258, Mark I can be identified by the fuze being unpainted except for a blue spot on the closing disc, while Fuze No. 254, Mark II, where fitted, is painted the same colour as the shell.

(3) The American fuze No. 26 has characteristics similar to the No. 254, Mark II.

II—Stowage and Packages.

Group Classification of Ammunition.—All British and American manufactured Oerlikon ammunition will be stored in Group VI for N.A. depots and H.M. ships' magazines.

2. Packing.—The ammunition is supplied in sealed lined boxes containing—

- (a) British ... 300 to 306 rounds,
 (b) American ... 300, 180 and 100 rounds,

and is packed ungreased.

3. Stowage dimensions and particulars of boxes which will be supplied to H.M. ships:—

Description.	Contents.	Weight (approx.)	Stowage dimensions.
(i) Box A.S.A. H.33, Marks I-II (wood)	300 or 306 rounds.	212 lb.	21.15 × 19.7 × 13.9-in.
(ii) Case U.S. Oerlikon (steel)	180 rounds.	120 lb.	18.5 × 9.5 × 13.0-in.

4. With regard to the 180-round U.S. box, two types have so far been introduced, one being a galvanized steel box of robust construction and the other a lighter steel box. The latter is likely to become distorted when subjected to pressure of a heavy load placed on top, since this would disengage the fastenings of the lid without breaking the seals.

Arrangements are therefore to be made in storing and transporting these packages to ensure that heavy weights are not placed on top of the boxes, and that the number of tiers is normally limited to three. Where necessary, however, they may be stowed on other packages which are strong enough to provide adequate support. They are also to be examined on board to ensure that the lids are not distorted and that the seals and fastenings are intact. If the lids are distorted or the seals and fastenings show any signs of tampering, the boxes are to be returned to the nearest N.A. depot for examination of the ammunition—the depot to which returned being specially informed in writing at the time of landing as to the reason for return.

5. When mixed packages are required to be stowed in magazines, it will be necessary to fit battens and fittings to prevent movement, in accordance with A.F.O. 6817/44.

6. The Oerlikon magazine locker will accommodate either the U.S. wooden box or double the quantity of metal cases, as well as the box A.S.A. H.33 for which it was originally designed.

7. To accommodate both British and U.S. boxes it is necessary to modify the magazine lockers in accordance with A.F.O. Diagram 468/44 (Drawing D.N.C. 2A/1011) and Commanding Officers of ships concerned should, if this work has not already been carried out, insert an item, classification "A", in their lists of As. and As. as follows:—"To modify..... No Oerlikon magazine lockers to take 180 rounds metal cases".

8. To carry out this modification fittings are provided, each set of which comprises:—

- 6 in No., channel bars, 3-in. × 1-in. × 5 lb. 3-ft. way (to be cut to suit).
- 32 in No., lugs (16 No. 1 in. × 1 in. and 16 No. 1 in. × ½ in.).
- 4 in No., plates, 8-in × 3-in. × 5 lb. with welded stops.
- 8 pieces, 3-in. × 1-in. hardwood, 19½ in. long.
- 4 ½-in. bolts and nuts and spring washers.

9. These sets of fittings will be supplied by the Admiralty and should be demanded as indicated below:—

<i>Fitting-out Bases</i>		<i>From</i>	
(a) Liverpool	N.S.O., Millar Arcade, Preston, Lancs.
(b) Glasgow	S.N.S.O., Clyde Area, St. Enoch Hotel, Glasgow.
(c) Newcastle	A.N.S.O., Central Exchange Hotel, Grey Street, Newcastle-on-Tyne.
(d) Sunderland	
(d) Middlesbrough	A.N.S.O., 722 Anlaby Road, Hull.
Hull	
(e) Belfast	A.N.S.O., Admiralty Offices, Queen's Road East, Belfast.
(f) Leith	S.N.S.O., Rosyth.
Aberdeen	
Dundee	
(g) Cardiff	S.N.S.O., Severn Area, R.N. Store Depot, Stanley Mills, Stroud, Glos.
Avonmouth	
(h) Southampton	N.S.O., R.N. Store Depot, Woolston, Nr. Southampton.
(i) Falmouth	S.N.S.O., H.M. Dockyard, Devonport.
Devonport	
(j) London	S.N.S.O., Park Royal.

(B.R. 274/43.)

(A.F.Os. 2746/43 and 6817/44.)

(C.A.F.Os. 1141/43, 1417/43 and 969/44 are cancelled.)

6817.—Ammunition—Magazine Stowage—Pom Pom, Oerlikon and Bofors Ammunition—As. and As.

(Ships, H.M. Dockyards and Authorities concerned)

(G. 016253/44.—28 Dec. 1944.)

The method of bulk stowage of ammunition, such as 2-pdr. Pom Pom, Oerlikon and Bofors, in which boxes are held in place by vertical portable battens, which are removed for unstowing, has the disadvantages that, in heavy weather with high stowages, the battens may require shoring while in place, and, when removed, leave a dangerously high tier of boxes free to topple.

2. A method of bulk stowage with horizontal battens, which requires slightly more deck space than the arrangement with vertical portable battens, has proved satisfactory, and A.F.O. Diagram 467/44 (D.N.C. (2A/1100)) shows details of horizontal batten stowages for Pom Pom, Oerlikon and Bofors magazines which should be adopted for high stowages in particular, and for other stowages generally.

3. The arrangements shown for American boxes are designed to simplify as much as possible the adjustments required to change over from the stowage of one type of package to another but are typical only, and the layout of individual magazines will decide the method of stowage considered most suitable.

In order to avoid distortion, U.S. Bofors packages are not to be stowed lid uppermost.

4. Where it is considered that the present arrangements are unsatisfactory, Commanding Officers of ships concerned should insert an item, Classification A, in the next list of As. and As. to cover the work involved.

5. Where applicable, these arrangements are to be embodied in the stowage drawings for ships of future construction.

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

(A.F.Os. 5404/42 and 4958/43 are cancelled.)

6818.—Ammunition Supply—Ready Use and Magazine Lockers—Bofors R.U. Stowages—Modifications—As. and As.

(Ships concerned, H.M. Dockyards, P.S.Os. and E.R.Os.)

(G. 018468/44.—28 Dec. 1944.)

Bofors ammunition in U.S. pattern chargers cannot be accommodated in R.U. lockers, Pattern 7196 to drawing D.N.C. 2A/1064 and R.U. stowages constructed to drawing D.N.C. 2A/1065 (A.F.O. 5485/43) owing to slight differences in charger design.

2. In order that the stowage may be adapted to accommodate either U.S. or British chargers, the following modifications should be carried out:—

(a) the retaining bars (fitted on R.U. magazine stowages only) and swivel clips are to be moved so that they will bear on the spring clips of the chargers. The centres of the retaining bars and swivel clips will therefore be situated $1\frac{1}{2}$ in. each side of a vertical centre-line through the stowage.

(b) The back stop lugs will need to be adjustable to distances of $\frac{3}{4}$ in. for British and $1\frac{1}{2}$ in. for U.S. chargers, from the front of the rack. A.F.O. Diagram 461/44 (drawing D.N.C. 2A/1092) shows details of a suitable stop lug.

3. The Commanding Officers of ships concerned are to insert an item, Classification "A", in their current lists of As. and As. to cover the work involved.

4. Separate action is being taken for ships under construction.

(A.F.O. 5485/43.)

6819.—Major Combined Operations—Naval Armament (Magazine) Stores—Accounting

(A.S. 14420/44.—28 Dec. 1944.)

In view of the volume of Naval Armament (Magazine) Stores—particularly "broken seal" packages—returned by H.M. Ships after landing operations, and the resulting congestion at Naval Armament Depots, it has become, in many cases, impracticable to segregate returns from individual ships in respect of these particular operations, and, consequently, impracticable to furnish receipts on the Ships' return notes.

2. In these circumstances the Naval Armament Account on board should be posted from the Ship's copies of the return notes, unsupported by receipted vouchers, but:—

(a) Endorsed with particulars of the place and date of landing, mode of conveyance, etc.

(b) Supported by any receipts held on conveyance notes for the filled packages and loose articles landed.

(c) Annotated with the number of this Fleet Order.

(C.A.F.O. 1067/44 and A.F.O. 1799/41.)

6820.—Guns—Q.F. 4.7-in. Mark V*—Check of Safety Arrangements—Modification of Strikers

(G. 020308.—28 Dec. 1944.)

Special care should be taken when stripping, assembling and preparing for firing the breech mechanism and firing gear of the 4.7-in., Q.F., Mark V* gun.

2. Although the design renders the gun safe when all parts are in good condition and correctly assembled, the margin for error in the case of parts being worn, damaged or incorrectly assembled is less than in most guns.

3. Component and spare strikers of all Q.F., 4.7-in., Mark V* guns mounted are to be examined at the first opportunity by R.N.A. depot staff to ensure that they are in correct adjustment in their parent guns, and that the safety arrangements will prevent firing in the event of accidental release of the striker when the breech is slammed. In addition to the protrusion limits at present specified, strikers should be adjusted so that the minimum intrusion (i.e. the amount by which the striker is withdrawn behind the face of the firing hole bush) with the breech fully open is 0.002-in.

4. After adjustment as above, strikers are to be modified by replacing the screws or split pins, which at present secure the cocking handles to the striker spindles, by rivets firmly secured in the existing holes.

5. D.E.M.S. officers should arrange with local R.N.A. depots for the above work to be carried out on guns in D.E.M.S. In the event of strikers in D.E.M.S. requiring stripping, exchange should be arranged with the local R.N.A. depot. Strikers should not be stripped by D.E.M.S. staff.

6. Attention is drawn to the fact that component and spare strikers for Q.F., 4.7-in., Mark V* guns are required to be adjusted to the individual guns for which they are supplied and are not to be regarded as interchangeable between guns without further adjustment.

7. No action need be taken in regard to breech mechanisms and spare strikers in store, beyond maintaining a minimum stock in serviceable condition for replacement in mounted guns, but on issue spare strikers are to be adjusted to the guns for which they are supplied.

6821.—Guns—Q.F., 4-in., Marks XII, XII* and XXII and Q.F., 3-in. 20-cwt., Marks I-IE—Adapters Sealing Chamber—Withdrawal

(A.S. 7561/44.—28 Dec. 1944.)

Adapters sealing chamber, Q.F., 4-in., Marks XII, XII* and XXII and Q.F., 3-in. 20-cwt., Marks I-IE guns are not to be used during hostilities and should be landed at the nearest R.N. Armament Depot where they are to be retained in store.

2. Naval Proportion Book will be amended.

6822.—Guns—Q.F., 40 mm.—British and U.S. Barrel Assemblies—Interchangeability

(A.S./G. 017603/44.—28 Dec. 1944.)

British, 40 mm., Mark I, water-cooled barrel assemblies, may be used in U.S. 40 mm., Mark I and II guns if necessary, when exchange of barrels is necessary and spare U.S. barrels are not available.

2. British pattern water connections are required and the outside rear securing bolts of the sight bracket are removed. It may be necessary to remove a small amount of metal from the sight bracket to enable water connections to seat properly. U.S. water connections on water feed and return pipes on mounting should be replaced by British connections.

6823.—Guns—0.3-in. and 0.303-in. Vickers G.O.—Allowance of Feed Pieces

(A.S./G. 8765/42.—28 Dec. 1944.)

The allowance of spare feed pieces for Vickers G.O., 0.303-in. deck guns is increased to 1 per 2 or less number of guns.

2. H.M. ships should demand from the nearest R.N. armament depot.

3. Stocks of feed pieces are being sent to R.N. armament depots at home and abroad.

(A.F.O. 6277/44.)

6824.—3-in. U.S., Marks XI, XX and XXII Mountings—Fuze Setter, Mark 11 and Mods—Precautions to Prevent Failure of Spiral Gears

(Ships, Repair Ships and Bases concerned)

(G. 017053/44.—28 Dec. 1944.)

Instances of jamming and subsequent failure of spiral gears, Ord. Drg. 243846, piece 8, have been reported by the U.S. Naval authorities who are investigating the causes, but in the meanwhile have issued the following statement:—

Normally the set of two identical spiral gears used in the fuze setters Mark 11, and mods cannot be subjected to any appreciable load. However, if free movement of the gear connected to and turning the index (dial) is retarded by misalignment, corrosion of bearings, improper lubrication, or in any other manner, this set of gears will be subjected to load in the proportion to the retarding action, and this load may cause the gears to fail.

To prevent possible failure of these spiral gears due to retarding action, the following precautionary measures are recommended:—

(a) Inspect the dial portion of the fuze setter frequently, following the instructions given below.

(b) Remove fuze setter to a dry place. Partially disassemble by removing window, scale, indexes and other items necessary to permit inspection of index mechanism, including bearings, spiral gears and tightness of bearing nut.

(c) If necessary, disassemble further and clean parts thoroughly, removing any corrosion, foreign matter, and burrs, and noting if there is any distortion or misalignment of parts which would tend to retard free movement.

(d) At reassembly, pack ball bearings with grease, lubricate spiral gears lightly, see that gears are in alignment, and see that bearing nut, Ord. Drg. 243838, piece 3, is locked in tight position by star punching if $\frac{1}{2}$ in. lock screws are not fitted for this purpose. Reassemble the instrument, taking care that all joints are sealed as thoroughly as possible.

6825.—Gun Mountings—4.7 C.P. XXII, 4.5 C.P.V. and 4.5 R.P. 50, Mark V—Care of Tools, etc., when Working in Vicinity of Breech

(G. 021080/44.—28 Dec. 1944.)

On the above mountings the spring rammer gear is situated just below the breech of the gun, and there is an annular space between the spring rammer guide bracket and the rammer tube into which foreign matter can easily fall, and leave no trace of its presence.

2. In a recent instance of damaged rammer gear the spring rammer tube was found to contain:—

A file.

A welding rod.

Six coppers for testing blow of striker.

3. Staffs of ships and dockyard departments, etc., likely to be concerned should be warned that more than ordinary care is necessary at these mountings to account for parts and tools which may be used in the vicinity of the breech.

6826.—Gun Mountings—3-in. U.S. 50 Cal.—Marks XI, XX and XXII—Sighting Gear

(G. 019537/44.—28 Dec. 1944.)

(a) *Ships, Establishments and Authorities concerned:*

C.O.s. ships concerned, dockyards and repair establishments.

(b) *Types and Marks of Mountings*

3-in. U.S. Cal. mountings, Marks XI, XX and XXII.

(c) *Part of mounting affected*

Gun sight elevating gear.

(d) *Purpose of modification*

Repair defective keys in sight elevating gear wormwheel and improve lubrication of sight elevating rack.

(e) *Nature of modification*

(i) The solid brass keys in the sight elevating gear wormwheel to be examined.

(ii) If the key is found to be defective or slack in the key way, a key way should be cut in the wormwheel and a mild steel loose key fitted in lieu of the solid brass key.

(iii) Grease groove should be cut in the front face of the bracket carrying the sight elevating rack.

(iv) A Tecalet nipple A.Pattern No. 5742 ($67\frac{1}{2}$ degrees angular type) should be fitted to the bracket.

It should be noted that although these nipples are designated as "Oil nipples" they have been found to work very satisfactorily with the U.S. type of grease gun supplied for use with these mountings.

(v) Care should be taken to avoid bumping the sight on the stop at zero range.

(vi) The sights should be left set to a range of 1,000 yards or more when not in use.

(f) *Drawing or A.F.O. Diagram*

None issued.

- (g) *By whom to be done*
Ship's staff with the assistance of dockyards or repair establishments if required.
- (h) *When to be done (or degree of urgency)*
At the first available opportunity.
- (j) *Whether to be treated as an alteration and addition or as a defect.*
Defect.

6827.—Gun Mountings—40-mm. Bofors Twin Mark IV—Fitting of Modified ON/OFF Switches to Elevation and Training Units

Ships and Shore Establishments

(G. 023989/44.—28 Dec. 1944.)

The main ON/OFF DP switches fitted to the training and elevation units of the Bofors Twin Mark IV Mountings have proved unreliable in service and should be replaced with new rotary switches, in accordance with A.F.O. Diagram 465/44 (1-2), the work being done by ship's staff.

2. It should be noted that the centres of the screws, securing the brackets carrying the rotary switch knob, are identical with those for the original switch and that no further drilling and tapping of the casings is required.

3. Necessary parts will be supplied without demand.

6828.—Gun Mountings—40mm., Bofors, U.S., Marks I and II, Power Drive, Mark 5—Return Cams for Elevation Limit Stops

(G. 09766/44.—28 Dec. 1944.)

<i>Ships concerned</i>	Vessels with mountings not so fitted.
<i>Gun mountings</i>	40-mm., Bofors, U.S., Marks I and II, fitted with power drive, Mark 5.
<i>Part affected</i>	Limit stop arc of elevation limit stop mechanism.
<i>Purpose</i>	To ensure positive return of the linkage to the neutral position in the event of sticking of the spring loaded return plungers.
<i>Nature of modification</i> ...	Auxiliary return cams should be fitted to the limit stop arc.
<i>Drawing</i>	A.F.O. Diagram 470/44.
<i>By whom to be done</i>	Ships' staffs.
<i>Degree of urgency</i>	As convenient.
<i>Type of modification</i>	Defect.

6829.—Targets—16 ft. and 32 ft. Winged Targets—Safety Precautions

(G.D.01004/44.—28 Dec. 1944.)

When Close Range Weapon practices are being carried out against 16 ft. or 32 ft. winged targets there is a slight danger that, if the towing wire is cut, the target may dive on to the firing ship or an adjacent ship.

2. During these practices men should not be exposed unnecessarily on the upper deck, and Officers and ratings should be warned of the danger.

6830.—Training—Instructional Appliances—Gunnery Training Devices, Films and Film Strips on Gunnery Subjects

(G.D. 0859/44.—28 Dec. 1944.)

In order to co-ordinate requirements and arrange production of gunnery training devices, films and film strips on gunnery subjects for ships and shore establishments an organization known as the "Training Development Section" was set up at H.M.S. "Excellent" some eighteen months ago.

2. Every four months a report of progress is issued to shore establishments and Commanders-in-Chief, for promulgation as required, but in the interests of economy, it cannot be sent to individual ships. The report does not confine itself to items being specifically developed by the Training Development Section, but is

co-ordinating report on all items of interest (including targets) to those concerned with gunnery training. The current report is dated 1st October, 1944, and is entitled "Training Development Progress Report No. 10" (T.D.P. 10).

3. The section has two main objects.

(a) *To produce what the users want, both ashore and afloat.*—To do this, it is essential that the users shall provide the section with practical suggestions of requirements and particulars of devices produced in individual ships and establishments. It is intended to avoid as far as possible the promiscuous promulgation of devices to be constructed by ship's staff; it is the function of the Training Development Section to "filter" the reports from individual ships, and to arrange for the production of those training devices which are considered to be worth issuing to the Fleet".

(b) *To produce the necessary device, film, and/or film strips for a new piece of equipment at the same time as or before the equipment itself comes into use.*

4. It is essential that the section should be kept fully informed of the quality and usefulness of its products in order that it may improve upon them, and learn by its mistakes.

5. Ships and establishments are invited to forward their remarks and suggestions to the Captain, H.M.S. "Excellent".

(C.A.F.O. 1016/44, A.F.Os. 2975/44 and 5377/44.)

6831.—Training—Non-Substantive Ratings—Use of 1st Class Gunnery Ratings as Instructors

See AFO 5304/44.

(G.D. 767/44.—28 Dec. 1944.)

Consideration has been given to the use of 1st class Gunnery Ratings as Instructors and it has been decided that these ratings are to be regarded as Instructors in the basic subjects of their section.

2. The fullest possible use of 1st class ratings should be made as Instructors for training classes, both at sea and ashore, and every opportunity should be given to enable these ratings to improve their knowledge of their basic subjects, observing that up to date they have not, with the exception of A.A.'s, been specifically trained as Instructors.

3. Steps are now being taken to increase the length of courses for 1st class ratings and to include in the course training in Instructional Technique.

6832.—Condensers, A.P.19436/A—Protective Caps—Introduction

(N.S.31593/44.—28 Dec. 1944.)

Protective caps for condensers, Patterns 19436 and 19436A, when used in positions in which the terminal may be exposed are now available.

2. The caps have been included in the Authorized List of Naval Stores as follows:—

<i>Pattern No.</i>	<i>Description.</i>	<i>Subhead and Item</i>
19451	A.P.19436 and 19436A Condenser protective caps	F2B

3. These caps are only to be used where specific Admiralty approval is given and demands are to be endorsed with the appropriate authority.

4. Stocks of these items are now available at R.N. Store Depot, Stroud, and all demands for vessels in home waters are therefore to be made on the Superintending Naval Store Officer, Severn Area, accordingly. Requirements abroad should be demanded from the nearest storing yard.

6833.—Depth Charge Throwers—Loading—Responsibility for Adherence to Drills

(N.L. 18370/44.—28 Dec. 1944.)

A fatal accident has recently occurred during the reloading of a depth charge thrower owing to the safety pin not being inserted in the pistol to prevent accidental withdrawal of the wedge, which took place when coupling up to the hydraulic release.

2. Enquiry has brought to light two important facts—viz. :—
- The Officer of Quarters was not taking charge, but was assisting in the reloading.
 - The departure from the drill laid down was a normal practice in the ship concerned, it being regarded as a reasonable method of reducing the time taken to reload.
3. The attention of all Commanding Officers is drawn to the importance of training officers and ratings in charge of quarters in their responsibilities.
4. Drills are prepared with great care to ensure that, if they are strictly adhered to, neither accident nor avoidable failure will occur and that the maximum speed is obtainable with safety. No departure from authorized drill is permitted until Admiralty approval has been sought and obtained.

6834.—Depth Charges—Spare Primers carried by Convoy Escort Vessels

(A.S.—28 Dec. 1944.)

Convoy escort vessels are to ensure that the primers depth charge carried in addition to normal outfits are "Primers D.C. C.E., 1½ lbs : Mark VII".

2. This is necessary since the large majority of the depth charges carried as spare by commercial tankers and certain other vessels in convoy for replenishment of escorts—and for which these primers will be required—are depth charges, Mark VII, and consequently primers D.C. C.E., 1½ lbs., Mark VII, No. 2, cannot be used.

3. Primers D.C. C.E., 1½ lbs., Mark VII, can always be used without primer placers to fire Mark VII* depth charges, but if so desired these primers can easily be converted to primers D.C. C.E., 1½ lbs., Mark VII, No. 2, by removing the handle, stopper, and I.R. ring. In this case, however, the requisite spare placers primer must be available in the escort vessel.

6835.—Depth Charge Equipment—Modification to British Depth Rails and Template—As. and As. Ships in Commission and New Construction

(T.2258/44.—28 Dec. 1944.)

To enable American depth charges to be carried in British depth charge rails and to provide pull-off bars and knock-off plates for primer and pistol safety gears of British and American charges, the 10° portion of all existing rails is to be modified as shown on A.F.O. Diagram 462/44 (1-4 and 7), (M.S.Sk.20201/16, /17, /12, /13 and /34).

2. A.F.O. Diagram 462/44 (1, 2 and 7) indicates the modification necessary for standard rails and A.F.O. Diagram 462/44 (3, 4 and 7) show the alterations required to rails built in T.S.D.S. stern brackets.

3. The modifications and additions include the following :—
- If the angle irons comprising the upper rails are not equal in strength to $2\frac{1}{2}$ in. \times $2\frac{1}{2}$ in. \times $5/16$ in. angles, they should be replaced by this section angle bar throughout the 10° portion.
 - The vertical clearance between the upper and lower rails to be adjusted to $17\frac{7}{8}$ — $1/16$ in. $+$ $\frac{1}{8}$ in. either when fitting new upper rails as at (a) or by means of strips fitted to the underside of the flange of the upper rail.
 - The horizontal clearance between the lower rails to be adjusted to 2 ft. $4\frac{1}{8}$ in. $+$ $1/16$ in. $-$ $\frac{1}{8}$ in. by means of strips fitted to the inside of the flanges of the lower rails. A strip should be fitted to one or both rail as convenient to suit the relative position of the upper and lower rails. The forward end of the strips should be chamfered to avoid the possibility of a depth charge jamming as it enters the 10° portion of the rails.
 - Pull-off bars with links for withdrawing the pistol and primer safety gears are to be fitted as indicated. The bar on the primer side of the rails involves a modification to the intermediate vertical rail support shown at "E.E."

- Knock-off plate to be fitted to pistol side of rail for use with American charges. A stowage position for this plate is to be provided when British charges are carried.
- Stop bars are to be fitted at the inboard end of the 10° portion and between each three charges on the $1\frac{1}{4}$ ° portion of the rails. A typical method of fitting the stop bar without increasing the length of the rails is indicated on the diagram.

4. Rails which have already been modified in accordance with previous orders should be further altered as above. The additional modifications consist of a collector bracket for the pull-off bar for the primer safety gear, the provision of a knock-off plate for American pistols and the provision of a collector bracket for the pull-off bar on the pistol side of the rails. A.F.O. Diagram 462/44 (2, 4 and 7). Fitting of the collector brackets is of great importance and is to be fitted as soon as possible by base staffs where practicable, and on vessels undergoing refit or repairs by the refitting authorities.

5. As an interim measure, ships are to lash the Inglefield clips and links on the pistol side at the forward end of the pull-off bar, clear of the rails so that jamming cannot occur.

6. All gauges and templates used for checking the depth charge rails are to be modified in accordance with the dimension shown on A.F.O. Diagram 462/44 (5 and 6). When modified the gauges and templates should be clearly stamped "Mark I". The instructions for gauging the rails are indicated on the diagram.

7. Copies of the M.S.Sk. drawings quoted can be obtained on application to the Superintendent of Mine Design, Leigh Park House, Havant, Hants.

8. All ships fitted with British depth charge rails are to insert an item, Classification "A" in the next list of As. and As. for the rails to be modified, quoting this Order as the authority for the work to be carried out.

(A.F.Os. 2216/44 and 4496/44 are cancelled.)

6836.—Squid—Replacement of Spanner Box, 11/16-in., St. No. 6815, by Spanner Split Box, St. No. 6887, in the Chests, Tools and Spare Gear Squid

(A.S. 03747/44.—28 Dec. 1944.)

It has been decided to replace the Spanner box, 11/16-in., St. No. 6815, held by squid-fitted ships in their chests, tools and spare gear squid by spanners, split box, St. No. 6887, supplies of which have now become available and are held at N.A. establishments.

2. Ships are therefore to demand spanners, split box, St. No. 6887, from R.N. armament depots in replacement of spanners, box 11/16-in., St. No. 6815, which are to be returned to depot.

3. In order that the spanner Split box, St. No. 6887, be properly accommodated in the bottom tray of the chests, tools and spare gear squid, ships are requested to modify the tray as follows :—

- Remove clips and block used for accommodating spanner box, 11/16-in., St. No. 6815.
- Make and fit new cylindrical block as indicated in A.F.O. Diagram 471/44.

6837.—Charge, Cavity, 5 lb. RDX/TNT—Demolition, Mark I

(T. 2313/44.—28 Dec. 1944.)

A.F.O. 2495/44 is to be amended as follows :—
Paragraph 1. Delete second sentence.

(A.F.Os. 28/41 and 2495/44.)

6838.—Fuze, Safety, No. 11, Mark II—Rate of Burning

(T. 02894/44.—12 Dec. 1944.)

With reference to C.B.(R) 3125, paragraph 198, as amended by C.A.F.O. P.453/44, trials have been carried out to ascertain how the rate of burning of fuze, safety, No. 11, Mark II, varies when the fuze is burnt in a confined space, or under pressure.

2. The following table gives the additional length of fuze required to give the equivalent of a five-minute delay, i.e. 10 ft. of safety fuze at normal atmospheric pressure :—

Additional length of fuze, safety, No. 11, Mark II, to be employed to give a 5-minute delay, to be added to the 10 ft. of fuze normally used :—

Fuze used in water. Depth of water in ft.	10 ft.	20 ft.	30 ft.	40 ft.	50 ft.	60 ft.
Fuze used in container where pressure may reach lb./sq. in.	5	10	15	20	25	30
Additional length of fuze to give 5-minute delay.	1 ft. 3 in.	2 ft. 6 in.	3 ft. 9 in.	5 ft. 0 in.	6 ft. 0 in.	6 ft. 9 in.
Percentage increase in length of fuze.	12.5	25.0	37.5	50.0	60.0	67.5

3. When safety fuze is used under conditions where it is likely to be subjected to pressure, corrections for length based on the above table are to be employed. These corrections for length are in addition to any corrections which may be necessary as a result of the tests for rate of burning in accordance with C.B.(R) 3125, paragraph 334.

(C.A.F.O. P.453/44.)

6839.—New Demolition Explosive Stores—Substitution for Service Explosives

(T. 2313/44.—28 Dec. 1944.)

A.F.O. 2620/44 is to be amended as follows :—

Table II, add new items 17 and 18 and note.

	Class I	Class II	Class III	Class IV
(17) Charge cavity, RDX/TNT...	10	5	—	—
(18) Device, rope cutting explosive RDX/TNT 2½, Mark I	12	6	—	—

Note.—Supply has not yet commenced to sea. Demands should not therefore be tendered before February, 1945. A descriptive Admiralty Fleet Order will be issued shortly.

(A.F.O.s 4976/43, 1541/44 and 2620/44.)

6840.—Safe Underwater Range for Divers in Flexible Self-contained Suits

(T.2307/44.—28 Dec. 1944.)

A diver wearing the standard deep-sea diving gear and helmet, without special soft "crash helmet", is liable to head injuries if the peak pressure of an underwater explosion reaches 50 lb. per square inch. Experiments have shown, however, that individuals can tolerate a peak pressure up to 225 lbs. per square inch, without injury, when wearing flexible self-contained diving gear which does not incorporate a rigid helmet.

2. A peak pressure of 225 lbs. per square inch from a nearby underwater explosion may cause momentary discomfort to the individual. Whenever there is a risk of nearby underwater explosion the diver should wear a KAPOK protective jacket in addition to the flexible diving gear.

3. The following table gives the safe distances from various charges in 20 ft. to 30 ft. of water for a diver working in a flexible self-contained suit and wearing a kapok protective jacket :—

Weight of Charge	1 lb. ft.	125 lb. ft.	1,000 lb. ft.	1 ton ft.
P.E. 2	60	300	600	785
T.N.T.				
Amatol				
P.B.G.	64	318	636	833
Minol II				
Torpex II	71	354	708	927
Hexanite				
R.D.X./T.N.T....					65	324	648	848

For depths greater than 30 ft. the above distances should be increased by not less than 20 per cent. for every 5 ft. over 30 ft.

(A.F.O. 5436/44 is cancelled.)

6841.—Igniters, Torpedo, Mark XI—Withdrawal

(A.S. 15049/44.—28 Dec. 1944.)

Igniters, torpedo, Mark XI, of Lot Nos. 16, 801 and 813 filled GD. 3/42, B.R. 3/43 and B.R. 4/43, respectively, are to be withdrawn from service and appropriated for "Range Use Only".

2. Any igniters of these lot numbers on board are to be landed at Naval armament depots and others drawn in lieu.

6842.—Gyro Adjusting and M.A.T., Testing Facilities—Supply of Stores for Fitting Purposes

New Construction Depot Ships, Aircraft Carriers, Cruisers and Battleships

(T. 3092/43.—28 Dec. 1944.)

In new construction ships in which gyro adjusting and monoplane air tail (M.A.T.) testing facilities are fitted, the following stores are to be demanded by the P.S.O. of the ships concerned from the Director of Armament Supply, Bath, in sufficient time to enable the gear to be fitted and tested prior to the preliminary torpedo equipment trials.

- Benches, adjusting gyroscopes (all marks) complete with valve group, St. No. T.345.
- Tables, adjusting gyroscopes, Mark VII.
- Aircraft Carriers only—Venturi, testing M.A.T., Mark IV, R.A.F. Ref. No. 12E/403.

2. These items of stores are to be taken over as outfit stores by ships' officers after completion of the torpedo equipment trials.

(A.F.O. 6251/43 is cancelled.)

6843.—Torpedo Stores—Revised Allowances of Copper Washers

(A.S. 14822/44.—28 Dec. 1944.)

The following alterations to the contents of the undermentioned chests and cylinders have been approved, viz. :—

Chests, spare gear, 21-in., VIII-VIII**

Item	St. No.	Existing allowance	Revised allowance
Washers, copper, charging valve cap (St. No. 5349).	5948	6	12
Washers, copper, solid joint cylinder head engine.	6142	6	36
Washers, copper, joint water pipe to generator, etc.	904	36	300
Washers, copper, small pipes B.C., etc.	658	60	600

Item	St. No.	Existing allowance	Revised allowance
Washers, copper, pipes, coupling gyro to steering cylinders, etc.	589	24	50
Washers, copper, spigot, 0.35-in. bore	8062	Nil	12
<i>Chests, spare gear, 21-in., IX-IX**</i>			
Washers, copper, charging valve cap (St. No. 5349).	5948	6	12
Washers, copper, solid joint cylinder head engine.	6142	6	36
Washers, copper, joint water pipe to generator, etc.	904	36	300
Washers, copper, small pipes B.C., etc.	658	120	600
Washers, copper pipes coupling gyro to steering cylinders, etc.	589	24	50
Washers, copper, spigot, 0.35-in. bore	8062	Nil	12
<i>Chests, spare gear, 18-in., XII and XV</i>			
Washers, copper, charging valve cap (St. No. 5349).	5948	6	12
Washers, copper, joint water pipe to generator, etc.	904	36	165
Washers, copper, small pipes B.C., etc.	658	120	350
Washers, copper, pipes coupling gyro to steering cylinders, etc.	589	24	25
Washers, copper, No. 2 fuel pipe, engine	1148	12	100
Washers, copper, spigot pump body and gear box.	768	12	25
Washers, copper asbestos, joint valve cap engine.	5395	12	50
Washers, copper asbestos, gas ring flange, engine.	1204	12	Nil
Washers, steel, joint branch, air belt, engine	6141	Nil	12
<i>Cylinders, washers, celluloid and copper, for Submarines 21-in. VIII-VIII**</i>			
Washers, copper, charging valve cap (St. No. 5349).	5948	Nil	6
Washers, copper, joint water pipe to generator, etc.	904	6	25
<i>Cylinders, washers, celluloid and copper, for Destroyers, 21-in., IX-IX**</i>			
Washers, copper charging valve cap (St. No. 5349).	5948	6	12
Washers, copper, joint water pipe to generator, etc.	904	6	60
Washers, copper, small pipes B.C., etc.	658	60	120

2. Ships and vessels concerned are to demand, to complete chests and cylinders on board to the revised allowances, from the nearest Torpedo Depot.

3. Torpedo Store Accounts and labels of chests and cylinders are to be amended as necessary.

6844.—Torpedo Stores—Pumps, Foot, Air Test, Pistol Pockets St. No. T.567—Introduction and Allowances

(A.S. 04526/44.—28 Dec. 1944.)

To facilitate carrying out the watertightness test of pistol pockets of warheads, 21-in., Marks VIII and IX types, it has been approved for a foot pump to be allowed to ships and services outfitted with 21-in. C.C.R. type pistols. The use of such a pump prevents the possibility of water entering the pistol pocket, as might happen with the normal air supply.

2. The new pattern foot pumps will be accounted for as follows, viz.:

Section II—

Pumps, foot, air test, pistol pockets ... St. No. T.567

and will be allowed to sea service as follows:—

Submarines	... ..	1 per vessel
Destroyers	... ..	1 per vessel
Cruisers	... ..	1 per ship
Depot ships or bases for submarines	... ..	3 per ship or base
Depot ships or bases for destroyers	... ..	3 per ship or base
C.F. bases	... ..	2 per base

3. Ships, etc., concerned are to demand to complete to the new allowances from the nearest torpedo depot and supply will be made on receipt from manufacture.

4. The pump is connected up to the adapter used in the warhead vent screw hole, any special adapter required is to be made up on board. Details of the watertightness test for pistol pockets are given in the maintenance routines.

6845.—Torpedo Stores—Chests, Tools and Spare Gear, Gyroscopes, A.B. Type—Additions to Contents

(A.S. 4457/44.—28 Dec. 1944.)

It has been approved for the following items to be added to the contents of "Chests, tools and spare gear for gyroscopes, A.B. type", viz.:

Item	St. No.	Qty. per Chest
Centres, steel, lower, for face to face valve, gyro	5839	12
Nuts, locking, adapters, in horizontal gymbal, gyro	5789	4
Connections, air, horizontal centre, gyro	5796	2
Connections, air, vertical centre, gyro	5797	2
Screws, locking, horizontal male centre, gyro	5723	4
Screws, locking, lower vertical male centre, gyro	5724	2
Screws, locking, sections of horizontal gymbal, gyro	5725	3
Valves, relay, gyro	5830	1
Laps, female, for connections, air, St. Nos. 5796 and 5797	6165	1
Laps, female, for relay valve, St. No. 5830	6172	1
Laps, male, for cylinder for "W" piston	6177	1

2. Ships, etc., concerned are to demand the items required to complete chests carried from the nearest torpedo depot.

3. The spare relay valves, St. No. 5830, being supplied are suitable for replacement in A.B. type gyroscopes with relay valves of the standard size. A few gyroscopes have oversize boxes for relay valves and require oversize relay valves (St. No. 5830B) as replacements. Oversize relay valve, St. No. 5830B, will not be added to the contents of chests, tools and spare gear for gyroscopes A.B. type. Any gyroscopes requiring such valves (which may be identified by the red ink marking "Oversize relay valve St. No. 5830B fitted" on the label attached to the inside of the lid of the gyro box) should be returned to the nearest torpedo depot for replacement in the usual manner.

4. Torpedo store accounts and labels of chests are to be amended as necessary.

6846.—Aircraft—Beacon Watches, Pattern HS.4—Withdrawal from Service

(H.C. 8128/44.—28 Dec. 1944.)

Beacon Watches, Pattern HS.4, are no longer required for use in Naval aircraft. All ships and establishments holding stocks of these watches should, therefore, now return them to the nearest chart and chronometer depot.

(A.F.O. 5695/44.)

6847.—Magnetic Compass Equipment—Sources of Error Revealed While Swinging

(C.D. 680/44.—28 Dec. 1944.)

Whenever H.M. ships or craft are being swung by Naval Officers for the adjustment of compasses, the Swinging Officer is to examine carefully the compass, its equipment and surroundings, observing that the safe distances have not been infringed and that the equipment is in every way efficient: he should also inspect the compass corrector coils, resistance boxes, etc.

2. In the event of his finding any defects or any items which are improperly fitted or placed, he should report the matter to the Commanding Officer, and should note it in the "Remarks" space on Form S. 374a, recording also the fact that the Commanding Officer has been informed. Copies of Form S. 374a are to be supplied, in the normal way, by the Swinging Officer to the Commanding Officer of the ship or craft concerned and to the Director, Compass Department. In addition, where the vessel concerned is not an independent command, a copy of the relevant remarks on the form, in respect of defects and of improperly fitted or placed items, is to be forwarded by the Swinging Officer to the administrative authority of the ship or craft.

3. Administrative authorities concerned are to take the necessary steps to ensure that the points raised by Swinging Officers in connection with vessels which are not independent commands are dealt with, the Director, Compass Department, being consulted as necessary.

4. Vessels which are independent commands should take any necessary action by ships' staff or by the insertion of an item in defect list or list of proposed As. and As., as appropriate.

6848.—Diesel Engines—General Motors Type—Removal of Pistons (Oil Cooled)

(Maintenance and Repair Authorities)

(D.21864/44.—28 Dec. 1944.)

In the pulling of pistons of the above-mentioned engines for inspection, care is to be taken that the eyebolt when screwed into position, does not foul the bottom of the hole in the piston crown, which should be cleared of carbon deposit. Unless this is given attention the base of the socket may be cracked or pushed through into the oil cooling space in the piston crown.

6849.—Turbine Flexible Couplings—Importance of Lubricating—Oil Separation

"Tracker" and "Smiler" Classes of Escort Carriers

(D. 21061/44.—28 Dec. 1944.)

Reports received from certain vessels of the above-mentioned classes reveal that, on examination, the main engine flexible couplings have been found to contain a quantity of emulsified oil sludge with associated rusting in varying degree. In some instances scoring and pitting of the teeth had developed.

2. Flexible couplings should be examined, as opportunity occurs, at intervals not exceeding six months and the teeth should be thoroughly cleaned, any pitting or marks being dressed as necessary by stoning.

3. Analyses of the turbine lubricating oil has shown that cases of this nature are generally associated with inadequate separation of water from the oil, samples of which, on analysis, indicated water contents varying up to a maximum of 1 per cent.

4. Arrangements are to be made for frequent examination and tests of samples of the lubricating oil in the main engine systems and for topping up with new oil or complete renewal as may be found necessary.

5. It is of the utmost importance that the lubricating oil purifiers should be in constant use at all times when steam is on main engines and that the oil should be adequately heated prior to separation. Full details on this matter are promulgated in A.F.O. 3779/44 and E.M., Article 78.

6. With a view to reducing the ingress of water to F.L. systems, care should be taken that the leakage of vapour from the turbine glands is reduced to the minimum consistent with maintenance of vacuum.

(A.F.O. 3779/44 and E.M. Art. 78.)

6850.—Radar P.P.I. and H.P.I. Display Units Design A., B and D Patterns W.7066/7 and W.9065—Re-Grouping of Electrolytic Condensers

(R.E. 03073/44.—28 Dec. 1944.)

Instances have occurred where certain electrolytic condensers fitted in Display Units have failed in service due to their proximity to other components which become very hot during operation. It has been decided to re-group the particular

condensers and one highly-rated resistance rod by transferring the former to a common mount housed under the chassis instead of on top, and the latter to an individual terminal board mounted also under the chassis but at a greater distance from the condensers than at present. Units will be issued with condensers and resistance rod re-grouped as soon as possible. To effect the modifications to units already issued, each unit will require one "Pattern 56785 Box of Parts for Display units" which may be obtained on demand from S.N.S.O., Haslemere or S.N.S.O., Colombo, quoting this order as authority.

2. *Preparation.*—Disconnect and dismount the Display Unit from its installation, removing the unit to a bench or other position at which it may be further dismantled, drilled, re-assembled and re-wired.

- Remove top, side, and bottom covers. Turn unit upside down resting it on the upper edge of front panel and packing up under the differential gear cover.
- See A.F.O. Diagram 469/44 (A.S.E. Drawing No. 39844). Disconnect and remove condensers C10, C13, C16, C17, C32 and C46; and resistance rod R37. Ensure that the ends of all leads so disconnected are identified. Note that R37 may be one of two types of rod, both however, being suitable as Pattern W.9626, 240 ohms, 20 watts, and may be found mounted in one of two different positions. Unscrew securing screws of filament transformer and allow it to rest on focussing rod.
- Mark off and drill three holes for securing new condenser bank, using one of the four filaments transformer fixing centres as a datum point for dimensions. Mark off and drill two holes in rear side of chassis for securing new terminal board on which R37 is to be mounted. Mark off and cut out the semi-circular hole in rear side of chassis for introduction of forced air supply (or provision for exhausting). This may be done by drilling a series of small holes around and inside the final perimeter and filing to shape. Care must be taken to ensure that no swarf or filings are allowed to fall into the unit. Remove the two rear supporting pillars of the second resistance bank, shorten its paxolin platform to $7\frac{1}{8}$ in. in length, and drill single hole for securing it to the angle bracket on the mount of the new condenser bank.

3. *Re-assembly and re-wiring.*—Open Pattern 56785, Box of Parts, containing condenser mount, terminal board, distance pieces, screws, wire, and insulating sleeving.

- See A.F.O. Diagram 469/44 (A.S.E. Drg. No. 39844). Assemble condensers C10, C13, C16, C17, C32 and C46 to the mount, clipping C16 in position with the metal clip provided. Connect resistance R37 across the tags of new terminal board ensuring maintenance of the $\frac{1}{2}$ -in. dimension between underside of rod and surface of board.
- Secure new condenser bank to underside of chassis and rear end of paxolin platform of second resistance bank. The cutaway at foot of condenser mount should straddle existing connections of unit. Secure new terminal board together with resistance R37 to rear side of chassis ensuring that the thin paxolin backing piece is next the chassis. The rod may be gently strained sideways to give better accessibility to securing screws, and restored to central position on completion.
- Carry out final re-wiring so that all connections are electrically the same as they were before unit was amended.
- Secure filament transformer in position on top of chassis, using new screws and distance pieces from Box of Parts.
- Test for operation if possible before replacing covers and replacing unit in its installation.
- Replace all covers and re-assemble Display Unit into its installation position. Connect up supplies, etc.

4. *Important.*—Where the Display Unit is fitted finally into a Pattern 9428/A, box, weathertight, the sliding flap on the bottom cover must be secured in its rear position thus leaving the extra ventilation holes uncovered.

For any other main assembly, this flap is to be secured in its forward position, thus masking the extra ventilation holes.

**6851.—W/T Sets, Type T.C.S.—Fitting of
Merchant Ships**

(N.S.020337/44.—28 Dec. 1944.)

A contract dated 5th November, 1944, C.P.4F./104246/44, has been placed with the companies named below for the fitting and maintenance of Type T.C.S. W/T sets in merchant ships operating in the Indian Ocean :—

The Marconi International Marine Communication Co., Ltd.
International Marine Radio Co., Ltd.
Siemens Brothers & Co., Ltd.
Societe Anonyme Internationale de Telegraphic Sans Fils.
Nederlandsche Telegraaf Maatschappij.

2. The sets—12 volt and 24 volt—will be held in Naval Stores and should be issued on demand to the above companies, who will receive instructions to fit from Naval Service Control Officers. A switch, Pattern 1549, is required to be supplied with each set.

3. Allocation of T.C.S. sets, together with equipment spares, are being made to the following ports to meet the requirements of paragraph 2 :—

London, Chatham, Liverpool, Cardiff, Greenock, Belfast, Colombo, Calcutta, Durban, Bombay, Sydney, Perth and Simonstown (for Capetown).

4. Maintenance spares are at present in short supply and for some time it will be necessary to depend upon the equipment spares accompanying the sets.

5. The sets will remain Admiralty property after fitting, and should be taken on charge in the ship's store account Form F.A.25 and/or in the D.E.M.S. Defect Book (Form D.E.M.S.15c), under "Special Valuable Naval Stores".

6852.—Radar, Type SK and SC-2—Painting of Aerial Array

(R.E. 03473/44.—28 Dec. 1944.)

To prevent damage to the aerial array by weather and sea spray, the antennae and radiating elements should be painted with a dull finish lead base paint.

2. Care should be taken not to paint the insulators of the aerial array.

6853.—Radar—Types 276/277/293/M.—Manometer and Hygrometer—Fitting

(R.E. 03301/44.—28 Dec. 1944)

Ships fitted with Types 276/277/293/M which are not already fitted with a manometer and hygrometer for the Pattern W. 8828/A air conditioning unit—are to demand the following items, quoting this Order as authority :—

Pattern 55964	Manometer	... ..	1 per set.
Pattern 55965	"T" piece with cock	... ..	1 per set.
Pattern 55967	Fluid indicator	... ..	1 tin per set.
Pattern 2556	Hose $\frac{3}{8}$ -in. bore	... ..	14 ft. per set.
Pattern 4189	Hygrometer	... ..	1 per set.
Pattern 4085	Clips, jubilee	... ..	6 per set.
Pattern 55968	Tubes glass opal back, $\frac{1}{2}$ -in. outer diameter, $\frac{1}{4}$ -in. bore, 12 $\frac{1}{4}$ -in. long	... ..	2 per set (spares).

Ships in Home waters should demand stores required from S.N.S.O., Haslemere. Ships abroad should demand from the nearest Storing Yard or base. Initial bulk Distribution to Yards and Bases abroad will be arranged by S.N.S.O., Haslemere.

2. The manometer and hygrometer are to be fitted in accordance with A.F.O. Diagram No. 466/44 (A.S.E. drawing No. 39437), the work being carried out by ship's staff assisted by base staff if necessary.

3. This equipment will be plan-packed with all sets allocated for supply in and after December, 1944.

6854.—Aircraft—F.46 Cameras—Overrunning of Motor

(A.M.R./A.C.R.D.2047/44.—28 Dec. 1944.)

Cases have occurred of the failure of the Pullin Motor to stop instantly when power is cut off, causing the stopping pin on the cam wheel to drive against the Solenoid toe, causing a lock.

2. This has been overcome by rearranging the electrical connections, thereby energizing the shunt field for as long as the master switch is closed, thus providing dynamic braking when the armature circuit is opened.

3. Alterations to the wiring circuit are to be made in accordance with A.F.O. Diagram 460/44.

6855.—Lifts, Aircraft—Lubrication of Reduction Gears

(Escort Carriers)

(D/P. 012521/44.—28 Dec. 1944.)

Instances have been reported of excessive wear of the second reduction gears fitted in the above-mentioned lifts and it is considered that this wear is partly due to the lack of lubrication of the teeth of these gear wheels.

2. A rectangular hole approximately 6 inch by 6 inch is to be cut in each wheel guard over a second reduction gear and is to be fitted with a hinged cover for access for lubrication purposes.

3. In addition, the cover plates bolted on the guards over the final reduction wheel should be made to hinge for access for lubricating the final reduction gears.

4. The teeth of the wheels are to be lubricated with grease daily, preferably with the grease G.S. graphited, C.S. 1653A.

5. A notice calling attention to the necessity for greasing these wheels should be painted on the winch.

6. The work should be carried out by ship's staff.

(F.O.C.T., 6 Nov., 1944, No. 449/F.O.C.T. 790.)

6856.—Safety Harness, "Q" Type—Fitting and Adjustment

(A.W.D. 2242/44.—28 Dec. 1944.)

It is necessary to draw attention to the method of fitting and adjusting the "Q" type harness since, unlike the Sutton Harness and American types, it consists in principle of a lap strap with shoulder straps added to prevent the body being thrown forward.

2. When fitting the "Q" type Harness the lap strap should first be tightened down fully and afterwards the shoulder straps attached and adjusted. The quick-release box will then be positioned low down in the lap and not up against the chest as in the Sutton Harness.

3. With the quick-release box low on the body the parachute release box should be worn higher to clear the shoulder straps when tightened down.

4. There is no necessity for a harness-release since there is ample freedom of movement when the shoulder straps are loosened in flight. The lap strap when tightened is sufficient to hold the body under any conditions of manoeuvre.

5. When loosened the shoulder straps are inclined to fall off the shoulders and to overcome this it may be found desirable to join them together by thin elastic such as parachute elastic. This should be sewn to the shoulder straps as close as possible behind the pilot's neck. The strap should be tight and a Mae West worn.

6857.—Electric Cable, Pattern 13865—Introduction

(N.S. 30711/44.—28 Dec. 1944.)

A new electric cable, 5 core, polyvinyl chloride insulated, and sheathed, Pattern 13865, has been added to the Rate Book of Naval Stores under Subhead F1C, part I (page 1189), for use in the installation of amplifier equipment, type 470, in Coastal Force craft.

2. Details of this cable are as follows :—

Two cores, each of 14/0076 tinned copper wires, diameter 0.034 in., insulated with P.V.C. of 0.035 in. radial thickness to a diameter of 0.104 in., and braided with 16/4/006 in. tinned copper wires to a diameter of 0.128 in.

Three cores, each of 14/0076 tinned copper wires diameter 0.034 in. insulated with P.V.C. of 0.035 in. radial thickness to a diameter of 0.104 in.

These five cores are then laid up to a diameter of 0.310 in. and sheathed with P.V.C. of 0.05 in. radial thickness to a diameter of 0.410 in.

3. In view of the limited requirements of this cable only a small quantity will be purchased for stock, and will be held by the Superintending Naval Store Officer, Portsmouth, and demands for this cable for craft in commission should be made by Coastal Force bases and emergency repair overseers accordingly.

(A.F.O. 3302/44.)

(A.F.O.1391/44 is cancelled.)

6858.—Arrangements for the Supply of Replacement Spare Parts : Also Main and Auxiliary Engines for Coastal Force Craft

(CFM. 2901/44.—28 Dec. 1944.)

A.F.O. 6151/43 para. 5 (c) is to be amended as follows :—

(c) The Engineer Officer-in-Charge, R.N. Overhaul Establishment, Shepton Mallet, Somerset.

(Telephone No. : Shepton Mallet 238.)

(1) Spare parts for Napier engines.

(A.F.O. 6151/43.)

6859.—Underwater Cutting Equipment Tests

(D. 013926/44.—28 Dec. 1944.)

A comprehensive series of tests on various types of underwater cutting equipment has been carried out in a fresh water experimental tank at Portsmouth yard, and also in sea water at a depth of 30–40 ft. The types of satisfactory cutting equipment arranged as a result of the trials in their order of merit are as follows :—

(i) British Gas and Torch Company's oxy-hydrogen cutter, and Under Water Cutters, Ltd., oxy-hydrogen cutter.

(ii) U.S.A. type oxy-arc cutter.

(iii) Portsmouth yard type oxy-arc cutter.

2. The following information on the suitability of the various types of equipment is promulgated :—

(a) The two designs of oxy-hydrogen cutter are similar except that different pattern control valves and restrictor offices are employed. Each of these types has a shroud of air or oxygen to protect the heating flame from the water. They are most efficient and save time over the other types in that they can be lit at any depth by means of a battery circuit and striker plate, all gas pressures being adjusted by the attendant above water.

(b) The general design of Types II and III is similar; the principal disadvantage of this equipment is the necessity to stop very frequently to change electrodes. This means picking up the cut again and requires the diver to take a large number of electrodes with him; much time is lost in fitting the fresh electrode, which operation becomes increasingly difficult as depth increases. The advantage of this equipment is that only one type of compressed gas is used and when used in conjunction with under-water welding the same welding generator will be suitable for both operations.

3. Approximate figures for gas consumption, pressure and cutting speed are given in Appendix I. The gas consumption figures were obtained from cylinder contents gauges in atmosphere pressures before and after each cut. Current and voltage figures quoted were taken on a recording ammeter and voltmeter. All times were taken by observation through the tank windows and are the mean readings by stop watch of two independent observers.

4. The analysis of gases produced by the various processes of underwater cutting are given in Appendix II. Much free oxygen is evolved and although not in itself either explosive or inflammable it supports combustion. When, therefore, any

underwater cutting work is followed by underwater welding, a dangerous explosive mixture of hydrogen and oxygen is liable to form in the compartment under repair. When such work is undertaken it will be necessary to make provision for the escape of these gases by cutting out holes or by other means before cutting or welding operations are commenced.

5. As a result of these trials it is considered desirable to continue the use of the oxy-hydrogen cutters mentioned in paragraph 1 above for normal Admiralty salvage and emergency repair work. Although oxy-arc equipment is not as yet commercially available in this country, it is considered desirable that it should be developed for use as an alternative, especially in conjunction with underwater welding. Experiments are continuing at Portsmouth yard to develop a modified Admiralty Pattern 4130 underwater welding electrode holder incorporating portable heads so that the same holder may be used for underwater welding or underwater oxy-arc cutting. Further information on this subject will be promulgated when trials on this modified equipment are completed.

APPENDIX I

Pressure and Consumption of Gases (approximate figures)

Equipment used	Size of Cut	Hydrogen		Heating and Cutting Oxygen		Shroud Oxygen		Speed in./min.
		lb./in. ²	c.f./min.	lb./in. ²	c.f./min.	lb./in. ²	c.f./min.	
Under Water Cutters, Ltd.	22-in. × $\frac{3}{8}$ -in. M.S.	59	1.9	60	3.7	10	0.75	8-9
	22-in. × $\frac{1}{2}$ -in. M.S.	60	2.6	60	2.8	8	0.7	15½
	22-in. × $\frac{3}{4}$ -in. M.S.	42	2.3	42	2.6	7	0.7	7½
British Gas & Torch Co.	22-in. × $\frac{3}{8}$ -in. M.S.	60	2.6	60	2.8	16	1.4	9-9½
	22-in. × $\frac{1}{2}$ -in. M.S.	60	2.6	60	2.8	16	1.4	13-13½
	22-in. × $\frac{3}{4}$ -in. M.S.	60	2.6	60	2.8	16	1.4	11
	22-in. × $\frac{1}{2}$ -in. M.S.	42	2.3	42	2.4	7	1.3	8

Equipment tried		Size of Cut	Oxygen Press	Consumption	Open Circuit Volts	Arc Volts	Short Circuit Amps	Cutting Amps	Speed in./min.
Torch	Electrode								
U.S.A. ...	U.S.A. ...	22-in. × $\frac{3}{8}$ -in.	150	4.5	60	25	600	300	8½
		22-in. × $\frac{1}{2}$ -in.	150	4.5	60	25	600	300	12½
Portsmouth	Portsmouth	22-in. × $\frac{3}{8}$ -in.	150	—	90	27	600	300	4.4
		22-in. × $\frac{1}{2}$ -in.	150	—	40	27	600	300	14½
U.S.A. ...	Portsmouth	22-in. × $\frac{3}{8}$ -in.	150	—	90	40	500	240	11
		22-in. × $\frac{1}{2}$ -in.	150	—	60	30	500	170	11

Note.—Tests carried out in fresh water tank at depth of 8 ft.

APPENDIX II

Gases Evolved during Underwater Cutting

		Oxy-hydrogen Process		Oxy-Arc Process	
		Fresh Water	Salt Water	Fresh Water	Salt Water
		Carbon dioxide ...	per cent.	0.33-0.38	0.16-0.71	0.45-0.94	0.44-0.72
Oxygen ...	per cent.	96.02-96.87	97.84-97.89	93.06-96.79	97.9-98.36
Carbon monoxide...	per cent.	0-0.17	—	0.17-0.28	0-0.30
Hydrogen ...	per cent.	0.11-0.62	0.27-0.32	0-0.66	0.22
Nitrogen ...	per cent.	2.39-3.32	1.13-1.68	2.13-5.06	0.74-1.18

(A.S. Portsmouth, 9 Jun. 1944, No. 4014.)

6860.—D.G. Equipment—Fitting of Multiple Fuse Boxes in Compass Corrector Coil Circuits

(S.D.G. 37/44.—28 Dec. 1944.)

In certain vessels difficulty has been experienced in finding sufficient space on the bulkheads to install Admiralty Pattern 8111A fuse boxes in Compass Corrector Coil Circuits.

2. In order to save space and materials it has been approved to fit blocks channel terminal A.P. 114 and A.P. 116 and fuses A.P. 9050 in locally made boxes of a design to meet the requirements of the vessels concerned.

3. Details of these boxes and fittings are shown in A.F.O. Diagram 464/44 (D.E.E. 11356).

6861.—S.T.A.A.G. Mountings—Carbon Brushes for

(N.S. 25425/44.—28 Dec. 1944.)

Space limitations on the S.T.A.A.G. mounting necessitate a shorter carbon brush than the type (Pattern 14091) used generally for L.P. Slip-ring requirements. Arrangements have, therefore, been made for the following to be added to the Authorized List of Naval Stores under Subhead F.2.A.:

Pattern Number	Description
14098	Brush, silver carbon, size 0.8 in. × 0.625 in. × 0.10 in. Link S.M.O. 85 per cent. silver with 1 mm. twisted copper strand pigtail located $\frac{3}{32}$ in. from side of brush and having eyelet for 4 B.A. screw, as shown on Drawing No. D.E.E. 12610.

Brushes, Pattern 14098, will be dealt with as consumable stores.

2. The following quantities are being purchased for delivery at the Naval Store depots stated:—

Stroud	Preston
3,000	2,850

Storing yards and depots at home should obtain supplies from the nearest depot mentioned above, and those abroad from the usual shipping depot.

3. Ships fitted with S.T.A.A.G. mountings are to carry 100 No. of these brushes as spare. This quantity which is to be regarded as the "minimum stock" is sufficient for one complete replacement of the brushes on one mounting.

4. The classes of ships to which S.T.A.A.G., Mark II, have been allocated are as follows:—

- Vanguard.
- 1943 and 1944 programme destroyers.
- 1944 programme sloops.
- 1942 Battle "Z" and "Caesar" class destroyers and certain A.A. sloops.

5. Ships concerned in commission should demand the spare brushes from their storing yards or depots when the mountings are fitted.

Supply to ships under construction should be arranged by warrant and supplying yards and depots in the usual manner.

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

6862.—Engine Direction Tell-Tale Indicators—Control of Dial Illumination in Exposed Positions

Battleships, Cruisers and Depot Ships concerned

(N.S. 37104/44.—28 Dec. 1944.)

Arrangements have been made for the supply, on demand, from the Storing Yard, of dimming switches for engine direction tell-tale indicators fitted on the bridge.

2. Purchase of 45 No. switches under Subhead F.2B has been made from Messrs. Record Electrical Co. and distributed to dockyards and Naval store depots as follows:—

Rosyth	5	Devonport	5
Chatham	5	Stroud... ..	10
Portsmouth	5	Preston	15

3. The device consists of a replacement terminal box cover (incorporating a dimming switch of the rheostat type) and a replacement terminal board.

4. The work of fitting, which should be undertaken by ship's staff, is similar to that for the dimming devices for engine direction and revolution instruments, viz.:

- Remove existing terminal box cover, disconnect internal and external wiring from the terminals and remove the terminal board. It will be noted that the terminals on the new terminal board are arranged in the same order as before, but that one of the lamp supply terminals has been split into two separate terminals from which connections to the rheostat are made by plunger contacts. No additional wiring is necessary.
- Fit the new terminal board, reconnect internal and external wiring to the same corresponding terminals and finally fit the new cover.

5. Redundant terminal boards and covers are to be returned to store.

(A.F.O. 187/43.)

6863.—Precautions Against Fire or Explosion When in Service—Petrol and/or Paraffin-engined Craft—Amendment

See AFO 6017/46.

(D.20112/44.—28 Dec. 1944.)

A.F.O. 866/44 is to be amended as follows:—

Paragraph 5 (b) (iii), line 3.—Delete and substitute "down to be taken in paragraph 5 (c) (i) to (iii) and (xiii) are to"

(A.F.O. 866/44.)

6864.—Reduction of Fire and Smoke Risks in H.M. Ships—Steel Furniture

(N.S. 39037/44.—28 Dec. 1944.)

See AFO 7306/46

Attention is directed to A.F.Os. 5395/43 and 1251/44 directing Commanding Officers of all ships to forward As. and As., giving particulars of wood furniture on board and of the substitute items of steel furniture required in replacement.

2. Experience has shown that in a large number of cases this instruction has not been implemented. Wood furniture constitutes a serious fire risk and should be replaced by steel furniture, large stocks of which are now available.

3. Ships' officers are to forward As. and As. in accordance with the instruction referred to without further delay.

(A.F.Os. 5395/43 and 1251/44.)

6865.—Petrol-Engined Craft—Precautions When Paid Off or Taken in Hand for Repair

(Petrol-Engined Craft, Ships and Bases Concerned, Dockyards and Emergency Repair Overseers)

(D. 20112/44.—28 Dec. 1944.)

A.F.O. 865/44 is to be amended as follows:—

Paragraph 3. Delete last sentence and substitute "C.O.₂ refrigerant gas in Admiralty 40 lb. cylinders is available for supply. Dockyards, ships, bases and emergency repair overseers at home should demand requirements from S.N.S.O., Park Royal. Requirements abroad should be demanded from the (S).N.S.O. at the nearest dockyard."

Paragraph 12, line 2. Delete and substitute "the petrol tanks are, where practicable, to be emptied and cleared of vapour by the"

(A.F.O. 865/44.)

6866.—Pool 80 Octane Petrol—Change to Pool 72 Octane Petrol

(N.S. 03178/44.—28 Dec. 1944.)

Pool 80 octane petrol which is the present standard grade of pool petrol, is being replaced in the United Kingdom by pool 72 octane petrol.

2. This new grade will contain a maximum of only 1.2 c. cs. of tetra-ethyl-lead per gallon and is to be used for all purposes for which pool 80 octane petrol, 73 octane petrol or unleaded petrol (67 octane) is at present specified.

3. The new grade should be demanded as and from 18th December, although in certain areas the present grades will continue to be supplied until both service and petroleum board stocks have been exhausted and replaced by the pool 72 octane petrol.

4. Pool 72 octane petrol is suitable for all types of petrol engines used for marine propulsion, except those for which 87 octane or 100 octane fuel is already specified.

5. In view of the comparatively small amount of tetra-ethyl-lead contained in pool 72 octane petrol, it will have little or no deleterious effect on engines designed to run on unleaded petrol and no special precautions are required in this respect.

6. This Order is not applicable to Naval aircraft.

(A.F.O. 2092/44.)

(A.F.O. 6610/44 is cancelled.)

6867.—Coir Mats for Use in Lieu of Paunch Mats, Pattern 400—Supplies Discontinued*Ships and Dockyards*

(N.S. 018240/44.—28 Dec. 1944.)

Sufficient stocks of Paunch Mats, Pattern 400 (in lieu of which Coir Mats, like Pattern T.403 but 54 in. square, were provided as a temporary measure), are now available to meet future requirements in accordance with the authorized allowances laid down in the Sea Store Establishments.

2. Ships are, however, to retain any Coir Mats, like Pattern T.403, held on board until they are worn out and those Storing Yards and Depots still having stocks will continue to issue Coir Mats against demands for Paunch Mats until supplies of the former are exhausted.

(A.F.O. 3639/40 is cancelled.)

6868.—Stores—Items—Diving Equipment—Allowances*H.M. Ships "Campania", "Hunter", "Nairana", "Ruler", "Searcher", "Smiter", "Speaker" and "Trumpeter"*

(N.S. 38576/44.—28 Dec. 1944.)

One outfit of stores for two divers is to be allowed to one of every three Escort Carriers, and the outfits will be carried on board each of H.M. ships "Campania", "Hunter", "Nairana", "Ruler", "Searcher", "Smiter", "Speaker" and "Trumpeter".

2. Supply to "Campania" and "Nairana" has already been made. The remaining ships concerned should forward demands to the nearest storing yard or depot.

(F.O.C.T. Message 110932/Dec. 1944. *Cdre. Escort Carriers Message 091025/Dec. 1944 to F.O.C.T.*)**6869.—Paunch Mats, Pattern 400—Revised Allowances***Flotilla Leaders and Destroyers (including "Hunt" Class)*

(N.S. 018240/44.—28 Dec. 1944.)

The allowances of Paunch Mats, Pattern 400 to Flotilla Leaders and Destroyers have been revised and are now to be as follows :—

Flotilla Leaders and Destroyers	2 for each 4 in., 4.5 in. or 4.7 in. gun.
(except "Hunt" class).	2 in addition, for use at tops of shell hoists (in ships fitted with whip and bollard hoists).
"Hunt" class Destroyers	... 2 for each 4 in. gun.

2. Ships concerned in commission are to adjust the numbers of Paunch Mats now held on board and return any in excess of these allowances to the nearest dockyard or Naval Store depot. Supply to new construction vessels should be adjusted by warrant and supplying yards and depots.

3. The Establishments of Naval Stores concerned—B.R.s 373 and 332A—will be amended.

6870.—Gun Access Trunks—Re-inforcement of Stiffening—As. and As.*"T" Class Submarines*

(D/P. 012509/44.—28 Dec. 1944.)

Item No. 564; Classification "A*"

2. All the horizontal stiffeners in the lower portion of the gun access trunk are to be reinforced as indicated on A.F.O. Diagram No. 472/44, when vessels next come in hand for refit.

3. Separate instructions have been issued by the Admiralty for vessels under construction.

*(This Order is to be retained until complied with.)***6871.—Stud Welding for Fixing Lagging, Cleading and Minor Fittings for the Heat Insulation of Machinery**

(D. 13210/44.—28 Dec. 1944.)

Stud welding may be used for securing studs and attachments for fixing lagging, cleading and minor fittings provided that studs, etc., are not welded direct on pressure parts subject to high pressure, i.e. boiler drums, H.P. steam pipes or turbine casings.

2. Proposals requiring welding of studs or attachments to H.P. pressure parts are to be submitted to the Admiralty for approval.

(Chatham Yard Letter, 10 Aug. 1944, No. 3094.)

(A.F.O. 4132/44.)

6872.—Welding and Burning—Safeguarding Against Fires*H.M. Dockyards, Ships and Bases*

(D/N.L. 14862/44.—28 Dec. 1944.)

A fire has occurred recently in one of H.M. ships due to welding causing combustion of cork insulation in the vicinity.

2. Attention is drawn to the risks involved by welding or burning near inflammable materials of any kind. All such materials should be removed from the vicinity before welding operations are commenced.

*(C.-in-C., Portsmouth, 13 Sept., 1944, No. 5915/S./8824/M./8.)***Section 4****OTHER STORES—NAVAL STORES, VICTUALLING STORES, MEDICAL STORES, CONTRACTS****6873.—Messing Charges—Admiralty Civilian Personnel on Passage in Royal Fleet Auxiliaries**

(N.S.F. 13551/44.—28 Dec. 1944.)

The Schedule in Appendix XIX of B.R.875 (R.F.A. Handbook) makes no specific provision for the recovery of cost of messing from civilians in the employment of the Admiralty who may be allocated a passage in a Royal Fleet Auxiliary while travelling on duty. The following additions to the Schedule are to be made :—

Under Category "A" add: Admiralty civilian (non-industrial) personnel travelling on duty.

Under Category "C" add: Admiralty civilian (industrial) personnel travelling on duty.

2. If the Master is in doubt as to the status (i.e. industrial or non-industrial) of any Admiralty civilian employee taking passage in his ship, he is to ask the officer authorizing the passage.

3. Admiralty civilian personnel travelling on duty will not be required to sign the letter of indemnity referred to in Article 10 (5) and Appendix VI of the Handbook, but are to be signed on the ship's articles at the rate of 1s. a month.

(A.F.O. 4846/44, paragraph 21.)

6874.—Penicillin—REPORTS

(M.D.G. 66273/44.—28 Dec. 1944.)

Supply.—Supplies of penicillin are now available for distribution to H.M. ships and naval establishments in which a naval medical officer is borne.

Initially medical officers of battleships, large aircraft carriers, etc., may demand three mega units, those of cruisers and ships of similar complement two mega units, and those of destroyers and ships of similar complement one mega unit. Replenishments to this quantity can be demanded as necessary.

Penicillin will not be included at present in the Service afloat scale or packed in units, but medical officers of H.M. ships should demand supplies from the most convenient issuing R.N. medical depot.

At home R.N. medical establishments and depots should demand supplies from R.N. Medical School, Clevedon, Somerset, and anticipated requirements should be reported monthly to Medical Director-General of the Navy.

R.N. medical establishments, depots abroad and H.M. hospital ships should report anticipated requirements quarterly to Medical Director-General of the Navy who will arrange supply.

2. The conditions for which penicillin therapy may be used are detailed in Royal Naval Medical Bulletins Nos. 12 and 14, which describe in full the technique, method of administration, storage, records, etc. Medical officers are to study these articles with care to guide them in the selection of cases for treatment.

3. *Questionnaire.*—The following pro-forma questionnaire is to be completed for every patient receiving penicillin therapy and is to be forwarded to the Medical Officer-in-Charge, Royal Naval Medical School, Clevedon, Somerset.

Penicillin Questionnaire

Patients' surname (block letters)	Hospital (sick bay)
Patient's initials	Ward
Patient's rank or rating	Case No.
Patient's official number	Date of admission
Patient's ship or establishment	Date of discharge
Patient's ship number	Disposal
	Medical officer directing penicillin therapy

Date and nature of injury (illness)

Total amount penicillin used

Condition on discharge from hospital.—Cured

Improved
No improvement
Deteriorated

Present condition (if known)

Summary of treatment (if any) prior to penicillin therapy

Condition of injury on commencing penicillin therapy

Signature of medical officer in charge of case.

Details of daily dosage and method of application of penicillin (including penicillin batch numbers).

Summary of progress of case under penicillin therapy. (N.B.—Include copies of:

(1) temperature chart, (2) pulse chart, (3) leucocyte counts.

Results of all bacteriological examination of injury (and blood).

Signature of medical officer in charge of case.

4. *Syphilis.*—An investigation is being undertaken in the Navy of the treatment of syphilis with penicillin. *Until further notice cases of syphilis are only to be treated at one of the following:* R.N. hospitals, Plymouth, Haslar, Port Edgar; R.N. auxiliary hospitals, Seaforth, Denton; Naval Wing, Cosham.

At home cases of syphilis (first record) with a history of known injection of less than two years are to be discharged to one of these hospitals for treatment. Cases already under continuous treatment are not to be included in the investigation.

5. Laboratory control assays on batches of penicillin manufactured in the U.S.A. and issued within recent months from the R.N. Medical School, Clevedon, have shown that the given expiry date can be exceeded without risk, provided the material has not been subjected to temperatures above 24° C.

Unexpended U.S.A. material, therefore, may be used before further demands are made provided the expiry date is exceeded by not more than three months.

(A.F.Os. 1022/44, 4027/44 and 5221/44 are cancelled.)

6875.—Pentothal Sodium Ampoules—Batch No. 205.E.09

(M.D.G. 68533/44.—28 Dec. 1944.)

Pentothal Sodium Ampoules of Batch No. 205.E.09, should not be used pending investigation.

(Admiralty General Message 9A (B3), 6 Dec., 1944.)

6876.—Air Stores—Insertion of Triplicate (Accounting) Vouchers in Packages

Cancelled by (N.S. Air. 15576/44.—28 Dec. 1944.)
AFO 6472/44.

As from 1st January, 1945, packages containing air stores despatched from the R.N. Air Store Depots at Copenacre, Langennech, Perth and in the Midland Area will contain the triplicate (accounting) copy of the issue voucher instead of the quadruplicate copy as at present. This latter copy will be retained at depots. Triplicate (accounting) vouchers for items despatched loose are to be sent by post, or by hand if the consignment is sent by lorry or boat.

2. Packing notes (Forms D.71) will not be provided in future, as the triplicate copy of the issue voucher will also serve as a packing note.

3. In instances where stores on one issue voucher have to be packed in two or more cases, the triplicate will normally be placed in the case with the largest number of items. A slip will be inserted in the others indicating the case in which the triplicate has been placed.

4. Receipt notes (Forms D.401) will be replaced, so far as transactions with these depots are concerned, by a stereotyped form, initial supply of which will be distributed to services by storing depots for air stores without demand. A receipt for stores received should be forwarded weekly to storing depots on this form. Further supplies of the form should be demanded from storing depots as required.

5. The system will be introduced at the R.N. Air Store depots in Ceylon, South India and Australia, and in the Air Store Issuing Ships as early as practicable.

6. The procedure will also be applicable to issues of air stores from the depots named on Forms D.66, etc.

6877.—W.R.N.S.—Limitation of Expenditure by Ratings on Clothing

(V/1/8171/44.—28 Dec. 1944.)

The permissible expenditure on clothing for ratings of the W.R.N.S. is at the rate of £2 a quarter. If a rating expends less than £2 a quarter the balance may be carried forward and spent in any subsequent quarter.

2. The *maximum* amount which ratings may be allowed to expend in any one quarter is £4 (i.e. two quarters' allowance at the above rate) plus any balance from previous quarters. If, however, ratings expend in any quarter more than £2 plus any balance from previous quarters, the amount overspent is to be shown in red on Form S.111 and deducted from the amount which would otherwise be expendable in the next quarter.

3. The amounts shown on Form S.111 in respect of articles purchased on shore are to be calculated as laid down in para. 33 of A.F.O. 5817/43 and for ankle boots at the current issuing price for W.R.N.S. black leather shoes.

(A.F.Os. 5817/43 and 1049/44.)

(A.F.O. 3217/43 and paragraph 5 of A.F.O. 1049/44 are cancelled.)

6878.—W.R.N.S. Ratings—Uniform Kit

(V/1/5422/44.—28 Dec, 1944.)

The authorized kit for W.R.N.S. Radio Mechanics, both General Service and F.A.A. is Class C as supplied to "Ratings working on aircraft".

2. W.R.N.S. Radio Mechanics, General Service, who, in accordance with A.F.O. 5096/44, were supplied with Class A kit are to receive a gratuitous issue of the articles necessary to complete their kit to the approved Class C standard. Articles of Class A kit to which the rating is no longer entitled are to be withdrawn.

3. A.F.O. 1048/44 is to be amended as follows:—

Class A (General Issue)

The additions authorized by A.F.O. 5096/44 are cancelled.

Class C

Categories. Add "Radio Mechanics".

Free Issue. Add "Radio Mechanics" to the categories entitled to "† 2 cotton flannels".

Loan Issue. Add "Radio Mechanics" to the categories entitled to the following:—

† 2 overall suits, one-piece;

† 2 pairs of gaiters, web.

(A.F.Os. 1048/44 and 1666/44.)

(A.F.O. 5096/44 is cancelled.)

(C.-in-C., Portsmouth No. 6964/P/5334/6/16.—18 Oct. 1944.)

(C.-in-C., Plymouth No. 4210/Ply. 291.—11 Nov. 1944.)

(C.-in-C., The Nore No. 5693/623/13.—4 Nov. 1944.)

(C.-in-C., Rosyth No. 4254/33.—24 Oct. 1944.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE**6879.—Amendments to Books**

(E.F.O.—28 Dec. 1944.)

The undermentioned amendments (A.F.Os. P. 880–891/44) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. Volume 1941, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

Demands from shore establishments in the Portsmouth Command should be sent to the Portsmouth Book Office, 54, Bedford Street, Leamington Spa, Warwickshire, and from those in the Plymouth Command to the Devonport Book Office, R.N. Port Library, Devonport. Demands from other shore establishments at home should be sent to R.N. Store Depot, Park Royal, London, N.W.10.

Amendments required for personal copies of the main books should be obtained from Distributing Authorities abroad, and from Park Royal when the officer or rating is serving at home.

A.F.O. P.880/44.—B.R. 1046—Landing Craft Technical Memoranda—Amendment No. 21.

***P.881/44.**—B.R. 377 (B)—Barracuda—A.S.E.—Amendment No. 2.

P.882/44.—B.R. 872—Provisional Instructions for the Bomb and Torpedo loading, Carrying and Release Mechanisms in "Avenger" Aircraft—1944—Amendment No. 1.

***P.883/44.**—B.R. 377(C)—Firefly—A.S.E.—Amendment No. 4.

***P.884/44.**—B.R. 378(C)—Firefly—A.S.E.—Amendment No. 12.

P.885/44.—B.R. 275—Care and Maintenance of above Water Tubes, Cordite Impulse D.R. VI (A–E), VII (A–E), etc.—Amendment No. 16.

P.886/44.—B.R. 281/41—Regulations for Maintenance of D.R. VI (F. & G.), D.R. VII (F. & I.), etc., Torpedo Tubes—Amendment No. 15.

P.887/44.—B.R. 317 Series—Mining Drill Book—Non Confidential Section—Amendments.

B.R. 317 (1)—General Instructions—Buoyant Mines—Amendment No. 9.

B.R. 317 (12)—Preparation of the Mark XX Sinker, Assembly No. 1, and Mark XXIII Sinker—Amendment No. 5.

B.R. 317 (14)—Preparation of the Mark XV Mine, Assembly Nos. 33 and 34—The Mark XVII Mine, Assembly Nos. 37, 38, 39, and 40—Amendment No. 4.

B.R. 317 (18)—Preparation of the Mark XXV Mine, Assembly Nos. 1 and 2—Amendment No. 2.

B.R. 317 (23)—Drill for Mine Mark XVII, Assembly Nos. 49 and 50—Amendment No. 3.

B.R. 317 (24)—Preparations of the Mark XVII Mine, Assembly Nos. 51 and 52—Amendment No. 2.

B.R. 317 (25)—Preparation of Mines Mark XV and XVII—Amendment No. 1.

B.R. 317 (26)—Preparation of Mines Mark XIV, Assembly Nos. 1 to 6—Amendment No. 1.

B.R. 317 (27)—Preparation of Soluble Plug Devices—Amendment No. 2.

P.888/44.—B.R. 632C—Gunnery Training Manual, Vol. III—Amendment No. 25.

P.889/44.—B.R. 633 (3)—Series—Mining—Instructions for Depth Charge, Mine Paravane, Minesweeping and Ahead—Thrown Weapons Trials—Amendments.

B.R. 633 (3) (a)—Depth Charge Equipment and Firing—Amendment No. 2.

B.R. 633 (3) (d)—Minelayer Equipment and Minelaying—Amendment No. 2.

P.890/44.—O.U. 5225—Home Dockyard Regulations 1925—Amendment.

P.891/44.—O.U. 6304—Pamphlet on Regulations for Maintenance of Q.R., IX, IX*, IX**, IX*** and X Torpedo Tubes—Amendment No. 19.

**Exceptionally A.F.Os. P.881, 883, and 884 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherds Bush, W., who holds the stock of the parent book.*
(A.F.O. 6759/44.)

6880—Improvement of Warship Habitability in the Tropics

(D. 21457/44.—28 Dec. 1944.)

An informal booklet under the above title and discussing ways by which the best standard of habitability can be obtained with existing equipment is being issued to ships which are serving or which may serve in the tropics.

2. The Commanding Officers of ships which do not receive copies by the end of February, 1945, can obtain these by application to the Secretary of the Admiralty.

3. A reprint of the publication may be considered and any suggestions for its improvement should be forwarded.

6881.—Mails from H.M. Ships and Establishments Overseas—Make Up

(M.1646/44.—28 Dec. 1944.)

In order to speed up the delivery of mail after arrival in the United Kingdom, and to ease the congestion at the G.P.O., London, the following revised instructions regarding the make up of Naval mails are to be carried out forthwith by Fleet Mail Offices, Establishments and the larger H.M. Ships overseas:—

(i) *Air Mail and Air Letters* are to be made up into two separate mails—

(a) Censored. These are to be made up into inner bags or covers labelled "Censored Air Mail (or Air Letters) from..... for immediate release" and overbagged and labelled to G.P.O., Bristol.

(b) Uncensored. These are to be made up into inner bags or covers labelled "Uncensored Air Mail (or Air Letters) from..... for Naval Section Censorship, London" and overbagged and labelled to G.P.O., London (for Naval Censors).

6884.—Aircraft—Establishment of Publications for Second Line Squadrons— REPORTS

(A.E. 7890/44.—28 Dec. 1944.)

In the past the requirements of second line squadrons for O.U. books, books of reference and Air Publications have been met by the stations to which they have been attached. Station establishments have been augmented as necessary to meet the additional requirements for these squadrons and no separate allowances have been laid down for the squadrons themselves.

2. This system has not proved satisfactory, and it has been decided that, in future, all second line squadrons shall be allowed a separate establishment of publications. These will be issued under the same arrangements as are made for first line squadrons.

3. A revised A.P.(N) 1 is in course of issue, and shows separate allowances for—

(a) Stations.

(b) Second line squadrons.

and second line squadrons are to adjust the number of copies of publications held on charge accordingly, any copies held in excess of allowances being returned to the parent station.

4. When a second line squadron is transferred from one station to another the publications held by the squadron are to remain on the squadron's charge in the squadron inventory. Before leaving the original parent station the commanding officer of the squadron is to render reports to the appropriate R.N. store depots giving lists of all publications on his charge. These reports are to be rendered through the Assistant Supply Officer (S) of the parent station, who is to check them from the squadron's articles-in-use ledger before despatching them through his commanding officer to the R.N. store depots (Belfast or Shepherd's Bush) as appropriate. This will enable the R.N. store depots to ensure that new publications, and amendment lists to publications already held, are despatched to the squadron, as required.

(A.F.O.s 2264/44, 2942/44, 4036/44.)

6885.—Air Publications—Distribution of Amendment Lists and Leaflets during November, 1944, from the R.N. Store Depot, Belfast

(N.S. Air 10849/44.—28 Dec. 1944.)

Any Service receiving more copies of any amendment list or leaflet than it needs, should return such surplus copies to the Naval Store Officer, 6, Murray Street, Belfast, with a statement of the actual number of copies required.

2. Services which have not received copies of amendment lists or leaflets referred to in this Order, and which hold copies of the parent publication, should demand the appropriate number of copies from the Naval Store Officer, Belfast.

<i>Air Publication No.</i>	<i>Description</i>
830—Vol. III, Part A—R.A.F. Equipment Regulations—Tools and Tool Kit—Amendment List No. 2.	
830—Vol. II, Part 1—R.A.F. Equipment Regulations—Leaflet Nos. 24-W, 25-W.	
1086—Part 1—Price Vocabulary of R.A.F. Equipment—Amendment List No. 3.	
1086—Part 4A—Price Vocabulary of R.A.F. Equipment (Camera and Photographic Stores)—Amendment List No. 2.	
1086C—Book 2—Price Vocabulary of American Equipment for the R.A.F.—Tools, Portable Machinery, Workshop and Ground Equipment—Amendment List Nos. 1, 2.	
1086C—Book 3 (i)—Aircraft Electrical Equipment—Amendment List Nos. 2, 3.	
1086C—Book 4—Aircraft and Navigation Instruments—Amendment List Nos. 1, 2.	
1086C—Book 5—Armament Equipment—Amendment List No. 2.	
1086C—Book 8—Propellers, Radiators, Dinghies, Covers, Oil Coolers, etc.—Amendment List No. 2.	
1086C—Book 11—Metals, Textiles, Paints, etc.—Amendment List No. 1.	

<i>Air Publication No.</i>	<i>Description</i>
1095B—Vol. I—Electrical Equipment Manual—Amendment List No. 14.	
1095C—Vol. I—Electrical Equipment Manual Power Services (Airborne)—Amendment List Nos. 29, 30, 31.	
1095H—Vol. I—Electrical Equipment Manual, Meters and Testing Apparatus—Amendment List No. 14.	
1112—Regulations for Trade Testing in the R.A.F.—Amendment List No. 9.	
1181—Vol. III, Part 1C, Sec. 1/3—Rotax Eclipse, Type Y.150 and N.3 E.U., Electric Starting Units—Amendment List No. 6.	
1181—Vol. III, Part 1C, Sec. 2/8—Rotax Eclipse, Types E.160C and C.1231, Combined Hand and Electric Starter—Amendment List No. 4.	
1181—Vol. III, Part 1C, Sec. 4/5—B.T.H. Starters, Motors, Types C.A.3750 and 4125—Amendment List No. 2.	
1182—Vol. II, Part 1—Safety Equipment Manual—Leaflet Nos. B3-W, C34-W, M10-W, C32-W.	
1186—Vol. II, Part 1—R.A.F. Signal Manual (Part IV)—Leaflet Nos. B73-W, M7-W (A.L. 1).	
1186A—Vol. II, Part 1—R.A.F. Signal Manual of V.H.F. Equipment—Leaflet No. A39-W.	
1242—Vol. II, Part 1—R.A.F. Armament Training Manual, Part 1—Leaflet No. L10-W.	
1243—Vol. II, Part 1—R.A.F. Armament Training Manual, Part 2—Leaflet Nos. N1-W (A.L. 1), F46-W (A.L. 1), F36-W (A.L. 1).	
1275—Vol. I—Instrument Manual—Amendment List Nos. 32, 33, 34.	
1275—Vol. II, Part 1—Instrument Manual—Leaflet Nos. M69-W, M70-W.	
1355—Vol. II, Part 1—Photographic Equipment Manual—Leaflet No. C6-W.	
1374—Vol. II, Part 1—Aero-engine Magnetos—Leaflet Nos. Z-25, Z-37, H27-W.	
1374—Vol. III, Part IH—Aero-engine Ignition Equipment, B.T.H. Type C.S.E.—Amendment List No. 4.	
1480F—Silhouettes of Japanese Aircraft—Amendment List No. 22.	
1492B—Vol. II, Part 1—Glider Towing Equipment—Leaflet Nos. Z1-W (A.L. 1), A4-W, B6-W.	
1519—Vol. II, Part 1—Air Pump Units—Leaflet No. Z16-W.	
1538—Vol. II, Part 1—Adjustable and Variable Pitch Airscrews—Leaflet No. B20-W (A.L. 1).	
1538B—Vol. II, Part 1—De-Havilland Bracket Type Airscrews—Leaflet No. 18-W.	
1538D—Vol. II, Part 1—De-Havilland Hydromatic Type Airscrews—Leaflet Nos. 50-W, 31-W, 14-W, 45-W, 46-W, 48-W, 49-W.	
1538E—Vol. II, Part 1—Rotol External Cylinder Type Propellers—Leaflet Nos. 27-W, 29-W.	
1641F—Vol. II, Part 3—Hispano 20 mm. Guns, Marks I and II—Amendment List Nos. 37, 38.	
1641L—Vol. I—American Machine Guns—Amendment List No. 6.	
1661C—Vol. I—Bomb Components—Amendment List No. 45.	
1664—Vol. II, Part 1—Bomb Carriers—Leaflet Nos. E6-W, B12-W.	
1664C—Vol. II, Part 1—Bomb Winches—Leaflet Nos. 6-W, C3-W.	
1803—Vol. I—Aeroplane Hydraulic Equipment Manual—Amendment List Nos. 41, 42, 43.	
1803—Vol. II, Part 1—Aeroplane Hydraulic Equipment Manual—Leaflet No. Z10-W.	
2058A—Vol. I—Provisional Ammunition Memoranda—Leaflet Nos. E-13, F-14.	
2111A—Vol. I—Aircraft Depth Charges and Equipment—Amendment List Nos. 28, 29.	
2112B—Vol. II, Part 1—Holley Aircraft Carburettors (U.S.A.)—Leaflet No. 10-W.	
2121B—Vol. II, Part 1—Hamilton Standard Airscrews—Leaflet Nos. 29-W, 27-W, 19-W.	
2137—Vol. II, Part 1—Bendix Scintilla Aircraft Magnetos—Leaflet No. 4-W.	
2156A—Vol. II, Part 1—Magnetos and Accessories—Leaflet No. A9-W.	
2240—Vol. II, Part 1—Aero-Engine Accessory Gear Boxes and Drives—Leaflet Nos. 26-W, Z10-W (A.L. 1).	
2242—Vol. II, Part 1—Boost Controls for American Aero-Engines—Leaflet No. 4-W.	

<i>Air Publication No.</i>	<i>Description</i>
2273A—Vol. II, Part 1—Radio Transmitters—Leaflet No. 8—W.	
2275A—Vol. II, Part 1—Radio Receivers—Leaflet No. 3—W.	
2312—Vol. II, Part 1—American Instrument Manual—Leaflet No. K2 (A.L. 1).	
2457A—Vol. I—Smoke Screening Equipment—Amendment List No. 25.	
2486—Vol. II, Part 1—Universal Ground Gun Mountings—Leaflet No. C1—W.	
2544A—Vol. I—A.S.V., Mark II, Equipment—Amendment List No. 4.	
2576—Vol. II, Part 1—Automatic Boost Control—Leaflet No. X3—W.	
3024—Flying Control in R.A.F.—Amendment List No. 16.	
3031A—Appendix "B" Combined Panel Code—Amendment List No. 2.	

6886.—Air Publications Distributed during the Week Ending 9th December, 1944

(N.S. Air 10848/44.—28 Dec. 1944.)

The following air publications have been distributed from the R.N. Store Depot, 6, Murray Street, Belfast :—

<i>A.P. No.</i>	<i>General Publications Description.</i>	<i>Distribution.</i>
A.P. (N)1 (Revised Edition, October, 1944).	Establishment of Publications for Naval Air Services.	Initial General.
A.P. 1086C, Book 3 (iii) (3rd Edition, 1944).	Vocabulary of American Equipment for the R.A.F.—Generating Sets.	Initial General.
A.P. 1086C, Book 10 (3rd Edition, 1944).	Vocabulary of American Equipment for the R.A.F.—Aircraft General Stores AN, AC and NAF Standards.	Initial General.
A.P. 1464G, Vol. I ...	Engineering Manual—Ground Equipment.	Initial General.
A.P. 2535A, Vol. I ...	T.R. 1196 BV and T.R. 1196C ...	Initial General.
A.P. 2545A, Vol. I (1st Edition, August, 1944).	Test Sets, Types 218 and 237 ...	Initial General.
A.N. 05-15-5 (dated 10th January, 1944).	Handbook of Instructions with Parts Catalogue for Type B.16 Magnetic Compass.	Initial General.
T.O. 03-5AE-1 (dated 10th November, 1942).	Handbook of Instructions with Parts Catalogue for Aircraft Generators, Types 0-1, 0-3, P-1 and P-3.	Initial General.
T.O. 03-5D-10 (dated 15th November, 1943).	Tools Catalogue for Scintilla Magnetos	Initial General.
T.O. 03-25C-7 (dated 1st October, 1941).	Handbook of Instructions with Parts Catalogue for Landing Wheel Brakes.	Initial General.
T.O. 05-65-1 (dated 15th March, 1943).	Handbook of Instructions for Electrically-operated Fuel Level Gauges.	Initial General.
T.O. 05-70E-1 (dated 10th July, 1944).	Handbook of Instructions with Parts Catalogue for Manifold Pressure Gauges.	Initial General.

6887.—Air Publications Distributed during the Week Ending 9th December, 1944

(N.S. Air 10848/44.—28 Dec. 1944.)

The following air publications have been distributed from the R.N. Store Depot, 191a, Askew Road, Shepherds Bush, W.12.

2. The general distribution of the publication marked with an asterisk (*) will be made by the N.S.O., R.N. Store Depot, 6, Murray Street, Belfast.

(i) Airframe and Aero-Engine Publications

App. "A", 3132 (American Corsair IV Aircraft can).	Restricted (Advance copies).
A.N. 01-60F-2 (dated 5th August, 1944).	Erection and Maintenance Instructions for Harvard IIA and III Aircraft.

<i>A.P. No.</i>	<i>Description</i>	<i>Distribution.</i>
A.N. 01-85FB-4 (dated 15th April, 1944).	Parts Catalogue for Hellcat (F6F3 and F6F5) Aircraft.	Restricted (Advance copies).
A.N. 01-90CC-1 (dated 10th July, 1944).	Pilot's Flight Operating Instructions for Traveller (Army Model U.C.43, Navy Model G.B.2) Aircraft.	Initial General.
A.N. 01-90CC-3 (dated 10th February, 1944).	Structural Repair Manual of Instructions for Traveller (Army Model U.C.43, Navy Model G.B.2) Aircraft.	Initial General.
A.N. 02-15-1 (dated 28th August, 1944).	Table of Limits for Lycoming Engines	Restricted (Advance copies).
A.N. 02-35-1 (dated 1st February, 1944).	Table of Limits for Wright Engines...	Initial General.
A.N. 02-35HC-2 (dated 25th February, 1944).	Service Instructions for R.2600-20 and -22 Engines.	Restricted (Advance copies).
T.O. 01-50 KA-1 (dated 15th June, 1944).	Pilot's Flight Operating Instructions for (A.T.19) Reliant Aircraft.	Initial General.
T.O. 01-50KA-3 (dated 30th June, 1944).	Structural Repair Manual for (A.T.19) Reliant Aircraft.	Initial General.
T.O. 02-15AB-1 (dated 25th April, 1943).	Handbook of Operating Instructions for R.680-9 and -13 Engines.	Restricted (Advance copies).
T.O. 02-15AB-11 (dated 18th August, 1944).	Lycoming Removal Thrust Gasket, etc., for R.636-9 and -13 Engines.	Restricted (Advance copies).
Nav-Aer 01-25RA-2 (dated 1st June, 1944, with revision sheets dated 15th August, 1944).	Erection and Maintenance Instructions for Models S.B.2C-1, -1C, -3 and -4, SBW-1, -3 and -4, SBF-1, -3 and -4 (British Model) Helldiver Aircraft.	Restricted (Advance copies).
Nav-Aer 01-190EB-508 (dated July, 1944).	Maintenance Parts Breakdown and Spare Parts Order for (T.B.M.-3) Avenger III Aircraft.	Restricted (Advance copies).
B.R. 380(O). (Now re-numbered B.R. 380M (1)).	Wildcat VI Aircraft	Initial General.

(ii) Other Technical Publications

*Nav-Aer 05-1-572 (undated).	Interchangeability of Aircraft Instruments (Weston).	Restricted (Advance copies).
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(iii) Air Diagrams

A.D. 2423 (Sheets 1 and 2, dated July, 1944).	Barracuda II Electrical Installation	Initial General.
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(iv) Miscellaneous

Naval Aviation News (dated 1st October, 1944, 15th October, 1944, and 1st November, 1944).	Initial General.
Wright Engines Interchangeability and Replenishment List (dated 30th September, 1944).	Initial General.
Cross Index for Aviation Ordnance Stock List (dated August, 1943).	Restricted (Advance copies).
Bureau of Ordnance Letter No. V10-43 (dated 25th March, 1944).	Initial General.
Ordnance Pamphlet No. 1017 (1st Revision, dated 13th June, 1944).	Initial General.

6888.—Form S.306A—Introduction

(A.S. 12997/44.—28 Dec. 1944.)

The following new Form has been introduced :—

S. 306A—Record of Practice Running with Torpedo.

for use with History Sheets (O.460) for 21-in., Mark XI Torpedoes, and should be added to Form O.1.

2. Demands for requirements should be addressed to S.N.S.O., R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

6889.—Diaries—Extension of Issue

(Sta. 19949/44.—28 Dec. 1944.)

The following addition has been made to the establishment on which diaries are distributed to ships, etc., and issue will be made from the R.N. Store Depot, Elveden Road, Park Royal, without demand :—

Fleet Minesweepers	...	...	...	...	...	...	...	...	1
Senior Officers of Minesweeping Flotillas	...	...	...	...	...	...	...	...	6*

* Includes copies for Senior Officer's ship.

(A.F.O. 5948/44.)

(C.-in-C., Portsmouth, No. 7873/C/9424/1, 18 Nov. 1944.)

(Captain (D), Portsmouth, No. S.2/7471, 16 Nov. 1944.)

(The Senior Officer, 42nd M/S Flotilla, 13 Nov. 1944.)

Section 6.—SHORE ESTABLISHMENTS**6890.—Typing Grades—Proficiency Examinations**

(U.S.B. 2171/44.—28 Dec. 1944.)

Further examinations have been announced as follows :—

	<i>Typewriting</i>	<i>Shorthand</i>
Date of examination	5th May, 1945	19th May, 1945
Last day on which entries can be received in Under Secretary's Office, Admiralty, Bath.	15th March, 1945	29th March, 1945

2. The arrangements for these examinations will be on the same general lines as those for the previous examinations, and the procedure laid down in A.F.O. 4041/44 is to be followed on these occasions.

3. It is possible that the forthcoming examinations may be the last proficiency examinations in typewriting and shorthand and this should be brought to the notice of all officers eligible to sit for the examinations.

(A.F.O. 4041/44.)

6891.—Traffic Accidents at Home—Procedure

(N.L. 6965/42.—28 Dec. 1944.)

The entries against London, Aldershot, Salisbury and Royston should be deleted from A.F.O. 670/43, Appendix A and the following inserted :—

<i>Town</i>	<i>Address</i>	<i>Tel. No.</i>	<i>Territorial Jurisdiction</i>
London	... 32, Curzon Street, London, W.1.	Mayfair 371	The Metropolitan Police District plus that part of Essex, from a point opposite the confluence of the River Darent and the River Thames to the Railway at Purfleet Halt, thence north-west along the railway to the River Dean.

<i>Town</i>	<i>Address</i>	<i>Tel. No.</i>	<i>Territorial Jurisdiction</i>
Farnborough	55, Southampton St., Farnborough Hants.	Farn : Hants. 800	Sussex, Kent (except the Metropolitan Police Area), and that part of Surrey not falling within the jurisdiction of A.D. Claims, Salisbury.
Salisbury	... Milford Manor, Salisbury, Wilts	Salisbury 3133 and 3970	Gloucestershire (except Beachley) Oxfordshire, Wiltshire, Dorsetshire, Isle of Wight, Devonshire, Somersetshire, Cornwall, Berkshire, Hampshire and that part of Surrey north and west of a line running from Weybridge to Maybury by the River Wey and the Basingstoke Canal, thence by parish boundary to the Ripley-West Byfleet Road at the junction of the River Wey, along the west bank of that River to Slyfield Green, thence by parish boundary to Farncombe (excluding the Borough of Guildford) and on to Crownpits by River and road, thence by parish boundaries via Witley Station and Grays Wood joining the county boundary (Sussex—Surrey) at Home Wood.
Royston	... Royston House, Royston, Herts.	Royston 2315/7	Bedfordshire, Buckinghamshire, Cambridgeshire, Huntingdonshire, Norfolk, Northamptonshire, Peterborough, Suffolk and Essex and Hertfordshire, except those parts falling within the jurisdiction of A.D. Claims, London District.

2. Particular attention is drawn to paragraph two of A.F.O. 670/43, which provides that reports should be forwarded to the Assistant Director of Claims within these territorial jurisdiction, the responsible unit or Establishment is located irrespective of the place where the accident occurred.

(A.F.O's. 670/43 and 931/43.)

6892.—Assisted Trips Home—Workers Transferred by Ministry of Labour

(L.16998/44.—28 Dec. 1944.)

The issue of the two travel warrants under the Cheap Travel Scheme for Industrial Workers will *not* be restricted in 1945 to the period 1st April to 30th September. The two cheap trips may be taken at any period during the 12 months commencing 1st January, 1945, except during Bank Holiday periods or other periods of restricted travel which may be announced.

(A.F.O. 5722/44, paragraph 39.)

6893.—Industrial Employees—Payment for Travelling Time

(L. 7853/43.—28 Dec. 1944.)

Consequent upon Award No. 1990 of the Industrial Court, the following revised arrangements governing payment for travelling time are approved as from the beginning of the first full pay week following 28th November, 1944.

2. Time spent by industrial employees outside the normal hours of duty in travelling in connection with their work (excluding (a) time spent in normal travel to and from work ; (b) time spent in travelling on transfer to a new place of employment ; and (c) time spent in travelling to or from detached duty involving night absence from home, i.e., absence for which payment of a night rate of subsistence allowance could be claimed) should now be paid for as follows :—

- (i) A worker who is required to travel in the service of his department and does so as a passenger without any duties to perform while travelling, should be paid for the time taken on such journeys outside his normal hours of duty on week-days at ordinary rate-and-a-quarter, and for all time between midnight on Saturday and midnight on Sunday at ordinary rate-and-a-half.
- (ii) A worker who is required to travel on journeys in which he travels with duties to perform while travelling, should be paid for the time so spent at the appropriate rates for ordinary time, overtime or work on Sunday as the case may be.

3. *Examples.*—(i) A lorry driver engaged on driving duties, a driver's mate attending a vehicle on the road, or an employee travelling by train for the purpose of accompanying stores, will be regarded as having duties to perform while travelling. The fact that an employee carries with him, while travelling, the tools, etc. needed for the performance of a job to which he is travelling will not be held to qualify him for travelling time payment under paragraph 2 (ii) above ; nor will any claim to have performed duties while travelling be entertained unless such duties were carried out in accordance with explicit instructions.

(ii) An employee who travels to a place of detached duty which does not involve absence at night from home (or on secondary detached duty which does not involve absence at night from the accommodation normally occupied at the first place of detached duty) will be paid for reckonable travelling time under paragraph 2 (i) above.

(iii) An employee who travelled to accompany stores which he delivered to a place away, and returned during the one call (i.e., nightly rates of subsistence allowance not payable) would be paid for the outward journey under paragraph 2 (ii) and for the return journey under paragraph 2 (i) above.

4. A formal amendment to C.D.I. is being issued.

6894.—Stud Welding for Fixing Lagging, Cleading and Minor Fittings for the Heat Insulation of Machinery

(D. 13210/44.—28 Dec. 1944.)

Attention is drawn to A.F.O. 6871/44 in Section 3 of this issue.

(A.F.O. 6871/44.)