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A.F.Os. 6827—6945/45

(See A.F.O. Diagram Issue No. 49/45)

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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,

29th November, 1945.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

H. V. Markham

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

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

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awards.*

ADMIRALTY FLEET ORDERS

No. Subject.

29th November, 1945.

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 6894. Shore Stations—Flying Aids—Beacon Type YG—Modification.
 6895. Shore Stations—Transmitting Equipment—Transmitter R.20A—Modification to Increase Output Power to A-rial—Introduction—REPORTS.
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 6921. Books of Reference—B.R.980 (K)—Revised Page 1 to Range Table No. 604 for Q.F., 4-in. Guns, Marks XII and XXII—September, 1945—Issue.
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 6923. Books of Reference—B.R.1059 (Restricted)—Handbook for Bombardment Director and A.F.C.C., Mark X—Issue.
 6924. Books of Reference—B.R.1251—Catalogue of Naval Instructional Films and Film Strips, and Notes on Distribution and Disposal.
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 6926. Correspondence—Addresses—Cashiers—Cash Office, Naval Departments, Woolwich—Change of Address.
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 6781. Forms—Requisitions for Money and Transfers of Cash Between Supply Officers. (*Issued separately on 29th November, 1945, to Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Ships, down to Corvettes and Frigates, Superintendents or Officers-in-Charge of H.M. Naval Establishments.*)
 6930. Forms—S.545—Revision.
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(Orders marked have been reprinted for posting on Notice Boards; marked † may be communicated to the Press.)*

Section 1

ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGN PORT REGULATIONS, etc.

6827.—Mobile Naval Air Base No. IV (H.M.S. "Nabaron")—Paying Off

(A.01463/45.—29 Nov. 1945.)

M.O.N.A.B. No. IV (H.M.S. "Nabaron") paid off on 10th November, 1945.

(C.A.F.O. 2683/44.)

6828.—Naval Airfields—Identification from the Air

(A/A.O.D. 326/45.—29 Nov. 1945.)

The pre-war practice of displaying the names of airfields in a conspicuous position so as to be visible from the air is to be reintroduced.

2. The names in 10-ft. letters are to be constructed in stones or bricks let into the ground and painted white in a central position clear of all buildings.

3. The names are not to be illuminated at night, nor should they be painted in white on the runways.

6829.—Captain Coastal Forces Mediterranean—Lapse of Appointment

(M. 5165/45.—29 Nov. 1945.)

The appointment of Captain Coastal Forces Mediterranean has now lapsed. In future, Commanding Officer H.M.S. "Gregale" will be responsible for the administration of all Coastal Force vessels and bases that remain in commission, and all correspondence and matters which have hitherto been referred to Captain Coastal Forces are now to be addressed to Commanding Officer, H.M.S. "Gregale".

6830.—H.M. Coastguard—Responsibility and Control—Reversion to Ministry of War Transport

(M. 3904/45.—29 Nov. 1945.)

On 1st October, 1945 control of the Coastguard Service reverted to the Ministry of War Transport, and operational control of the Coastguard by Naval Authorities ceased.

2. Personnel of the Regular Coastguard and of the Auxiliary Coastguard ceased to be subject to the Naval Discipline Act on 30th and 28th September, 1945, respectively.

3. With the reversion of complete responsibility for the Coastguard to the Ministry of War Transport, all privileges which have been given to Coastguard and Auxiliary Coastguard personnel as a result of Admiralty control and incorporation in the Armed Forces of the Crown are withdrawn.

(A.F.Os. 3794/40, 4633/40, 3224/41, 344/42, 1106/42 and 4446/44 are cancelled.)

6831.—Northern Ireland Sub-Command—Closing Down

(M. 5046/45.—29 Nov. 1945.)

The flag of Flag Officer-in-Charge, Northern Ireland, was hauled down at sunset on 20th November, 1945, and the organization has lapsed. The Naval Officer-in-Charge, Londonderry, remains and a Resident Naval Officer, Belfast, has been appointed. Both authorities come under the direct administration of the Commander-in-Chief, Rosyth.

2. *Communications.*—No. T/P, W/T or V/S facilities exist in Belfast, except at the Naval Air Station, Belfast.

All signals for Resident Naval Officer, Belfast, are to be passed by the civil telegraph and telephone system or by postagram where appropriate.

The Commander-in-Chief, Rosyth, is responsible for supplying the Resident Naval Officer, Belfast, with such Admiralty general messages as concern Naval authorities in Belfast.

3. *Supplies.*—The Belfast Escort Force Maintenance and Supply Bases will shortly close and the remaining facilities at Belfast will be much reduced.

(a) *Fuel.*—Fuel can be supplied to ships up harbour only, except that in emergency, and in fine weather only, small quantities can be supplied in Belfast Lough.

(b) *Naval Stores.*—Can be sent from Londonderry, demands being forwarded to Naval Store Officer, Londonderry.

(c) *Naval Armament Stores.*—Naval Armament Supply Officer, Belfast, can meet demands if the ammunition or Naval Armament Store article is in stock.

(d) *Provisions* can be supplied by Victualling Store Officer and N.A.A.F.I.

(e) *Defects.*—Urgent seagoing defects can be made good, through the Principal Emergency Repair Overseer, in ships berthed up harbour, but in general no assistance, save in grave emergency, can be rendered to ships in Belfast Lough.

4. Owing to the closing down of Belfast Naval Communications organization and the reduction of facilities generally, ample warning must be given of any requirements.

6832.—Reserve Aircraft and Technical Training Command—Organization of

(A. 373/45.—29 Nov. 1945.)

The office of the Rear-Admiral (E) in Charge Reserve Aircraft and Technical Training (R.A.R.A.) was established at Wykeham Hall, Lee-on-Solent, on the 15th October. On the 15th November, 1945, R.A.R.A. moved to R.N.A.S., Arbroath.

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

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

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

(a) The general administration of the technical training of aircraft maintenance personnel in accordance with Admiralty requirements. (The R.N. Air Sections at the R.A.F. Stations, Defford, Hednesford, Kirkham, Locking and Melksham, and the R.N. Air Training Section, Loughborough, will continue for the present to be administered on all non-technical matters by the Commodore, R.N Barracks, Lee-on-Solent, who will continue to be responsible also for the drafting and advancement of the ratings).

(b) The receipt and allocation according to Admiralty directions of new aircraft and engines.

(c) The allocation of aircraft replacements in the United Kingdom.

(d) The supervision of Naval aircraft held by No. 41 Group, R.A.F.

(e) The regulation as necessary of the supply of modification parts and equipment to meet modification and equipping programmes in the U.K.

(f) The control of aircraft recovery and repair organization in the United Kingdom, including on-site repairs and direct contact with the aircraft industry and the Civil Repair Organization within the limits laid down by the Admiralty.

(g) The administration of Naval Aircraft Salvage and Transport Units and the movement of all dismantled service aircraft and the major components thereof.

(h) The administration of the Naval Aircraft Ferry Pool Organization in the United Kingdom.

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

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

6. All correspondence for the Command should be addressed to:—

Office of R.A.R.A.,
Woodside House,
R.N. Air Station,
Arbroath,
Angus.

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

8. All Naval Air Stations and Establishments not included in paragraph 3 above will continue to be administered by their present authorities.

(A.F.O. 6533/45.)

(A.F.O. 6375/45 is cancelled.)

6833.—British Vice-Consulate at Portland, Maine, U.S.A.—Closure

(M. 4987/45.—29 Nov. 1945.)

The British Vice-Consulate at Portland, Maine, U.S.A., is to be closed on 30th November, 1945.

6834.—H.M.S. "Vernon" (D)—Closing Down

(M. 5155/45.—29 Nov. 1945.)

Information has been received that H.M.S. "Vernon" (D) will be closing down early in December. After 30th November, 1945, all correspondence dealing with the Port of Brixham should be addressed to the Commander-in-Chief, Plymouth, and that dealing with Technical Diving and Establishment matter to H.M.S. "Vernon", Portsmouth.

6835.—New Fleet Attendant Tankers

(N.S.F. 13085/45.—29 Nov. 1945.)

Four 1,000-ton oil tankers are at present under construction for the Naval Store Department by Messrs. Lobnitz & Co., Ltd., Renfrew, Scotland, in accordance with contract C.P. 97814/44, dated 27th September, 1944. On completion, they will be manned and managed as Royal Fleet Auxiliaries.

2. The undermentioned names have been allocated to these vessels:—

J. 1876	...	...	R.F.A. "Birchol"
J. 1877	...	...	R.F.A. "Cedarol"
J. 1878	...	...	R.F.A. "Oakol"
J. 1879	...	...	R.F.A. "Teakol"

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

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

6836.—Pay Accounts of Naval Parties in Germany and Denmark—Accounting Bases

(M.5146/45.—29 Nov. 1945.)

Pay accounts of personnel attached to Naval Parties in Germany and Denmark were transferred from the centralized pay office of H.M.S. "Royal Albert" (London) to the Base Supply Officers of the Naval Parties listed in paragraph 2 on 1st October, 1945.

2. The following Naval Parties carry accounts:—

Naval Party	Base (H.M.S.)	Location
1730	"Royal Edgar"	Hamburg.
1734	"Royal Alfred"	Plon (F.O.S.H.)
1735	"Royal Rupert"	Wilhelmshaven.
1738	"Royal Katherine"	Buxtehude.
1739	"Royal Charlotte"	Cuxhaven
1742	"Royal Harold"	Kiel.
1749	"Royal Albert"	Minden.
1755	"Princess Alice"	Eckernforde.

3. The following Naval Parties were borne in the bases listed in paragraph 2 on 1st October 1945:—

Naval Party	Name (H.M.S.)	Location	Base (N.P.)
1526	—	Cuxhaven	1739
1737	"Royal Phillippa" ...	Copenhagen	1749
1741	"Royal Caroline" ...	Lubeck	1734
1743	"Royal Alexandra" ...	Flensburg	1734
1744	"Royal Adelaide" ...	Sylt	1734
1745	"Royal Prince"	Emden	1738
1754	—	Hamburg	1730
1767	—	Brunsbüttel	1730
1769	—	Frederikshavn	1749
1770	—	Aarhus	1749
1771	—	Minden	1749
1772	—	Hamburg	1730
1811	—	Glucksburg	1749
1812	—	Herford	1749
1813	"Princess Irene"	Berlin	1749

4. "Royal Alexandra" and "Royal Adelaide" paid off on 31st October, 1945.

5. Certain Naval Parties are borne in U.K. bases:—

(a) Naval Party 1712 (C.F.M.U.2, H.M.S. "Gadfly"), at Flensburg, is borne in H.M.S. "Pembroke IV."

(b) Naval Party 1677 (30 A.U.) is borne in H.M.S. "President I."

(c) The remaining German Naval Parties are borne in H.M.S. "Odyssey."

6. The centralized pay office of H.M.S. "Royal Albert" in London has been closed down.

7. Accounts of W.R.N.S. personnel serving in Germany are carried on the books of the appropriate Naval Party.

8. Correspondence and signals concerning personnel serving in Naval Parties in Germany and Denmark are to be addressed to the ship or party concerned and not to H.M.S. "Royal Albert."

(A.F.O. 6226/45 is cancelled.)

6837.—“Hostilities Only” Boy Ratings—Advancement

(N. 13763/45.—29 Nov. 1945.)

All “Hostilities Only” Boy Ratings are eligible, if recommended, for advancement to Ordinary Seaman, or equivalent rate in the branches to which they are allocated, on attaining the age of 17½ years. Those allocated to the Writer, Stores or Sick Berth branches are, in future, to be advanced to the probationary rate.

2. No rating may be advanced to Able Seaman rate until he has attained the age of 18 years.

6838.—Air Radio Officers—Confidential Reports

(C.W./N.A.R. 793/45.—29 Nov. 1945.)

Confidential reports are required to be rendered periodically on all Air Radio Officers.

2. Reports should be submitted to the Admiralty on Form S.206 through the usual channels. Reports should be forwarded on 1st January and 1st July providing a period of not less than three months is covered.

(A.F.O. 2928/43 is cancelled.)

6839.—The Empire Test Pilots’ School—Vacancies for Naval Pilots

(C.W./A.D.P. 3523/44.—29 Nov. 1945.)

The next Test Pilots’ Course will be held at the R.A.F. Station, Cranfield, commencing in March, 1946, and lasting nine months. It is expected that vacancies will be allocated to five Naval pilots and candidates nominated by Admiralty will be considered by a Selection Board at the Ministry of Aircraft Production.

2. *Officers eligible to volunteer.*—All officers of the rank of Lieutenant, Lieutenant (E) or Lieutenant (A) or above, R.N. or R.N.V.R., who are qualified first line pilots, and who fulfil the qualities required by paragraph 3 below, are eligible to volunteer, including those who hold additional specialized qualifications, such as A.G.O., A.E., etc. Reserve officers will not be accepted for the course unless they have volunteered and have been accepted for Extended Service Commissions in the R.N. (Air Branch).

3. *Qualifications required.*—(a) The primary qualities required are:—

- (i) Flying ability and wide experience. A minimum of 1,000 flying hours is desirable, but candidates who have not flown to this extent may be recommended if their qualifications in other respects are considered to be outstanding.
- (ii) Reliability, patience and capability of painstaking effort.
- (iii) Keen observance and ability to report.
- (iv) A knowledge of the work and the problems involved.
- (v) Great enthusiasm for the work.
- (vi) Adaptability.

(b) Practical or theoretical aircraft technical knowledge is desirable but not essential. A high educational standard is also desirable, but is secondary to exceptional flying ability, which is of first importance.

4. *Method of application and particulars required.*—(a) The applications on Forms S.206E and quoting the number of this Order of recommended volunteers, which can include those who have previously volunteered, provided they are still recommended, with the proviso stated in paragraph 2 above in the case of reserve officers, should be forwarded to the Admiralty (C.W. Branch II) through administrative authorities, and a copy forwarded direct to the Chief Naval Representative, Ministry of Aircraft Production, Thames House North, Millbank, S.W.1.

(b) Applications should include a statement signed by the candidate giving the following particulars:—

- (i) Full name, rank and decorations (if any); unit where now serving.
- (ii) Date of birth and nationality.
- (iii) C.F.S. category (if any).

(iv) Types of aircraft flown solo, or as Captain, and time on types flown most tabulated as follows:—

(a) Single engine		(b) Twin engine		(c) Multi-engine	
Types	Hours	Types	Hours	Types	Hours
Total S.E.		Total T.E.		Total M.E.	

(v) Total hours solo, or as Captain.

(vi) Hours solo, or as Captain, on operations.

(vii) *Courses*—

(a) University or college: degrees held or standard attained.

(b) In R.N. or R.A.F.

(viii) (a) Is applicant familiar with any countries other than Gt. Britain?
(b) Languages spoken (indicate degree of fluency, e.g., fluent, moderate, weak).

(ix) Brief history of activities since leaving school, mentioning—

(a) Technical experience, works apprenticeships, etc.

(b) Posts held in executive capacity.

(c) Units served with in R.N. (and R.A.F. where applicable).

(d) Operations and successes claimed.

(e) Applications may be forwarded at any time and will be noted for consideration as required.

5. Officers who complete this course satisfactorily will be eligible for selection for a number of appointments in connection with the development of naval aircraft such as Naval test pilots’ posts at experimental establishments.

(A.F.O. 6142/44 is cancelled.)

6840.—Reserve Officers Qualified as Pilot or Observer Selected for Extended Service Commissions in R.N. Air Branch

(C.W. 79732/45.—29 Nov. 1945.)

The following Officers of the Reserve, qualified as Pilot or Observer, were in the first and second list of those selected to receive Extended Service Commissions under A.F.O. 5024/45, subject to their medical fitness.

2. The names of additional officers will be promulgated as selections are made, and each officer will be informed individually of the result of his application.

Name	Rank	Ship	Date of Commencement of Four Years on Active List of R.N. (A)
<i>R.N.R.</i>			
T. E. Sargent ...	Lt. Cdr. ...	“Daedalus” for 799 Squadron.	26th October, 1945
T. McVey ...	Actg. Lt.-Cdr. ...	“Godwit” ...	26th October, 1945
R. K. Lawson ...	Actg. Lieut. ...	“Grebe” ...	26th October, 1945
R. J. Watson ...	Actg. Lieut. ...	“Merganser” for 825 Squadron.	26th October, 1945
<i>R.N.V.R.—</i>			
E. J. Clark ...	Ty. Act. Lt. Cdr. ...	“Hunter” for 807 Squadron.	26th October, 1945
D. G. Parker, D.S.C.	Ty. Act. Lt.-Cdr. ...	“Nabington” ...	26th October, 1945
E. A. R. Forwood	Act. Cdr. (A) ...	“Godwit” ...	26th October, 1945
D. G. Macqueen ...	Ty. Lt.-Cdr. (A) ...	“Ocean” ...	22nd October, 1945
O. P. Bradley ...	Ty. Act. Lt. Cdr. (A)	“Godwit” for 758 Squadron.	26th October, 1945

Name	Rank	Ship	Date of Commencement of Four Years on Active List of R.N. (A)
<i>R.N.V.R.</i>			
N. D. Bridgman ...	Lieut. (A) ...	"Godwit" ...	22nd October, 1945
C. H. Crowther ...	Lieut. (A) ...	"Merganser" ...	Date of successful completion of S.F.T.S. training as pilot.
E. S. Marshall ...	Lieut. (A) ...	"Stalker" ...	22nd October, 1945
W. A. Allkins ...	Ty. Lieut. (A) ...	"Golderest" for 726 Squadron.	26th October, 1945
F. G. J. Arnold ...	Ty. Lieut. (A) ...	"Sparrowhawk" for 798 Squadron.	26th October, 1945
J. H. B. Bedells ...	Ty. Lieut. (A) ...	"Merganser" ...	26th October, 1945
W. L. Black ...	Ty. Lieut. (A) ...	"Jackdaw" for 785 Squadron.	22nd October, 1945
P. D. Buckland ...	Ty. Lieut. (A) ...	"Godwit" ...	26th October, 1945
J. E. Bullen ...	Ty. Lieut. (A) ...	"Empress" ...	22nd October, 1945
S. W. L. Campbell, M.B.E.	Ty. Lieut. (A) ...	"Peregrine" for 811 Squadron.	26th October, 1945
A. B. B. Clark ...	Ty. Lieut. (A) ...	"Pretoria Castle" for 777 Squadron.	22nd October, 1945
L. G. Cooper ...	Ty. Lieut. (A) ...	"Sparrowhawk" for 798 Squadron.	26th October, 1945
E. R. G. Green ...	Ty. Lieut. (A) ...	"Golderest" for 726 Squadron.	26th October, 1945
R. M. W. Hastie ...	Ty. Lieut. (A) ...	"Cornerake" ...	26th October, 1945
G. H. Jones ...	Ty. Lieut. (A) ...	"Sparrowhawk" for 712 Squadron.	26th October, 1945
R. A. J. Lea ...	Ty. Lieut. (A) ...	"Excellent" ...	22nd October, 1945
W. H. Lett ...	Ty. Lieut. (A) ...	"Condor" ...	Date of successful completion of S.F.T.S. training as pilot.
J. F. Lowder ...	Ty. Lieut. (A) ...	"Vulture" for 709 Squadron.	22nd October, 1945
R. B. Mancus ...	Ty. Lieut. (A) ...	"Khedive" ...	22nd October, 1945
F. S. Martin ...	Ty. Lieut. (A) ...	"Siskin" for 778 Squadron.	Date of successful completion of S.F.T.S. training as pilot.
I. H. F. Martin ...	Ty. Lieut. (A) ...	"Excellent" ...	22nd October, 1945
W. H. Newnham ...	Ty. Lieut. (A) ...	"Blackcap" ...	22nd October, 1945
A. E. Payne ...	Ty. Lieut. (A) ...	"Excellent" ...	22nd October, 1945
J. T. Pratt ...	Ty. Lieut. (A) ...	"Ravager" ...	22nd October, 1945
G. C. Richardson ...	Ty. Lieut. (A) ...	"Condor" ...	26th October, 1945
D. M. Steer ...	Ty. Lieut. (A) ...	"Cornerake" ...	26th October, 1945
J. S. Toner, D.S.C.*	Ty. Lieut. (A) ...	"Night Jar" for 766 Squadron.	26th October, 1945
R. C. B. Trelawney	Ty. Lieut. (A) ...	"Hunter" ...	22nd October, 1945
P. H. Williams ...	Ty. Lieut. (A) ...	"Vulture" ...	22nd October, 1945
M. W. P. Betts ...	Ty. S/Lt. (A) ...	"Drake" for 691 Squadron.	22nd October, 1945
G. W. Bricker ...	Ty. S/Lt. (A) ...	"Attacker" ...	26th October, 1945
D. R. Burgess ...	Ty. S/Lt. (A) ...	"Daedalus" ...	26th October, 1945
R. J. L. Butterworth	Ty. S/Lt. (A) ...	"Peewit" ...	22nd October, 1945
A. A. Flygenring	Ty. S/Lt. (A) ...	"Peregrine" for 813 Squadron.	22nd October, 1945
J. R. Gee ...	Ty. S/Lt. (A) ...	"Attacker" ...	26th October, 1945
A. E. G. Groombridge.	Ty. S/Lt. (A) ...	"Shrapnel" ...	22nd October, 1945
W. J. Hanks ...	Ty. S/Lt. (A) ...	"Merganser" for 817 Squadron, lent "Ringtail" for 735 Squadron.	22nd October, 1945
P. M. Lamb ...	Ty. S/Lt. (A) ...	"Emperor" ...	26th October, 1945
W. D. Lang ...	Ty. S/Lt. (A) ...	"Merganser" for 825 Squadron.	22nd October, 1945
S. de R. Raleigh ...	Ty. S/Lt. (A) ...	"Godwit" ...	26th October, 1945
K. W. M. Shepherd	Ty. S/Lt. (A) ...	"Begum" ...	22nd October, 1945
C. P. Starck ...	Ty. S/Lt. (A) ...	"Empress" ...	22nd October, 1945
C. B. Swain ...	Ty. S/Lt. (A) ...	"Attacker" for 879 Squadron.	26th October, 1945
W. A. Tofts ...	Ty. S/Lt. (A) ...	"Daedalus" ...	26th October, 1945
L. D. Urry ...	Ty. S/Lt. (A) ...	"Mercury II" ...	22nd October, 1945

3. Candidates as Pilots or Pilot/Observers must be of medical category A.1.B, and Observers A.3.B. The above-named officers are to be medically examined at the nearest Royal Naval air station or on board an aircraft carrier forthwith, and the results communicated to the Admiralty (C.W.533) by signal.

(A.F.O. 5024/45.)

6841.—Rendering of Ditching and Baling Out Reports

(A/Aircraft Accs. 3471/45.—29 Nov. 1945.)

Injuries and loss of life have occurred from time to time during ditching or baling out by parachute owing to inadequate maintenance of safety equipment and ignorance of the correct drill.

2. It is desired to impress on Commanding Officers the importance of carrying out a full investigation into each incident and of taking the necessary steps to avoid such casualties in future.

3. Reports rendered under A.F.O. 5819/43 or C.A.F.O. 2642/43 are to be accompanied by a covering letter stating briefly the result of investigations and the action taken.

4. It is to be indicated on the Form A.25 whether a ditching report is being rendered. An effort is to be made to render a ditching report at the same time as the Form A.25, but the latter is not to be delayed for the former.

5. Commanding Officers of ships and stations are to forward the copy of the report for the Admiralty, rendered in accordance with the above-mentioned A.F.Os., through their administrative authority, who is to append his remarks.

(A.F.O. 5819/43 and C.A.F.O. 2642/43.)

6842.—Action Plotting Allowance—Cessation of Payment

(N. 26034/45.—29 Nov. 1945.)

With reference to C.A.F.O. 1158/44, action plotting allowance should cease to be payable after the 31st December, 1945.

2. After this date all plotting duties should be undertaken by R.P. ratings.

3. K.R. & A.I., Appendix XVII, Part 3, No. 1, will be amended accordingly.

(C.A.F.O. 1158/44.)

(K.R. & A.I., Appendix XVII, Part 3, No. 1.)

(C.A.F.O. 947/40 is cancelled.)

6843.—Civil Service Examinations

(N. 20955/45.—29 Nov. 1945.)

With reference to A.F.Os. 1933-1936/45, the following special provision is made for candidates serving under regular continuous service or special service engagements who sit for a Civil Service examination and who, by reason of the expiration of their current engagements, become due for release under the Release Scheme before the result of the examination is known to them.

2. If any such candidates are desirous of re-engaging now for further service in the Royal Navy or Royal Marines, in case they should be unsuccessful in the Civil Service examination, they may be allowed to do so. When the results of the examination are known, any successful candidate who has re-engaged will be allowed to take his discharge from the Royal Navy or Royal Marines on appointment to the Civil Service.

3. In normal circumstances, officers and men of the Royal Navy and Royal Marines who have chosen the Service as their career are only allowed to take Civil Service examinations if there is a reasonable prospect of their being allowed their discharge if successful at this examination, and this privilege would generally be restricted to officers who are nearing retirement, and ratings who are approaching the termination of their engagements.

(A.F.Os. 1933-1936/45.)

6844.—Civilian Non-Industrial Staff—Quarterly Return of Expenditure on Account of Salaries

(C.E. 25646/45.—29 Nov. 1945.)

Attention is drawn to A.F.O. 6938/45 promulgated in Section 6 of this issue. (A.F.O. 6938/45.)

6845.—Civilian Clothing—Provision of—Army and R.A.F. Centres

(C.W. 81525/45.—29 Nov. 1945.)

With reference to A.F.Os. 2559/45, 2560/45 and B.R.1281(1), paragraph 123, the following list gives details of Collecting Units and Civilian Clothing Depots:—

Army

	<i>Unit, Telegraphic address and Telephone No.</i>	<i>Civilian Clothing Depot</i>
London ...	No. 4 Military Collecting Unit, Duke of York's H.Q., Chelsea, S.W. (Colunit, Southkens, London ; Sloane 9891.)	Empire Hall, Olympia, W.14. (Shepherds Bush 2337, Extn. 19.)
York ...	No. 2 Military Collecting Unit, Queen Elizabeth Barracks, Strensall. (Colunit, Strensall ; Strensall 33.)	Fulford Barracks, York. (York 53342.)
Taunton ...	No. 6 Military Collecting Unit, Middleway Camp, Taunton. (Colunit, Taunton ; Taunton 4461/5.)	Nunfield Camp, Taunton. (Taunton 4451/3.)
Northampton ...	No. 3 Military Collecting Unit, Talavera Camp, Northampton. (Colunit, Northampton ; Northampton 4771.)	Drill Hall, Clare Street, Northampton. (Northampton 4771, Extn. 35.)
Guildford ...	No. 5 Military Collecting Unit, Queen's Camp, Guildford. (Colunit, Guildford ; Guildford 2391, Extn. 3.)	Grange Road, Guildford. (Guildford 2342.)
Oldham (Lanes.)	No. 7 Military Collecting Unit, Whittakers Mill, Ashton-under-Lyne. (Colunit, Ashton-under-Lyne ; Ashton-under-Lyne 3051/5.)	Earl Mill, Dowry Street, Oldham. (Oldham Main 2234/5.)
Hereford ...	No. 8 Military Collecting Unit, Bradbury Lines, Hereford. (Colunit, Hereford ; Hereford 2124, Extn. 67.)	Bradbury Lines, Hereford. (Hereford 2124, Extn. 67.)
Edinburgh ...	No. 1 Military Collecting Unit, Redford Barracks, Edinburgh. (Colunit, Edinburgh ; Colinton 88231, Extn. 29.)	Redford Barracks, Edinburgh. (Colinton 88231, Extn. 29.)
Belfast ...	No. 9 Combined Military Collecting and Dispersal Unit, Victoria Barracks, Belfast. (Pakup, Belfast ; Belfast 28121.)	Victoria Barracks, Belfast. (Belfast 28121.)

Royal Air Force

Civilian Clothing Centre

Telephone No.

London ...	Marshall Ward Building, Wembley.	Wembley 3601/6.
Kirkham (Lanes.)	No. 101 Personnel Dispersal Centre, R.A.F., Kirkham.	Preston 4213/4.

2. Communications should be made to the Naval representative at the Civilian Clothing Depot or Centre, but for convenience telegrams may be sent to the telegraphic address of the army units as shown above, except in the case of London (Olympia), where communications should always be made direct to the Naval representative at Olympia.

It has been found that insufficient notice has been given of the intended arrival of officers and ratings at some Centres, and attention is drawn to B.R.1281(1), paragraph 123D, under which at least 48 hours' notice is required. It is desirable that as much warning as possible should be given to the Naval representative at the Centre concerned.

3. Officers and ratings being sent to Army Centres should be directed to report on arrival at the Military Collecting Unit address, and not direct to the Clothing Depot. In the case of London (Olympia), however, they should be instructed to proceed direct to Olympia, but should be advised that if owing to unforeseen circumstances they cannot reach the Clothing Centre by 1800, they should then report to the Duke of York's Headquarters, Chelsea.

4. Notice of attendance at the R.A.F. Centre at Kirkham should be made to the Naval Representative at Oldham, as no officer is in residence at Kirkham.

(B.R. 1281(1).)

(A.F.Os. 2559/45 and 2560/45.)

(A.F.Os. 5168/45 and 6230/45 are cancelled.)

6846.—Clothing Rationing—Service Clothing Coupons—Officers

(V. 11/8581/45.—29 Nov. 1945.)

Supply Officers of H.M. ships, shore establishments and bases in the United Kingdom should demand supplies of books of annual maintenance coupons required for distribution on 1st January, 1946, from the Chief Accountant, Board of Trade, Coupon Control Section, Northgate, Prince Albert Road, London, N.W.8, on the November, 1945, return of coupons statement.

2. Books of coupons for initial outfits and maintenance for the first year after entry or promotion will continue to be issued by the Admiralty.

3. Clothing coupon books remaining after issues for the year ending 31st December, 1945, will be valid for issue during 1946.

(A.F.O. 5817/43.)

(A.F.O. 5733/44 is cancelled.)

6847.—Officers' P.R.T. Course

(C.W./N.T. 194/45.—29 Nov. 1945.)

A P.R.T. course of two months' duration for Lieutenants, R.N., of not less than two years' seniority, will be held early in 1946.

2. From those who successfully complete the course and are volunteers, a number will be selected for appointment to a further Long Course, on completion of which they will be eligible for specialist allowance of 2s. 0d. a day under the conditions of K.R. and A.I., Article 1566. From the remainder a number will be appointed to ships or establishments in lieu of P.R.T. officers for a period of at least two years, and will be entitled while holding such appointments to non-specialist allowance of 1s. 0d. a day under the conditions of K.R. and A.I., Article 1569.

3. The names of officers who are volunteers, and are recommended for the initial course, should be forwarded to Admiralty by signal.

6848.—Radio Navigational Aids—Courses

(D. of N. 08193/45.—29 Nov. 1945.)

The following courses of instruction are available in Radio Navigational Aids :—

Place	Subject	Length of Visit	Arrangements to be Made With	Accommodation
(a) Officers Portsmouth	Loran and/or QH operational use only.	1 day (1st and 3rd Mondays in each month). Officers should arrive Portsmouth Town Station at 0945.	Captain H.M.S. "Dryad".	Can be arranged on application.
Petersfield	Loran and/or QH maintenance course.	4 days. Officers should arrive Petersfield Station p.m. on Sundays, their time of arrival being signalled so transport may be arranged.	Captain H.M. Signal School, "Leydene House", East Meon, Petersfield.	Can be arranged on application.
(b) Ratings Petersfield	Loran and/or QH maintenance course for Radio Mechanics (W/T) or (W/R).	4 days. Ratings should arrive Petersfield Station p.m. on Sundays, their time of arrival being signalled so transport may be arranged.	Captain H.M. Signal School, "Leydene House", East Meon, Petersfield.	Accommodation available.

2. Instruction in Radio Navigational Aids is given to radio mechanics (W/T) as part of their course.

3. The reference to Radio Navigational Aids in C.A.F.O. 624/45 is to be cancelled.

(C.A.F.Os. 2786a/44 and 624/45.)

6849.—Obsolete Instructional Films

(N. 26667/45.—29 Nov. 1945.)

The following Army Instructional Films have now been declared obsolete, and holders of copies should return them to the nearest Command Instructional Film Libraries for destruction :—

B.85—Magneto Ignition.

B.107—Name, Rank and Number.

B.123—On Parade.

B.129—Provision and Replenishment of Petrol in the Field.

2. An amendment to B.R.1251 will be issued in due course.

(B.R. 1251.)

*6850.—Extensions of Leave to Men on Leave

(N. 23446/45.—29 Nov. 1945.)

Every man going on leave should take careful note of the instructions on the back of his leave ticket (Forms S.248, etc.).

2. It is clearly indicated thereon that where, owing to illness or other justifiable cause, it becomes necessary for a man to obtain an extension of his leave he should communicate at once with his Commanding Officer.

3. In some cases, however, the position of the ship is too remote to permit of the necessary approval for an extension being obtained from the Commanding Officer before the man is due to leave his home to return to his ship at the end of the leave originally granted. In such cases men should report to the nearest police station or, where geographically possible, personally to the Admiralty (Director of Service Conditions, Queen Anne's Mansions, St. James's Park, S.W.1) in sufficient

time to allow them still to return on board before the expiration of their leave if an extension is not granted. The police will communicate either with the man's Commanding Officer or with the Director of Service Conditions. The police themselves will not be able to grant an extension.

4. It is emphasized that applications to the police or the Admiralty must not be made when there is time to obtain extensions from Commanding Officers.

5. Where appropriate, confirmatory evidence, either medical or otherwise, must be produced when applying for an extension of leave.

6. Relatives requesting compassionate leave for Naval ratings or Royal Marines should apply to the Commodore or the Commandant, R.M., of the man's depot if the man is serving abroad. They can also send a telegram to the man himself notifying him of the emergency that has arisen by the means of the C.S.N. system. If approach is not made to the man's depot in the first instance, time is wasted in considering whether the circumstances of the case, which must necessarily be investigated at home, justify a recommendation by the Commodore or the Commandant, R.M., that the man abroad should be granted compassionate leave.

(A.F.O. 6081/45 is cancelled.)

*6851.—Honours and Awards—"London Gazette" Supplement of 13th November, 1945

(H. & A.—29 Nov. 1945.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD

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

13th November, 1945.

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

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

Temporary Sub-Lieutenant Edgar Henry Munday, R.N.V.R.

Temporary Sub-Lieutenant Frank Ogden, R.N.V.R.,

for skill, efficiency and outstanding devotion to duty whilst serving as Passage crews in H.M. Submarines "XE-3" and "XE-1" prior to the attack, on 31st July, 1945, on a Japanese heavy cruiser which was moored in the Johor Straits, Singapore.

Captain (Acting Lieutenant Colonel) Douglas Burns Drysdale, R.M.,

for gallant and distinguished service in Burma whilst attached to the Allied Land Forces, South East Asia, during the period 16th November, 1944, to 15th February, 1945.

ADMIRALTY,

Whitehall,

13th November, 1945.

The KING has been graciously pleased to approve the award of the VICTORIA CROSS for valour to :—

the late Temporary Lieutenant Robert Hampton Gray, R.C.N.V.R.,

for great valour in leading an attack on a Japanese destroyer in Onagawa Wan on 9th August, 1945. In the face of fire from shore batteries and a heavy concentration of fire from some five warships Lieutenant Gray pressed home his attack, flying very low in order to ensure success, and, although he was hit and his aircraft was in flames, he obtained at least one direct hit, sinking the destroyer. Lieutenant Gray has consistently shown a brilliant fighting spirit and most inspiring leadership.

Lieutenant Ian Edward Fraser, D.S.C., R.N.R.

Lieutenant Fraser commanded His Majesty's Midget Submarine "XE-3" in a successful attack on a Japanese heavy cruiser of the "Atago" class at her moorings in Johore Strait, Singapore, on 31st July, 1945. During the long approach up the Singapore Straits "XE-3" deliberately left the believed safe channel and entered mined waters to avoid suspected hydrophone posts. The target was aground, or nearly aground, both fore and aft, and only under the midship portion was there

just sufficient water for "XE-3" to place herself under the cruiser. For forty minutes "XE-3" pushed her way along the sea bed until finally Lieutenant Fraser managed to force her right under the centre of the cruiser. Here he placed the limpets and dropped his main side charge. Great difficulty was experienced in extricating the craft after the attack had been completed, but finally "XE-3" was clear, and commenced her long return journey out to sea. The courage and determination of Lieutenant Fraser are beyond all praise. Any man not possessed of his relentless determination to achieve his object in full, regardless of all consequences, would have dropped his side charge alongside the target instead of persisting until he had forced his submarine right under the cruiser. The approach and withdrawal entailed a passage of 80 miles through water which had been mined by both the enemy and ourselves, past hydrophone positions, over loops and controlled minefields, and through an anti-submarine boom.

Temporary Acting Leading Seaman James Joseph Magennis, D/JX.144907.

Leading Seaman Magennis served as diver in His Majesty's Midget Submarine "XE-3" for her attack on 31st July, 1945, on a Japanese cruiser of the "Atago" class. Owing to the fact that "XE-3" was tightly jammed under the target the diver's hatch could not be fully opened, and Magennis had to squeeze himself through the narrow space available.

He experienced great difficulty in placing his limpets on the bottom of the cruiser owing both to the foul state of the bottom and to the pronounced slope upon which the limpets would not hold. Before a limpet could be placed, therefore, Magennis had thoroughly to scrape the area clear of barnacles, and in order to secure the limpets he had to tie them in pairs by a line passing under the cruiser keel. This was very tiring work for a diver, and he was moreover handicapped by a steady leakage of oxygen which was ascending in bubbles to the surface. A lesser man would have been content to place a few limpets and then to return to the craft. Magennis, however, persisted until he had placed his full outfit before returning to the craft in an exhausted condition. Shortly after withdrawing Lieutenant Fraser endeavoured to jettison his limpet carriers, but one of these would not release itself and fall clear of the craft. Despite his exhaustion, his oxygen leak and the fact that there was every probability of his being sighted, Magennis at once volunteered to leave the craft and free the carrier rather than allow a less experienced diver to undertake the job. After seven minutes of nerve-racking work he succeeded in releasing the carrier. Magennis displayed very great courage and devotion to duty and complete disregard for his own safety.

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

To be Companions of the Distinguished Service Order

Lieutenant Smart was in command of His Majesty's Midget Submarine "XE-1" and accompanied "XE-3" in the successful attack on a heavy Japanese cruiser in Johore Strait, Singapore.

Like "XE-3", Lieutenant Smart also left the believed safe channel during his long approach up the Singapore Straits and entered mined waters to avoid suspected hydrophone posts. "XE-1's" target was a heavy cruiser of the "Nachi" class berthed about two miles beyond the "Atago" cruiser which "XE-3" was to attack. Unfortunately "XE-1" was delayed in her attack owing to several encounters with surface craft and instead of passing the boom ahead of "XE-3" as planned, actually passed it 90 minutes after "XE-3". This robbed Lieutenant Smart of the necessary margin of time to reach his target and withdraw before dark, and he accordingly decided to attack the "Atago" class cruiser. Unable to get his craft underneath the target, he dropped his main charge close alongside it and withdrew. The passage involved the same great hazards as those faced by "XE-3" and Lieutenant Smart displayed great courage throughout this hazardous operation.

Lieutenant John Elliott Smart, R.N.V.R.

For gallantry, great skill and endurance whilst at the controls of His Majesty's Submarine "XE-3" for over sixteen hours during her successful attack on a heavy Japanese cruiser in the Johore Strait, Singapore, on 31st July, 1945:

Temporary Sub-Lieutenant William James Lanyon Smith, R.N.Z.N.V.R.

For gallantry, endurance and great devotion to duty:

The Conspicuous Gallantry Medal

Engine Room Artificer Third Class Charles Alfred Reed, C/MX.58457.

Engine Room Artificer Reed was the operational Engine Room Artificer of "XE-3" for her successful attack on a heavy Japanese cruiser of the "Atago" class in Johore Strait. He was at the wheel continuously for the 16½ hours that "XE-3" was submerged, a fine feat of endurance. He shared, with the other three of "XE-3's" crew, the hazards of an 80-mile trip through closely protected enemy waters and like them cheerfully volunteered to carry out a repeat mission if required.

For bravery, skill and outstanding devotion to duty in a successful attack by midget submarines on 31st July, 1945, on a Japanese heavy cruiser which was moored in the Johore Strait, Singapore:

The Distinguished Service Cross

Sub-Lieutenant Harold Edwin Harper, R.N.V.R.

The Distinguished Service Medal

Temporary Leading Seaman Walter Henry Arthur Pomeroy, D/JX.134637.
Engine Room Artificer Fourth Class Henry James Fishleigh, D/MX.103454.

For skill, efficiency and outstanding devotion to duty whilst serving as Passage crews in H.M. Submarines "XE-3" and "XE-1" prior to the attack, on 31st July, 1945, on a Japanese heavy cruiser which was moored in the Johore Strait, Singapore.

Mention in Despatches

Acting Engine Room Artificer Fourth Class Albert Nairn, D/MX.509525.
Temporary Acting Leading Stoker Jack Gordan Robinson, P/KX.136746.
Able Seaman Ernest Raymond Dee, D.S.M., D/JX.227840.

For outstanding courage, determination and devotion to duty whilst serving in His Majesty's Midget Submarine "XE-5", in an attempt to cut the Hongkong-Singapore telegraph cable west of Lamma Island. Three and a half days and nights were spent inside the defended waters of Hongkong and the dangerous passage between them and the open sea was made four times:

Bar to the Distinguished Service Cross

Lieutenant Herbert Patrick Westmacott, D.S.O., D.S.C., R.N.

The Distinguished Service Cross

Temporary Lieutenant Bruce Graham Clarke, R.N.V.R.
Temporary Sub-Lieutenant Denis Victor Mark Jarvis, R.N.V.R.

Mention in Despatches

Temporary Sub-Lieutenant Beadon Harold Denning, D.S.C., R.N.V.R.
Engine Room Artificer Fourth Class Clifford Greenwood, C/MX.118155.

For courage and devotion to duty whilst serving as Liaison Officer with the Allied Forces in the Far East. On ten occasions Acting Commander Green landed with the first wave of infantry assault troops and thus secured information which proved of great value in subsequent assaults:

Bar to the Distinguished Service Cross

Acting Commander Arnold Holbrook Green, D.S.C., R.A.N. ✓

For devotion to duty and outstanding endurance during clearing operations which entailed the working of very long hours in the Elbe and Weser rivers over the period March-June, 1945 :

The Distinguished Service Cross

Temporary Acting Lieutenant-Commander Basil Arthur Breeze, R.N.V.R. (Beckenham).

The Distinguished Service Medal

Petty Officer James Welsh, C/J.114820 (Jarrow-on-Tyne).
Leading Wireman Donald Albert Alder, D/MX.608885 (Fulham).
Leading Wireman Ernest Patrick Gosling, C/MX.63947 (Islington).

Mention in Despatches

Temporary Commander John Stanley Roe, D.S.C., R.N.R. (Derby).
Temporary Acting Lieutenant-Commander John Kenneth Murray Warde, R.N.V.R. (Crowthorne).
Lieutenant Lionel Geoffrey Lyne, D.S.C., R.N. (Portsmouth).
Engine Room Artificer Third Class Roy Williams Bunday, C/MX.56243 (Cowes).
Temporary Petty Officer Robert Frederick Walsh, D/X.18307A (Hartlepool).
Yeoman of Signals Henry Richard Moon, C/JX.129262 (Hampstead).
Stoker Petty Officer Charles John McLean, D/KX.86108 (Youghal, Co. Cork).
Petty Officer Motor Mechanic Percy Day, P/MX.98431 (Swinton).

For courage, determination and great devotion to duty whilst engaged in clearing oyster mines by depth charges from the approaches of Le Havre, and the rescue of survivors from a ship mined in the approaches, during bad weather and under particularly dangerous conditions :

The Distinguished Service Cross

Temporary Acting Lieutenant-Commander John Alexander Cecil Findlay, R.N.V.R. (Bradford Peverall).

The Distinguished Service Medal

Chief Motor Mechanic John Robert Gibbs, P/MX.117094 (Brighton).
Able Seaman John Alexander Carter, D/JX.194054 (Southampton).

Mention in Despatches

Temporary Lieutenant Robert Lelacheur Atkinson, R.N.V.R. (Henley-on-Thames).
Temporary Lieutenant James Yule Ferguson, D.S.C., R.N.V.R. (Henley).
Temporary Lieutenant Ninian Glen Kennedy, R.N.V.R. (Edinburgh).
Temporary Lieutenant Robert Henderson Morgan, R.N.V.R. (Coatbridge).
Chief Motor Mechanic John Walter Heayel, P/MX.125731 (Barnstaple).
Chief Motor Mechanic Stephen Lewis Waller, P/MX.66402 (Exeter).
Petty Officer John Murray, D/JX.152126 (Liverpool).

For bravery, endurance and marked devotion to duty whilst taking part in the raid on Dieppe, 18th September, 1942. After a most gallant attempt to withdraw troops from the beaches in almost hopeless circumstances, Commander Lambert and Sub-Lieutenant Hobday were both taken prisoner :

The Distinguished Service Cross

Commander Geoffrey Thornton Lambert, R.N.
Temporary Sub-Lieutenant Harold Roy Hobday, R.N.V.R.

Lieutenant Kyle and Sub-Lieutenant Benham showed sustained fortitude in circumstances of great hazard in coast watching duties behind the Japanese lines in the Pacific, providing intelligence vital to the conduct of operations :

The Distinguished Service Cross

Temporary Lieutenant Alan Fairlie Kyle, R.A.N.V.R. ✓
Temporary Sub-Lieutenant Gregory Wade Benham, R.A.N.V.R. ✓

For efficiency and marked skill whilst serving in s.s. "Samarina" in the destruction of a midget submarine on the 4th January, 1945 :

Mention in Despatches

Gunner John Earnshaw, 1439401, Maritime Royal Artillery.

For skill and devotion to duty in the maintenance of communications with the British Naval craft and Partisan craft whilst control of the Ionian Sea was being established during the Elás insurrection, and later during the Allied occupation of the islands of Cherso and Krk :

Mention in Despatches

Leading Signalman Daniel Lockett, P/ESDX.1705.
Leading Telegraphist William Thomas Powell, D/JX.310123.

For courage, determination and skill whilst serving in H.M.S. "Duckworth" in an attack on an enemy submarine on 9th March, 1945 :

Mention in Despatches

Acting Lieutenant-Commander Denis Jermain, D.S.C., R.N. (Fareham).
Acting Lieutenant-Commander Dennis Noble Hill, R.N.V.R. (Newcastle-on-Tyne).
Temporary Petty Officer George Frederick Winter, P/JX.155562 (Belfast).
Stoker Petty Officer Ernest Henry Mansell, P/KX.79858 (Farnham).
Leading Signalman Stewart Harper, P/JX.154108 (Newcastle-on-Tyne).
Able Seaman Rodney Dennis Stanley Archer, P/JX.388766 (Belfast).

As Beachmaster throughout the operations on the Arakan mainland during March and April, 1945, he carried out his duties of handling and unloading landing craft in the narrow rivers with marked success.

Mention in Despatches

Lieutenant William Wharton, R.I.N.V.R.

For bravery and unselfish devotion to duty in attending to casualties, though wounded themselves, after the ship on which they were serving, H.M.S. Dorsetshire, had been sunk by enemy action in the Indian Ocean on 5th April, 1942 :

Mention in Despatches

Sick Berth Chief Petty Officer James Henry Sutton, D/MX.52361.
Sick Berth Attendant George Stanley Bryant, D/MX.62638.

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

A.F.O. 3434/45. *Mention in Despatches*
Wireman Arthur William Gibbs, C/MX.96916.

A.F.O. 4856/45. *Mention in Despatches*
Temporary Acting Lieutenant-Commander William Fleming McAusland, R.N.V.R.
A.F.O. 5348/45. *The British Empire Medal (Military Division)*
Leading Wireman Dennis Kerrick Smith, S.A.N.F.(V) 70495.

A.F.O. 5431/45. *The Military Cross*
Temporary Lieutenant (Acting Temporary Captain) Malcolm Reeve Nunns, R.M.
A.F.O. 6239/45. *The Military Medal*
Sergeant (Temporary) (Acting Temporary Company Sergeant Major) William Maurice John Brooking, R.M., Ply/X.120078.

Mention in Despatches

Captain (Acting Lieutenant-Colonel) Gordon Herbert Stockley, R.M.
Corporal (Temporary) (Acting Temporary Sergeant) William James Dowse, R.M., Ex.4379.

A.F.O. 6550/45. *Mention in Despatches (Posthumous)*
Temporary Lieutenant Jack Garner Jones, R.M.

*6852.—Honours and Awards—"London Gazette" Supplement of
20th November, 1945

(H. & A.—29 Nov. 1945.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

20th November, 1945.

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

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

Lieutenant-Commander Richard Matthew Pitsworth Williamson, R.N. (Littlehampton),

for good service as Force Navigating Officer in the planning of the assault on Rangoon and in the co-ordination of the movements of the various convoys in the dangerous and restricted waters of the Irrawaddy in the unfavourable weather of early May, 1945.

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

Temporary Lieutenant (A) John Fletcher Underwood, R.N.V.R.,

for great gallantry on 31st August, 1945, when a Seafire Mark XVII aircraft with a full load of petrol crashed and burst into flames. Without hesitation Lieutenant Underwood ran straight into the burning wreckage and got the pilot out from the remains of the cockpit.

Temporary Sub-Lieutenant Ian Douglas Hay, S.A.N.F.(V),

for bravery whilst serving in H.M.M.L. "842". On 26th May, 1945, when the ammunition in an L.C.T. at Suda Bay, Crete, caught fire and began to explode and her crew were trapped Sub-Lieutenant Hay took an open motor boat and went alongside while the ammunition was exploding to take them off. The L.C.T. subsequently blew up.

Flying Officer Bruce Laird Ada, 422826, R.A.A.F.,

for courage, determination and devotion to duty in successful Air Sea Rescue Flight Service under hazardous conditions in the Pacific during offensive operations in the Far East, over a period from March to August, 1945.

ADMIRALTY.

Whitehall,

20th November, 1945.

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 courage, efficiency and devotion to duty in the establishment of navigational aids in the approaches to the Rangoon river, in mine-sweeping and in the survey of the river prior to the assault on the city, May, 1945.

To be a Companion of the Distinguished Service Order

Captain Archibald Day, C.B.E., R.N.

Second Bar to the Distinguished Service Cross

Acting Temporary Commander Eric John Campbell Edwards, D.S.C., R.N.V.R. (Falmouth).

The Distinguished Service Cross

Lieutenant David Noel Penfold, R.N. (Bampton, Oxon).

Temporary Electrical Lieutenant George William Henderson, R.N.V.R. (South Shields).

The Distinguished Service Medal

Petty Officer Wireman Peter Paterson Currie, C/MX.6457.

Leading Seaman Thomas Alex Inkster, LT/JX.400060.

Leading Wireman Eric Stanley Ross, C/MX.66686.

Mention in Despatches

Captain Eric Wheler Bush, D.S.O., R.N. (Little Bookham, Surrey).

Commander Edward Nigel Pumphrey, D.S.O., D.S.C., R.N. (Churchill, Somerset)

Acting Lieutenant-Commander William Donough O'Brien, D.S.C., R.N. (Shrewton near Salisbury).

Acting Temporary Lieutenant-Commander (E) Edward Richard Bainbridge, R.N.V.R.

Temporary Acting Lieutenant-Commander (E) William Graham Darke, R.N.V.R.

Temporary Electrical Lieutenant William Hutton Walker, R.N.V.R. (Astley).

Petty Officer Thomas Landon Raymond, D/JX.152149.

Yeoman of Signals Prom Kumar, R.L.N. 4312 (Banda, Punjab).

Acting Leading Wireman Kenneth Edward Mills, C/MX.76219 (Beccles).

For outstanding skill and courage whilst serving in H.M. Ships "Formidable", "Implacable", "Victorious" and "Indefatigable" in air operations against the Japanese during July and August, 1945:

To be a Companion of the Distinguished Service Order

Acting Lieutenant-Commander (A) Douglas Granger Parker, D.S.C., R.N.V.R. (Northallerton, Yorks.).

Bar to the Distinguished Service Cross

Temporary Sub-Lieutenant (A) Howard Alton Rhodes, D.S.C., R.N.Z.N.V.R. (Marton, N.Z.).

The Distinguished Service Cross

Acting Lieutenant-Commander John Charles Nicholls Shrubsole, R.N. (Alverstoke).

Acting Lieutenant-Commander Colin Peregrine Campbell-Horsfall, R.N. (Padstow).

Acting Lieutenant-Commander William Robert James MacWhirter, R.N. (Keyhaven, Hants.).

Acting Lieutenant-Commander John Peter Camp, R.N. (London).

Temporary Acting Lieutenant-Commander (A) Adolf John Griffith, R.N.V.R. (Hove).

Temporary Acting Lieutenant-Commander (A) Stuart Jewers, R.V.N.R. (Reading).

Temporary Acting Lieutenant-Commander (A) Denys Keith Evans, R.N.Z.N.V.R. (Wellington, N.Z.).

Temporary Lieutenant (A) Donald Arthur Dick, R.N.V.R. (Barnstaple).

Temporary Lieutenant (A) Philip Hughes, R.N.V.R. (Southall, Middlesex).

Temporary Lieutenant (A) Peter Hayes London, R.N.V.R. (Thornton Heath).

Temporary Lieutenant (A) Roger Percival Curran, R.N.Z.N.V.R. (Te Awamutu, N.Z.).

Temporary Lieutenant (P) Charles Edgar Butterworth, R.C.N.V.R. (Montreal).

Temporary Sub-Lieutenant (A) John Campbell Arbuthnot, R.N.V.R. (Montrose, Scotland).

Temporary Sub-Lieutenant (A) James William Blaikie, R.N.V.R. (Edinburgh).

Temporary Sub-Lieutenant (A) John Ronald Crosland, R.N.V.R. (St. Annes, Lancs.).

Temporary Sub-Lieutenant (A) Walter Davis, R.N.V.R. (London).

Temporary Sub-Lieutenant (A) William Alistair Maitland Ferguson, R.N.V.R. (Sutton, Surrey).

Temporary Sub-Lieutenant (A) Peter Gordon Jupe, R.N.V.R. (South Warnborough, Basingstoke).

Temporary Sub-Lieutenant (A) Lachlan Mackinnon, R.N.V.R. (Isle of Isla, Argyll).

Temporary Sub-Lieutenant (A) Harold Keith Quilter, R.N.V.R. (London).

Temporary Sub-Lieutenant (A) John Eric Stubbings, R.N.V.R. (Carshalton).

Temporary Sub-Lieutenant (A) Peter Barrows Workman, R.N.V.R. (Michigan).

- Temporary Sub-Lieutenant (A) Robert Henry Glading, R.N.Z.N.V.R. (Hamilton, N.Z.).
 Temporary Sub-Lieutenant (A) Donald Hugh Patrick McLisky, R.N.Z.N.V.R. (Wanganui, N.Z.).
 Temporary Acting Sub-Lieutenant (A) Christopher David MacLaren, R.N.V.R. (Birmingham).

The Distinguished Service Medal

- Chief Petty Officer (A) Harold Dunning, FAA/FX.608630 (Cannock, Staffs.).
 Chief Petty Officer (A) Thomas Leonard Ward, FAA/FX.79440 (Enfield).
 Acting Petty Officer Airman John Alexander Hopper, FAA/FX.88539 (Beckenham).
 Acting Petty Officer Airman Frederick George Lockhart, FAA/JX.307201 (Southampton).
 Acting Temporary Petty Officer Airman Jeffery George Turner, FAA/FX.96080 (Bournemouth).

Mention in Despatches (Posthumous)

- Temporary Lieutenant (A) Alfred Cecil Francis, R.N.V.R. (Swansea).
 Temporary Lieutenant (P) James Finlay Ross, R.C.N.V.R. (Truro, N.S.).
 Temporary Sub-Lieutenant (A) Peter Dare Bennett, R.N.V.R. (Morden, Surrey).
 Temporary Sub-Lieutenant (A) Leslie Alan Maitland, R.N.V.R. (Walton-on-Thames).
 Temporary Sub-Lieutenant (A) Walter Thomas Stradwick, R.N.V.R. (London, S.W.4).

Mention in Despatches

- Temporary Lieutenant (A) Kenneth Clucas Corrin, R.N.V.R. (Ramsey, I. of M.).
 Temporary Lieutenant (A) Reginald Walter Elliott, D.S.C., R.N.V.R. (Ilford).
 Temporary Lieutenant (A) Stanley William James, R.N.V.R. (Portishead).
 Temporary Lieutenant (A) Peter Smith, R.N.V.R. (Bognor Regis).
 Temporary Lieutenant (A) Richard Henry Greenway, R.N.Z.N.V.R. (Dunedin, N.Z.).
 Temporary Acting Lieutenant (A) Donald Turner Chute, D.S.C., R.N.V.R. (Barry, South Wales).
 Temporary Lieutenant (S) James Douglas Alexander, R.N.Z.N.V.R. (Wellington, N.Z.).
 Temporary Sub-Lieutenant (A) John Blade, R.N.V.R. (Rugby).
 Temporary Sub-Lieutenant (A) Frank Cawood, R.N.V.R. (Thirsk).
 Temporary Sub-Lieutenant (A) Alan Ewins, R.N.V.R. (Wolverhampton).
 Temporary Sub-Lieutenant (A) Donald Gordon Frampton, R.N.V.R. (Worthing).
 Temporary Sub-Lieutenant (A) Christopher Withers Green, R.N.V.R. (London).
 Temporary Sub-Lieutenant (A) Eric Hamilton Humphries, R.N.V.R. (Dudley, Wors.).
 Temporary Sub-Lieutenant (A) Jasper Richard O'Neill Martin, R.N.V.R. (Downpatrick, Co. Down).
 Temporary Sub-Lieutenant (A) Norman Taylor, R.N.V.R. (Darlington).
 Temporary Sub-Lieutenant (A) John Archibald Middleton, R.N.Z.N.V.R. (Marlborough, N.Z.).
 Temporary Sub-Lieutenant (A) Derek Morten, R.N.Z.N.V.R., D.S.C. (Christchurch, N.Z.).
 Temporary Acting Sub-Lieutenant (A) Donald Herbert McNichol, R.N.V.R. (Toronto).
 Temporary Acting Sub-Lieutenant (A) James Primrose, R.N.V.R. (Stirling, Scotland).
 Acting Petty Officer Airman Alwyn Joseph Doyle, FAA/FX.87064 (Leeds).
 Acting Petty Officer Airman Stanley Frederick Henry Woodward, FAA/FX.96711 (Bournemouth).
 Acting Temporary Petty Officer Airman Thomas Steel Murphy, FAA/FX.112060 (Totnes).

For bravery, skill and endurance whilst serving in H.M. Ships "Plucky", "Ameer", "Sussex", "Nelson", "Rifleman" and "Pincher" and H.M.I.S. "Deccan" in minesweeping operations and the bombardment, supported by air strikes, of Japanese airfields in Puket Island, Salang, during July, 1945:

Bar to the Distinguished Service Cross:

- Acting Commander Andrew Edward Doran, D.S.C., R.N.

The Distinguished Service Cross:

- Acting Temporary Lieutenant-Commander (A) Desmond Bernard Law, R.N.V.R. (London).

Mention in Despatches:

- Acting Lieutenant-Commander Calpaham Jagan Mohan, R.I.N.V.R. (Madras).
 Surgeon Lieutenant-Commander Kenneth John Rory O'Connor, M.R.C.S., L.R.C.P., R.N. (Exeter, Devon).
 Temporary Acting Surgeon Lieutenant-Commander Thomas Benedict Fitzgerald, D.S.C., F.R.C.S., M.B., Ch.B., R.N.V.R. (Hanchurch, Stoke-on-Trent).
 Lieutenant Hugh Wake, R.N. (Colchester, Essex).
 Chief Petty Officer Frank Leslie Blandford, D.S.M., C/JX.125230 (Monkseaton, Northumberland).
 Temporary Sick Berth Petty Officer Donald Edwin Grant, P/MX.52602 (Marlborough).
 Leading Seaman Clifford Albert Gray, P/JX.183297 (Gravesend, Kent).
 Temporary Leading Sick Berth Attendant William Maben, C/MX.72364 (Dalkeith, Midlothian).
 Able Seaman Donald Bevan, P/JX.624702 (Hayes, Middlesex).
 Able Seaman William Henry Harrison, C/JX.278140 (Sheffield, Yorks.).
 Able Seaman John Albert Hodge, C/JX.299837 (Downham, Kent).
 Sick Berth Attendant Francis John Chamberlain, D/MX.84716 (Liverpool).
 Sick Berth Attendant Terence Fountain, P/MX.555625 (Huddersfield, Yorks.).

For gallantry, skill and outstanding devotion to duty whilst serving in H.M. Submarines "Thrasher", "Seadog", "Shalimar", "Torbay", "Statesman", "Trump", "Tiptoe", "Taciturn", "Sybil" and "Subtle" in numerous successful patrols in trying climatic conditions in the Pacific, frequently carried out in shallow and difficult waters and in the presence of strong opposition:

Bar to the Distinguished Service Cross:

- Lieutenant-Commander Michael Frederic Roberts Ainslie, D.S.O., D.S.C., R.N. (Ashvale, Surrey).
 Lieutenant-Commander William Gordon Meeke, M.B.E., D.S.C., R.N. (Cuffley, Herts.).
 Acting Lieutenant-Commander Edward Ashley Hobson, R.N. (London).

The Distinguished Service Cross:

- Lieutenant-Commander Compton Patrick Norman, D.S.O., R.N. (London).
 Acting Lieutenant-Commander Robert George Pierson Bulkeley, R.N. (Westward Ho, Devon).
 Acting Lieutenant-Commander Anthony Arthur Catlow, R.N. (Southport).
 Acting Lieutenant-Commander Richard Lionel Jay, R.N. (Sandgate, Kent).
 Lieutenant Neil Donald Campbell, R.N. (Sevenoaks).
 Lieutenant Michael Timothy Hickie, R.N. (E. Hoathley, Sussex).
 Lieutenant Roderick Maclean Wilmot, R.N. (Louth, Lincolnshire).
 Lieutenant Thomas Frederick Jones, R.N.R. (Wallasey, Cheshire).
 Temporary Lieutenant Robert Francis Neil Strouts, R.N.V.R. (Berkhamstead, Herts.).
 Lieutenant (E) Gerald Slingsly Mellor, R.N. (Ipswich).
 Lieutenant (E) Keith Ivan Short, R.N. (Portsmouth).
 Lieutenant (E) Cyril John Bermingham, R.N. (Portsmouth).

Bar to the Distinguished Service Medal:

- Temporary Chief Petty Officer Ronald Pain, D.S.M., P/J.115048 (Fareham).
 Engine Room Artificer Second Class Walter Charles Martin McNeilage, D.S.M., D/MX.54815 (Paignton).
 Acting Chief Petty Officer Giles Frederick Scott, D.S.M., D/J.112658 (Nottingham, Kent).

The Distinguished Service Medal :

Chief Petty Officer Jack Russell Smith, P/SSX.16389 (Lowestoft, Suffolk).
 Acting Chief Petty Officer Christopher Leslie Crossman, C/TD/X.1856 (Gosforth, Newcastle-on-Tyne).
 Acting Chief Petty Officer James Christopher Martin, P/JX.145347 (Portsmouth).
 Chief Engine Room Artificer Eric Barnes, C/MX.69783 (Clapham Village, Bedford).
 Chief Engine Room Artificer Ronald Herbert Oekenden, P/M.22022 (Lee-on-Solent, Hants.).
 Chief Engine Room Artificer John Edward Robson, D/MX.46045 (Gillingham).
 Chief Engine Room Artificer James Wilkinson, D/MX.54263 (Blackburn, Lancs.).
 Acting Temporary Chief Engine Room Artificer John Eric Horton, P/MX.56640 (Derby).
 Chief Stoker William Arthur Rottenbury, C/KX.78109 (Southsea, Hants.).
 Chief Stoker Leslie Charles Webb, C/KX.79324 (Wolverton, Bucks).
 Engine Room Artificer Third Class Alexander Kirk Macdonald, C/MX.59163 (Lee, S.E.12).
 Engine Room Artificer Third Class James Murphy, D/MX.61473 (Birkenhead).
 Engine Room Artificer Third Class William Kerry Peel, P/MX.52263 (Landport, Portsmouth).
 Engine Room Artificer Third Class Joseph Walton, C/MX.72632 (Romford, Essex).
 Petty Officer Thomas Hellings, D/JX.186406 (Hull).
 Petty Officer Arthur James Jervis, D/SSX.23147 (Salford, Lancs.).
 Petty Officer George Bertram Margary, P/JX.128313 (King's Cross, N.1).
 Petty Officer William Whillens Miles, P/JX.150243 (Hawick, Scotland).
 Temporary Petty Officer James William Dent, D/SSX.30035 (Hessle Road, Hull).
 Acting Petty Officer William Gallacher Gibson, D/JX.152024 (Edinburgh).
 Petty Officer Telegraphist Harry Parker, P/JX.151687 (Bradford).
 Engine Room Artificer Fourth Class Eric Capps, P/MX.89157 (Burton-on-Trent).
 Electrical Artificer Fourth Class Ronald Henry Saunders, C/MX.66056 (Peterborough).
 Stoker Petty Officer Roland Nuttall, P/KX.84480 (Heywood, Lancs.).
 Leading Seaman William George Collins, C/SSX.23939 (Glasgow).
 Leading Seaman James William Cowan, C/SSX.22224 (Ashington, Northumberland).
 Leading Seaman Ronald Fentiman, P/SSX.20166 (Barrow-in-Furness).
 Leading Seaman Charles Freeman Tuckwood, L/JX.191627 (Huncote, Nr. Leicester).
 Temporary Leading Seaman George Thomas Eldridge, C/JX.156154 (Glasgow).
 Able Seaman Murray Sinclair Dott, P/ESD/X.1900 (Dundee).
 Able Seaman Richard George Hill, D/SSX.20911 (Tenby, S. Wales).
 Able Seaman Charles Henry Hookings, C/LDX.3889 (Battersea).
 Able Seaman Ernest Henry Laing, C/JX.258955 (Auldgeith, Dumfriesshire).
 Stoker First Class Albert George Smith, P/KX.111865 (Norwich, Norfolk).

Mention in Despatches :

Lieutenant-Commander Edward Talbot Stanley, D.S.O., D.S.C., R.N. (Holbrook, Ipswich).
 Acting Lieutenant-Commander Bruce John Bevis Andrew, D.S.C., R.N. (Bangor, N. Wales).
 Temporary Acting Lieutenant-Commander Connel Percy Thode, R.N.Z.N.V.R. (Auckland, N.Z.).
 Lieutenant John Blackburn, D.S.C., R.N. (Alverstoke, Hants.).
 Lieutenant David Masterman Ellis, R.N. (Salway Ash, Dorset).
 Lieutenant John Malwa Reece Lutley, D.S.C., R.N. (Bridport).
 Lieutenant Arthur Richard Corfield Jenks, R.N. (Rochester, Kent).
 Lieutenant Huston Roc Murray, R.N. (Co. Cork, Ireland).
 Lieutenant Leofric Douglas Temple-Richards, R.N. (Lechlade, Glos.).
 Temporary Lieutenant Christopher Randle Feilden, R.N.V.R. (Bedford).

Temporary Lieutenant Harold Wallace Peter Showring, R.N.V.R. (Birmingham).
 Lieutenant (E) Denis Patrick Noel Carroll, R.N. (Cork, Eire).
 Lieutenant (E) Kenneth Samuel James Dunlop, R.N. (Guildford, Surrey).
 Sub-Lieutenant Alexander Fergus Fullerton, R.N. (Aldershot, Hants).
 Temporary Sub-Lieutenant Geoffrey Chesham Mills, R.N.V.R. (Bindura, Southern Rhodesia).
 Mr. William Ernest Glass, D.S.M., Warrant Engineer, R.N. (Prinsted, Sussex).
 Chief Petty Officer Stanley Ramshaw, P/JX.128748 (Southampton).
 Acting Chief Petty Officer Jack Dixon, D/JX.704492 (Sale, Cheshire).
 Chief Engine Room Artificer Albert Charles Coppack, D/MX.54397 (Fleetwood, Lancs.).
 Engine Room Artificer Third Class Robert Henry Blenkinsopp, C/MX.76851 (Blyth, Northumb. land).
 Electrical Artificer Second Class Henry Alex Whitson, C/MX.119269 (Mill Hill).
 Electrical Artificer Third Class Reginald Eric Watkins, C/MX.96191 (Brockley, London).
 Petty Officer William Ronald Harkness, P/SSX.15914 (Portsmouth).
 Petty Officer Frederick Johnstone Magill, D/JX.151447 (Inverness).
 Petty Officer Stanley Monk, D/JX.138864 (Liverpool).
 Petty Officer William Muir, P/SSX.17056 (Blythe, Northumberland).
 Petty Officer James Frederick Rees Young, C/JX.203035 (Hayes End, Middx.).
 Temporary Petty Officer Telegraphist Arthur William John Laver, D/JX.130726 (Coventry).
 Stoker Petty Officer Robert Stanley Connor, D.S.M., P/KX.82526 (Great Crosby, Liverpool).
 Stoker Petty Officer Mervyn Baptist Johnston, C/KX.85491 (Clanelly, Farmanagh, N.I.).
 Temporary Stoker Petty Officer Thomas Gordon Bush, P/KX.88337 (Barrow-in-Furness).
 Engine Room Artificer Fourth Class Walter George Ashley, P/MX.117342 (Birmingham).
 Engine Room Artificer Fourth Class Frederick James Billinge, C/MX.77441 (Romford, Essex).
 Engine Room Artificer Fourth Class Wilfred Jarvis, D/MX.74878 (Castleford, Yorks.).
 Engine Room Artificer Fourth Class John Charles Denzil Williams, D/MX.56172 (Falmouth, Cornwall).
 Acting Petty Officer RadioMechanic Alan Jack Porter, P/MX.713112 (Dersingham, Norfolk).
 Temporary Petty Officer Cook Raymond Charles Fry, D.S.M., P/MX.523801.
 Leading Seaman John Ronald Creswell, P/JX.190431 (Chesterfield).
 Leading Seaman Francis Joseph Dunn, D/JX.146966 (Liverpool).
 Leading Seaman Vivian Richard George Horsey, C/JX.187389 (Old Trafford, Manchester).
 Leading Seaman Francis James Voyzey, D.S.M., D/JX.149558 (Barrow-in-Furness, Lancs.).
 Acting Leading Seaman John Johnson Quinn, C/JX.155030 (Gateshead-on-Tyne).
 Leading Telegraphist Charles Leslie Turner, D/WRX.535 (Romsley, Worcester-shire).
 Leading Stoker Henry George Buckley, P/KX.128574 (Tunbridge Wells, Kent).
 Leading Stoker James Kelvin Cleary, C/KX.113687 (Co. Sligo, Eire).
 Leading Stoker Cyril Ernest Dorricott, P/KX.90418 (Ketley).
 Leading Stoker Martin Heagin, D/KX.93013 (Colne, Lancs.).
 Leading Stoker Donald Lindridge, C/KX.112013 (Gravesend).
 Acting Leading Stoker Victor Beardsmore, D/KX.96290 (Liverpool).
 Acting Leading Seaman Thomas Coop, P/JX.304660 (Manchester).
 Able Seaman Allen Balmer, D/JX.156062 (Aghalee, Northern Ireland).
 Able Seaman Raymond George High, P/JX.426753 (Birmingham).
 Able Seaman Alexander Mason Leckie, P/JX.144931 (Musselburgh, Scotland).

Able Seaman Archibald Oliver, C/JX.170147 (Walker, Newcastle).
 Able Seaman Douglas John Perkins, C/JX.160496 (Burton-on-Trent).
 Able Seaman Lawrence Stanley Spencer, C/JX.565755 (Salford, Lancs.).
 Able Seaman James Robert Wolfe Whitby, C/JX.181989 (Nottingham).
 Stoker First Class John Gordon Cubbin, C/KX.112449 (Middlesbrough).
 Stoker First Class Edward Clifford Banes, D/KX.133952 (Bangor, N. Wales).
 Stoker First Class Eric Norman Oatley, D/KX.92527 (Plymouth).
 Stoker First Class John Reilly, C/JX.143004 (Co. Louth, Eire).

For great gallantry, skill and devotion to duty whilst serving in Light Coastal Forces in an attack on a heavily armed enemy trawler on the night of 2nd-3rd October, 1942.

The Distinguished Service Cross

Temporary Lieutenant Roy Major Eggleston, R.N.V.R.

The Distinguished Service Medal

Chief Motor Mechanic Buchanan Heron, P/MX.89228.

Mention in Despatches (Posthumous)

Temporary Lieutenant George Findlay Duncan, R.C.N.V.R. (Montreal, P.Q.).

Mention in Despatches

Able Seaman Norman George Bush, C/JX.316769.

For gallantry, tenacity and devotion to duty whilst serving in S.S. "Chaucer." Throughout the whole of a two hours' fight with the German armed raider, Orion, on 29th July, 1941, Able Seaman Ferry and Able Seaman Pattinson fought the 4-in. gun and only abandoned ship when ordered to do so:

The Distinguished Service Medal

Acting Able Seaman George William Ferry, C/JX.224463.

Mention in Despatches

Temporary Acting Seaman Arthur William Pattinson, P/JX.198694.

For bravery and inspiring example whilst serving in Light Coastal Forces during the assault on Ouistreham, Normandy, on 6th June, 1944:

Mention in Despatches (Posthumous)

Sub-Lieutenant Frank Hastings Hardy, R.N.V.R. (Blackpool).

Ordinary Seaman Harold Barton, D/JX.346751.

Mention in Despatches

Lieutenant Alan Nigel Cromar, R.N.V.R.

For outstanding service as Port Director, Port of Hollandia, Dutch New Guinea, from 1st December, 1944, to 31st July, 1945:

Mention in Despatches

Commander Frederick Keith Baxter, R.D., R.A.N.R. (S). ✓

For courage, determination and zeal in the Air Sea Rescue Flight Service during operations in the Pacific area, July-August, 1945:

Mention in Despatches

Flight Lieutenant David Russel Howard, 401796, R.A.A.F.

For able leadership and good service whilst in command of the Hydrographic Unit during the consolidation period after the assault on Balikpapan, Borneo:

Mention in Despatches

Acting Commander Colin Goyder Little, D.S.C., R.A.N. ✓

For good service and devotion to duty as Port Directors under primitive and adverse conditions during the early period of the New Guinea Campaign:

Mention in Despatches

Temporary Lieutenant-Commander Dudley Charles Northam, R.A.N.R. (S). ✓
 Acting Temporary Lieutenant-Commander Eric John Barron, R.A.N.R. (S). ✓
 Acting Temporary Lieutenant-Commander Norman Miller Gordon, R.A.N.R. (S). ✓

For bravery, skill and determination whilst serving in H.M.S. "Nadder", in successfully beating off an enemy air attack on 10th August, 1945, whilst engaged in a special operation many hundreds of miles from any supporting force:

Mention in Despatches

Temporary Acting Lieutenant-Commander Philip Edward Kitto, R.N.R. (Gillingham).
 Engine Room Artificer Third Class Jack Holbrook Quintrell, D/MX.58230 (Penryn, Cornwall).
 Petty Officer Gerald Eustis, D/J.101404 (Devonport).

For great courage and devotion to duty in outstanding efforts to save the ship in which they were serving from being lost in the raid on Dieppe, 19th August, 1942:

Mention in Despatches

Temporary Acting Lieutenant John Herbert Bruce Colson, R.N.V.R. (Margate).
 Petty Officer Motor Mechanic Ronald Smith, P/MX.78822 (Doncaster).

For good services whilst prisoners of war:

Mention in Despatches

Captain Thomas William Morris, Master S.S. "Demeterton".
 Mr. Frederick Heaton Hooker, Chief Engineer Officer, S.S. "Mallard".
 Mr. James Miller Stott, 1st Officer, S.S. "Triaster".
 Mr. Christopher Haynes Alexander Gordison Hill-Willis, 1st Officer, S.S. "Agnita".
 Mr. William John Cowell McFarlane, 1st Engineer Officer, S.S. "Triadic".
 Mr. Cyril Effingham Holm Biss, 2nd Officer, S.S. "Triadic".
 Mr. Cecil Ingham, 2nd Officer, S.S. "Lustrous".
 Mr. Stanley Phillips, 2nd Officer, S.S. "Demeterton".
 Mr. Donald Stewart, 2nd Officer, S.S. "Automedon".
 Mr. John Augustine Whitehead, 2nd Officer, S.S. "Mallard".
 Mr. Clifford Wardropper, Senior 3rd Engineer Officer, S.S. "Orama".
 Mr. Archibald David McKinna, 3rd Engineer Officer, S.S. "Triona".
 Mr. John Lawson Roweroft, 4th Engineer Officer, S.S. "British Commander".
 Mr. William Leonard Coventry, Assistant Engineer Officer, S.S. "Automedon".
 Assistant Steward George Frank Edwards, S.S. "Orama".

For courage, initiative and devotion to duty during the landing operations along the Arakan Coast under continuous enemy fire in January, 1944:

Mention in Despatches

Lieutenant Basil Godfrey Rhodes, R.I.N.V.R. (Adlington, Lancs.).
 Leading Seaman Munawar Khan, 100442, R.I.N. (Cambell Pore, Frontier Province).

For good service, courage and endurance in reconnaissance operations on the West Coast of Siam in June, 1945:

Mention in Despatches

Corporal (Temporary) Paul Edward Rigden, R.M., Ch.X.100662.
 Marine John Alexander Paul, R.M., Ch.X.112652.

For courage, efficiency and devotion to duty in the assault on Rangoon in May, 1945:

Mention in Despatches

Corporal (Temporary) Robert Allison Craig, R.M., Po.X.3340.
 Corporal (Temporary) Arthur Leighton, R.M., Ply.X.103126 (Chorley).

For bravery and skill whilst serving in H.M.S. "Sussex" as Captain of an S.2 4-in. twin mounting, in beating off attacks by Japanese suicide aircraft in operations off Puket Island, Salang, during July, 1945:

Mention in Despatches

Sergeant (Temporary) Alfred Griffiths, R.M., C/X.1018 (Manchester, Lancs.).

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

A.F.O. No. 5348/45.

The Distinguished Service Cross

Temporary Sub-Lieutenant (A) Edwin Denis Pyc, R.N.V.R.

***6853.—Honours and Awards—1939–45 Star and Defence Medal**

(H. & A. 902/45.—29 Nov. 1945.)

The following amendment is to be made to A.F.O. 3115/45:—

Section III, paragraph 1 (A) (a). *Cancel and substitute:—*

"(a) A ship of war in sea-going commission. (Service while refitting may count as "service afloat" provided that the ship remains in commission. Service in ships refitting in the United States of America may count as "service afloat" up to three months; time in excess of three months may not count as "service afloat" but may count towards the Defence Medal. If the ship's company of a ship refitting in the United States is not reduced, any time served in the ship after the first three months of refitting shall count towards completion of qualification for the 1939–45 Star, or the Atlantic Star, if the Star in question had begun to be earned before that date.)"

(A.F.O. 3115/45.)

6854.—Medical Research—Financial Assistance from Royal College of Surgeons on Release from Royal Navy

(M.D.G. 68704/45.—29 Nov. 1945.)

The Council of the Royal College of Surgeons of England is prepared to consider applications from medical officers leaving the service for assistance in the completion of research work on which they have been engaged while serving in the Royal Navy:

2. Applications should be forwarded through the usual channels to the Medical Director-General, who will remit them for consideration to the Council.

6855.—Merchant Navy Radio Officers—Expenses During Training in Radar

(T.D./D.E.M.S.1495/45.—29 Nov. 1945.)

Merchant Navy Radio Officers are no longer being employed at the request of the Admiralty for Radar maintenance in merchant ships or as HF/DF operators in rescue ships.

2. Until Radar is established on a commercial basis, however, arrangements have been made through the Ministry of War Transport, shipowners, and marine radio companies for Radio Officers, Masters and Deck Officers to receive training in Radar at selected Naval establishments.

3. This arrangement is for the benefit of the Shipping and Radar industries as a whole, and is of a temporary nature. In future, all expenses (including travelling, food and lodging of Radio Officers and Merchant Navy personnel undergoing these courses) are the concern of the appropriate Marine Radio Company or Ship-owner.

(C.A.F.O. 1584/43 is cancelled.)

6856.—Cancelled

6857.—War Service Increments—Officers

(C.W. 53403/44.—29 Nov. 1945.)

A.F.O. 5661/45 is to be amended as follows:—

Paragraph 6, note (iv), line 6. *Delete* "1939" and *substitute* "1944".
Paragraph 8 (i), line 2. *After* "Naval V.A.D." *delete* "or" and *substitute* "on".
Paragraph 8 (i), line 3. *Delete* "(including Cadets (E) and Cadets (S))".
Paragraph 9 (iii). *Delete* "(including Cadet (E) and Cadet (S))".

(A.F.O. 5661/45.)

6858.—Wiremen—General Conditions

(N. 27025/44.—29 Nov. 1945.)

The following amendment is to be made to A.F.O. 911/45:—

Paragraph 9. Delete and substitute:—

"The drafting of all wiremen M/S for whatever duty is undertaken by the Commodore, R.N. Barracks, Chatham, to which depot all wiremen M/S belong. Wiremen M/S should, in future, be discharged, not to Lowestoft, but to Chatham, and all requests for these ratings should, in future, be addressed to the Commodore, R.N. Barracks, Chatham."

(A.F.O. 911/45.)

***6859.—Addresses to which Communications Concerning the Retired Pay, etc. of R.N. Officers should be Forwarded**

(P.M. 4484/45.—29 Nov. 1945.)

Inconvenience and delay in the payment of retired pay has occurred owing to the difficulty of establishing from the addresses recorded, the particular address to which communications concerning retired pay should be sent.

2. All officers eligible for retired pay or retiring gratuity should, in addition to any other address that they may be required to furnish under the regulations, inform P.M. Branch, Admiralty (Officers' Retired Pay Section), shortly before they are about to be released of the address to which any communication concerning retired pay or retiring gratuity should be forwarded.

†6860.—Admiralty Surgeon and Agent—London District No. 5

(C.E. 25641/45.—29 Nov. 1945.)

Mr. J. Bruce Mackay, M.B., Ch.B., of Morley House, Bruce Road, Bow, E.3 (Telephone: Advance 4386) has been appointed Admiralty Surgeon and Agent for the London District No. 5 (Bow, East Ham, Plaistow, Stratford and North Woolwich) to date 1st January, 1946, *vice* Mr. I. M. Grieve.

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

6861.—Compulsory Treatment of Venereal Disease—Defence Regulation 33B

(M.D.G. 58949/42.—29 Nov. 1945.)

Defence Regulation 33B (S.R. and O. 2277) provides for compulsory treatment of venereal disease under certain circumstances.

2. The main purpose of the Regulation is to enable medical officers of health of counties and county boroughs in England and Wales and the corresponding authorities in Scotland to require a person (whether male or female) who has been indicated by two separate patients under treatment for venereal disease as the source of their infection, to submit to examination and treatment.

3. The machinery by which the object of the Regulation is achieved is as follows:—

(a) A "special practitioner", as defined by the Regulation, who receives from a patient found by him to be suffering from a venereal disease, information as to a person from whom the patient suspects that the disease was contracted, must, unless he is satisfied that the disease was not so contracted, send a notice in the prescribed form to the appropriate medical officer of health.

- (b) If it appears to the medical officer of health that any person specified in the notices sent to him is a person from whom two or more patients suspect that they have contracted a venereal disease he must, unless he considers that there is no reasonable ground for believing that the disease was so contracted, serve on that person a notice requiring his or her attendance for examination by a "special practitioner" and also production of a certificate by a "special practitioner" showing that the requirements of the notice have been complied with.
- (c) The "special practitioner" who examines the person concerned must then either send to the medical officer of health a clearance certificate in respect of the person examined stating that he or she is not suffering from a venereal disease in a communicable form or serve upon that person (the contact) a notice requiring the contact to attend for and to continue treatment in accordance with his directions. The medical officer of health is informed by the "special practitioner" of the action taken by him.
- (d) When the contact is regarded by the "special practitioner" as free from venereal disease in a communicable form, he will supply a clearance certificate to that effect.
4. The Regulation provides with regard to any information given by a patient to a "special practitioner" as to the person from whom the patient suspects that the disease was contracted, that:—
- (a) Such information shall be deemed for the purposes of the law regarding defamation of character to have been communicated in pursuance of a statutory duty: (This means that providing that the patient gives the information without malice and honestly believing in its truth the patient is protected in respect of any proceedings for alleged libel or slander in having given the information).
- (b) The "special practitioner" shall not, except with permission given by or on behalf of a Ministry of the Crown, disclose, otherwise than in pursuance of the Regulation, any such information so given to him. (If he does improperly disclose any such information he will be guilty of an offence under the Defence (General) Regulations.)
- (c) If a patient in giving information for the purposes of the Regulation to a "special practitioner" makes a statement which he or she knows to be false in a material particular, or recklessly makes a statement which is false in a material particular the patient is guilty of an offence against the Regulation.
5. Failure to comply with the provisions of the Regulation or with any directions properly given thereunder is an offence against the Regulation and punishable accordingly.
6. So far as the Royal Navy is concerned, the following are "special practitioners":

Surgeon Captain G. H. Hayes, R.N.,
Naval Health Officer, Chatham.

Surgeon Captain S. Bradbury, R.N.,
Naval Health Officer, Plymouth.

Surgeon Captain E. C. Holtom, R.N.,
Naval Health Officer, Portsmouth.

Surgeon Lieutenant J. W. Hall, R.N.V.R.,
Naval Health Officer, Liverpool.

Surg. Lieut.-Commander J. L. Hill, R.N.V.R.,
Naval Health Officer, Greenock.

Surgeon Captain M. S. Moore, R.N.,
Naval Health Officer, Rosyth.

The necessary instructions have been given to these officers.

(B.R. 775 (1).)

(A.F.O. 5876/44 is cancelled.)

6862.—W.R.N.S. Personnel Loaned to Exhibitions—Pay, Accommodation, etc.

(N. 19794/45.—29 Nov. 1945.)

Where W.R.N.S. personnel are loaned to an exhibition and there is a Naval establishment at or near the place, they are to be lent to that establishment for pay and victuals. The Supply Officer concerned is to pay landladies direct in respect of personnel for whom "approved lodgings" are provided in accordance with B.R. 1077.

2. If there is no Naval establishment at or near the place of exhibition, the following arrangements are to be made:—

- (a) A fortnight's advance of pay and ration cards and a railway warrant to be provided by their own establishment, the destination on the warrant being in accordance with the drafting instructions issued for each exhibition party.
- (b) Personnel to be lent to "Pembroke III" for pay and victuals, using nominal transfer lists.
- (c) Officer in charge of the party to arrange "approved lodgings" and report to "Pembroke III" the names of the ratings concerned and the names and addresses of their landladies.
- (d) "Pembroke III" to forward a cheque for the money to pay the landladies weekly *in advance* to the officer in charge, who is to pay the landladies and obtain receipts, returning these to "Pembroke III". The officer in charge of the party is to obtain a sum of money from "Pembroke III" *in advance* to cover accommodation payments for the first week.
- (e) Ration cards for the whole party and one cheque to cover their fortnightly pay are to be forwarded by "Pembroke III" direct to the officer in charge, accompanied by Form S.1039 (Emergency Pay List). After the ratings concerned have been paid and their signatures obtained on Form S.1039, the officer in charge is to return the form to "Pembroke III".

3. On completion of duty at the exhibition personnel are to be returned direct to their proper establishments, the officer in charge reporting the date and time, etc., in writing to "Pembroke III". Pay accounts will then be transferred to the proper establishments, showing charges on the nominal transfer lists.

4. Should the W.R.N.S. officer in charge find herself for any reason in possession of money received as in paragraph 2 above, but not required, she is to return this to "Pembroke III" by cheque or postal order with a letter explaining the reason.

5. W.R.N.S. officers in charge of parties will, whenever possible, be directed to report to the Director, W.R.N.S., Admiralty, and "Pembroke III", beforehand to ensure that these arrangements are thoroughly understood. An officer at W.R.N.S. H.Q. (Tel. No. Whitehall 9444, Extension 177) has been detailed for liaison duties with these parties and should be consulted in cases of doubt or difficulty.

(B.R. 1077.)

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

6863.—Aircraft—General—Disposal of Gun Armament—Appendix A— Equipment of Aircraft to be Scrapped (A.S. 01766/45.—29 Nov. 1945.)

When Naval aircraft are scrapped or disposed of with a view to scrapping, all items of gun armament Appendix "A" equipment (including signal pistols) are to be removed and returned to the appropriate R.N. Armament Depot.

2. Relevant vouchers and packing notes should state reason for return of equipment.

(A.F.Os. 5086/43 and 1249/45.)

6864.—Aircraft—Pyrotechnics—Signals, Distress, 2-Star Red—Accidental Ignition if Fitted with Tight Safety Caps (A.S. 11870/45.—29 Nov. 1945.)

A report has been received of the accidental firing of a Signal, Distress, 2-star red, Mark III, whilst endeavouring to remove a tight-fitting safety cap. This was due to the release fork having been set solid to the cap by a defective washer which had "splayed out". As the cap was unscrewed the washer and fork moved with it resulting in the necessary side movement of the fork to release the head of the striker.

2. Care must, therefore, be exercised in removing safety caps and any Signals, Distress, 2-star red found to be fitted with caps which would require considerable effort to remove, should either be dumped in deep water or if this is not practicable, returned to the nearest R.N. armament depot specially marked for disposal under this order. Packages containing any for return to depots should be clearly marked to indicate the defect.

3. Separate instructions are being issued to R.N. armament depots.

6865.—Aberdeen Sub-Command—Vessels Ordered to—Landing of Explosive Stores and Guns (A.S. 11981/45.—29 Nov. 1945.)

In view of the closing down of R.N. Armament Depot, Aberdeen, in future all vessels ordered to the Aberdeen Sub-Command for conversion in accordance with A.F.O. 332/45 or for refit should land all explosive stores and guns (where appropriate) at the nearest Naval Armament Depot before sailing, or at R.N. Armament Depot, Crombie, whichever is more convenient.

(A.F.O. 332/45.)

6866.—Ammunition—Pyrotechnics—Rockets—Displays—Precautions (G.D. 0825/45.—29 Nov. 1945.)

As a result of an enquiry into the circumstances attending a fatal accident on board one of H.M. ships, the following precautionary instructions should be adhered to in the handling and firing of rockets for rocket displays.

- (a) Plugs of rockets should be left in place until immediately before rockets are placed in their standards.
- (b) To localize possible effects of an explosion among stacks of rockets standing by, such stacks should be stowed behind protection so that if ignited they cannot fly directly in a dangerous direction. Stacks of rockets should be separated from each other by solid protection.
- (c) Rocket sticks should be inspected before firing to ensure that rocket and stick are correctly assembled.
- (d) Personnel operating in the vicinity of rockets should wear full anti-flash gear.
- (e) When firing a succession of rockets from the same rocket standards a firing interval of not less than 40 seconds is desirable.
- (f) Rocket displays should not be given by ships alongside or in proximity to crowds or buildings. Due regard should be given to a safe area for falling rocket sticks.

2. The use of Service rockets for displays is to be regarded as exceptional.

6867.—Ammunition—Cartridges, S.A., Drill, 0.303-in., Marks VI* and VII, for Future Supply (A.S./G. 024287/44.—29 Nov. 1945.)

It has been decided to replace all existing 0.303-in. drill cartridges, other than Mark VI*, by the Mark VII, which has a metal bullet in a fluted cartridge case, the latter being chromium-plated. The Mark VI* cartridge converted from Mark VI is identical with the Mark VII.

2. Supplies of the Mark VII cartridge are now becoming available and are in course of distribution. Ships and store establishments should render demands for their outfit allowance to the nearest Naval armament Depot. These demands will be met as quickly as supplies permit. On receipt of the Mark VII cartridges, ships and establishments are to return all obsolete patterns to store.

3. Separate instructions are being issued to N.A. Depots as to disposal of the obsolete patterns.

6868.—Ammunition—5-in., 38 calibre—Shell, Illuminating—Defective—REPORTS (A.S./N.S. 1441/45.—29 Nov. 1945.)

Information is available which indicates that certain lots of 5-in. 38 calibre heat treated illuminating shell may be subject to premature functioning at ranges between 100 and 1,000 yards.

2. Only "heat-treated" shell (which are marked (HT)) are affected, and the following are the marks and lot numbers of the shell concerned, viz. :-

Mark 30 Mods.—Lots R8-B to R63-B inclusive.

Mark 30 Mod. 5.—Lots 340-B, 362B to 364B, 366B to 368B, 379B, 387B, 396B, 444B, 446B to 449B, 529B, 531B, 540B, 546B, 550B, 553B to 560B, 574B, 597B to 600B.

Mark 30 Mod. 7.—Lots 88B, 89B, 91B, 96B, 97B, 100B, 101B, 110B, 112B, 114B, 116B, 123B to 126B, 135B, 136B, 141B, 146B, 147B, 150B to 152B, 155B, 157B to 159B, 183B to 186B, 234B to 236B, 249B to 260B, 290B to 292B, 306B, 308B to 312B.

Mark 30 Mod. 8.—Lots 12B to 15B, 36B to 39B, 52B to 55B.

3. The projectile lot number is stamped on the leading edge of the driving band and is also stencilled in white letters parallel to the base of the projectile at two points between the stars, 180° apart, on the projectile body midway between the driving band and bourrelet.

4. Outfits of 5-in. 38 calibre illuminating shell should be examined, and any shell of the lots enumerated above should be landed at the first available opportunity, and others embarked in lieu.

5. R.N.A. Depots only.—Any 5-in. 38 calibre illuminating H.T. shell of the lots enumerated are to be set aside and quantities reported to D.A.S. (B.108), Bath.

6869.—Guns—B.L., 16-in., Mark I—Lock, Electric, "E.J.", Mark I— Contact Bolt Nut—Modification (A.S. 4496/45.—29 Nov. 1945.)

The following modification is approved :-

Gun	... ..	B.L., 16-in., Mark I.
Part affected	... ..	Lock, electric, "E.J.", Mark I.
Purpose	... ..	To reduce liability of bolt to fracture.
Nature of modification	... ..	(1) Increase depth of recess of nut, contact bolt, Mark I, and advance mark of nut to II. (2) Fit Mark II contact bolt to contact arm.
Drawing	... ..	N.O.D. 2177/10.
New parts required	... ..	Bolt arm contact, Mark II, which should be demanded from D.A.S.
By whom to be done	... ..	R.N. Armament Depots.
Degree of urgency	... ..	In Service } as opportunities offer. In store }

2. Replaced contact bolts, Mark I, should be scrapped.

6870.—4·7-in. Twin Mark XX Mountings—Loading Tray—Grip Release Stops

(G. 3432/45.—29 Nov. 1945.)

- (a) *Ships, Establishments and authorities concerned.* C.Os. of ships concerned, dockyards and repair establishments.
- (b) *Type and Mark of mounting ...* 4·7-in. Twin, Mark XX mountings.
- (c) *Part of mounting affected ...* Loading tray—grip release stops.
- (d) *Purpose of modification ...* (i) To prevent the stop securing screws from slacking back and accentuating the action described in (ii).
(ii) To overcome the tendency of the grip release locking plunger to spring open or fracture the stop and its securing screws.
- (e) *Nature of modification ...* The new material required is as follows :—
2 off item 21/33248G.B. and 6 off item 17 33248G.B. per mounting, and should be demanded from the G.M. Depot, Coventry.
Disconnect the loading tray swinging bracket and remove to gain access to the supporting tube. Remove the existing locking plunger stops and securing screws. Counterbore the existing holes in the supporting tube for securing screws to a depth of 0·15-in. and 0·625-in. diameter. Fit the new stop pieces, bedding well down on to the supporting tube. A fitting allowance has been left on the top and outside faces of the stop. After fitting, these faces are to be surface hardened. It is essential that the collar on the securing screws is flush with the top of the counterbore when screwed home. The squares on the screw should be used to enable them to be screwed in, the square then being removed, the stop piece placed in position and the screw rivetted into the stop countersink. Replace the swinging bracket and connect up.
- (f) *Drawing or A.F.O. Diagram...* Drawing No. 33248G.B. (Part)—A.F.O. Diagram 418 45.
- (g) *By whom to be done ...* Dockyards or repair establishments.
- (h) *When to be done ...* At first available opportunity.
- (i) *To be treated as an A. and A. or defect.* Defect.

6871.—Gun Mountings—4·7-in., C.P., Mark XXII; 4·5-in., C.P., Mark V; 4·5-in. R.P., 50, Mark V—Modification to Loading Tray Palm Lever.

(G. 018157/45.—29 Nov. 1945.)

- (a) *Ships, Establishments and authorities concerned.* Ships and depot ships.
- (b) *Types and Marks of mountings* 4·7-in. C.P., Mark XXII;
4·5-in. C.P., Mark V;
4·5-in. R.P. 50, Mark V.
- (c) *Part of mounting affected ...* Loading tray palm lever.
- (d) *Purpose of modification ...* To overcome failures of the palm lever fulcrum pin.
- (e) *Nature of modification ...* (i) The existing fulcrum pin should be replaced by a plain axis pin.
(ii) An adaptor lever should be fitted and secured to the loading tray palm lever in the position indicated on A.F.O. Diagram 419/45.
(iii) The bolt operating shaft should then be fitted directly to the adaptor lever.

- (f) *Drawing or A.F.O. Diagram...* Drawing No. GR.7135—A.F.O. Diagram 419/45
- (g) *By whom to be done ...* Ship's staff assisted by depot ships if necessary.
- (h) *When to be done (or degree of urgency).* As soon as possible.
- (j) *Whether to be treated as an A. and A. or as a defect.* As a defect.

6872.—Gun Mountings—4-in. H.A. Twin and R.P. 50 Series, Mk. XIX—Fitting of Fuze-setting Machines, Mk. V, and M.G. 6 Fuze Receivers—As. and As.—REPORTS

G.Os. "Bay" Class Frigates, H.M. Dockyards and Repair Establishments.

(G. 019624/45.—29 Nov. 1945.)

Certain ships of the "Bay" class have been fitted by H.M. dockyards with M.G. 6 fuze setting receivers and Mk. V fuze setting machines in anticipation of authority from the Admiralty.

2. The supply situation of M.G. 6 receivers does not in general allow of this in the immediate future.

3. No further ships of this class are to replace the "as fitted" hand fuze setting trays by Mk. V fuze setting machines until so instructed by the Admiralty.

4. Ships of this class which have been fitted after completion with Mk. V fuze setting machines are to report the register number of the machines fitted to the Admiralty forthwith.

5. One ship is known to have converted the Magslip transmission system to "M" type transmission. Such action, whilst possibly justifiable in time of war, is inadmissible under peace-time conditions and, moreover, raises serious difficulties on questions of supply of spare gear, etc.

6. In the case of ships still fitted with hand fuze setting trays, an item, classification "A," to replace the hand fuze setting trays by Mk. V fuze setting machines and M.G. 6 receivers should be inserted in the list of As. and As., quoting this A.F.O. as authority.

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

6873.—Gun Mountings—2-pdr., Marks VII*, VII*P and R.P. 50, Marks VII*—Modifications to Sliding Clutch, Bush and Bevel Pinion Clutch of Screw Differential Safety Firing Gear.

(G. 7577/45.—29 Nov. 1945.)

- (a) *Ships, establishments, authorities and gun-mounting overseers concerned.* All ships and A.A. Ranges fitted with 2-pdr., Marks VII*, VII*P, and R.P. 50, Marks VII* mountings.
- (b) *Type and mark of mountings.* 2-pdr., Marks VII*, VII*P, and R.P. 50, Marks VII*.
- (c) *Part of mounting affected.* Bearing bracket carrying screw differential and firing clutch of safety firing gear.
- (d) *Purpose of modification* To prevent accidental firing of guns when elevating, and damage to safety firing gear.
- (e) *Nature of modification* Modification consists of removing the flat portion on clutch faces of sliding clutch and bevel pinion clutch as shown on items 1 and 2 of Drawing No. G.R.7123 (A.F.O. Diagram 420 45), and securing bush item 3 to bearing bracket item 5 by means of grub screw item 4. When stripping this gear, the clearance between the firing wormwheel bush and the firing shaft should be checked, the maximum being 0·0035-in., and the minimum 0·0020-in. The arrangement of the safety firing gear is shown on Plate 16 of B.R. 847 for Marks VII* and VII*P mountings, and on Plate 5 of B.R. 847 (1) for R.P. 50, Mark VII* mountings.

- (f) *Drawing or A.F.O. Diagram.* Drawing No. G.R. 7123 (A.F.O. Diagram 420/45).
- (g) *By whom done* ... Ship's staffs assisted as necessary by dockyards and repair establishments.
- (h) *When to be done* ... As soon as possible.
- (i) *Whether to be treated as A. and A. or defect.* Defect.

6874.—Gun Mountings—40-mm., Twin, R.P.50, Mark V—Fitting of Training Balance Weight

(G. 06057/45.—29 Nov. 1945.)

- Ships, establishments and authorities concerned.* All ships and A.A. ranges fitted with 40-mm., twin, R.P.50, Mark V mountings.
- Type and mark of mounting* 40-mm., twin, R.P. 50 Mark V. All mountings delivered without balance weight already fitted.
- Part of mounting affected* Rear platform support, trainer's side.
- Purpose of modification* ... To improve training balance of mounting with ship listed.
- Nature of modification* ... A cast iron balance weight weighing 100 lb. is to be secured to rear platform support as shown on Drawing No. G.R.6847 (A.F.O. Diagram 415 45).
- Drawing or A.F.O. diagram* Drawing No. G.R. 6847 (A.F.O. Diagram 415 45).
- By whom to be done* ... Ship's staffs assisted by dockyards and repair establishments.
- When to be done* ... As soon as possible.
- Whether to be treated as an A. and A. or defect.* Defect.

6875.—O.M.L. 9·5-in. D.C.T., Mark 4 and 4*—Bracket, Upper, N.O.D. 2199/24, Item 5—Check of Distance between Jaws

(A.S. 02408/45.—29 Nov. 1945.)

In connection with failures of carrier retaining safety device O.M.L. 9·5-in. D.C.T., Mark 4 and 4*, introduced in A.F.O. 6561/44, reports have been received that the width between the jaws of the bracket, upper, has been found greater than the approved figure, *i.e.*, 0·56 in.

2. Application should therefore be made to nearest R.N. Armament Depot at first opportunity for this dimension to be checked and for any brackets thus found defective to be modified to conform with drawing or replaced as necessary. This A.F.O. should be quoted as authority for modification.

3. Requisite instructions regarding the modification to be applied to the bracket have been issued separately to N.A. Depots.

(A.F.O. 6561/44.)

6876.—Generators, Smoke, No. 18 and No. 28—Marks I and II—Disposal

(A.S. 02585/44.—29 Nov. 1945.)

Generators, smoke, No. 18 and No. 28, Marks I and II, are suspect owing to the risk of their spontaneous ignition.

2. All generators No. 18 afloat are to be dumped in deep water, the packages being holed and suitably weighted to ensure sinking. It is essential that the generators are handled carefully and all movement restricted to the minimum.

3. Generators, smoke, No. 28, Marks I and II, are equally suspect. A small quantity has been issued to some R.N. air stations at home and these, together with all generators No. 18 held by shore training establishments, are required to be destroyed by burning, observing the above instruction *re* care in handling and restriction on their movement. If bulk burning is resorted to, attention is drawn to C.B. 3076, paragraph 57 (a).

4. Separate instructions are being given concerning the disposal of bulk stocks held by N.A. depots.

(C.A.F.Os. 2710/44, 1114/45 and A.F.Os. 2439/45 and 4896/45 are cancelled.)

6877.—Demolition Store—Device, Rope Cutting, Explosive 2½-lb. R.D.X./T.N.T. No. 1, Mk. I

(T. 01592/44.—29 Nov. 1945.)

This device is now available for ships' outfits in U.K. Supplies will be distributed abroad shortly.

2. Demands should be forwarded to the nearest Naval Armament Depot. Allowances are as under:—

Title	Class I	Class II	Class III	Class IV
Device, rope cutting, explosive 2½-lb. R.D.X./T.N.T., No. 1, Mk. I.	12	6	—	—
Half-yearly practice allowance	2	1	—	—

(A.F.O. 935/45 and C.A.F.O. 999/45.)

6878.—Emergency Electrical Supply Arrangements

British Built Major War Vessels (Except Submarines)

(T. 1720/45.—29 Nov. 1945.)

A.F.O. 3353/45 is to be amended as follows:—

Paragraph 5 (b) (iii), add:—

In ships where the shore supply cable terminates in the M.S.S., short lengths of cable fitted with suitable terminals should be provided to enable the output from one of the pairs of 400-amp. fuses referred to in (i) to be connected to the shore supply terminal.

Paragraph 23. 1. *Terminals and connections.*

All reference in columns headed "Details" and "Remarks" to "½-in. B.S.F. hexagonal nuts" and "¾-in. B.S.F. hexagonal nuts" to read "½-in. B.S.P. hexagonal nuts" and "¾-in. D.S.W. hexagonal nuts" respectively.

At the end of the Order, list of A.F.Os. and C.A.F.Os. cancelled. Delete A.F.O. 299/43 and insert A.F.O. 2994/43.

(A.F.O. 3353/45.)

(A.F.O. 6573/45 is cancelled.)

6879.—Guards for Electric Heater Panels—Introduction

(N.S. 31028/45.—29 Nov. 1945.)

It has been found desirable, in instances where space restriction does not permit of the siting of heater panels in safe positions, for guards to be provided to reduce fire risks through contact with curtains or clothing.

2. Various types of guards have hitherto been fitted by shipbuilders, and it has now been decided that the guards should be standardized and added to the authorized List of Naval Stores under subhead B.10D. Pattern numbers have been assigned as follows:—

Pattern No.	Description
8130 ...	Guard for heater panels A.P.19538, 19540
8131 ...	Guard for heater panels A.P.19534, 19536
8132 ...	Guard for heater panels A.P.19532, 19533
8133 ...	Guard for heater panels A.P.19530, 19531
8134 ...	Guard for heater panels A.P.19551, 19554

3. The guard is designed for attachment to the front of the heater panel by means of the existing screws securing the heater panel front to the main body of the heater. The fitting of the guard can be readily carried out by ships' staffs.

4. An initial purchase of the following quantities of guards has been made from Messrs. W. Robinson & Sons under contract C.P.84897/45, dated 20th October, 1945, for delivery as under :—

Pattern	Superintending Naval Store Officers			
	Chatham	Portsmouth	Devonport	Rosyth
8130	250	250	250	250
8131	50	50	50	50
8132	25	25	25	25
8133	25	25	25	25
8134	25	25	25	25

Devonport only.—Proposals should be forwarded for the addition of the guards to the Rate Book of Naval Stores under subhead B.10, Part D, and Contract Schedule C.66.

5. It is anticipated that supplies will become available by the end of December, 1945, and demands should *not* be forwarded before that date.

6. Quantities required by yards abroad should be demanded direct on Director of Stores (9E), Admiralty.

7. The guards will be classified as permanent Naval stores and allowed "As necessary". Ships in commission, having regard to paragraph 1 above, and at the discretion of ships' officers, should forward demands to their storing yards for guards required for fitting. Demands for guards required for fitting in ships under construction should be forwarded by overseers concerned to the vessel's warrant yard. Shipbuilders have already been informed regarding the standardization of these guards.

8. The Sea Store establishments concerned will be amended.

6880.—Control Box for Duplicate Amplifiers, Pattern No. 12923—Introduction

(N.S. 12977/45.—29 Nov. 1945.)

To meet the requirements in connection with Action Information Communications in Capital Ships, Cruisers and Aircraft Carriers, the following item has been added to the Rate Book for Naval Stores under Sub-head F, Item 1C, Part 3:—

Pattern	Description
12923	Control box for duplicate amplifiers.

2. Purchase has been arranged from Messrs. A. Davies (Shopfitters), Ltd., under C.P.4M/54268/45 for delivery as follows :—

Chatham	Portsmouth	Devonport	Rosyth
20	25	20	25
Mossley	Carfin	Gateshead	Stroud
4	105	20	31

Arrangements have been made for following quantities to be shipped to yards abroad from Carfin.

Yard	Qty.
Malta	10
Gibraltar	5
Simonstown	5
Singapore	10
Hong Kong	5
Ceylon	5

2. It is anticipated that delivery will commence forthwith.

6881.—Torpedo Stores—Heads, Blowing, 21-in., Marks 8 F., 8 G.F., 9 D. and 9 E.D.—Modification

(A.S. 10769/45.—29 Nov. 1945.)

Heads, blowing, 21-in., Mark 9 D, have not been drilled and tapped in the angle ring spigot to take the circumferential locking screws, St. No. 404, normally used with 21-in., Mark 9 type heads. As the use of these screws is still essential the necessary holes must be provided.

2. It is necessary to modify 21-in., Mark 8 F. blowing heads as well as 21-in., Mark 9 D. blowing heads, in order to maintain the interchangeability required by A.F.O. 3538/44.

3. This modification is also applicable to 21-in., Mark 8 G.F., and 21-in. Mark 9 E.D. blowing heads, *i.e.*, 21-in., Mark 8 F., and 21-in., Mark 9 D. blowing heads converted to represent torpex filled warheads under the terms of A.F.O. 5073/45.

4. The work of modification will be carried out in Torpedo Depots only.

5. Heads, blowing, 21-in., Mark 9 D, carried by "County" Class cruisers, are to be landed specially for the modification to be carried out. Heads, blowing, 21-in., Marks 9 D and 9 E.D., and 21-in., Mark 8 F. and 8 G.F., carried by all other ships and services are to be landed for modification by arrangement with the nearest torpedo depot.

(A.F.Os. 3538/44 and 5073/45.)

6882.—Torpedo Blowing Heads in Torpedo Stowage Compartment—Additional Salt Water Connection—As. and As.

Submarines

(T. 01535/45.—29 Nov. 1945.)

Item No. 29. Classification A

2. To bring "A" Class S/Ms. into line with other classes, a salt water connection is to be fitted for filling torpedo blowing heads.

3. An 0.75-in. bore straight through cock, together with nozzle and hose, is to be fitted in the main line in the torpedo stowage compartments forward and aft.

4. The work is to be undertaken by depot ship.

5. Separate instructions have been issued for vessels under construction.

6883.—Chart and Chronometer Depot, Singapore—Reopening of

(H.C. 5993/45.—29 Nov. 1945.)

The Admiralty Chart and Chronometer Depot, H.M. Naval Base, Singapore, has been reopened.

2. Section 4 of the Hydrographic Supplies Handbook (H.51) and Appendix I of the abridged edition (H.51a) should be amended accordingly.

6884.—Boiler Front Modifications, etc.—As. and As.

L.S.T. (3) (British and Canadian Built)

(D. 20882/45.—29 Nov. 1945.)

The following modifications are to be carried out in all L.S.T. (3) at the first opportunity :—

(a) The front plates of the registers to be straightened and all doors adjusted to 35°.

(b) (i) Front plates to be modified in accordance with Babcock & Wilcox drawings 6558/143-5 to allow for expansion.

(ii) Air deflector shields to be made of $\frac{1}{2}$ -in. M.S. aluminised and rivetted to front panels in place of the existing shields. Details are shown in the above-mentioned drawings.

(c) Fronts to be lagged in accordance with normal Admiralty practice.

(d) Admiralty Mark 1 (Pattern 25) sprayers should be demanded and fitted in accordance with A.F.O. 3513/45.

(e) Oil fuel in all tanks should be tested for viscosity and if the viscosity at 70° F. exceeds 1,500 secs. R.I., the fuel should be diluted with Admiralty grade fuel to bring the viscosity below this limit.

2. An item will be included in the class list of alterations and additions to cover the work involved.

(A.F.O. 3513/45.)

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

6885.—Boilers, Cylindrical—Expanding Type Tube Stoppers—Introduction

Ships fitted with Cylindrical Boilers

(N.S. 34376/45.—29 Nov. 1945.)

In order to provide against tube failures at sea, a special type of expanding tube stopper, which can be inserted from the smoke box end of the boiler without the necessity for access to the combustion chamber, has been introduced as a consumable Naval store item under Subhead B.10(F).

2. Pattern numbers have been allocated as follows. There is one pattern for each size tube diameter, and each pattern of stopper is adjustable to suit the length of the boiler tube.

Pattern No.	Description
	Stoppers, to suit plain tubes of:—
8135	2½-in. o.d. by 7 ft. 7-in. to 8 ft. 7-in. long.
8136	2¾-in. o.d. by 7 ft. 3-in. to 8 ft. 2-in. long.
8137	3-in. o.d. by 7 ft. 8-in. to 8 ft. 4½-in. long.
8138	3½-in. o.d. by 6 ft. 10½-in. to 7 ft. 9-in. long.

3. Purchase has been arranged under C.P. 7E/88115/45, dated 27th October, 1945, with Messrs. W. Crockett and Sons, Ltd., and delivery will be made as follows:—

Pattern No.	S.N.S.O., Chatham	S.N.S.O., Portsmouth	S.N.S.O., Devonport	S.N.S.O., Rosyth
8135	15	15	15	15
8136	125	125	125	125
8137	15	15	15	15
8138	15	15	15	15

4. Vessels concerned, in full commission (i.e. those fitted with cylindrical boilers), should forward demands to their storing yards or Naval store depots on the basis of two stoppers of suitable pattern per ship. Supply to ships under construction should be arranged by warrant and supplying yards or depots in the usual manner. Preference for supply should be given to ships fitted with only one boiler, and ships should, therefore, state on their demands the number of boilers fitted.

5. It is important that stoppers should be tried out and adjusted to suit length of boiler tube before proceeding to sea.

6. Chatham only.—Proposals should be forwarded for the addition of the tube stoppers to the Rate Book for Naval Stores under Subhead B.10(F) and Contract Schedule C.84.

7. The Rate Book for Naval Stores and the Sea Store Establishments concerned will be amended.

(A.L., 18 Jun. 1945, D.05140/45, addressed to F.O.C., West Africa.)

6886.—Boiler Tubes, etc.

H.M. Ships "Bigbury Bay", "Chieftain", "Constance", "Derby Haven", "Loch Tralaig", L.S.T. (3) "3026", "Magicienne", "Michael", "Modeste", "Myrmidon" and "Whitesand Bay"

(N.S./P. 15140/45.—29 Nov. 1945.)

A.F.O. 6581/45, page 34, is to be amended as follows:—

For L.S.T. (3) "3026"

read "L.S.T. (3) "3026".

(A.F.O. 6581/45.)

6887.—Replace Parts for Motor Boats and Internal Combustion Engines, Land and Marine—Supply

All Ships (including Repair and Depot Ships) and Establishments (including W/T Stations, B/D Depots, etc.), Dockyards and Repair Authorities at Home and Abroad, and Emergency Repair Overseas.

(D. 23091/45.—29 Nov. 1945.)

The arrangements for the supply of replace parts for internal combustion engines have been revised. All authorities are to carry out following procedure in future in respect of parts of engines not exceeding 150 b.h.p. (including engines of other than British manufacture) as fitted in Naval service both afloat and ashore—e.g. small vessels, motor boats, small generating sets, compressor sets, pumping units, with the exception of those engines referred to in paragraph 12. When it is intended that engines of powers exceeding 150 b.h.p. are to be included in this procedure, a Fleet Order specifically including such engines will be promulgated.

2. Stocks of spare parts (excluding electrical items) are centralized at the Admiralty Internal Combustion Spares Depot, Portsmouth. Replace parts for all engines covered by this order, including those engines for which no stocks are held, are to be obtained from this depot. Demanding authorities are not to place orders direct with engine manufacturers.

3. This depot is an Admiralty outport establishment. The Officer-in-Charge is responsible to the Admiral Superintendent, Portsmouth, for matters concerning local administration and direct to the Admiralty for matters concerning provision, storage and distribution of spares.

4. All demands, correspondence and signals are to be addressed to the Officer-in-Charge, Admiralty Internal Combustion Spares Depot, H.M. Dockyard, Portsmouth (I.C.S.D. Portsmouth).

5. All demands are to be forwarded on Form S.140 (A.F.O. 2535/45 refers). If there is any doubt about correspondence arriving at its destination, a copy clearly marked "Duplicate" is to be sent by some other means—e.g. by another vessel, or by air. Authorities in East Indies and British Pacific Commands are not to forward their demands direct to the Internal Combustion Spares Depot, Portsmouth, but through the appropriate S.P.D.C. as laid down in A.F.O. 3943/45. Naval store forms are not appropriate to machinery parts and cause confusion and unnecessary clerical work, and are not to be used for this purpose.

6. Demands are always to include the maximum amount of information possible under the headings listed on the inside cover of the pad of S.140 forms (A.F.O. 2535/45 refers). Particular care is to be taken in the case of Ford engines to ensure that the above details are provided, because several marine conversions of Ford commercial engines are in service. Ford engines made in America, Lincoln Ford engine made in Canada, and English Ford engines made at Dagenham have parts which are not interchangeable.

7. The quantity required of any part must be entered in the appropriate priority columns, viz. :—

- (i) Ship or unit is immobilized or otherwise prevented from taking part in operational duties.
- (ii) To be fitted during current refit period.
- (iii) To replace spare appropriated.

8. The concentration of I.C.E. spare gear at a central depot enables total stocks to be kept at a low level, and manufacturers' new construction programmes are thereby interfered with as little as possible. Demanding authorities are therefore not to maintain stocks of spare gear over the allowance authorized unless prior approval has been obtained from Admiralty to hold additional spare gear for some specific operational purpose.

9. All packing cases received from the I.C.S.D. are to be returned to Internal Combustion Spares Depot, c/o Southern Railway, Botley, Hants. Arrangements have been made for the correct returning address to be painted on the reverse of the lid of each packing case.

10. Parts which are authorized Naval stores or for which authorized Naval stores or material can be adapted are not to be demanded from I.C.S.D. Portsmouth, but are to be obtained by means of the usual Naval stores procedure.

11. The Internal Combustion Spares Depot does not deal with the following :—
 (a) Supply of initial outfits of spare gear for new machinery.
 (b) Supply of spare engines.
 (c) Reconditioning of defective engines and engine parts.

12. The exceptions referred to in paragraph 1 are as follows :—

- (a) Demands and correspondence for Coastal Force craft in Home waters are to be forwarded to the Coastal Force Material Supply Officer (Luton), C.W.S. Factory, Dallow Road, Luton; and for craft in foreign waters to Director of Coastal Force Material Department, Admiralty, in accordance with instructions contained in A.F.O. 6151/43.
 (b) Demands and correspondence for landing craft are to be forwarded to the Landing Craft Material Supply Officer, Staines, Middlesex, in accordance with C.A.F.O. 151/44.
 (c) Demands for parts of engines of American manufacture covered by C.A.F.O. 809/44—e.g. main and auxiliary machinery of American manufacture fitted in motor mine-sweepers, Cummins engines fitted to LL sweep generators, etc.
 (d) Demands for parts for motor transport—dealt with as Naval stores.
 (e) Demands for parts for trailer pump engines.

13. *Electrical Parts.*—Of the foregoing, only paragraphs 5, 6 and 7 apply to electrical spares. Demands for replace electrical parts for the engines covered by this order are to be forwarded to The Electrical Engineering Manager, H.M. Dockyard, Portsmouth.

14. To enable the E.E.M. to decide suitable stock levels of spare gear, depot ships, bases and dockyard demanding authorities are, where practicable, to state their estimated expenditure over a period of six months of any spare parts being ordered. In the case of other ships, such information can be communicated where known, unless the vessels concerned normally demand their replacements through a depot ship, base or dockyard, in which case the authority making the demand is to furnish the information required above.

15. Parts which are authorized Naval stores or for which authorized Naval stores or material can be adapted are not to be demanded from E.E.M. Portsmouth, but are to be obtained by means of the usual stores procedure.

(A.F.Os. 674/34, 1167/42, 6139/43, 6151/43, 2535/45, 3943/45 and C.A.F.Os. 151/44, and 809/44.)

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

6888.—Cooling Machinery and Domestic Automatic Refrigerators— Removal—REPORTS

(D. 25494/45.—29 Nov. 1945.)

A.F.O. 4178/45 is cancelled.

6889.—Diesel Generators—Relief Valve on Circulating Water System—Precaution “Tracker” and “Smiler” Class Escort Carriers

(D. 16007/45.—29 Nov. 1945.)

A case of flooding of the diesel generator compartment occurred recently in a ship of one of the above-mentioned classes, due to the relief valve sticking open.

2. This valve, which is set at 30 lbs. per square inch, is liable to lift when the emergency supply valve from the fire-main is open, particularly when pressure is supplied from shore during docking and refit periods.

3. Commanding Officers of ships concerned are to ensure that personnel are aware of this possibility and take steps to see that all valves are properly closed when the diesel engines are stopped and the compartment vacated.

6890.—Radar—Sets Fitted and Current Fitting Programme

(R.E. 01001/44.—29 Nov. 1945.)

The following amendments are to be made to paragraph 4 of A.F.O. 5976/45 :—
 Tables I, II and III.

After “The Secretary, Navy Office, Wellington*” insert “The Flag Officer Commanding, The Royal Indian Navy, New Delhi*”.

After “The Naval Liaison Officer, Australia House” insert “The Canadian Naval Mission Overseas (2 copies)”.

Table I only.

Delete “The Flag Officer Commanding, 3rd Battle Squadron”.

Delete “The Flag Officer Commanding, 11th Aircraft Carrier Squadron”.

Delete “The Flag Officer Commanding, 21st Aircraft Carrier Squadron”.

Delete “The Flag Officer Commanding, 30th Aircraft Carrier Squadron”.

Delete “The Flag Officer Commanding, The Royal Indian Navy, New Delhi”.

Delete “The Captain (D), 11th Destroyer Flotilla”.

For “The Flag Officer, Carrier Training and Administration” read “The Flag Officer, Flying Training”.

Tables II and III only.

For “The Flag Officer-in-Charge, Cardiff” read “The Naval Officer-in-Charge, Cardiff”.

For “The Flag Officer-in-Charge, Tyne” read “The Naval Officer-in-Charge, North Shields”.

(A.F.O. 5976/45.)

6891.—Radar—Types—Maintenance Requirement of Types 262/3 Including Power Supply Outfit DXC—Fitting-out Information

(R.E. 11991/45.—29 Nov. 1945.)

A.S.E. Installation Specification No. B.561/R.1 has been prepared to show the method of fitting and wiring maintenance requirements of Types 262/3, including power supply outfit DXC.

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

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Southern, London and East Coast, South Wales, Belfast, Scottish, and North Eastern Areas; Warship Electrical Superintendents, Scottish, North Western, North Eastern, London and South Eastern; Midland and South Wales; South Western and Northern Ireland Areas.

The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Type 262/3 maintenance requirements are therefore to apply to the Warship Production Superintendent of their areas for a copy of A.S.E. Specification No. B.561/R.1.

4. It is to be noted that Specification No. B.561, dated February, 1945, and any advance fitting-out drawings, etc., which may already have been distributed are superseded by this specification and should be disposed of as confidential waste.

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

(A.F.O. 1870/45 is cancelled.)

6892.—Radar—Type 274—Modifications to Panel L.31

(R.E. 02731/45.—29 Nov. 1945.)

The following modifications to Type 274 are to be carried out by ships' staffs :—

(a) Panel L.31 Upper Right A.P. W.7288/A.

(i) In order to avoid confusion in maintenance the tally to the 5-pin plug at the top of the panel is to be corrected to read :—

- 37 (1) Dip Strobe
- 43 (2) Sync
- 42 (3) Video Sig. No. 1
- 40 (4) Beam Switch
- 41 (5) Beam Switch

(ii) The correction is to be made to the tally plate by deleting 41 and stamping 40 in the fourth line and by deleting 40 and stamping 41 in the fifth line.

(b) Time Base Unit Des. L (Unit S) A.P. W.7034

To prevent jitter the following modifications are to be carried out :—

- (i) Insert 10,000 ohm $\frac{1}{2}$ -watt resistance in the lead to G.1 of V2.
- (ii) Insert 3,300 ohm $\frac{1}{2}$ -watt resistance in the H.T. supply line between R2 and R3.
- (iii) Insert an 8mF electrolytic condenser 275 volts between the juncture of R1 and R2 and Earth.
- (iv) Remove the lead from the juncture of R1 and R2 to SW6 and connect SW6 to the juncture of R28 and R3.
- (v) Instructions for carrying out these modifications are contained in A.F.O. Diagram 417/45(1) (A.S.E. Drawing No. 42536).
- (vi) Diagram 97 in RH.449 (4) embodies these modifications.

(c) Panel L.31 Upper Left W.7020/A.

Time Base and Relay Unit Design 1 (Unit D) A.P. W.7027.

- (i) Refer to A.F.O. Diagram 417/45 (2) (A.S.E. Drawing No. 42537).
- (ii) Carry out the modifications to the tallies of V2 and V6 shown in the diagram.
- (iii) Re-position the valve holder of V5 and check the connections to the heaters as instructed in the diagram.
- (iv) Diagrams 84 and 85 in RH.449 (4) are correct.

2. Ships concerned are to demand from local storing bases the following stores :—

- 1 in No. Resistance A.P. W.4607 10,000 ohms $\frac{1}{2}$ -watt 10 per cent.
- 1 in No. Resistance A.P. W.8560 3,300 ohms $\frac{1}{2}$ -watt 10 per cent.
- 1 in No. Condenser A.P. 50729 8mF electrolytic 275 volts.

3. Amendments to diagrams in RH.449 (4), Handbook for Type 274, will be issued in due course.

6893.—Radar—Types 293/M/P and 291/M—Power Supplies—Fitting of A.C. Supply Outfit DUZ

(R.E. 02527/45.—29 Nov. 1945.)

In order to increase the security of A.C. supply and simplify control arrangements in ships fitting Types 293/M/P and 291/M using a common power supply, it has been approved to fit A.C. supply outfit DUZ instead of A.C. supply outfit DUG in such ships. In the case of new construction destroyers outfit DUZ will be fitted in all cases even when H/F, D/F or RU4 is fitted in lieu of Type 291M.

2. A.C. supply outfit DUZ consists of an A.C. supply outfit DUG with additional board supply, starter, remote control switch with two A.C. changeover switches in lieu of the machine changeover switch. It is to be fitted in accordance with A.S.E. fitting out Specification B575.

3. Stores for outfit DUZ will be supplied plan packed in lieu of DUG for all allocations to ships concerned, from and including October, 1945 allocations.

4. Ships concerned already allocated outfit DUG and in which installation has not been completed are to convert outfit DUG to outfit DUZ if this can be carried out with no delay in completion. Stores for conversion of outfit DUG to outfit DUZ will be plan packed and will be supplied by S.N.S.O., Haslemere, to fitting authorities concerned on demand, quoting this Admiralty Fleet Order as authority. Pattern W.3476/A machine changeover switch supplied with DUG is to be returned to the nearest (S) N.S.O.

5. Ships already fitted with Types 293/M/P and 291/M together with A.C. supply outfit DUG will not convert this to outfit DUZ.

6. Separate action will be taken for new construction.

6894.—R.N. Shore Wireless Stations—Beacon Type YG—Modification*R.N. Air Stations, M.O.N.A.B.S., Repair Yards, etc.*

(R.E. 410/45.—29 Nov. 1945.)

To enable aerial rotation and keying to be stopped without switching off the line supply, a small modification is to be carried out to all type YG transmitters.

2. The effect of this modification, which is to be carried out by station staffs, allows routine testing and fault finding to be carried out with the transmitter radiating a steady carrier and modulation applied at will by means of the test switch.

3. The modification consists of mounting a switch A.P. W.2996 close to the terminal board "A" in the transmitter unit. Remove the connection to terminal 1 on terminal board "A" and reconnect to one side of this switch. Join the other side of the switch to terminal 1. Reference should be made to figure 24 in the "Preliminary Instructions" or to figure 65 in the "Instruction Book for Model YG Homing Beacon Equipment."

4. Stations are to demand this switch, quoting this A.F.O. as authority.

6895.—R.N. Shore Wireless Stations—Transmitter R20A—Modification to Increase Output Power to Aerial—Introduction—REPORTS*R.N. Shore Wireless Stations fitted with R20A*

(N.S. 34838/45.—29 Nov. 1945.)

It has been decided to modify transmitters R20A to provide an increase in output power to the aerial.

2. This increase will result in approximately 5 kW. being available to the aerial, but small variations from the figure may be encountered in different parts of the tuning range.

3. The input power required from the mains will be accordingly increased from 8.5 KVA. to 12 KVA. approximately.

4. The necessary modification is to be carried out by station staff, and it is anticipated that the work can be completed in 48 hours.

5. Boxes of fittings for this modification with which are included drawings and instructions, will be forwarded to stations concerned without demand direct from the manufacturers. The drawings and instructions are to be embodied in the handbook for the transmitter.

6. Stations are to report through the usual channels to the Admiralty when their sets have been modified.

(A.F.O. 2607/45.)

6896.—R.N. Shore Wireless Stations—Transmitter R20A—Modification to Manual Control—Introduction—REPORTS*R.N. Shore Wireless Stations fitted with R20A*

(N.S. 34935/45.—29 Nov. 1945.)

Following reports of unsatisfactory behaviour of the remote control system forming part of R20A and its lack of adaptability to Shore Stations Control System (S.S.C.S.), it has been decided to modify, with certain exceptions, all R20A transmitters to manual control, thus eliminating the existing automatic dialling system.

2. The two transmitters which will not be modified are those allocated to Gibraltar (R.N.81S and R.N.82S) in which, to meet certain local conditions, the present automatic dialling system will be retained.

3. The necessary modification is to be carried out by station staff, and it is anticipated that the work can be completed in twenty-four hours.

4. Boxes of fittings for this modification, with which are included drawings and instructions, will be forwarded to stations concerned without demand, direct from the manufacturers. The drawings and instructions are to be embodied in the handbook for the transmitter.

5. Stations are to report through the usual channels to the Admiralty when their sets have been modified.

(A.F.O. 2607/45.)

6897.—Wireless—Receiver Aerial Connections—Revised Fitting Arrangements

(R.E. 11868/45.—29 Nov. 1945.)

It has been decided to simplify and standardize W/T receiver aerial connection arrangements, including those for D/F sensefinding, in order to reduce work at shipyards and to facilitate provision of stores.

2. Pattern No. 9749 paper insulated cable will no longer be used for aerial connections except in existing installations which it is not intended to re-equip completely. When such cable becomes defective the whole installation is to be re-equipped in accordance with this Order.

3. Details of the arrangements for W/T receiver aerials, D/F sensefinding aerials and connections to transmitter aerials are given in A.F.O. Diagram 416/45 (A.S.E. Drawing No. 45243). It should be noted that Pattern 13845 is a lead cased cable and particular attention should therefore be given to the provision of adequate support in order to avoid damage due to stretching.

4. Pattern 13845 cable will also be used in future for connecting B.R.R. and L.R.R. receivers and exchange boards and Specification B490 will be amended accordingly.

5. The following arrangements for fitting are to be made :—

(a) Existing ships.

For any new receiving aerial connections or when making good any defective connections the arrangements are to be as shown in this Order.

(b) New construction ships.

Separate instructions, similar in terms to this Order, will be issued to the authorities concerned.

6. Installation specification will be amended in due course.

7. The stores comprised in the various W/T receiver aerial connection arrangements are as follows :—

(i) Direct (high impedance) and D/F sensefinding aerials.

Pattern No.	Description	Quantity
—	Insulator, deck, Group OC	1
W.6442	Box, junction, for gas gap... ..	1
55183	Gland, flange fitting, with clamp	1
W.6648	Gland, flange fitting, for junction box	1
CV.980	Arrester protecting, gas gap	3
	(including 2 spares) (B)	
2421	Gland, attachable, No. 4	1 (C)
13845	Cable, electric, Uni-radio, No. 45	As required
13806	Cable, electric, Uni-radio, No. 6	As required

(B) Not for D/F sensefinding aerials.

(C) Not if already fitted in deck insulator or supplied with the outfit.

(ii) Indirect (low impedance) aerials.

	Description	Quantity
—	Insulator, deck, Group 0A	1
W.6442	Box, junction for gas gap	1
55183	Gland, flange fitting, with clamp	1
W.6648	Gland, flange fitting, for junction box	1
CV.980	Arrester, protecting, gas gap	3
	(including 2 spares) (D)	
2421	Gland, attachable, No. 4	1 (C)
13845	Cable, electric, Uni-radio No. 45	As required
13806	Cable, electric, Uni-radio No. 6	As required

(D) Additional to those provided in the deck insulator outfit.

(C) Not if already fitted in deck insulator or supplied with the outfit.

(iii) Connection to transmitter aerial.

	Description	Quantity
W.6442	Box, junction for gas gap	1
W.6648	Gland, flange fitting, for junction box	1
CV.980	Arrester, protecting, gas gap	3
	(including 2 spares)	
2369	Plug, single, with screened lead	1(E)
W.9239	Socket, flange fitting	1(E)
W.9237	Gland, flange fitting for Pattern No. 13806 cable.	1(F)
13806	Cable, electric, Uni-radio No. 6	As required

(E) Not if Aerial Exchange Outfit EL is fitted.

(F) Only if Aerial Exchange Outfit EL is fitted.

8. Ships and authorities concerned are to demand stores as necessary in accordance with the allowance shown in paragraph 7 above from storing bases, quoting this Order as authority. When demanding cable, the approximate length should be stated in the demand.

9. Establishment lists affected will be amended in due course.

10. The arrangements shown in this Order do not apply to navigational aid outfits nor to submarines, which are covered by other instructions and specifications.

(A.F.O. 329/44 is cancelled.)

6898.—Wireless—Type TCS—Fitting of Additional Remote Control Unit in the Plot "D" Class Fairmile M.T.Bs. and Camper and Nicholson M.T.Bs.

(R.E./C.F.M. 1871/45.—29 Nov. 1945.)

In "D" Class Fairmile M.T.Bs. and Camper and Nicholson M.T.Bs. a Type TCS remote control unit is to be fitted in the plot in addition to the existing Type TCS remote control unit fitted on the bridge.

2. The additional type TCS remote control unit is to be fitted in the plot in such a position that it is within an 18-ft. cable run of one of the 8-way junction boxes at present fitted in the cable run from the Type TCS power unit to the remote control unit on the bridge. This position will be :—

(a) "D" Class Fairmile M.T.Bs.—The additional Type TCS remote control unit is to be sited on the port bulkhead of the plot above the Radar Type 268 aerial and gyro repeater, Pattern 54662 or 55403, and angled downwards ten degrees from the vertical.

(b) Camper and Nicholson M.T.Bs.—The additional Type TCS remote control unit is to be sited on the after bulkhead of the plot with the centre of the unit 33-in. above the chart table and 40-in. from the half bulkhead in the hatchway bridge to plot.

An additional Type TCS remote control connector Type 65F-10, which is 20 ft. in length, is to be run between the new remote control unit and the 8-way junction box referred to above. The right-angle socket is to be removed from the connector, Type 65F-10, and the cable shortened as required to run from the remote control unit to the 8-way junction box. The conductors in the Type 65F-10 connector

will be found to be colour coded and to be of two sizes. It is important that the conductors in the existing Type 65F-10 connector run into the 8-way junction box, should be identified and that the conductors in the new Type 65F-10 connector should be connected in parallel with the existing conductors of the same colour and size.

3. The work described above is to be carried out by ship's staff assisted as necessary by base staff.

4. The following stores are required and are to be demanded from S.N.S.O., Haslemere, quoting this A.F.O. as authority:—

- 1 Type TCS remote control unit, Type 314M (U.S. Navy Type 23270) or (COL-23270).
- 1 Type TCS connector Type 65F-10 (20-ft. cable, including connectors on each end, to connect 416T power unit to 314M remote control unit).

6899.—Stands—Power Plant Transit, Admiralty Universal Type

(A.M.R. 513/45.—29 Nov. 1945.)

The adaptor sets required to modify the Admiralty Type Power Plant Transit Stands for the accommodation of the Firebrand III Centaurus Power Plants are available, and will be supplied on demand.

2. The following drawings for the conversion of stands are available, and should be requested from A.M.R. Department when required:—

- (a) Drg. No. MR.2392 General arrangement of power plant stand.
- (b) Drg. No. MR.1807 Extension bracket for Griffon 61.
- (c) Drg. No. MR.1871 Additional stool.
- (d) Drg. No. MR/PP/137-141. Details of conversion set to accommodate Firebrand/Centaurus.

The stool arrangements and alternative positions for engine bearer pick-up adaptors are illustrated on N.A.M.O./General/W.5.

6900.—Shadowgraph Recognition Trainers—Cancellation

(A.W.D. 650/43.—29 Nov. 1945.)

The production and supply of shadowgraph recognition trainers has been cancelled.

(C.A.F.O. 2007/44 is cancelled.)

6901.—Alterations and Additions—Amendment

H.M. Rescue Tugs—"Assurance" Class

(D. 25065/45.—29 Nov. 1945.)

A.F.O. 2239/44 is to be amended as follows:—

Item 18. Amend description to read:—

"Deck store on starboard side of upper deck to be fitted as a provision room, and a 3½ cubic feet D.A.R. to be provided and fitted on the upper deck opposite the provision room in accordance with Drawing D.N.C. 29A/1189."

(A.F.O. 2239/44.)

6902.—Shore Connection Box—Re-siting—As. and As.

L.S.T. (3)

(D.C.O.M. 2600/45.—29 Nov. 1945.)

The shore connection boxes should be re-sited inside the superstructure with access by bulkhead tubes with screwed caps.

2. An item, classification "A," will be inserted in the next As. and As. class list to cover the work involved, where it has not already been carried out.

6903.—Workbench in Electrical Store—As. and As.

L.S.T. (3)

(D.C.O.M. 2600/45.—29 Nov. 1945.)

It has been reported that the workbench in the electrical workshop is not, in certain ships, sufficiently strong to take the 4-in. vice.

2. An item, classification "A," will be inserted in the next As. and As. class list to cover the work involved.

6904.—Resistances, Compass Corrector Series—Introduction

(N.S. 10022/45.—29 Nov. 1945.)

The following articles, the first four of which have been in service for some time as non-pattern articles, have now been added to the Rate Book under Sub-head F, Item 2B (II):—

Pattern No.	Description
18973	Compass corrector series resistance, Type C.C.A.
18974	Compass corrector series resistance, Type C.C.B.
18975	Compass corrector series resistance, Type C.C.C.
18976	Compass corrector series resistance, Type C.C.D.
18977	Compass corrector series resistance, Type C.C.E.

2. These resistances are for connecting in series with a D.G. coil to provide a pressure of approximately 6-volts for the supply to the corrector coils fitted on Pattern 190 and Pattern 191 binnacles.

3. The following table gives details of the five types:—

Pattern No.	Type	Current range, amps.	Tappings at
18973	C.C.A.	10-24.9	10 : 15 : 20
18974	C.C.B.	25-39.9	25 : 30 : 35
18975	C.C.C.	40-69.9	40 : 50 : 60
18976	C.C.D.	70-99.9	70 : 80 : 90
18977	C.C.E.	100-130	100 : 115 : 130

4. Demands should be forwarded to the normal storing yard or depot.

5. Yards and depots at home should obtain requirements in accordance with the Centralized Allocation Scheme.

6. Arrangements should be made for shipment of the undermentioned quantities:—

Pattern	From Preston			From Carfin		
	Alexandria	Gibraltar	Ceylon	Hong Kong	Singapore	Simons-town
18973	5	2	7	5	6	5
18974	10	7	15	8	10	10
18975	9	3	11	8	10	9
18976	2	1	2	2	2	1
18977	1	1	1	1	1	1

6905.—Seaworthiness of M.F.Vs.—Deck Leakage

New Construction: 45-ft., 61½-ft., 75-ft. and 90-ft. M.F.Vs.

(P/D. 17844/45.—29 Nov. 1945.)

Where leakage in the superstructure decks of M.F.Vs. is persistent, the decks are to be coated with a heavy coating of white lead, which is to be overlaid with No. "0" canvas, also heavily coated with white lead. Over this canvas again is to be laid another layer of No. "0" canvas, painted grey; the surface of this upper canvas is to be protected where there is heavy traffic by light wooden battens spaced 4-in. apart.

2. Leaks in the main deck are to be cured by caulking. Care is to be taken that the caulking is even and that the seams are well filled with oakum. The seams are to be properly hardened down and then payed with marine glue.

6906.—Anemograms—Disposal of

(H.M. 88/45.—29 Nov. 1945.)

The Meteorological Office, Air Ministry, are collecting all available data regarding wind force and direction in connexion with post-war development of air routes.

2. All Naval Air Stations, home and abroad, at which Dines anemographs are fitted are to send the anemograms when no longer required to the address given below. After the first consignment it is suggested that anemograms should be sent in quarterly, but Commanding Officers are free to use their discretion as to how long they keep them before sending them to the Meteorological Office.

3. The first consignment should include a description of the site; this should include such details as height of head above ground and above roof, approximate bearing and distance of anything which might disturb the air flow, such as large hangars, and should state clearly whether the wind direction as recorded is magnetic or true.

4. The address to which the anemograms are to be sent is:—

The Director,
Meteorological Office (M.O. 3),
Air Ministry,
Headstone Drive,
Harrow,
Middlesex.

(A.F.O. 2934/45 is cancelled.)

6907.—Oil Fuel Left on Board Vessels on Reduction to Category "C"

(C.P. 79168/45.—29 Nov. 1945.)

On reduction of vessels to Category "C" Reserve, unless otherwise ordered, all oil fuel is to be removed (and oil tanks cleaned out by the ship's staff) except a sufficient quantity to take the vessel to her final port of laying-up, if she proceeds under her own power.

6908.—Airborne Cameras—Care, Maintenance and Repair

(A.C.R.D. 797/45.—29 Nov. 1945.)

Examination of cameras which have been returned from ships and establishments for repair frequently reveals that attempts have been made by inexperienced personnel to carry out adjustments and minor repairs. This has resulted, in some cases, in further damage to the cameras.

2. It is pointed out that the responsibility for minor repairs rests with an E.A. or Air Fitter (L), and should any doubt exist whether repair can be effected *in situ*, cameras are to be returned to the nearest dockyard, where they will be dealt with as in paragraph 3 below.

Photographers are on no account to attempt minor repair work, and, if no trained personnel are available, all cameras needing even small repairs are to be returned.

3. The responsibility of personnel in regard to care and maintenance of cameras including cine camera guns is hereby defined as follows:—

Photographers.—Custody, installation, harmonisation (assisted by Air Armament personnel), loading, care and maintenance, routine examination and cleaning.

E.As. and A.F. (L).—Workshops overhaul.

Air Armament Personnel.—Harmonisation (in conjunction with Photographers).

Major Repairs.—(i) All airborne cameras, Types F.24, F.52, G.45, F.46, and the American type cine gun cameras requiring major repairs are to be returned to the nearest dockyard or R.N. Store Depot, accompanied by Forms S.331, for onward transmission to R.N. Aircraft Workshops, Ordnance Road, Coventry. Demands for replacements when necessary should be forwarded on Forms S.134d to the normal source of supply of air stores.

(ii) All other cameras, including Pattern 2420 and 5701 hand-held aircraft cameras, Pattern 2410 air speed indicator (A.S.I.) camera, and American type K.20 camera, are to be returned to the nearest dockyard or R.N. store depot, accompanied by Form S.331, for onward transmission to Superintending Naval Store Officer, R.N. Store Depot, Risley, near Warrington, Lancashire, to whom demands for replacements, when necessary, should be forwarded on Forms S.134d.

(A.F.Os. 3135/44 and 1546/45 are cancelled.)

6909.—Landing of Naval Stores and Disposal of Naval Store Accounts in Ships entering Reserve Category "C."

(N.S./M. 010309/44.—29 Nov. 1945.)

The following amendment is to be made to A.F.O. 5716/45:—

Paragraph 6, line 4. After "2761/45" add: "Instructions regarding compass stores are shown in A.F.O. 6278/45".

(A.F.Os. 5716/45 and 6278/45.)

6910.—Chairs for Cinemas—Allowance

Fleet and Light Fleet Carriers

(N.S. 35492/45.—29 Nov. 1945.)

To provide adequate seating accommodation in hangars when they are used as cinemas, a maximum of 200 canvas tubular steel chairs (Pel type R.P.6) is to be allowed to each Fleet and Light Fleet carrier.

2. Ships concerned in commission should demand from their storing yards the number of chairs required. Supply of tubular steel furniture to ships building by contract is normally the liability of the shipbuilders, but, in this instance, supply of these chairs to the remaining Light Fleet Carriers of the "Colossus" and "Majestic" Class under construction will be made by Admiralty. Supply to later aircraft carriers is to be made by the shipbuilders. When supply of the chairs for ships of "Colossus" and "Majestic" Classes concerned is required, overseers should forward demands to the warrant yard.

3. B.R. 358—Establishment of Naval Stores for Executive Purposes—will be amended.

(A.S.C.B.S. No. 12404, 9 Aug. 1945.)

6911.—Spares for Whipp and Bourne Branch and Supply Breakers—Allowances

Leaders and Destroyers of "Jervis" to "Napier," "Battle," "Weapon" and later Classes

(N.S. 23658/45.—29 Nov. 1945.)

One set of spare parts for electrically operated supply and branch breakers of Messrs. Whipp and Bourne's manufacture is shown in the Appendix.

2. Leaders and destroyers of the "Jervis" to "Napier", "Battle", "Weapon" and later classes are to be allowed branch breaker spares, and vessels of "Battle" and "Weapon" classes are to be allowed supply breaker spares, on the basis of one set for every 10 or less breakers of each type fitted.

(Note.—When calculating the requirements of spare parts common to various types of breakers, the total numbers of breakers fitted should be used, and not the numbers of each type.)

3. Ships concerned in commission should forward demands to their storing yards or depots to complete to the allowance given in paragraph 2 above. Supply to ships concerned under construction should be arranged by the warrant yards and supplying yards or depots.

4. The Establishment of Naval Stores for Flotilla Leaders and Destroyers will be amended.

APPENDIX
Spares for Whipp & Bourne Branch and Supply Breakers

Item No.	A.P. No.	Description	Denomination	No. of per Breaker				Permanent (P) Consumable (C)
				125/250 Amp. T.E. Branch Breaker Arranged for H.P. Control †	500 Amp. T.E. Branch Breaker Arranged for H.P. Control †	500 Amp. T.E. and W.T. Supply Breakers ‡	1,000 Amp. T.E. and W.T. Supply Breakers ‡	
1	2910	Contacts, sparking, fixed	No.	2	—	—	—	C
2	7926	Contacts, sparking, moving	"	2	—	—	—	C
3	7924	Brushes, main	"	2	—	—	—	C
4	7927	Contacts, C.O. switch, economy resistance (set of 1-roller and 4-contacts).	Set	1	—	—	—	C
5	7928	Contacts, overload (2-rollers and 4-contacts)	"	1	—	—	—	C
6	7931	Springs (set of 8), for breakers, fitted with old type oil-dashpot retarders only.	"	1	—	—	—	C
7	13244	Springs (set of 8), for breakers, fitted with clockwork retarders only.	"	1	—	—	—	C
8	12751	Springs (set of 8), for breakers, fitted with Type 43 oil-dashpot retarders, only.	"	1	—	—	—	C
9	7929	Contacts, negative feed (set of 1-moving and 2-fixed contacts).	"	1	—	—	—	C
10	7925	Coil, operating, 73 ohms, 220 volts	No.	1	—	—	—	P
11	7932	Resistance unit, economy (2-sections, 172·5 ohms, 220 volts).	"	1	—	—	—	C
12	6628	Contacts, local control switch (set of 7) ...	Set	1	1	—	—	C
13	9470	Contacts, sparking, fixed	No.	—	2	2	2	C
14	9400	Contacts, sparking, moving	"	—	4	4	4	C
15	2914	Brushes, main	"	—	2	2	2	C
16	9406	Contacts, C.O. switch, economy resistance (set of 1-roller and 4-contacts).	Set	—	1	1	1	C
17	13245	Contacts, overload (4-fixed and 2-rollers) ...	"	—	1	—	—	C
18	13031	Contacts, fixed, economy resistance	No.	—	1	1	1	C
19	13032	Contacts, moving, economy resistance	"	—	1	1	1	C
20	13246	Springs (set of 5), for breakers, fitted with clockwork retarders only.	Set	—	1	—	—	C
21	12752	Springs (set of 5), for breakers, fitted with Type 43 oil-dashpot retarders only.	"	—	1	—	—	C
22	12753	Spring, recoil catch return	No.	—	1	1	1	C
23	7933	Resistance unit, economy (2-sections, 180 ohms each).	"	—	1	1	1	C
24	9403	Coil, operating, 29 ohms, 220 volts	"	—	1	1	1	P
25	12864	Coil, reverse shunt, 470 ohms	"	—	—	2	—	P
26	12865	Resistance unit, reverse current, 1,100 ohms...	"	—	—	1	—	C
27	12762	Contact, moving, reverse shunt coil, auxiliary switch.	Set	—	—	1	1	C
28	12763	Contact, fixed, reverse shunt coil, auxiliary switch.	No.	—	—	1	1	C
29	12866	Spring, overload calibration (positive and negative).	"	—	—	2	—	C
30	12867	Spring, reverse calibration	"	—	—	1	—	C
31	12868	Spring, economy resistance, C.O. switch ...	"	—	—	1	1	C
32	12880	Contact, moving, for overload and reverse current relays.	"	—	—	2	—	C
33	12881	Contact, fixed, for overload and reverse current relays.	"	—	—	6	—	C
34	12869	Clockwork retarder, 6A, for anti-pumping device.	"	—	—	1*	1*	C
35	9410	Contacts, for local control switch (set of 4-contacts and 2-rollers).	Set	—	—	1	1	C
36	9411	Coil, reverse shunt, 760 ohms	No.	—	—	—	1	P
37	9412	Resistance unit, reverse current, 2,650 ohms...	"	—	—	—	1	C
38	12756	Spring, overload relay, positive	"	—	—	—	1	C
39	12757	Spring, overload relay, negative	"	—	—	—	1	C
40	19213	Contacts, overload relay	Set	—	—	—	1	C
41	19214	Contacts, combined overload and reverse relay	"	—	—	—	1	C

Notes

A.F.O. Diagram No. 18/45 illustrates Messrs. Whipp & Bourne old type oil-dashpot and their Type 43 oil-dashpot. This diagram should be referred to in cases of doubt.

† Applicable to "J", "K", "L", "M", "N", "Battle", "Weapon" and later classes.

‡ Applicable to "Battle" and "Weapon" Classes.

* Not fitted in T.E. supply breakers in "Battle" Class.

6912.—Strainers for Suction Hoses—Allowances

Destroyers "Saumarez" and later classes

(N.S. 26731/45.—29 Nov. 1945.)

Two copper strainers, Pattern 7 (subhead B.8), with screw connections to suit No. 3 size suction hoses, are to be allowed to flotilla leaders and destroyers fitted with No. 3 size screwed suction hose connections.

2. Ships concerned in commission should forward demands to their storing yards. Supply to vessels under construction should be arranged by warrant and supplying yards or depots.

3. Purchase of 300 strainers, Pattern 7, is being arranged for delivery as follows :—

<i>Chatham</i>	<i>Portsmouth</i>	<i>Devonport</i>	<i>Rosyth</i>	<i>Carfin</i>
40	40	20	160	40

Rosyth only.—Shipment should be arranged as follows :—

<i>Colombo</i>	<i>Hong Kong</i>	<i>Singapore</i>	<i>Malta</i>
40	40	25	15

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

(S.N.S.O., *Portsmouth IVB/3984X*, 20 Jun. 1945.)

6913.—Air Conditioning Plants, "Self Contained"—As. and As.

H.M. Ships

(D. 23170/45.—29 Nov. 1945.)

Owing to the changed circumstances, the orders for the self-contained air-conditioning plants described in A.F.O. 2657/45 have been reduced by 60 per cent.

2. It is under consideration that permanent air-conditioning systems shall be installed for approved compartments, where practicable, in all ships concerned at forthcoming refits.

3. The supply of self-contained plants on the reduced scale will continue to be made to the E.I. and B.P. Fleets in the proportion indicated in A.F.O. 4188/45, but these plants should be utilized only for the more important of the approved compartments as may be decided locally.

The Commanding Officers of ships should still take action in accordance with paragraph 4 of A.F.O. 4188/45, but should also include in their list of alterations and additions an item to cover the work of installing permanent air-conditioning plant.

(C.-in-C., *E.I.*, Message 280533/Sep.)

(A.F.Os. 2657/45 and 4188/45.)

Section 4

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

6914.—Meat, Offals, Butter and Margarine—Repayment Prices to Other Services

(V. 14/7892/45.—29 Nov. 1945.)

From 1st October, 1945, until further notice, the prices to be used by H.M. Ships, Shore Establishments and Victualling Yards at home, for valuing supplies to authorized Services, on repayment, from Admiralty stocks of the undermentioned items of fresh provisions are as follows :—

2. Percentage charges as set out in O.U.5420 (Victualling Rate Book) Page XVII, paragraph 2, are to be added where applicable.

	<i>per lb.</i>
	<i>s. d.</i>
Butter, except as specified below	1 4½
Butter, in tin-lined boxes	1 6½
Butter, in boxes of 36 x 1 lb. tins	1 8½
Margarine, bulk	6½
Margarine, packets	6¾
Margarine, bulk, in tin-lined cases	8½
Margarine, packets, in tin-lined cases	8½
Frozen meats and offals—	
Beef, quarter, bone-in (other than Canadian)	7½
Beef, quarter, boneless (other than Canadian)	10
Beef, quarter, bone-in (Canadian)	1 2½
Beef, quarter, boneless (Canadian)	1 4
Beef, packeted, boneless	10
Mutton	7½
Lamb	10½
Pork, boneless	1 1
Pork, bone-in	11
Pork, loins	1 3
Veal, bone-in and boneless	7
Livers, ox	9½
Livers, sheep, lamb and calf	11¼
Livers, pig	9
Hearts, ox	6½
Hearts, sheep, lamb, pig and calf	7½
Kidneys, ox	1 1½
Kidneys, sheep and lamb	1 3
Kidneys, calf	11
Kidneys, pig	9½
Oxtails	8½

2. This Order does not affect Fleet Issuing Prices.

(A.F.Os. 3754/44 and 4023/44 are cancelled.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

6915.—A.F.O. and C.A.F.O. Diagram Series—Altered Format

(E.F.O. 116/45.—29 Nov. 1945.)

Commencing January, 1946, the size and folding of the weekly A.F.O. and C.A.F.O. Diagram Series will conform to that adopted for Parts IV and V of the 1943 edition of the A.F.O. Volume now in course of distribution.

2. From the same date the descriptive title of each Diagram contained in each weekly issue will be denoted on the title page.

6916.—B.B.C. Short Waveband Chart—Overseas World Services in English—November, 1945, to February, 1946

(E.F.O. 122/45.—29 Nov. 1945.)

Copies of the B.B.C. Short Waveband Chart—Overseas World Services in English—for the period November, 1945, to February, 1946 (inclusive) are being supplied concurrently with this issue of Admiralty Fleet Orders.

2. The number of copies available will permit their distribution both ashore and afloat on a scale comparable to that in force for Confidential Admiralty Fleet Orders.

(A.F.Os. 1109/45, 3961/45 and 4655/45 are cancelled.)

6917.—Handbook Amendments

(A.S.E.—29 Nov. 1945.)

The following Books of Instruction have been modified by amendment :—

S.S.165—Type 86M—(Amendment No. 3).

S.S.167—Type 87M—(Amendment No. 4).

2. Authorities and ships in the United Kingdom should demand copies from S.N.S.O., Haslemere; ships abroad should demand copies from their respective storing yards.

6918.—Amendments to Books

(E.F.O.—29 Nov. 1945.)

The undermentioned amendments (A.F.Os. P.949–961/45) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. Volume, 1943, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

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

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

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

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

A.F.O. *P.949/45.—B.R. 377 (General)—A.S.E.—Amendment No. 54.

***P.950/45.**—B.R. 383—A.S.E.—Amendment No. 24.

***P.951/45.**—B.R. 377 (C)—Firefly—A.S.E.—Amendment No. 30.

***P.952/45.**—B.R. 380/M—Wildcat V—S.A.E.L.—Amendment No. 6.

P.953/45.—B.R. 980 (K)—R.T. No. 369 for 4-in. Guns—Amendment.

P.954/45.—B.R. 980 (K)—R.T. No. 370 for 4-in. Guns—Amendment.

P.955/45.—B.R. 980 (K)—R.T. No. 371 for 4-in. Guns—Amendment.

P.956/45.—B.R. 980 (K)—R.T. No. 587 for 4-in. Guns—Amendment No. 2.

P.957/45.—B.R. 1298 (October, 1945)—Periodical Reprint of “ Q ” Messages on the Home Station—Amendment No. 3.

***P.958/45.**—B.R. 377 (General)—A.S.E.—Amendment No. 55.

***P.959/45.**—B.R. 377 (General)—A.S.E.—Amendment No. 56.

P.960/45.—B.R. 669 (1)—Instructions for the Conduct of Cash Duties—Addendum No. 1—Amendment.

P.961/45.—O.U. 5511/39—Paravane Drill Book—Amendment No. 18.

* Exceptionally, A.F.Os. P.949–952, 958 and 959/45 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherds Bush, W., who holds the stock of the parent books.

(A.F.O. 6759/45.)

6919.—B.Rs. 165, 166 and 167—Instructional Drawings—Revision of Sets

(T. 1745/45.—29 Nov. 1945.)

The following is a revised list of the drawings contained in the B.R. 165, 166 and 167 series, together with the establishment.

2. Drawings not included in this list, have become obsolete and may be destroyed if no longer required.

B.R. 165 Series—Torpedo

No.	Title
9	21-in. Reducing Valve, Mark IX Torpedo.
34	Diagram of Leads. 21-in. Mark IX* Torpedo.
35	Type 3F Pistol.
36	Blowing Head, 21-in., Marks IX*–IX**, Type B.
37	L.T.A. Depth Gear.
38	21-in., Q.R., Mark VIII* Tubes.
39	Sectional Elevation of Tail, 21-in., Marks IX*, Torpedo.
41	K.9 Blowing Head.
42	Valve Group, Marks IX–IX* Torpedo.
43	Combined E and P Breech Block, Mark II.
44	Line Diagram of Depth Gear Lay-out, Marks IX–IX* Torpedo.
45	Cordite Valve and Explosion Chamber, Q.R. VIII* Tubes.
46	Ignition Delay Gear, Marks IX–IX* Torpedo.
47	Generator, Marks IX–IX* Torpedo.
48	Latch Tripper and “ W ” Gear, Q.R. VIII* Tubes.
49	Valves, Stop, Charging, Fuel 5–7 lb. Relief, C.N.R.V. and P.F.C.O.V., Marks IX–IX* Torpedo.
50	Engine Details, Marks IX–IX* Torpedo.
51	Sectional Elevation of Engine, Marks IX–IX* Torpedo.
52	Servomotor, Marks IX–IX* Torpedo.
53	N.J.W. Sc. Gyroscope.
54	Disc Reducer and Bye-pass Valve, Marks IX–IX* Torpedo.

B.R. 166 (a) Series—Mining and Minesweeping

310	Mark XVI Sinker.
311	Mark VII* Paravane (Protector Type).
312A	Mine, Mark XVI, with Notes on Mark XVIII.
312B	Mine, Details, Marks XIV–XVIII.
315	Cycle of Action of Plummet Type Sinker.
316	“ Oropesa ” Sweep, Mark V (for use in Picket Boats).
317	T.III Cutter for use with Mark V “ Oropesa ” Sweep.
318	General Lay-out of T.S.D.S. Gear.
319	Mark XVII* Sinker.
321	Detonators used in Mining.
325	Towing Sleeve. Planing Shoe.
326	Roller Cutters.
328	Paravane Oscillator.
330	S., Mark I* Paravane.

B.R. 166 (b) Series—A/S Weapons

320	Mark VII* D/C fitted with Mark VII** D/C Pistol and Primer Placer.
324	Mark I* D/C Trap.
333	Mark XXII and Mark XXIII D/C Pistols.
334	Mark XII Depth Charge and Release Gear.
335	Mark IV Carrier Retaining D/C Thrower.
336	Mark IV D/C Loading Rack.
337	Mark V D/C Thrower.
338	American D/C Rails and Trap.
339	Squid. General Diagrammatic Lay-out for Frigates.
340	Squid. General Diagrammatic Lay-out for Corvettes.
341	Squid Mounting.
342	Squid Fuse.
343	Squid Breech Block.
344	Hedgehog Mounting.
345	Hedgehog Projectile.
346	Hedgehog Fuse No. 420.
347	Hedgehog. Firing and Testing Circuits.

B.R. 166 (c) Series—Demolitions

323	T.N.T. Hose. Compact Charges.
348	T.N.T. Charge. Line Charge. Cavity Charge.
349	Briska Detonators. Mark III Primer.

B.R. 167 Series—Low Power

<i>No.</i>	<i>Title</i>
123	Two-wire General Service Phone.
124	Two-wire Telephone Exchange.
131	Chenikeef Log.
132	Pitometer Log.
134	"M" Type Motors, 2-pole and 4-pole.
136	Two-wire Fire Control Exchange.
137	Magslip Indicator Transmission.
139	Triple 6-in. Turrets, Firing, Night Sights and Local Control Supply.
140	Destroyers. Firing Circuits.
142	"Birmingham" L.P. Distribution.
143	Sound Powered Telephones.
144	Battery Graphs.
145	Mark III and Mark IV Change-over Pistols.
146	Torpedo Firing Circuits for Cruisers.
147	Rudder Indicator.
149	Hummer Wiring Diagram.
150	Bells, Single and Trembler.
151	Rattlers and Buzzers.
154	Mark V Plotter.
155	Synchronous Units. Principle of Operation.
156	Synchronous Units. Mark V with Remarks on Marks VI and VII.
157	Sound Power Telephone Exchange.
158	Damage Control Communication System—Typical Layout.
159	Telephone Control Box—Details.
160	L.P. Distribution System, "Tiger" Class Cruiser.
161	L.P. Distribution System, Light Fleet Carrier.
162	L.P. Distribution System, Typical Destroyer.
163	L.P. Distribution System, Frigate.
164	Night Sights, Illumination and Firing Circuits, 5·25-in. Guns.
165	Night Sights, Illumination and Firing Circuits, 4·5-in. Guns.
166	Remote Power Control of Gun Mountings. R.P.10, including Amplifiers.
167	Remote Power Control of Gun Mountings. R.P.40, including Amplifiers.
168	Remote Power Control of Gun Mountings. R.P.50, including Amplifiers.

B.R. 167 Series—High Power

211	Field Distortion in Dynamos.
212	Sparkless Commutation in Dynamos.
213	Lap and Wave Armature Windings.
221	Seaplane Crane. General Arrangement.
221A	Seaplane Crane. Protective Panel and Safety Circuits.
221B	Seaplane Crane. Relay Controllers for Main Hoist Motors.
222	Electric Capstan Equipment. Ward Leonard Type.
225	Supply Breaker.
225a	Supply Breaker fitted with Improved H.P. Control of Supply.
228	B.B./J.B. Control. Air Break.
230	Typical Circuits fed from a J.B.
232	3-ton Winch Connections and Illuminating Ship C.O.S.
233	Typical Drum Starter for Shunt Motor, e.g., 4·5-in. Turret Pump Motor.
234	B.B. Single Motor Control (Air Break).
235	44-in., Mark VII S/L Lamp.
236	Auto-starter for 350-ton Pump.
240	Connections for Breaker Groups (Group Connection Boxes).
241	Connections for Breaker Groups (Group C.O.Ss.).
242	Fuse Release Switch, Type V.
244	Connections for Dynamos. Main Supply Switchgear.
245	Door Switch Circuits.
247	Steering Motor Connections (Hand Operated Starter).
248	Elevation Stabilizer (Mechanical).
250	Navigation Light Circuits.
251	A.R.L. General Lay-out of Mark V System with Electrical Principles.
253	Magazine Lighting Circuits.
255	Section showing Construction of Typical Dynamo.
256	Section showing Construction of Typical Motor.
257	Auto-starter for Turret Pump.

B.R. 167 Service—High Power—contd.

<i>No.</i>	<i>Title</i>
258	Auto-starter for Forced Lubrication Pump.
260	Connections for H.P. Supplies to Gun Mountings.
262	Ring Main Layout, "King George V".
264	Ring Main Layout, "County" Class Cruiser.
265	Ring Main Layout, "Southampton" Class Cruiser.
266	Ring Main Layout, "Fiji" Class Cruiser.
268	Destroyer, Electrical Lay-out, "Tribal" Class.
269	Destroyer, Electrical Lay-out, "J" Class, also Typical of "K", "L", "M", "N", "O", "P", "Q" and "Hunt" Classes.
270	W/T Alternator Auto-Starter.
275	A.R.L., Mark V, Control System. Oil Pump, Oil Motor and Control Gear, Schematic.
276	A.R.L., Mark V, Control System. Power Unit (details).
278	Connections for H.P. Supplies, 44-in. S/L Projector.
281	Ring Main Breaker.
283	20-in., Mark IV, S/L Lamp with notes on 24-in., Mark IV, S/L Lamp.
284	Destroyer, Electrical Layout "S" to "Z", "Caesar", "Cossack", "Chequers" and "Crescent" Classes.
285	Destroyer, Electrical Layout, "Battle" Class.
286	Destroyer, Electrical Layout, "Weapon" Class.
287	Ring Main Layout, "Tiger" Class.
288	Main Supply Switch, "Tiger" Class.
289	Supply Breaker, L.P. Relay Control, "Tiger" Class.
290	Ring Main Breaker, L.P. Relay Control, "Tiger" Class.
291	Branch Breaker, L.P. Relay Control, "Tiger" Class.
292	Auto-change-over-switch, L.P. Relay Control, "Tiger" Class.
293	H.P. Supplies to D.G. Installation. L.V. System.
294	H.P. Supplies to D.G. Installation. H.V. System.
295	Metadyne Generator.
296	Hangar Spray Pump Supplies. Aircraft Carriers.
297	Direct Action Starter.
298	Carrier, Electrical Layout, "Light Fleet" Type.
299	Ring Main Layout, "Indefatigable".
400	Electrical Layout—Typical Frigate.
401	Electrical Layout—Typical Corvette.
402	"Captain" Class Frigate, Diesel Electric—General Layout.
403	"Captain" Class Frigate, Diesel Electric Drive.
404	"Captain" Class Frigate, Turbo Electric—General Layout.
405	"Captain" Class Frigate, Turbo Electric Drive.
406	"Captain" Class Frigate, American Symbols.
407	Emergency Supply System—Typical Cruiser.
408	Emergency Supply System—Light Fleet Carrier.
409	Emergency Supply System—Typical Destroyer.
410	Emergency Supply System—Typical Frigate.
411	D/G Automatic Course Correction Gear. H.P. System.
412	D/G Automatic Course Correction Gear. L.V. System.
413	Branch Breaker—Igranic.
414	"Destroyer" Supply Breaker—Igranic.
415	Automatic Voltage Control Board for C.W.S.
416	20-in. S/L Lamp, Mark V, Inch Obscureur.
417	Radar Supplies—Typical Layout.

Establishment

Battleships, battle cruisers, monitors, cruisers and aircraft carriers in full commission and repair ships	1 complete set.
Destroyer depot ships in full commission for use in flotillas as required	2 complete sets.
Torpedo Schools.	
(a) "Vernon", "Defiance", "Marlborough", "Cerebus" (R.A.N.), "Valsura" (R.I.N.)	4 complete sets.
(b) Chatham	1 complete set.

Establishment—contd.

†Cadets training ships	2 complete sets.
†R.N.V.R. Divisional Headquarters	1 complete set.
†R.N.V.R. Sub-Divisional Headquarters	1 complete set.
Submarine Depot ships in full commission	1 set of B.R. 165, B.R. 166 (a), (b) and (c).
Dockyards, home	1 set of B.R. 167, L.P. & H.P.
Dockyards, abroad	1 set of B.R. 167, L.P. & H.P.
†R.N. Training Establishments, Sheerness	1 complete set.
R.N. Training Establishments, Rosyth	2 complete sets.
R.N.E. College, Keyham	1 set of B.R. 167 H.P.

† To be supplied when required by these ships and establishments.

3. The new drawings will be issued, as they become available, without demand, from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

(A.F.O. 345/45 is cancelled.)

6920.—B.R. 358—Establishment of Naval Stores for Executive Purposes and Form D.254D—List of Particulars—List of Errata No.10 —Issue

(N.S. 23117/45.—29 Nov. 1945.)

List of Errata No. 10 to B.R. 358—Establishment of Naval Stores for Executive Purposes—and Form D.254D—List of Particulars—have been prepared and copies will be distributed from the R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10, on the usual basis.

2. Three copies of the list of errata to Form D.254D will be required to complete each copy of the list of particulars already supplied to ships under construction and these should be supplied, without demand, by the appropriate warrant yard. Ships' Officers, etc., concerned with preparing the lists should *not* demand the lists of errata from R.N. Store Depot, Park Royal.

3. One copy of the lists of Errata 8 (special issue), 9 and 10, will be supplied with each copy of the establishment issued from Park Royal. Earlier lists of errata are no longer required.

4. Each copy of Form D.254D—List of Particulars (1943 Reprint)—when supplied from Park Royal (normally to warrant yards only) will be accompanied by three copies of lists of Errata Nos. 8, 9 and 10 to that form (amendments promulgated in earlier lists of errata are incorporated in this reprint).

6921.—B.R. 980 (K)—Revised Page 1 to Range Table No. 604 for Q.F., 4-in. Guns, Marks XII and XXII—September 1945 —Issue

(G. 7783/45.—29 Nov. 1945.)

Revised page 1 to Range Table No. 604 is now in the press.

2. Copies will be issued to all holders of the main table, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

3. The revised page 1 supersedes the existing page 1 dated November, 1944, all copies of which should be disposed of in accordance with B.R. 1—B.R. and I.D. Catalogue when the new pages are received.

6922.—B.R. 980 (K)—Revised Page 9 to Range Table 361 for Q.F., 4-in. Guns, Marks V to V*—September, 1945—Issue**

(G. 8007/45.—29 Nov. 1945.)

Revised page 9 to Range Table No. 361 is now in the press.

2. Copies will be issued to all holders of the main table, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

3. The revised page 9 supersedes the existing page 9 dated September, 1941, all copies of which should be disposed of in accordance with B.R.1—B.R. and I.D. Catalogue when the new page is received.

6923.—B.R. 1059 (Restricted)—Handbook for Bombardment Director and A.F.C.C., Mark X—Issue

(G. 1113/44.—29 Nov. 1945.)

The above-mentioned book is now in the press and copies will be issued, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, in accordance with the following establishment, viz. :—

	<i>Copies</i>
Flag Officers concerned	1
River gunboats	1*
Captain, H.M.S. "Excellent"	10
Captain (G), H.M. Gunnery School, Devonport	20
Captain (G), R.N. Gunnery School, Chatham	6
<i>Dockyards</i>	
Portsmouth	2
Chatham	2
Rosyth	2
Devonport	2
Gibraltar	2
Malta	2
Simonstown	2
Singapore	2
Hong Kong	2
Secretary, Navy Board (N.D.A.), Ottawa, Canada	10
Secretary, Navy Office, Melbourne, Australia	10
B.A.D.	1
B.A.M.S.R.	1
B.A.T.M.	1
D.N.O., Washington	1
R.N. College, Greenwich	1
Commandant, Military College of Science, Stoke-on-Trent	1
Loan Libraries	1
Naval Staff Library, Admiralty	1
Admiralty Regional Electrical Engineer, London and South Eastern District	1
Admiralty Signal Establishment, Haslemere	1
Admiralty Gunnery Establishment	2
F.G.E.O. on Staff of C.-in-C., East Indies Station	1
E.O. (G) Colombo (Staff of C.S., Ceylon)	1

* Ships fitted with the Bombardment Director and A.F.C.C., Mark X.

6924.—B.R.1251—Catalogue of Naval Instructional Films and Film Strips, and Notes on Distribution and Disposal

(N. 22679/45.—29 Nov. 1945.)

At the foot of A.F.O. 5584/45 add :—

"A.F.O. 111/45 is cancelled".

6925.—B.R.1472—Environmental Warmth and its Measurement—Issue

(M.D.G. 54934/45.—29 Nov. 1945.)

A book of reference on environmental warmth and its measurement has been produced by the Medical Research Council and will be issued under the token number B.R.1472.

2. This publication should be in the possession of all medical officers and any other authorities interested in the subject.

3. Demands for copies should be made as follows :—

Portsmouth Command

To the O.U. and B.R. Officer, Portsmouth Book Office, Fort Southwick, near Fareham, Hants.

Plymouth Command

To the Officer-in-Charge, O.U. and B.R. Store, Royal Naval Port Library, Devonport.

Other Ships and Establishments at Home

To the Superintending Naval Store Officer, Royal Naval Store Depot, 307, Elveden Road, Park Royal, London, N.W.10.

Abroad to local distributing authorities to whom supplies will be made without demand when available to meet these demands.

6926.—Cash Office, Naval Departments, Woolwich—Change of Address

(D.N.A. 31400/45.—29 Nov. 1945.)

The office of the Cashier, Naval Departments, Woolwich, will move on the 1st December, 1945, from "Glencar", Shooters Hill, S.E.18, to the Royal Arsenal. The address will be :—

The Cashier,
Naval Departments,
Middle Gate House,
Royal Arsenal,
Woolwich, S.E.18.

Telephone Number : WOOLwich 2044, Extension 1460.

6927.—Cashier, R.N. Headquarters, Melbourne—Closing of Office

(D.N.A. 31401/45.—29 Nov. 1945.)

The office of the Cashier, R.N. Headquarters, Melbourne, will close on the 31st December, 1945. After that date, correspondence relating to cash office affairs should be addressed to the Cashier, R.N. Establishments, 9th Floor, Grace Building, 77, York Street, Sydney.

6928.—H.M.S. "Vernon"—Departmental Addresses

(M. 05144/45.—29 Nov. 1945.)

The central organization of H.M.S. "Vernon" was transferred from Roedean back to Portsmouth on 11th June, 1945.

2. Ships and establishments sending technical correspondence direct to departments of H.M.S. "Vernon" should observe the following system of address :—

The Captain, H.M.S. "Vernon" (initials of department), followed by the geographical address of the department, e.g.—

The Captain, H.M.S. "Vernon" (C/M), etc.

3. The postal addresses, telephone numbers and signal routing of all "Vernon's" dispersed departments are as follows :—

Department	Postal Address	Telephone No. (a) P.O. Line (b) Service Line	Signal Address	Signal Routing, etc., Remarks
"Vernon", including Captain Administration Instructional Department, Personnel Department, Engineer Officer, Supply Officer (Stores), Officer i/c, W.R.N.S.	The Captain, H.M.S. "Vernon", Portsmouth.	(a) Portsmouth : 74301-2 74124-5 (b) Via Portsmouth Dockyard.	"Vernon"	Teleprinter : PTM, VER (messages in code or cypher via C-in-C., Portsmouth).
The Supply Officer, H.M.S. "Vernon".	The Supply Officer, H.M.S. "Vernon", Portsmouth.	(b) Portsmouth Dockyard No. 2903.	"Vernon II"	Teleprinter messages via "Vernon" (messages in code or cypher via C-in-C., Portsmouth).
"Vernon II" (Instruction of S.Ts., J.P.E.Ms., etc.).	The Commanding Officer, H.M.S. "Vernon II", Portsmouth.	(a) Portsmouth : 74301-2 74124-5. (b) Via Portsmouth Dockyard.	"Vernon"	Teleprinter : PTM, VER (messages in code or cypher via C-in-C., Portsmouth).
The Superintendent of Diving	H.M.S. "Vernon", Portsmouth.	(a) Havant 641-2-3 (b) Via Portsmouth Dockyard : 8310, 8333, 8346, 8353, asking for M. Department.	"Vernon" (M)	Teleprinter : PTM, MYN. (messages in code or cypher via C-in-C., Portsmouth).
Mining (M)	The Captain, H.M.S. "Vernon" (M), West Leigh Cottage, Nr. Havant, Hants.	(a) Weston-super-Mare 1068-9.	M.T.O., "Birnbeck"	Teleprinter via R.A.F. Station, Locking.
2. Mining Trial Base, Weston-super-Mare.	The Commanding Officer, H.M.S. "Birnbeck", The Old Pier, Weston-super-Mare. (for "Vernon" Mining Trial Officer).			

Department	Postal Address	Telephone No. (a) P.O. Line (b) Service Line	Signal Address	Signal Routing, etc., Remarks
3. Mining Trial Base, Arrochar	<i>See under "Vernon" Trial Base, Arrochar.</i>			
Controlled Mining (C/M) ...	The Captain, H.M.S. "Vernon" (C/M), Hillside House, Purbrook, Hants.	(a) Waterlooville 2353 ... (b) Service line, Portsmouth Dockyard, Extension 2894 and 2998.	"Vernon" (C/M)	Via "Vernon".
Electrical (E.L.) ...	The Captain, H.M.S. "Vernon" (E.L.), East Leigh House, Nr. Havant, Hants.	(a) Havant 490-1-2 ... (b) Via Portsmouth Dockyard 8310, 8333, 8346, 8353 asking for East Leigh House.	"Vernon" (E.L.) ...	"Vernon" (M).
Minesweeping (M/S) ...	The Captain, H.M.S. "Vernon" (M/S), Kimmerghame House, Fettes College, Carrington Road, Edinburgh.	(a) Edinburgh 34343-4-5-6 (b) Pitreavie.	"Vernon" (M/S) ...	All messages via N.O.I.C., Leith and Granton. Telegrams: "Tenbox", Edinburgh.
Whitehead (W) ...	The Captain, H.M.S. "Vernon" (W), Eastern House, Alverstoke, Hants. <i>Note :-</i> Stores to be addressed— Whitehead Store Officer, H.M.S. "Vernon", Portsmouth.	(a) Gosport 89179-80 ... (b) Via "Vernon", asking for "Vernon" (W). <i>See "Vernon" ...</i>	"Vernon" (W) ... Whitehead Store Officer, "Vernon".	Via "Vernon". "Vernon".

2. Whitehead Trial Base, Arrochar.	<i>See under "Vernon" Trial Base, Arrochar.</i>			
3. Southern Torpedo Section (S.T.S.).	The Captain, H.M.S. "Vernon" (S.T.S.), Stokes Bay, Gosport.	(a) Gosport 831011 ... (b) Portsmouth Dockyard, Extension 4405, 4488.	"Vernon" (S.T.S.)	Via "Vernon".
4. Northern Torpedo Section (N.T.S.).	The Captain, H.M.S. "Vernon" (N.T.S.), 9, Aglionby Street, Carlisle.	(a) Carlisle 1326 ... (b) (i) North-West Central (direct line). (ii) Admiralty / R.A.F. line, via No. 14 R.A.F. Maintenance Unit, Carlisle.	"Vernon" (N.T.S.)	Teletypewriter, via F.O.I.C., Liverpool.
5. Trial Base, Bincleaves (T.B.B.).	The Captain, H.M.S. "Vernon" (T.B.B.), Bincleaves, Weymouth.	(a) Weymouth 1960 ... Extension 3146.	"Vernon" (T.B.B.)	Via F.O.I.C., Portland.
Book Production (B.P.O.) ...	The Captain, H.M.S. "Vernon" (B.P.O.), Ryecroft, Ropley, Nr. Alresford, Hants.	(a) Ropley 2142. (b) Service line—... Portsmouth Dockyard, Extension 53173.	"Vernon" (B.P.O.)	Telephone.

Department	Postal Address	Telephone No. (a) P.O. Line (b) Service Line	Signal Address	Signal Routing, etc., Remarks
Chemical Defence (C/D) ...	The Captain, H.M.S. "Vernon" (C/D), Portsmouth.	(b) Portsmouth Dockyard, Extension 8339.	"Vernon" (C/D) ...	Via "Vernon".
"Vernon" Trial Base, Arrochar— (a) Whitehead ...	The Whitehead Trial Officer, R.N. Torpedo Range, Arrochar, Scotland.	(a) Arrochar 34 and 63 ... (b) Via Cambuslang and Alexandria.	W.T.O., Arrochar ...	Via F.O.I.C., Glasgow.
(b) Mining ...	The Mining Trial Officer, R.N. Torpedo Range, Arrochar, Scotland.	(a) Arrochar 34 and 63 ...	M.T.O., Arrochar ...	Teleprinter, via F.O.I.C., Greenock. (Messages in code or cypher via N.O.I.C., Inveraray).

(C.A.F.O. 1215/45 and A.F.O. 4415/45 are cancelled.)

6929.—Official Correspondence from the United Kingdom to Naval Authorities Overseas

(M. 385/45.—29 Nov. 1945.)

The following alterations in existing procedure will in future apply to the despatch from the United Kingdom of official correspondence to Naval Authorities overseas.

Restricted, non-restricted (unclassified).

1. Letters of 1-oz. or under if posted in the ordinary way will be automatically carried by air to all destinations to which air routes are available, provided they are enclosed in official envelopes bearing the Postage Paid medallion and that the address is clearly recognizable as a Naval address. In all cases, c/o G.P.O., London, or (in cases to which A.F.O. 6765/44 refers and Naval Parties with numbers over 1,500) c/o G.P.O., Reading, Berkshire, should be added at the bottom of the address.

2. Letters and letter packets over 1-oz. and under 4-lb. for which air carriage is desired must be enclosed in Official Paid envelopes and have the Blue Air Mail label affixed. No further postage payment is required.

3. Light weight stationery should be used, and letters and packets over 1-oz. should not be despatched by air unless the urgency clearly justifies it. Where surface route is regarded as sufficient, the letters and letter packets should be marked "By Surface Mail" on the envelope and despatched through the normal postal channels.

Confidential, secret and top secret.

4. No change will be made in the existing arrangements for despatch of such documents by Military Branch (Foreign Mails) by air or surface route to all destinations. Attention is drawn to the fact that all such correspondence must bear an official reference number on the outside envelope.

5. Where mail of any of these security gradings originates from authorities outside the Admiralty it should be specially bagged and addressed to "M Foreign Mails 1, Archway Block South, Admiralty", and forwarded by means appropriate to the security grading of the contents.

Private and semi-official correspondence.

6. No private correspondence can be accepted for transmission in Admiralty official bags. Semi-official correspondence should be treated as official correspondence by the originator.

(A.F.O. 6765/44.)

(A.F.O. 2526/45 is cancelled.)

6930.—Form S.545—Revision

(Sta./N.L. 15485/45.—29 Nov. 1945.)

The Will Form (S.545) has been revised, and old editions are to be "wasted".

2. The new form—supplies of which will be issued on demands addressed to the Superintending Naval Store Officer, Royal Naval Store Depot, Elveden Road, Park Royal, London, N.W.10—is to be used for the making of all wills in future.

6931.—Form S.1147(A)—Quarterly Return of Temperature of Storage of Cordite—Rendering

H.M. Ships and Naval Armament Depots

(G.A.S. 9569/43.—29 Nov. 1945.)

It has been decided to revert to peace time procedure for rendering Forms S.1147(A) (Quarterly Return of Temperature of Storage of Cordite).

2. As from 1st October, 1945, H.M. ships and Naval armament depots are to render these forms quarterly in accordance with Naval Magazine and Explosives Regulations, Article 144, and Naval Cordite Regulations, Articles 84 and 86.

3. B.Rs. 862 and 862A will be amended accordingly in due course.

(B.R. 862 and B.R. 862A.)

(C.A.F.O. 812/43 is cancelled.)

6932.—Form S.1474E—Submarine Main Batteries—Charging Instructions—Introduction of

(P. 5576/45.—29 Nov. 1945.)

Instructions for the charging of submarine main batteries, amplifying the instructions given in O.U. 5385/1938 and the handbooks supplied by the battery manufacturers, have been prepared and are being issued as Form S.1474E for incorporation in Form S.1474.

2. Copies of Form S.1474E will be issued in future with Form S.1474 to all new submarines on commissioning.

3. Copies of Form S.1474E for insertion in Forms S.1474 already held will be issued to all submarines in commission without demand by the Superintending Naval Store Officer, Elveden Road, Park Royal, London, N.W.10.

6933.—Newspapers and Magazines—REPORTS

(N/D.P.S. 1097/45/S.C.—29 Nov. 1945.)

Approval has now been given for the weekly supply of newspapers and magazines, sometimes known as the "Charity Mail", to be supplied to the larger ships and establishments on a more generous scale than hitherto, viz., one Scale 1 packet *per* 400 officers and men borne. The scale of supply is accordingly now as follows:—

Complements below 25	One Scale 6 packet.
Complements of 25–49	One Scale 5 packet.
Complements of 50–99	One Scale 4 packet.
Complements of 100–199	One Scale 3 packet.
Complements of 200–399	One Scale 2 packet.
Complements of 400–799	One Scale 1 packet.
Complements of 800–1,199	Two Scale 1 packets.
Complements of 1,200–1,599	Three Scale 1 packets.
and so on.	

2. Arrangements to adjust supply will be made automatically by Admiralty (Director of Welfare Services) and no individual application is therefore required. Any ship or establishment omitted or receiving supplies on too small or too large a scale should, however, inform the Director of Welfare Services, Queen Anne's Mansions, St. James's Park, London, S.W.1, stating numbers borne.

3. With the reduction of the Fleet and the slight easing of the paper supply position it is now possible to promulgate revised contents lists for the Scale packets. A number of amendments have been made since the lists were last promulgated, with the intention of bringing the contents more in line with popular taste. It is expected that these new lists will be fairly closely adhered to, though it is possible that in a few cases some variation due to short supply may still have to be accepted

Weekly	Scale					
	1	2	3	4	5	6
"Overseas Daily Sketch"	1	1	1	1	1	1
"Weekly Times"	1	1	1	—	—	—
"Illustrated London News"	1	1	1	1	1	1
"Sphere"	1	—	—	—	—	—
"Punch"	1	1	—	—	—	—
"Hampshire Telegraph"	1	1	1	1	—	—
"Weekly Telegraph"	1	—	—	—	—	—
"Answers"	1	1	1	1	1	1
"Tit-Bits"	1	1	1	1	1	—
"Western Independent"	1	1	1	1	—	—
"Illustrated"	1	1	1	1	1	1
"Picture Post"	1	1	1	1	1	1
"Everybody's"	1	1	1	1	1	—
"Listener"	1	1	1	1	1	1

Monthly

"Strand Magazine"	1	1	1	1	1	—
"London Opinion"	1	1	1	1	1	—
"Trident"	1	1	1	1	1	1
"Scientific American"	1*	1*	—	—	—	—
"World Digest"	1	1	1	1	1	1
"English Digest"	1	1	1	—	—	—
"Chamber's Journal"	1	1	—	—	—	—

Quarterly

"Seagoer"	1	1	1	1	1	1
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* Seagoing ships only. This periodical is intended for Artificers', Mechanics' and Artisans' messes and Commanding Officers are requested to arrange accordingly.

4. In order that the Admiralty may be kept in touch with the wishes of the Fleet as to the most popular periodicals, reports are invited from Commanders-in-Chief, stating whether there is any general desire for a further revision of the present lists and giving any suggestions for revision. Suggested alterations should not involve any increase in cost.

5. As a convenient method of distribution, copies of "Blighty" and "The British Legion Journal", which are supplied to the Royal Navy free of charge, are also included in the Scale packets.

(A.F.O. 4367/45, paragraphs 1–7.)

(A.F.O. 4367/45, paragraph 8, is cancelled.)

6934.—"The Ditty Box"—Revised Scale of Supply

(E.F.O. 223/45.—29 Nov. 1945.)

Manpower re-allocation admits of the scale of supply of copies of the Naval magazine "The Ditty Box" reverting to that originally in force, viz. one copy to each eight officers and/or ratings, including D.E.M.S., W.R.N.S. and Nursing Services serving abroad only, commencing with No. 16. dated October, 1945. Naval distributing authorities abroad have been supplied with an additional 25 per cent. in number of copies for this purpose.

2. For the present the scale of distribution of one copy in ten is to continue to apply in Home waters and Naval establishments at Home.

3. A table indicating the scale of supply applicable to classes of H.M. ships (a) abroad and (b) in Home waters is promulgated separately for information generally and for distributing authorities in particular, as C.A.F.O. 1857/45.

(C.A.F.O. 1857/45.)

6935.—Resettlement in Civil Life—Government Vocational Training Scheme—Pamphlets—Distribution

(E.F.O. 195/45.—29 Nov. 1945.)

The following pamphlets forming part of the Government Vocational Training Scheme Series will be distributed with Admiralty Fleet Orders of this date for the use of Educational and Resettlement Information Officers:—

Description of Pamphlet

Boot and Shoe Repairing.
Forestry.
Leather Industry.

2. The scale of supply is approximately twice that laid down for the Educational and Resettlement Information orders.

***6936.—Public Telegraphic Service to Royal Navy Personnel in Germany**

(M.3328/45.—29 Nov. 1945.)

The public telegraphic service recently introduced to and from the British Army of the Rhine (B.A.O.R.) is now available to Royal Navy personnel in Germany for telegraphic communications with the United Kingdom.

2. The uniform rate is 2*d.* a word for all telegrams, the address counting as five words irrespective of its length.

3. Telegrams for Naval personnel should be addressed as follows :—
- Name.
 - Rank (if officer) or official number (if rating).
 - Naval party and number.
 - Royal Navy.
 - C/o B.A.O.R.

4. The above address should only be used for this public telegraph service. Its use for other services such as concession telegrams and letters will inevitably lead to delays.

Section 6.—SHORE ESTABLISHMENTS

6937.—Civilian Non-Industrial Staff—Temporary Experimental Assistants II and III—Scientific, Technical and Chemical Pools—Leave Scales

(C.E. 55747/45.—29 Nov. 1945.)

The following revised leave scales are promulgated for information :—

Temporary Experimental Assistant II—24 days.

Temporary Experimental Assistant III—18 days rising to 24 days after five years' service or on attaining a salary of £214 per annum (basic).

(A.F.O. 81/40.)

6938.—Civilian Non-Industrial Staff—Quarterly Return of Expenditure on Account of Salaries

(C.E. 25646/45.—29 Nov. 1945.)

Pending further instructions, a return is to be rendered by Cashiers and Paying Officers to the Secretary of the Admiralty (C.E. Branch II, Salary Section), Admiralty, Bath, not later than the seventh day of the first month of each quarter, showing the expenditure on account of salaries for the *preceding quarter* and the numbers borne for pay at the end of that quarter.

2. The return should cover all civilian *non-industrial* employees (excluding members of Q.A.R.N.N.S. and Reserve and V.A.Ds.) and also all Naval Officers whose pay is charged to the salary subhead of the Establishment Vote instead of to Vote 1.

3. Under present conditions, civilian non-industrial employees (usually clerical staff) whose pay would normally be charged to Vote 4, Subhead A ("Civilians employed on Fleet Services—Salaries and Allowances") may be borne for pay at Naval shore establishments, in which case returns should be rendered by Supply Officers concerned as prescribed in paragraph 1, stating merely the quarterly gross expenditure (i.e. ignoring deductions such as income tax, etc.) and the numbers borne.

4. Other Paying Officers, e.g. Cashiers, Paymasters, R.M., and, exceptionally, Supply Officer, R.N. College, Eaton Hall, Chester, and Supply Officer, H.M.S. "President I" (for Porton Experimental Station) should render the return in the following form :—

Expenditure (Sterling) under the Votes shown for the quarter ended 194 .					
Vote and Sub-head	Category (Non-industrial Staff)	Gross Pay (including war bonus and allowances)	Overtime (excluded from gross pay)	National Insurance (Admiralty contributions)	Numbers borne at end of quarter
		£	£	£	
	(a) Salaried staff ...				
	(b) Staff paid at weekly rates.				
	(c) Local entrants abroad				

If separate figures for overtime are not readily available, an estimate may be given. If any event, overtime figures should be excluded from the totals of gross pay, etc., reported in the third column of the return.

The salary subheads concerned are :—

Vote	Subhead	Title of Vote
2	A	Victualling yards at home and abroad.
3	A	Medical establishments at home and abroad.
4	A	Civilians employed on Fleet services.
5	A	Educational services (R.N. College, Greenwich, etc.).
	B	Educational services (R.N. Engineering College, Keyham).
	C	Educational services (R.N. College, Dartmouth).
	D	Educational services (Imperial Defence College).
	E	Educational services (miscellaneous).
	F	Educational services (dockyard schools).
	H	Educational services (vocational training).
6	A	Scientific services (Royal Observatory, Greenwich).
	C	Scientific services (Cape Observatory).
	E	Scientific services (Hydrographic Department).
	G	Scientific services (Chart Establishment and depots).
	K	Scientific services (Nautical Almanac Office).
	LL	Scientific services (Compass Department).
	N	Scientific services (Scientific and Technical staff).
	NN	Scientific services (Analytical Chemists).
	P	Scientific services (Mine Design Department, Signal School and Anti-Submarine Establishment).
8I	A	Dockyards at home.
	E	Naval yards abroad.
9	A	Naval armament, etc., establishments.
11	S	Industrial canteens.
11	T	Non-industrial hostels.
12	A	Admiralty Office (headquarters).
12	B	Admiralty Office (headquarters).
16	C	Merchant shipbuilding.

Figures are not required for votes 1.I, 8/2 K.3., 8/III.F., 9.K. and 10.A.

5. Pending eventual decision as to post-war requirements, this quarterly return is to be substituted for the return hitherto required from cashiers by Article 73 of the Instructions for the Conduct of Cash Duties, 1932 (B.R. 669).

6. It is important that the return should be rendered promptly and establishments abroad are requested to forward the information by telegram in tabular form as set out in paragraph 4.

(B.R. 669, Article 73, Instructions for the Conduct of Cash Duties.)

6939.—Equipment Chargeable to Public Funds

(D. 12794/45.—29 Nov. 1945.)

Requirements for equipment which is likely to become a charge on public funds are, in all cases, to be referred to Admiralty before purchase is made.

6940.—Income Tax—Board and Washing Allowance Paid to V.A.D. Personnel

(D.N.A. 27605/45.—29 Nov. 1945.)

Board and washing allowance of V.A.D. personnel is not taxable, and should be excluded from calculation of taxable emoluments.

2. Allowances of a similar nature payable to other employees are not affected by this Order.

6941.—Increased Use of Motor Transport and Coastwise Freight in Relief of Rail Facilities during Winter, 1945-46

(N.S. 3119/45.—29 Nov. 1945.)

The seriousness of the coal situation for the coming winter is aggravated by the possibility that the capacity of the railways to carry the coal produced will prove insufficient unless relief by other methods of transport is provided.

2. To ensure that the railways are not used for any Service traffic for which movement by rail is not essential, the Naval motor transport service and the Ministry of Road Transport road haulage organization are to be used to the greatest possible extent. For certain classes of material rail transport will, however, be essential and it should be noted that, since rail wagons will still be required at commercial ports for the transport of import traffic, the necessity for consigning freight by road to the ports is not so imperative as in the case of consignments to inland destinations.

3. In these circumstances it may be found necessary to employ Naval motor transport for journeys above 60 miles to a greater extent than has hitherto been permitted by Admiralty instructions. Every opportunity is to be taken of arranging return loads for R.N. vehicles.

4. In suitable cases, coastwise freight should be considered in preference to long road hauls.

5. This Order is to operate forthwith, and is to remain in force until 1st April 1946, unless instructions to the contrary are given in the interim. It is the intention that the restrictions on the use of motor transport hitherto in force shall be re-imposed as soon as possible.

(A.F.Os. 5607/45 and 5879/45.)

6942.—Naval Armament Stores—Supply at Commercial Ports—Organization

(A.S. 01669/45.—29 Nov. 1945.)

The following revised organization for supply of Naval armament stores (including torpedo stores) at commercial ports, has been brought into force:—

Area	Officer responsible for co-ordinating Supply of Naval Armament Stores	General Departmental Supervision exercised by	Remarks
(1)	(2)	(3)	(4)
All ports on the Clyde (except Greenock) and south to the Solway Firth.	O.C.A.S. Glasgow ...	N.A.S.O. Beith ...	—
Greenock ...	O.C.A.S. Greenock	N.A.S.O. Beith. (Immediate supervision exercised by O.C.A.S. Glasgow.)	Requisitions for work on guns should be forwarded to O.C.A.S. Glasgow.
Fort William, Corpach and Oban.	D.A.S.O. Fort William	—	—
Dundee ...	O.C.A.S. Dundee ...	S.A.S.O. Crombie ...	—
All Commercial ports in the Forth Estuary.	O.C.A.S. Leith ...	S.A.S.O. Crombie ...	At Granton, O.C.A.S. Leith only undertakes work in connection with disarming, etc., of D.E.M.S. and small craft. Any other Armament Supply work at Granton is dealt with by S.A.S.O. Crombie.
Other Scottish ports ...	S.A.S.O. Crombie ...	—	—
Seaham Harbour, Sunderland, Tyne and north to Berwick.	O.C.A.S. Newcastle	N.A.S.O. Broughton Moor.	—

Area	Officer responsible for co-ordinating Supply of Naval Armament Stores	General Departmental Supervision exercised by	Remarks
(1)	(2)	(3)	(4)
Middlesbrough, Hartlepool and south to Scarborough.	O.C.A.S. Middlesbrough.	N.A.S.O. Broughton Moor.	—
Hull, Scarborough and south to Goole.	O.C.A.S. Hull ...	O.C.A.S. Immingham	—
Immingham ...	O.C.A.S. Immingham	—	—
Grimsby ...	O.C.A.S. Grimsby ...	O.C.A.S. Immingham	Sub Depot of O.C.A.S. Immingham.
Great Yarmouth, Lowestoft, Aldeburgh, Ipswich, Felixstowe, Harwich, Brightlingsea and Wivenhoe.	N.A.S.O. Wrabness	—	—
London Docks and Thames Estuary (except Tilbury).	O.C.A.S. London ...	N.A.S.O. Woolwich	—
Tilbury Docks ...	O.C.A.S. Tilbury ...	N.A.S.O. Woolwich	—
Medway Ports ...	S.A.S.O. Upnor ...	—	—
Dover and Ramsgate ...	D.A.S.O. Dover ...	—	—
Southampton ...	(a) S.A.S.O. Priddy's Hard. (b) D.A.S.O. Marchwood. (c) T.E.O. Portsmouth.	—	(a) Work on guns and supply of gunwharf stores. (b) Supply of all explosives and miscellaneous magazine stores. (c) Supply of torpedoes and non-explosive torpedo stores.
Portland ...	O.C.A.S. Portland...	S.A.S.O. Priddy's Hard.	—
Dartmouth ...	S.A.S.O. Bull Point	—	—
Falmouth ...	O.C.A.S. Falmouth	S.A.S.O. Bull Point	—
Appledore ...	S.A.S.O. Bull Point	—	—
Avonmouth, Bristol, Portishead and Sharpness.	O.C.A.S. Avonmouth	S.A.S.O. Treewn ...	Sub Depot of O.C.A.S. Cardiff.
Swansea and Port Talbot	O.C.A.S. Swansea ...	S.A.S.O. Treewn ...	Sub Depot of O.C.A.S. Cardiff.
Cardiff, Newport, Barry and Penarth.	O.C.A.S. Cardiff ...	S.A.S.O. Treewn ...	—
Milford Haven and Pembroke Dock.	N.A.S.O. Milford Haven.	—	—
Liverpool, all ports from Heysham to Holyhead and Isle of Man.	O.C.A.S. Liverpool	N.A.S.O. Broughton Moor.	—
Barrow-in-Furness and north to Solway Firth.	(a) O.C.A.S. Liverpool. (b) N.A.S.O. Broughton Moor.	—	(a) Gunwharf and non-explosive torpedo stores. (b) All explosives and miscellaneous magazine stores.
Belfast and ports in Northern Ireland (except Londonderry).	N.A.S.O. Belfast ...	—	—
Londonderry ...	O.C.A.S. Londonderry.	N.A.S.O. Belfast ...	—

2. The addresses of the officers in columns (2) and (3) of paragraph 1 are as follows :—

Officer	Office Addresses	Telephone Nos.
O.C.A.S. Avonmouth ...	O.C.A.S., R.N. Armament Depot, Royal Edward Dry Dock, Avonmouth.	<u>Avonmouth 110</u>
N.A.S.O. Beith ...	N.A.S.O., R.N. Armament Depot, Beith, Ayrshire.	Beith 370/2
N.A.S.O. Belfast ...	N.A.S.O., R.N. Armament Depot, <u>Belvoir Park, Belfast.</u>	<u>Belfast 41291/3</u>
N.A.S.O. Broughton Moor...	N.A.S.O., R.N. Armament Depot, Broughton Moor, Maryport, Cumberland.	Brigham 81
S.A.S.O. Bull Point ...	S.A.S.O., R.N. Armament Depot, Bull Point, St. Budeaux, Plymouth.	<u>St. Budeaux 10</u>
O.C.A.S. Cardiff ...	O.C.A.S., R.N. Armament Depot, <u>12B, Imperial Buildings,</u> <u>Mount Stuart Square, Cardiff.</u>	Cardiff 7924. Ext. 27
S.A.S.O. Crombie ...	S.A.S.O., R.N. Armament Depot, Crombie, Cairneyhill, Dunfermline.	Dunfermline 333
D.A.S.O. Dover ...	D.A.S.O., R.N. Armament Depot, H.M. Dockyard, Dover, Kent.	Dover 1146
O.C.A.S. Dundee ...	O.C.A.S., R.N. Armament Depot, 20, Whitehall Street, Dundee.	<u>Dundee 4341</u>
D.A.S.O. Fort William ...	D.A.S.O., R.N. Armament Depot, Fort William, Inverness-shire.	Corpach 208
O.C.A.S. Glasgow ...	O.C.A.S., R.N. Armament Depot, Naval Offices, St. Enoch Hotel, Glasgow, C.I.	Glasgow Central 8700. Ext. 242
O.C.A.S. Greenock ...	O.C.A.S., R.N. Armament Depot, Naval Offices, Campbell Street, Greenock	<u>Greenock 2441.</u> Ext. 243.
O.C.A.S. Grimsby ...	O.C.A.S., R.N. Armament Depot, Carbide Store, Alexandria Dock, Grimsby.	Grimsby 55045. Ext. 88.
O.C.A.S. Hull ...	O.C.A.S., R.N. Armament Depot, 24, Hamlyn Avenue, Anlaby Road, Hull.	Hull Central 32433
O.C.A.S. Immingham ...	O.C.A.S., R.N. Armament Depot, Immingham <u>Dock, Lincs.</u>	Immingham 310
O.C.A.S. Leith ...	O.C.A.S., R.N. Armament Depot, 13, Commercial Street, Leith.	Leith 37231. Ext. 158.
O.C.A.S. Liverpool ...	O.C.A.S., R.N. Armament Depot, Royal Liver Building, (Fifth Floor), Pierhead, Liverpool, 3.	Liverpool Central 8060. <u>Ext. 740.</u>

Officer	Office Addresses	Telephone Nos.
O.C.A.S. London ...	O.C.A.S., R.N. Armament Depot, c/o Messrs. R. H. Green & Silley Weir Ltd., Royal Albert Dock, London, E.16.	Albert Dock 1732
O.C.A.S. Londonderry ...	O.C.A.S., R.N. Armament Depot, <u>H.M. Naval Base,</u> Londonderry.	Londonderry 3211. Ext. 313.
D.A.S.O. Marchwood ...	D.A.S.O., R.N. Armament Depot, Marchwood, Southampton, Hants.	Totton 81325
O.C.A.S. Middlesbrough ...	O.C.A.S., R.N. Armament Depot, 23, Albert Road, Middlesbrough.	Middlesbrough 3471. Ext. 33.
<u>N.A.S.O. Milford Haven</u> ...	N.A.S.O., R.N. Mine Depot, Milford Haven, Pembroke.	Milford Haven <u>435/7</u>
O.C.A.S. Newcastle ...	O.C.A.S. Admiralty Offices, <u>Central Exchange Buildings,</u> <u>128, Grainger Street,</u> Newcastle-on-Tyne, 1.	<u>Newcastle 27836</u>
O.C.A.S. Portland ...	O.C.A.S., H.M. Naval Base, Portland, Dorset.	Weymouth 1960. Ext. 2278.
S.A.S.O. Priddy's Hard ...	S.A.S.O., R.N. Armament Depot, Priddy's Hard, Gosport, Hants.	Portsmouth 74571
O.C.A.S. Swansea ...	O.C.A.S., R.N. Armament Depot, <u>Room 11, Pembroke Buildings,</u> Cambrian Place, Swansea.	Swansea 82191. Ext. 77.
O.C.A.S. Tilbury ...	O.C.A.S., R.N. Armament Depot, Tilbury, Essex.	<u>Tilbury 3625.</u>
S.A.S.O. Treewn ...	S.A.S.O., R.N. Armament Depot, Treewn, Letterston, Pembrokeshire.	Letterston 41
S.A.S.O. Upnor ...	S.A.S.O., R.N. Armament Depot, Upnor, Nr. Rochester, Kent.	Strood (Kent) 7555.
N.A.S.O. Woolwich ...	N.A.S.O., R.N. Armament Depot, Royal Arsenal, Woolwich, London, S.E.18.	Woolwich 2044
N.A.S.O. Wrabness ...	N.A.S.O., R.N. Mine Depot, Wrabness, Manningtree, Essex.	<u>Wix (Colchester) 75/6</u>

3. H.M. ships calling at, or based on, ports in the above-mentioned areas are to forward demands for any Naval armament, torpedo or paravane stores (explosives and non-explosives) to the Armament Supply Department representative shown in paragraph 1, column 2, to whom also should be addressed all requisitions for work to be done on guns (except where otherwise stated) accompanied where necessary by the relevant Form S.1404, in accordance with existing regulations.

4. As regards H.M. ships building, the existing arrangements will continue, the O.C.A.S. ensuring that the Naval armament stores to be embarked at the building port are available when required by co-operating with Admiral Superintendent of Contract Built Ships, the Principal Ship Overseer, Ships' Officers, and Naval Armament Depots. Naval armament gunwharf stores should be consigned to the Principal Ship Overseer for the ship at the contractors' works.

(C.A.F.Os. 539/44, 860/44 and 2680/44 are cancelled.)

6943.—Workpeople—Allowances—Limpet Sprayed Asbestos Operations

(L. 19619/45.—29 Nov. 1945.)

Payment of the exceptionally obnoxious conditions allowance of 4*d.* an hour may be made to men employed spraying limpet asbestos between decks.

2. Cash Duties Instructions will be amended.

6944.—Workpeople—Allowances—Wet Sand Blasting Operations

(L. 19619/45.—29 Nov. 1945.)

In connection with wet sand blasting operations, payment of the following allowances may be made :—

- (a) Obnoxious conditions allowance of 2*d.* an hour to men employed on wet sand blasting operations to outer bottom of ship (except outer bottom between bilge keels).
- (b) Exceptionally obnoxious conditions allowance of 4*d.* an hour to men employed on wet sand blasting operations to outer bottom of ship between bilge keels.

2. Cash Duties Instructions will be amended.

6945.—Workpeople—Reversion of Dilutee Mechanics

(L. 8177/45.—29 Nov. 1945.)

Attention is drawn to Home Dockyard Regulations, Article 324 (9).

2. Although dilutee mechanics who were transferred to that position from their regular employment as skilled, or other, labourers in the establishment will not, on relinquishing these temporary situations, be affected by this regulation, those dilutee mechanics who have been specially entered from outside service for employment as such, either directly or after a short period of lower-graded employment should, in accordance with the aforementioned Article, be given the option of discharge on reduction if it be desired to offer them employment in a lower-graded capacity.

(*H.D.R., Article 324 (9).*)