

HEAD OF "P" BRANCH

1

A.F.Os. 7002—7109/45

(See A.F.O. Diagram Issue No. 50/45)

RESTRICTED

(FOR OFFICIAL USE ONLY)

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

ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
6th December, 1945.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

J. V. Markham

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

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

*S
awards*

ADMIRALTY FLEET ORDERS

No. Subject.

6th December, 1945.

SECTION I.—ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGN PORT REGULATIONS, ETC.

(Station Limits : Fighting Efficiency of Ships : Naval Aircraft Administration : Internal Organization of Ships : Navigation and Seamanship : Fleet Exercises and Practices, etc.)

7002. Messages—United States Navy Day, 27th October.
 7003. Air Bases—Mobile Naval Air Base No. III—Paying Off.
 7004. Air Stations—Dunino—Transfer of Parent Station Duties from Crail to Donibristle.
 7005. Combined Operations—Pay, Drafting and Record Organization Functions of H.M.S. "Cobra".
 7006. Docks—Admiralty Small Floating Docks (Naval Manned)—Operation and Administration.
 7007. Gibraltar—"On Arrival" Information for Ships Visiting Gibraltar.
 7008. Medical—Organization for Action.

SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.

7009. Admiralty—Closing Down of Chief of Naval Information's Industrial Publicity Section and Discontinuance of "Shipyard Spotlight" (See A.F.O. 7099/45).
 7010. B.B.C.—Wireless News and Entertainment Services.
 7011. Belgium—Section Belge—Transfer of Responsibility.
 7012. Canteen Funds—Royal Naval Unit, Rutherford College, Newcastle-on-Tyne—Disposal. (Included in Notice Boards only.)
 7013. Civilian Non-Industrial Staff—Payments to Temporary Crown Servants (including Members of the Armed Forces) who became Subject to Overlapping Income Tax Charges on First Entering Crown Service.
 7014. Courses—V/S and W/T Qualifying Courses.
 7015. Disinfection—Disinfection and Disinfestation Procedure.
 7016. Educational—Adult Education—Advanced Educational Courses—REPORTS.
 7017. Educational—Adult Education and Vocational Training—Pre-Vocational Courses in Motor Driving and Maintenance at the R.M.M.T. School at Excalibur Camp.
 7018. Educational—Adult Education and Vocational Training—Supply of Bench-Board Units for Woodwork in Small Ships and Small Establishments.
 7019. Examinations—Hotel and Restaurant Cookery—Examination and Certification.
 7020. Films—Instructional—Titles—"Up the Line" (Serial No. S.A.381).
 7021. Food Rationing—Additional Allowances for Christmas, 1945, and New Year, 1946.
 6947. Manpower—Re-allocation—Block Release in Class B—Arts Students.
 6948. Manpower—Re-allocation—Block Release in Class B—Bakers.
 6949. Manpower—Re-allocation—Block Release in Class B—Boilermakers.
 6950. Manpower—Re-allocation—Block Release in Class B—Bricks, Pipes, Tiles, Fireclay Goods Making.
 6951. Manpower—Re-allocation—Block Release in Class B—Building Materials Manufacture.
 6952. Manpower—Re-allocation—Block Release in Class B—Building Trade Workers (General).
 6953. Manpower—Re-allocation—Block Release in Class B—Building Trade Workers (General).
 6954. Manpower—Re-allocation—Block Release in Class B—Building Trade Workers (General).
 6955. Manpower—Re-allocation—Block Release in Class B—Building Trade Workers (General).
 6956. Manpower—Re-allocation—Block Release in Class B—Building Trade Workers (General).
 6957. Manpower—Re-allocation—Block Release in Class B—Carpenters and Joiners.
 6958. Manpower—Re-allocation—Block Release in Class B—Civil Engineers.
 6959. Manpower—Re-allocation—Block Release in Class B—Coal Miners.
 6960. Manpower—Re-allocation—Block Release in Class B—Coal Miners.
 6961. Manpower—Re-allocation—Block Release in Class B—Coal Miners—Amendment.
 6962. Manpower—Re-allocation—Block Release in Class B—Cotton Operatives.
 6963. Manpower—Re-allocation—Block Release in Class B—Distributive Trades.
 6964. Manpower—Re-allocation—Block Release in Class B—Draughtsmen.
 6965. Manpower—Re-allocation—Block Release in Class B—Draughtsmen.
 6966. Manpower—Re-allocation—Block Release in Class B—Electricity Workers.
 6967. Manpower—Re-allocation—Block Release in Class B—Erectors, Millwrights, Maintenance Fitters (Not Electrical).
 6968. Manpower—Re-allocation—Block Release in Class B—Fish Processing.
 6969. Manpower—Re-allocation—Block Release in Class B—Fitters (Unspecified).
 6970. Manpower—Re-allocation—Block Release in Class B—Floor and Patent Roofing Layers, Tilers (Wall and Floor).

Issued separately on 6th December, 1945.

SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.—contd.

6971. Manpower—Re-allocation—Block Release in Class B—Floor and Patent Roofing Layers, Tilers (Wall and Floor).
 6972. Manpower—Re-allocation—Block Release in Class B—Foundry Workers.
 6973. Manpower—Re-allocation—Block Release in Class B—Gas Industry.
 6974. Manpower—Re-allocation—Block Release in Class B—Glass Bottle Making.
 6975. Manpower—Re-allocation—Block Release in Class B—Glass Manufacture.
 6976. Manpower—Re-allocation—Block Release in Class B—Glaziers.
 6977. Manpower—Re-allocation—Block Release in Class B—Masons.
 6978. Manpower—Re-allocation—Block Release in Class B—Mining and Quarrying (Other than Coal, etc.).
 6979. Manpower—Re-allocation—Block Release in Class B—Mining and Quarrying (Other than Coal, etc.).
 6980. Manpower—Re-allocation—Block Release in Class B—Painters (House).
 6981. Manpower—Re-allocation—Block Release in Class B—Plasterers.
 6982. Manpower—Re-allocation—Block Release in Class B—Plumbers, Gas Fitters, etc.
 6983. Manpower—Re-allocation—Block Release in Class B—Post Office Telegraphist.
 6984. Manpower—Re-allocation—Block Release in Class B—Post Office Telephonists.
 6985. Manpower—Re-allocation—Block Release in Class B—Pottery, Earthenware, China, Porcelain, Glazed Tiles.
 6986. Manpower—Re-allocation—Block Release in Class B—Science, etc., Students.
 6987. Manpower—Re-allocation—Block Release in Class B—Slaters and Tilers (Roof).
 6988. Manpower—Re-allocation—Block Release in Class B—Slaters and Tilers (Roof).
 6989. Manpower—Re-allocation—Block Release in Class B—Slaughterman, etc.
 6990. Manpower—Re-allocation—Block Release in Class B—Tailoring.
 6991. Manpower—Re-allocation—Block Release in Class B—Teachers.
 6992. Manpower—Re-allocation—Block Release in Class B—Teachers.
 6993. Manpower—Re-allocation—Block Release in Class B—Theological Students.
 6994. Manpower—Re-allocation—Block Release in Class B—Wagon Repairers.
 6995. Manpower—Re-allocation—Dominion Personnel—South African Forces—Return of South African Personnel to South Africa.
 6996. Manpower—Re-allocation—Officers—Release in Class B—Procedure.
 6997. Manpower—Re-allocation—Rating Groups.
 6998. Manpower—Re-allocation—Release, General—Candidates for The National Fire Service.
 6999. Manpower—Re-allocation—Release, General—Compassionate Release for Business Purposes.
 7000. Manpower—Re-allocation—Volunteers—Voluntary Postponement of Release for 6 months—Regulating Branch.
 7001. Manpower—Re-allocation—Welfare Workers—Y.M.C.A., Toc H and Salvation Army—Volunteers.
 7022. Medals, Decorations, Honours—Award to an Officer of the French Navy.
 7023. Medals, Decorations, Honours—Award to an Officer of the United States Naval Reserve.
 7024. Medals, Decorations, Honours—Awards to Officers and Men of the United States Navy.
 7025. Medical—Protection Against Typhoid Fever—Restriction of Use of Tetanus Toxoid.
 7026. Messing—Terminology.
 7027. Officers—Amalgamation of Duties of Signal Communications and Air Signal Officers—REPORTS.
 7028. Officers—Short Service, R.N. (A) and R.N.V.R. (A) Officers—Transfer to Permanent Engineering Commissions in the R.N.
 7029. Ordnance Branch—Officers—Machinery Allowance.
 7030. Prizes—Jackson Everett—Award for 1945.
 7031. R.C.N.—Pay, etc., Arrangements and Conditions of Service.
 7032. R.C.N.V.R.—Transfers to the Royal Canadian Naval Volunteer Reserve (Air Arm Ratings).
 7033. R.M.—Declaration to be Signed by Candidates for Temporary Commissions.
 7034. R.M.—Mulets of Pay.
 7035. R.N.V.R.—Permanent R.N.V.R.—Reconstitution.
 7036. R.N.Z.N.—Ratings Transferred or Serving on Loan from R.N.—Allotments to Dependants.
 7037. Reservists—Officers—Junior—Accelerated Promotion.
 7038. Reservists—Officers—Selected for Grant of Extended Service Commissions.
 7039. Reservists—R.N.R. and R.N.V.R. Officers—Qualified Status and Modified Qualified Status.
 7040. Secrecy and Security—Naval Personnel in Police Custody—Information as to Ships, etc.
 7041. Service—Conditions—The Post War Navy as a Career.
 7042. Subordinate Officers—Cadetships—The Royal Naval College (February, 1946) Examination.
 7043. Surgeon and Agent—Slough.
 7044. Transport—Air Transport—Passenger, Ambulance and Freight Services in the United Kingdom.
 7045. Travelling—Railway Warrants—Losses.
 7046. Victualling—Provisions—Sea-Going Ships—Stocks of Provisions.
 7047. W.R.N.S.—E.V.F. Instructor—Introduction of New Category.
 7048. W.R.N.S.—Officers—Promotion, Confirmation in Rank and Reports.
 7049. W.R.N.S.—Overseas Service—Liability of Personnel and General Procedure.

Issued separately on 6th December, 1945.

SECTION 3.—G., T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS.

Gunnery.—(Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.)

7050. Aircraft—Bombs—A.S., 100-lb., Marks I, II, IV and VI—Withdrawal.
 7051. Ammunition—20-mm., 40-mm. and 2-pdr.—20-mm.—Hispano Ball, Marks IZ, K.2, Lot M.13/45—Withdrawal.
 7052. Ammunition Supply—Naval Armament Depots—Supply, Tests and Returns of Ammunition.
 7053. Guns—40-mm.—Q.F.—Drilling Sighting Hole in Cartridge Deflector.
 7054. Rangefinders—U.K.6—Temperature Tests Required—REPORTS.

Torpedo.—(Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)

- 7055.—A/S Weapons—Squid—Care and Maintenance—Introduction of Gauge Minimum Striker, Protrusion, St. No. 10213.
 7056. Electrical—Starters and Controllers—Bofors Gun Mountings—Starters for—Modifications.
 7057. Electrical—Starters and Controllers—Starters, 220-volt, Automatic—Mark IIIW—for 2-pdr., R.P.50, Mark VII, Pom-Pom Mountings; 2-pdr., R.P.50, Mark VI Mounting, Regd. No. 80, and 4-in. Twin, R.P.50, Mark XIX Mountings.
 7058. Electrical—Stores and Storerooms—Dimmers and Spare Resistance Elements for Evershed Rudder Indicators, and Chart and Plotting Table Light Fittings, P.2B—Introduction and Supply Arrangements, etc.
 7059. Whitehead—Torpedo Tubes and Discharges—Discharges Above Water—Torpedo Tubes—21-in., A.W., Modification to Racer Rollers—As. and As.
 7060. Whitehead—Torpedo Tubes and Discharges—Discharges, Submerged Fire—Bow Internal Torpedo Tubes—Securing Straps for H.P. Firing Reservoirs.

Signals.—(W/T and V/S Apparatus, Radar, D.[F., S.R.E., Wa/T and Stores.)

7061. D/F—Outfit R.U.4—Fitting-Out Information.
 7062. Radar—Type 941—Fitting of Remote Control.
 7063. Submarines—Electrical W/T, Radar and Cables—Omission of Cable Cutters.
 7064. W/T—Operational and General—External Suppression of T.V.5 Converter.
 7065. W/T—Outfits—Wireless—Fighter Direction Control Outfits KFD/E—Designation Strips on R/T Control Units, Pattern 53291/90.
 7066. W/T—Type 86M—Aerial—Fitting.

Aircraft.—(Technical.)

7067. Aircraft—Naval Air Equipment—Revision of Defect Recording and Reporting Procedure.

General.—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)

7068. Aircraft Link Trainers—Responsibility for Overhaul and Repair, and Procedure for Supply of Spares.
 7069. Aircraft—Power Plants (A) and (E) and Aero Engines—Procedure for Reporting and Handling.
 7070. Alterations and Additions to H.M. Ships—Administrative and General—Fleet Minesweepers and Fleet Danlayers.
 7071. Fire—Extinguishers—Nuswift—Modification to Recharging Apparatus for CO₂ Charges.
 7072. Machinery—Engines—Propulsion, Ford V.8 (Vosper Conversion)—Voltage of Ignition Coils.
 7073. Machinery—Oilite—Self-Lubricating Bronze Bearings—Maintenance Instructions for Fitting, etc.
 7074. Medical—Emergency Operating Stations and First-Aid Posts in H.M. Ships.
 7075. Minesweepers—Winches, Minesweeping, Triple-Barrelled—As. and As.
 7076. Oil Fuel—Oiling at Sea—Warping Guides—Safety Attachments.
 7077. Paint, Composition—Fire and Smoke Risks in H.M. Ships—Painting of Machinery Items.
 7078. Paint, Composition—Fire and Smoke Risks in H.M. Ships—Type of Paints to be Used for Electrical Equipments.
 7079. Paint, Composition—Surveying Vessels—Painting.
 7080. Ships—"Experimental," "Development" and "Prototype" Craft—Definitions.
 7081. Stores—Administrative and General—Numbering of Groups of Identical Packages.

SECTION 4.—OTHER STORES—NAVAL STORES*, VICTUALLING STORES, MEDICAL STORES, CONTRACTS

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

7082. Gas—Cylinders—For Engineering and Medical Purposes—Filling, Testing, Identifying, etc.
 7083. Kit—Ear Defenders.
 7084. Medical—Stores—First-Aid Kit for Life Rafts, U.S. Pattern—Precautions against Loss by Theft.
 7085. Stores—Administrative and General—Addresses—Stores and Correspondence for the Naval Store Department, Glasgow Area.
 7086. Stores—Administrative and General—Deck Cargo—Painting of Packages, etc.
 7087. Stores—Administrative and General—Store Depots and Departments—Hull—Closing.
 7088. Stores—Items—Brushes, Clothes and Shoe—Supply Arrangements.
 7089. Stores—Items—Film Winders, Un versal, Pattern 8489—Introduction.
 6946. Victualling—Trawlers and Other Small Vessels (Excluding Landing Craft)—Supply of Provisions on a Cash Basis. (*Issued separately on 6th December, 1945, to Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Ships and Vessels (Excluding Landing Craft), Superintendents or Officers-in-Charge of Naval Establishments.*)

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

7090. Books of Reference—Amendments.
 7091. Books of Reference—B.R.323—Establishment of Naval Stores for Gunnery Purposes and Form D.128I—List of Particulars—Lists of Errata No. 12.
 7092. Books of Reference—B.R.1291—Bombardment Spotting Instructions (Naval)—Issue.
 7093. *Cancelled.*
 7094. Correspondence—Addresses—Newcastle-on-Tyne—Area Cashier.
 7095. Correspondence—Addresses—Warship Production Superintendent, London Area—Change of Address.
 7096. Establishments—Training—Stokers' Training Establishment—Address.
 7097. Far East—Information About the Far East—China—Distribution of Literature.
 7098. Mails—Air Mail Correspondence—Loss.

SECTION 6.—SHORE ESTABLISHMENTS

7099. Admiralty—Closing Down of Chief of Naval Information's Industrial Publicity Section and Discontinuance of "Shipyard and Spotlight".
 7100. Admiralty—Movements Department—Formation of Movements (Freight) Sections.
 7101. Civilian Non-Industrial Staff—Payments to Temporary Crown Servants (Including Members of the Armed Forces) who became Subject to Overlapping Income Tax Charges on First Entering Crown Service (*see A.F.O. 7013/45*).
 7102. Civilian Non-Industrial Staff—Release of Borrowed Permanent Staff.
 7103. Civilian Non-Industrial Staff—Travel Concessions.
 7104. Civilian Non-Industrial Staff—Volunteers for Transfer to the Ministry of National Insurance at Newcastle.
 7105. Defence—Regulations—Misuse of Government Petrol.
 7106. Fires—Occurring in Naval and Shore Establishments—Analysis.
 7107. Water—Need for Economy in the Use of Water at Naval Establishments—REPORTS.
 7108. Workpeople—Compensation—Rendering of Forms D.739b, etc., prior to a Man's Discharge.
 7109. Workpeople—Juveniles—Industrial Establishments—Hours of Work of Young Persons—Compliance with Factories Act—REPORTS.

(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.

*†7002.—Message on United States Navy Day, 27th October

(M. 2663/42.—6 Dec. 1945.)

The following message was sent to the Secretary of the Navy, Washington :—

"Once again on the anniversary of the United States Navy Day I have much pleasure in sending cordial greetings on behalf of the Board of Admiralty and the Royal Navy to the Officers and men of the United States Navy.

2. Although we are still suffering from the effects of a long and devastating war, and have many difficulties ahead of us, the feeling uppermost in our minds is one of thankfulness that victory over Japan has so rapidly followed that over Germany. I take this appropriate occasion to express our admiration and gratitude for the part that the United States Navy has played in winning this glorious victory.

A. V. ALEXANDER."

The following reply has been received :—

"On behalf of the officers and men of the United States Navy I wish to express my sincere gratitude for your kind message for Navy Day. You may be certain that in this year of common victory the affection and admiration which the United States Navy has long felt for the Navy of your country is stronger than ever before.

Signed JAMES V. FORRESTAL."

7003.—Mobile Naval Air Base No. III (H.M.S. "Nabthorpe")—Paying Off

(A. 01463/45.—6 Dec. 1945.)

M.O.N.A.B. No. III (H.M.S. "Nabthorpe") paid off on 15th November, 1945.

2. M.O.N.A.B. No. VI (H.M.S. "Nabstock") has replaced M.O.N.A.B. No. III at the R.A.A.F. Station, Schofields.

(C.A.F.O. 428/45.)

7004.—R.N. Air Station, Dunino—Transfer of Parent Station Duties from Crail to Donibristle

(A. 01333/45.—6 Dec. 1945.)

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

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

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

Telegraphic Address :—CONAS Dunino.

Telephone Numbers :—St. Andrews 1000/1.

(A.F.O. 6674/45 is cancelled.)

7005.—Combined Operations—Pay, Drafting and Record Organization Functions of H.M.S. "Copra"

(M/C.O.P. 8637/45.—6 Dec. 1945.)

The following amendments are to be made to A.F.O. 3442/45 :—

- (I) Paragraphs 2 and 3. Delete "Westcliff" and insert "Rosneath".
(II) Paragraph 6. Delete and substitute :—

"The Drafting Officer, H.M.S. 'Copra' is accommodated in H.M.S. 'Warren' at Largs. The postal address for all communications is :—

Commanding Officer,
H.M.S. 'Copra',
G.P.O. Box 9,
Largs, Ayrshire.

Signals should be addressed to 'Copra' (Drafting) and routed via 'Warren'."

- (III) Paragraph 10. Delete and substitute :—

"10 Medical history sheets.—The medical history sheets of all C.O. and R.M.L.C. personnel are centralized in H.M.S. 'Copra'. Postal address for all communications is :—

The Medical Officer,
'Copra' Medical Records,
H.M.S. 'Rosneath',
Rosneath,
Dumbartonshire.

Signals should be addressed to the Medical Officer, 'Copra' Medical Records and routed via 'Rosneath'."

(A.F.O. 3442/45.)

7006.—Admiralty Small Floating Docks (Naval Manned)—Operation and Administration

(M/C.O.D. 0536/45.—6 Dec. 1945.)

Introduction

The following instructions are issued for guidance of Commanders-in-Chief and Local Authorities in dealing with small floating docks manned by *General Service personnel*. All small floating docks, as defined by A.F.O. 875/45, are shown in Table "F" in the Green List.

2. *Supervision of Construction (or Assembly)*. (A) *Reinforced Concrete Docks*.—The responsibility for overseeing during construction and acceptance trials is as follows :—

- (i) *Vote 8 items*.—Admiralty Inspecting Officers concerned to ensure that docks are built to specification for—

- (a) Dimensions, watertightness and tests of dock compartments.
(b) Lifting capacity and maximum sinkage.
(c) Hydrostatic characteristics.
(d) Pumps, operating engines, pumping system, valves, etc., and dock equipment generally, including dock blocks, towing and anchoring arrangements, mooring equipment, accommodation, installation of generators, welding sets, air compressors, pneumatic equipment, capstans and electrical system.

Note.—Admiralty Inspecting Officers are responsible for attendance at final trials of above and satisfactory certification thereof.

- (ii) *Structure. Vote 10 Items*.—The Consulting Engineers' representative through the representative of the C.E.-in-C., who is the responsible co-ordinator, and who will work in conjunction with Director-General of Shipbuilding and Repairs, Warship Production Superintendent, Admiralty Engineer Overseer, Warship Electrical Superintendent and other authorities or representatives.

(iii) The Commander-in-Chief will appoint a representative to be present at the acceptance trials and to take over the dock when these have been satisfactorily concluded. Thereafter the C.-in-C. will be responsible for administration, storing, etc.

(B) *Steel Docks*.—The Admiralty Inspecting Officers concerned are responsible for construction and as in paragraph 2 (A) (i) above.

The Commander-in-Chief's responsibilities are as defined in paragraph 2 (A) (iii) above.

(C) *N.L. (Naval Lightered) Docks*.—Assembly by R.M.Es. administered and supervised as in A.F.O. 2394/45. A Constructor or Shipwright Officer or officer appointed as Dockmaster is to attend final trials of all N.L. Docks after assembly and certify satisfactory completion thereof on behalf of the C.-in-C.

3. *Use of Docks*.—Commanders-in-Chief are responsible for :—

(a) Allocation and employment of all Admiralty small floating docks within their Commands.

(b) Organizing facilities required for docking and undocking (i.e. tugs, diving boats, etc.).

(c) Provision of staffs and equipment to carry out repairs to docked vessels.

(d) Provision of amenities for crews.

Instructions are issued separately regarding records of dockings, and Commanders-in-Chief are to report to Admiralty by signal when any dock is surplus to requirements within their Commands.

4. *Movements of Docks, Crews and Gear*.—(a) *Within Commands*—by the Commander-in-Chief (paragraph 3 (a)). Admiralty to be kept informed of proposed allocations and completed movements.

(b) *Between Commands*—as authorized by Admiralty.

(c) *Moorings*.—The mooring work will be undertaken by Boom Defence Service in ports abroad and in ports in the U.K. where local dockyard facilities are not available.

Note.—In the case of N.L. floating docks, R.M.E. Pontoon Assembly Detachments are provided to dismantle these docks as required for movement and to reassemble at the new site.

5. *Defects*.—(a) Normal maintenance of dock and overhaul of, or repairs to, machinery to be carried out by dock crew, when such work is within its capacity.

(b) Work outside the capacity of the dock crew to be carried out by local R.N. authority.

6. *Spare Gear*.—To be demanded by Dockmaster through R.N. authority on all stations at home or abroad.

7. *Naval Sea Stores*.—(a) *Permanent Stores*.—To be replaced when defective on the basis of the existing equipment (Inventories on Form S.1099 to be prepared by the Officer-in-Charge of each dock, the necessary form being obtained through the administrative authority).

(b) *Consumable Stores*.—To be demanded on the basis of actual expenditure or to meet special requirements.

8. *Alterations and Additions*.—(a) *Minor Items*.—Only minor items not affecting operation of dock or causing changes in loading should be authorized locally. These are to be forwarded on Form S.1182 through administrative authority to the Commander-in-Chief. Commander-in-Chief to give decisions, forwarding to Admiralty report of action taken.

(b) *Other Items*.—To be referred by Commander-in-Chief to Admiralty for decision.

9. *Docks allocated to other Services*.—All small floating docks in the eastern theatres will be operated on a "common user" basis as far as possible, but docks will retain their crews and remain under naval administration and control when in use by other Services. Each Service is responsible for the execution of repairs to their own craft.

10. *Responsibility of Shipwright Officer or Officer appointed as Dockmaster in Charge of small Floating Docks*.—The Shipwright Officer or officer appointed as Dockmaster is responsible for—

(i) operation and maintenance of the dock(s);

(ii) administration and discipline of dock crew(s) and other ratings in his charge;

(iii) docking of vessels;

(iv) supervision of hull repairs to docked vessel(s).

Note.—The Shipwright Officer or officer appointed as Dockmaster should seek technical advice as necessary from the Base Constructor Officer where available.

11. *Economy in Shipwright Officers or Officers appointed as Dockmasters*.—(a) Shipwright Officers or officers appointed as Dockmasters have been appointed to all small floating docks (shown in Part I of Table "F" in the Green List) completed prior to May, 1945. Due to shortage of Shipwright Officers or officers appointed as Dockmasters such provision will not be possible for the future, but these officers should be appointed temporarily to all docks other than N.L. docks when making an ocean passage.

(b) When Shipwright Officers or officers appointed as Dockmasters have in their charge more than one S.F.D., the Senior Shipwright rating of a dock will be responsible to the Shipwright Officer-in-Charge in regard to technical matters including the care and working of dock plant.

12. *Duties of Dock Crews*.—(a) Normal routine duties (as for H.M. ships).

(b) Assist in docking and undocking ships and craft.

(c) Assistance, in so far as duties at (a) and (b) permit, in work on docked vessels or similar duties as required by the Shipwright Officer or officer appointed as Dockmaster-in-Charge.

Part II.—Personnel

1. *Complements*.—Approved complements for all types of small docks shown in Table "F" of the Green List as manned by G.S. personnel are shown in the following table :—

Rating	800-ton (re- inforced concrete)	C. & S. 750-ton (steel)	N.L. 475 tons	400-ton (re- inforced concrete)	N.L. 325 tons	300-ton (re- inforced concrete)	N.L. 250 tons
Shipwright ...	1	1	1	1	1	1	1
Petty Officer ...	1	1	1	1	1	1	1
Ldg. Seaman ...	1	1	—	—	—	1	—
Able Seaman ...	8	8	8	8	6	6	6
Ch., M/M or M/M (D.L.P.).	2	2	—	1	—	2	—
M/M (C) ...	—	—	1	—	1	—	1
Stoker (D) ...	2	2	—	2	—	2	—
Stoker (XX) ...	—	—	2	—	2	—	2
Ldg. Wireman or Wireman LC.	1	1	1	1	1	1	1
E.R.A. ...	—	—	—	—	—	—	—
Ldg. Stoker ...	—	—	—	—	—	—	—
E.A....	—	—	—	—	—	—	—
Total ...	16	16	14	14	12	14	12

Note.—Some of the 750-ton lift Clark & Standfield (Steel) Docks, and A.F.D. 48 and 49 (800-ton lift Clark & Standfield (Steel) Docks) are S.R.R.(D) manned.

2. *Training*.—Whenever possible dock crews will receive a course of specialized instruction in the U.K. prior to their being drafted for duty with docks either at home or abroad. Courses of instruction will be given to the crew as a whole, in the practical operation of small docks and in addition individual members of dock crews will be given the following specialized instruction at R.N. barracks or other instructional establishments.

Rating	Specialized training
Senior Shipwright	Practical experience in the operation of docking ship form vessels in a floating dock.
Shipwright	Standard course in electric and oxy-acetylene welding and cutting.
Petty Officer } Ldg. Seaman }	Where necessary to do a modified Coxswain's course to include victualling, regulating, signalling and first aid.
Able Seaman	(a) Two Able Seamen from each dock to do a modified Assistant Cook's course. (b) Two Able Seamen from each dock to do a visual signals course in Aldis lamp, semaphore and flags.
Ch. M/M or M/M (D.L.P.)...	Lister Diesel engine course.
Stoker (D)	Lister Diesel engine course.

Local arrangements will require to be made by C-in-C. for training crews already on their Station who have not completed their instructions in U.K.

3. *Discipline.*—An A.F.D. cannot commission as one of H.M. ships (K.R. & A.I., Art. 175) and therefore the Dockmaster has no powers of summary punishment, nor can such powers be delegated to him. Offenders are to be dealt with as follows:—

(a) *At a Static Base.*—The offender will be dealt with by the Commanding Officer of the base ship.

(b) *On passage.*—Offenders on passage are to be transferred to the base ship on arrival at the port of destination, or to other H.M. ships, as appropriate, in order that the case may be dealt with. If, however, the offence is of so serious a nature as to render the man's removal advisable, the Dockmaster should report particulars to the Senior Officer at the first port at which any of H.M. ships may be present or to any other appropriate senior officer with whom he may come in contact.

(c) *In the Advanced Area.*—Offenders are to be brought before the Commanding Officer of the Advanced Base or the officer in immediate command if no base has yet been set up.

Note.—In the absence of the Shipwright Officer or officer appointed as Dockmaster the Seaman Petty Officer assumes Military command.

4. *Bearing for Pay.*—The crews of small floating docks will be borne for pay on the books of their base ship, being transferred as necessary upon re-allocation. If, however, a small floating dock is allocated to an advanced area, pay accounts will be retained in the rear base, unless or until a base ship carrying its own pay accounts is established in the area. All transfer of accounts should be reported to Admiralty in accordance with A.F.O. 2396/45, paragraph 12.

5. *Service Certificates, etc.*—Original service certificates, conduct sheets, etc., are to be held by the base ship holding the pay accounts. Copies are to be held by the Dockmaster.

6. *Special Allowances and Customs Privileges.*—A separate A.F.O. will be issued.

7. *Victualling arrangements.*—When accommodation is not provided on board or in a tender barge attached, the Naval crews should be accommodated and victualled in Naval shore establishments. For crews victualled on board or in tender barges the arrangements in A.F.O. 6946/45 will apply.

(A.F.Os. 875/45, 2394/45, 2396/45 and 6946/45.)

7007.—“On Arrival” Information for Ships Visiting Gibraltar

(M. 3669/45.—6 Dec. 1945.)

The following amendment is to be made to paragraph 38 of A.F.O. 5449/45 last line:—

Delete “Crookneck”. Insert “Rock”.
(A.F.O. 5449/45.)

7008—Medical Organization for Action

(M.D.G. 44157/45.—6 Dec. 1945.)

A.F.O. 3453/45 should be amended as follows:—

Paragraph 7 (6) (l). *Cancel and substitute* :—

Ventilation.—Forced supply should be arranged. Artificial exhaust ventilation should be provided near the operating table.

Paragraph 11 (10) (a). *Cancel and substitute* :—

Ships under construction or reconstruction.—The scheme is to be submitted to the Admiralty by the shipbuilder in conjunction with the ship's officers of the first ship of the class to complete, and a representative of the Medical Director-General as soon as possible after the appointment of the ship's executive officer.

(A.F.O. 3453/45.)

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

7009.—Industrial Publicity—Closing Down of Chief of Naval Information's Industrial Publicity Section and Discontinuance of “Shipyard Spotlight”

(C.E. 61331/45.—6 Dec. 1945.)

Attention is drawn to A.F.O. 7099/45 in Section 6 of this issue.

(A.F.O. 7099/45.)

*7010.—Wireless News and Entertainment Services

(D.P.S. 1087/45/S.C.—6 Dec. 1945.)

B.B.C. Programmes

Details of the B.B.C. Overseas Services in English (comprising the General Overseas, Pacific, African and North American Services) are in the B.B.C. Short Waveband Chart, which gives a full list of wavebands, frequencies, call signs, etc. This chart should be regarded only as a guide and is subject to alteration. Copies are distributed approximately every four months, on the same scale as C.A.F.Os., to ships at home and abroad and to shore establishments abroad.

2. Daily and weekly programme summaries are regularly broadcast. A list of the times of these summaries for the following week and of the times of news bulletins, together with frequency announcements, is transmitted in morse by the General Post Office on 8,910 Kc/s. (call sign GAY), 10,650 Kc/s. (GIH), 13,555 Kc/s. (GID) and 19,080 Kc/s. (GYB8) every Sunday between 0700 and 0800 G.M.T. A summary of programmes for the following week, together with frequency announcements, is broadcast in morse by the G.P.O. on 5,807 Kc/s. (call sign GPP) every Sunday between 2000 and 2100 G.M.T., specially beamed for the British Pacific Fleet. It may be desired to arrange for a watchkeeper to take down these programme summaries for reproduction and exhibition on notice boards.

3. The news bulletin broadcast at 0800 G.M.T. in the General Forces Programme consists of news read at dictation speed.

4. The "Radio Times", giving details of the Home and Light Programmes, which can be received in home waters, is obtainable free every week by H.M. ships and establishments on application to:—

B.B.C. Publications,
The Grammar School,
Scarle Road,
Wembley.

Transmitting Stations Abroad

5. In addition to the B.B.C. transmissions shown on the Short Waveband Chart the following local services are available.

Call sign	Station.	Power.	Frequency.	Times of Transmission (G.M.T.)
<i>Mediterranean Station</i>				
Army Broadcasting Stations—				
—	Milan	400 w.	565 Kc/s.	0455-2030
—	Bari *1... ..	400 w.	1,249 Kc/s.	0400-2105
—	Riccione (near Rimini)	400 w.	1,285 Kc/s.	0500-2100
—	Udine (near Venice) *1, 2	500 w.	868 Kc/s.	0430-2100
—	Rome	400 w.	1,483 Kc/s.	0430-2100
—	Naples	400 w.	1,204 Kc/s.	0430-2100
JCJC	Cairo	7.5 kW.	7.19 Mc/s.	0430-2100
JCFA	Kabrit (Egypt)	350 w.	1,391 Kc/s.	0500-2100
JCPA	Beit Jala (Palestine)	350 w.	795 Kc/s.	0430-2100
JCKW	Beit Jala (Palestine)	7.5 kW.	7.22 Mc/s.	0430-2100
JCLA	Beirut	350 w.	1,080 Kc/s.	0430-2100
<i>East Indies Station</i>				
Radio SEAC—				
RADIO SEAC	Ekala (near Colombo) *3	7.5 kW.	15.12 Mc/s.	0500-1200
			11.77 Mc/s.	1300-1600
		1 kW.	3,395 Kc/s.	0500-1600
<i>Army Broadcasting Station</i>				
JFPA	Basra *4	250 w.	950 Kc/s.	0430-2100
<i>All India Radio</i>				
—	New Delhi	100 kW.	6.22 Mc/s.	0030-0200
			9.58 Mc/s.	0630-0800
		20 kW.	7.21 Mc/s.	1530-1630

*1—Likely to be swamped, except at very close range, by a 100 kW. station operated by the U.S. Army at Munich.

*2—Also relayed from Trieste on 1,420 Kc/s.

*3—Beamed to cover Singapore.

*4—May shortly be replaced by another station on 957 Kc/s.

The above is based on the latest information available, but is subject to considerable change from time to time.

6. A 100 kW. transmitter is being erected in Ceylon. It is expected that the main beam will be in operation early in 1946, and the Pacific beam shortly afterwards. This transmitter will adequately cover not only South East Asia but also the North West and South West Pacific areas. When in operation the frequencies will be:—

Main beam	6,075 Kc/s.
	11,770 Kc/s.
	15,120 Kc/s.
Pacific beam	9,520 Kc/s.
	17,770 Kc/s.
	21,620 Kc/s.

The frequencies of the 7.5 kW. transmitter will at the same time be altered to 3,395 and 6,075 Kc/s.

7. The following local programme guides are published:—

<i>Mediterranean Station.</i>	"Middle East Forces Radio Times".	Produced by Forces Broadcasting Services, A.W.5, G.H.Q., M.E.F. in conjunction with B.B.C., Cairo.
<i>Mediterranean and East Indies Stations.</i>	"Forces Radio Times (Paiforce edition)".	Produced by Forces Broadcasting Service, A.W.3, G.H.Q., M.E.F. in conjunction with B.B.C., Cairo.
<i>East Indies Station.</i>	"SEAC Forces Radio Times".	Produced by Radio SEAC, A.B.P.O.9, Ceylon.
	"The British Forces Programme" (for All India Radio).	Produced by The Inter Services Broadcasting Unit, G.H.Q., India.

Forcereuter News Service

8. Details of the Forcereuter News Service are given below in paragraph 10. Though primarily intended for Army newspapers overseas, it may be useful to ships and establishments wishing to produce their own news sheets in amplification of B.B.C. news bulletins.

9. Forcereuter is designed to provide news of special Service interest, e.g., Parliamentary debates on Service matters and post-war planning, local home-town news, etc.

10.

Transmissions

European (beamed for the Middle East).

Eastern (beamed for the Far East).

Note.—Reception of the Eastern transmission is likely to be good in the East Indies but poor in the Pacific.

Transmission Schedule

Subject.	Day.	Times of transmission (G.M.T.)	Call Sign.	Frequency.		
<i>European</i>						
News ...	Mon.—Sat.	0630	GIN	10,960 Kc/s.	} Transmissions at 1200, 1600 and 2230 include sports news. Total 2,500 words daily (including sport).	
			GIX	43.17 Kc/s.		
News ...	Mon.—Sat.	1200	GIN	10,960 Kc/s.		
			GIX	43.17 Kc/s.		
News ...	Mon.—Sat.	1600	GIN	10,960 Kc/s.		
			GIX	43.17 Kc/s.		
News ...	Mon.—Sat.	2230	GPO	6,855 Kc/s.		
			GIX	43.17 Kc/s.		
<i>Eastern</i>						
News ...	Mon.—Sat.	0245	GPR	8,775 Kc/s.		} Transmission at 2300 includes sports news. Total 1,500 words daily (including sport).
News ...	Mon.—Sat.	1200	GPB	18,010 Kc/s.		
News ...	Mon.—Sat.	1915	GIG	6,775 Kc/s.		
News ...	Mon.—Sat.	2300	GIG	6,775 Kc/s.		
American News from New York.	Thursday	0615	GPY	14,480 Kc/s.		
Special Sports Transmission (British Sport).	Wednesday	0615	GPY	14,480 Kc/s.	500 words.	
Special Sports Transmission (American Sport).	Tuesday ...	0615	GPY	14,480 Kc/s.	500 words.	
Parliamentary Commentary.	Friday ...	2330	GPO	6,855 Kc/s.	} By Percy Cater, "Daily Mail" political correspondent.	
	Saturday...	0030	GIX	43.17 Kc/s.		

(A.F.Os. 4837/45 and 5164/45 are cancelled.)

7011.—Section Belge—Transfer of Responsibility

(N. 25531/45.—6 Dec. 1945.)

As from 15th November, 1945, the holding depot for Section Belge ratings was transferred from R.N. Barracks, Devonport to H.M.S. "Royal Edmund II" at Ostend.

2. In future, all correspondence, signals, etc., referring to the Section Belge, should be addressed to the Senior Naval Officer, Belgium. Questions regarding pay should be addressed to H.M.S. "Odyssey".

3. All drafts of such ratings to and from Ostend are to be arranged through the Commodore, R.N. Barracks, Chatham, ratings being routed to Chatham for onward passage.

***7012.—Royal Naval Unit, Rutherford College, Newcastle-on-Tyne—Disposal of Canteen Funds**

(P.M. 4578/45.—6 Dec. 1945.)

*(Included in Notice Boards Issue only.)****7013.—Payments to Temporary Crown Servants (including members of the Armed Forces) who became subject to Overlapping Income Tax Charges on first entering Crown Service**

(C.E. 20836/45.—6 Dec. 1945.)

Attention is drawn to the statement made by the Chancellor of the Exchequer on the above subject in the House of Commons on the 14th June, 1945, which is reproduced as an Appendix to this Order.

2. To members of the Armed Forces who appear to have a title to a payment under this concession, the explanatory memorandum and form of application (Form P.155(DCB)) mentioned in paragraph 6 of the Chancellor's statement will be issued direct in due course by the Departmental Claims Branch of the Inland Revenue and no action is required by Supply Officers. If enquiries on the subject are received from former members of the Forces, the applicants should be referred to the Chief Inspector of Taxes (Departmental Claims Branch), The Hydro, Llandudno, Caernarvonshire.

3. This Order is to be brought to the notice of all temporary civilian non-industrial employees and additional copies required for circulation or Notice Boards should be obtained from the Editor of Fleet Orders.

4. Temporary civilian non-industrial employees who appear to satisfy the qualifying conditions under 1 (a) of the accompanying statement are to be given a copy of the combined memorandum and claim form (Form P.155 (DCB)) on leaving Admiralty service. A stock of the forms is held by the R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10, and demands should be restricted to the anticipated official requirements.

The Forms P.155 (DCB) are to be issued by Cashiers or Paying Officers dealing with the discharges and Part 1 of the Form should be completed before issue.

The date of entering and leaving *Admiralty* service should be recorded in Part 1 of the form but any available particulars concerning earlier Crown service should be furnished in addition. If the date of first entry into Admiralty service is not available locally, the information should be obtained from C.E. Branch II (Records), Admiralty, Bath.

If enquiries are received from former temporary civilian employees, Cashiers should, at their discretion, either send them a copy of the Form P.155 (with Part I completed) or refer them to the Departmental Claims Branch, Inland Revenue.

5. The concession does not concern industrial employees who on the introduction of the "Pay-as-you-Earn" Income Tax scheme were being assessed to tax half-yearly by the local Tax office. In such cases, no overlapping Income Tax charges occurred and the benefit of the statutory remission of Income Tax liability was given on the introduction of the "Pay-as-you-Earn" scheme.

APPENDIX

Payment to Crown Servants who became subject to Overlapping Income Tax Charges on First Entering Crown Service

The following is a copy of a statement made by the Chancellor of the Exchequer in reply to a question in the House of Commons on 14th June, 1945. (Hansard, Vol. 411, No. 94, Col. 1805).

Sir E. Campbell asked the Chancellor of the Exchequer if he is now in a position to make a further statement on the arrangements for making cash payments to temporary Crown servants who on entry into Crown service suffered overlapping payments of tax, and who, in consequence of the introduction of "Pay-as-you-Earn," have been deprived of a compensatory tax holiday which they would otherwise have enjoyed on leaving Crown service.

Sir John Anderson: Yes, Sir. Details of the proposed arrangements are contained in the statement below. Broadly, the underlying principle is that the cash payment should cancel out the tax charged under the Departmental assessment on Crown pay which overlapped with tax payments relating to the previous employment. It will obviously be necessary to set a term to these arrangements and, bearing in mind the class of person for whom the relief is intended, namely, those who come into the service of the State in time of great emergency, not thinking of their personal interests, I propose to limit the concession to those who entered Crown service on or after 6th April, 1939. In due course we shall have to fix a date for the termination of the arrangements, but consideration of this must be deferred until there has been some relaxation of the present restrictions on the release of persons in Crown service.

Following is the statement:

This statement describes the arrangements under which effect will be given to the undertaking given by the Chancellor of the Exchequer in the course of the House of Commons Debates on the Income Tax (Offices and Employments) Bill on 17th February, 1944, the terms of which undertaking were as follows:

"I am prepared now to say that I will see to it that arrangements are made which will have the effect that temporary Crown servants of all kinds, civil servants, and members of the armed forces, where two conditions are satisfied, where there has been an overlapping tax payment and where the tax holiday to which they were entitled to look forward has been withdrawn from them as a consequence of this legislation, shall receive a cash payment sufficient to relieve them of their disability."—(Official Report, 17th February, 1944: Vol. 397, col. 390.)

1. *Qualifying conditions.*—(a) *Nature and period of Crown Service.*—(i) The claimant must have entered Crown service on or after 6th April, 1939, and must have remained continuously in such service until a date subsequent to 5th April, 1944; and

(ii) He must have left Crown service after 6th April, 1944 (but before a date to be fixed later) without having held a permanent post in that service.

(b) *Overlapping tax payment.*—(i) The claimant must have been liable to income tax in respect of the remuneration of an employment the duties of which he ceased to perform on entry into Crown service;

(ii) The ordinary due date for payment of some part of the tax on his remuneration from that employment must have fallen after the date of entry into Crown service; and

(iii) His remuneration must have been charged to income tax by the method of departmental assessment and there must have been liability to tax on his remuneration for the year of entry into Crown service or for the following year.

(c) *Loss of tax holiday.*—The claimant must have left Crown service and throughout the ensuing seven months have been either in employment within the scope of "Pay-as-you-Earn" or without any gainful occupation.

2. *Computation of gross payment:* persons entering Crown service during the period from 6th April, 1939, to 5th April, 1943.

The gross payment (which may be subject to deduction under paragraph 4 below) will be equal to the amount of tax charged under the original departmental assessments on Crown pay for the period of overlap, i.e., the period for which there was liability under the normal rules of collection for concurrent payment of both "pre-Crown" tax and "Crown" tax. The period of overlap is:—

(a) Six months for persons entering Crown service in the income tax year 1939-40 or 1940-41:

(b) Seven months for persons entering in 1941-42 or 1942-43 from an employment assessable to tax on a yearly basis :

(c) Nine months for persons entering in 1941-42 or 1942-43 from a manual employment assessable half-yearly.

The following examples show the method of computing the gross payment in typical cases, the overlap being seven months in both examples :—

(i) Entry on 5th July, 1941 : A departmental assessment for 1941-42 covers the nine months' Crown pay up to 5th April, 1942, the "pre-Crown" earnings up to date of entry being assessed separately. The gross payment is $\frac{7}{12}$ ths of the tax on the departmental assessment, representing seven months' tax.

(ii) Entry on 5th January, 1942 : Departmental assessments for 1941-42 and 1942-43 cover respectively the three months' Crown pay to 5th April, 1942, and the Crown pay for the year 1942-43. The gross payment is the whole of the tax on the 1941-42 assessment plus $\frac{4}{12}$ ths of the tax of the 1942-43 assessment, making seven months' tax in all.

3. Computation of gross payment : persons entering Crown service in the year ending 5th April, 1944.

Persons in this category will have received a cancellation of $\frac{7}{12}$ ths (or $\frac{1}{3}$ ths) of the tax on their earnings in "outside" employment for the year 1943-44. In such cases the gross payment will be the difference between (a) the amount of tax which would have been cancelled for 1943-44 if $\frac{7}{12}$ ths cancellation had been given in the case of Crown employments, and (b) the amount of tax actually cancelled for 1943-44.

4. *Amount of actual payment.*—The actual payment will be the gross amount, computed as described in paragraphs 2, or 3, less (a) any arrears of tax cancelled under Section 6 of the Income Tax (Offices and Employments) Act, 1944, or otherwise remitted or unpaid, and (b) the income tax post-war credit (if any) for the relevant year. If two years' departmental assessments enter into the calculation the post-war credit to be deducted will be whichever is the smaller of the two.

5. *Special cases.*—The basis of payment will be subject to some modification in special classes of case—for example, where there was a special collection period in the pre-Crown employment (as in the case of certain classes of railway employees), or where the employee has already benefited from the "Pay-as-you-Earn" cancellation, in cases where the former employer continued to pay some remuneration during the period of Crown service and the tax liability on that remuneration was covered by the departmental assessments.

6. *Procedure for claiming payment.*—Temporary Crown servants who appear to have a *prima facie* title to a payment will be given a form of application, embodying the substance of the above statement, when they leave Crown service. It is contemplated that temporary civil servants will receive the form from the employing department, while members of the Forces will receive it from the Departmental Claims Branch of the Inland Revenue. Those who have left Crown service before the application form becomes available will be able to obtain the form from the Inland Revenue.

7014.—V/S and W/T Qualifying Courses

(S.D. 3282/45.—6 Dec. 1945.)

The following V/S and W/T qualifying courses will be held at H.M. Signal Schools at home. Preference will always be given to Continuous Service ratings and H.O. ratings should only be recommended if their age and service group is above that laid down periodically by Admiralty General Message.

2. Courses to qualify for No. 2 Rating, Higher Standard, will be held in H.M. Signal School ; courses to qualify for No. 3 Rating, Higher Standard, will be held in H.M. Signal School and at Devonport and Chatham Signal Schools.

3. The duration of the course will be as follows :—

For W/T 2	...	...	...	15 weeks
For W/T 3	...	...	...	12 weeks
For V/S 2	...	...	...	11 weeks
For V/S 3	...	...	...	9 weeks

The length of W/T courses have been increased by two weeks and V/S 3 by one week over the pre-war duration, principally to make W/T 3s. and above capable of assisting in maintenance of W/T equipment, to cover machine coding adequately and to teach R/T procedure and commercial radio procedures to meet new requirements.

4. Basic dates will be as laid down in B.R. 1066, Appendix V, Part IV, paragraph 5 (c).

5. Form S.1303a is to be rendered in duplicate to the Captain, H.M. Signal School (through the usual channels) for each rating who volunteers and is recommended for one of these courses. The names of ratings accepted will be forwarded to the Commodores of depots who will relieve them to undergo the course in accordance with their position on the roster.

6. W/T 2 commences—

No. 1	...	...	...	...	28th January, 1946
No. 2	...	...	...	...	13th May, 1946
No. 3	...	...	...	...	26th August, 1946
No. 4	...	...	...	...	9th December, 1946

W/T 3 commences :—

No. 1	...	...	...	...	4th February, 1946
No. 2	...	...	...	...	29th April, 1946
No. 3	...	...	...	...	22nd July, 1946
No. 4	...	...	...	...	14th October, 1946

7. V/S 2 commences :—

No. 1	...	...	...	...	7th January, 1946
No. 2	...	...	...	...	25th March, 1946
No. 3	...	...	...	...	10th June, 1946
No. 4	...	...	...	...	26th August, 1946
No. 5	...	...	...	...	11th November, 1946

V/S 3 commences :—

No. 1	...	...	...	...	18th February, 1946
No. 2	...	...	...	...	22nd April, 1946
No. 3	...	...	...	...	24th June, 1946
No. 4	...	...	...	...	26th August, 1946
No. 5	...	...	...	...	28th October, 1946

7015.—Disinfection and Disinfestation Procedure

(M.D.G. 20922/45.—6 Dec. 1945.)

As the result of recent advances in knowledge in the methods of spread of infectious diseases and the discovery of powerful insecticides, the following procedure of disinfection and disinfestation to be adopted on the occurrence of a case of infectious disease and for personnel infested with lice or pediculi or suffering from scabies, is outlined as a guide to Medical Officers.

A. Disinfection

(1) *Accommodation.*—In quarters in which a case of infectious disease has occurred, stripping of the cabin or mess, and fumigation by gassing methods are not necessary. All that is required is thorough ventilation of the space, and washing of the floor and other surfaces with soap and hot water. Disinfectant should be added in cases of cholera, smallpox, pneumonic plague, pulmonary tuberculosis and typhus.

Following cases of typhus, relapsing fever or trench fever, the space should be sprayed with liquid insecticide (D.D.T., Pattern 4293) in addition.

(2) *Bedding and clothing.*—In all cases of infectious disease, clothing and bedding should be well laundered. No additional disinfection is necessary except for the following diseases when steam disinfection must also be carried out. Typhus fever, relapsing fever, cholera, smallpox, streptococcal infections, plague, diphtheria, enteric group, dysentery, pulmonary tuberculosis and glanders. Disinfection should be done if laundering is not possible, or when disinfection is insisted upon before acceptance by a public laundry. The bedding and clothing of contacts of infectious disease need not be disinfected except for immediate contacts if the Medical Officer thinks this advisable. The disinfection of immediate contacts of typhus cases must not be confused with the large-scale disinfestation required to deal with lousiness in face of an epidemic of typhus.

No routine disinfection of blankets is necessary. These should be shaken in the open air and exposed to air and sun at frequent intervals, whenever circumstances permit.

(3) Boots and other leather articles, uniform caps, etc., which would be spoilt if subjected to steam disinfection, should be treated when required by spraying with a formalin solution, and exposed to the air to dry.

B. Disinfestation

Clothing of infested persons should be dealt with by dusting with the insecticide powder containing D.D.T. (A.L. 63, Mark III, Pattern No. 1752). This is all that is required. Blankets and spare clothing can be dusted before being laundered. Steam disinfestation should only be required very occasionally, i.e. when disinfection is also necessary.

It will be seen from the above that the justification for the provision of disinfectors in ships and establishments has been greatly reduced. Where disinfectors are not installed, recourse if need arise will be made to local civil authorities. When this is not possible, disinfection prior to laundering can be carried out by steeping in a solution of disinfecting fluid. In ships and Naval establishments requiring facilities for sterilization of dressing drums, a drum steriliser will be fitted if no disinfectant is provided.

(A.F.O. 427/40 is cancelled.)

*7016.—Advanced Educational Courses—REPORTS

(N/C.W. 65375/45.—6 Dec. 1945.)

While provision can be made in E.V.T. centres and elsewhere for officers and ratings who require instruction up to matriculation standard, training for those who have already reached that level and who are intending to proceed to universities or some other form of professional training on release is only available at present through correspondence courses.

2. To assist officers and men in the above category to prepare for their return to civil life, it is proposed to institute advanced educational courses in a limited number of subjects in H.M.S. "Cabbala." The first course will probably start on 1st January, 1946, and will last about eight weeks. Entry for this course will be restricted to officers in Age and Service Groups up to 30 and ratings in Age and Service Groups up to 39 who are in the United Kingdom. Names of all candidates for these courses, *whether available for the first course or not*, should be reported through Administrative Authorities to the Secretary of the Admiralty (for D.E.D.) in the following form:—

Volunteer for Advanced Educational Course

- (1) (a) Name in full (surname first, in block letters).....
- (b) Ship or establishment.....
- (c) Rank or rating.....
- (d) Non-substantive rating
- (e) Date of birth.....
- (f) Age and service group.....
- (g) Is candidate a volunteer for further service, ENVOL or NEWVOL
- (h) Home address (if on leave).....
- (2) Particulars of Education:—
 - (a) Schools, with approximate dates
 - (b) College and university, with approximate dates.....
 - (c) Degree(s), with date
 - (d) Diploma(s), with date.....
 - (e) Other examinations passed

- (3) University or Institution to which candidate intends to proceed for further training on release.....
- (4) Course which he proposes to take on release.....
- (5) Subject in which he particularly requires instruction, together with an indication of the stage which he has now reached.....
- (6) Is candidate available for course on 1st January, 1946; if not, give any indication as to probable date of availability.....
- (7) Commanding Officer's recommendation, stating whether or not a relief is needed.....

3. (i) Officers who are required for appointments and ratings who are required for draft before the end of the course will not be able to complete the course.

(ii) Officers and ratings who become due for release in Class A before they complete the course, will be allowed to complete the course, the additional time being deducted from their 56 days' leave.

7017.—Educational and Vocational Training—Pre-vocational Courses in Motor Driving and Maintenance at the R.M.M.T. School at Excalibur Camp

(N. 26395/45.—6 Dec. 1945.)

To supplement the existing facilities for pre-vocational training in Motor Driving and Maintenance under the Educational and Vocational Training Scheme, special 4-week courses will be held at the R.M.M.T. School at Excalibur Camp, Alsager, near Stoke-on-Trent (A.F.O. 2416/45).

2. The syllabus of instruction will be based upon the courses A.11 and A.12 in the Curriculum Handbook "Technical Subjects".

3. Twenty-five trainees can be accepted each week. Numbers are allocated to Commands as under:—

Nore Command	... 4 per week	Rosyth Command...	3 per week
Portsmouth	... 4 per week	Lowestoft	... 3 per week
Plymouth	... 4 per week	Royal Marines	... 4 per week
Admiral (Air)	... 3 per week		

Ships will work in with Commands as far as possible.

4. Applications for courses are to be made to the Command Education Officer who will allocate the places at his disposal. Applications from Royal Marines should be made to C.G.R.M.

5. Ratings (including Royal Marines) will be lent to the R.M.M.T. School for four weeks. They should travel so as to arrive not later than p.m. Monday of the week on which the course commences. The courses will start a.m. Tuesday. On completion of the course they will return to the establishments whence they came.

6. Ratings will not be accepted for training unless they possess a current driving licence, which they must provide themselves.

7. The first course will commence a.m. Tuesday, 1st January, 1946. Succeeding courses will be at weekly intervals thereafter.

(A.F.Os. 123/45, 2416/45 and 2680/45.)

7018.—Adult Education—Educational and Vocational Training—Supply of Bench-board Units for Woodwork in small Ships and small Establishments

(N. 25420/45.—6 Dec. 1945.)

The introduction of practical tradework in destroyers, smaller ships and small establishments is usually very difficult owing to the lack of accommodation. In order to encourage practical training which will be a useful preliminary to tradework, suitable bench board units for handcraft woodwork and some woodwork of a more serious nature in small ships are now available for issue. (See A.F.O. Diagram 430/45 (1-3).)

2. A bench board unit consists of:—

No.	Size	Description	Pattern No.
1	17 in. × 10 in.	Combination bench board ...	—
1	—	Cutting table (for coping saw) ...	—
1	12 in.	Tenon saw	2214
1	7 in.	Coping saw	—
1 doz.	—	Coping saw blades... ..	—
1	7 in.	Block plane	1705
1	No. 2	Warrington hammer	1186
1	$\frac{1}{4}$ in. cap.	Drill—hand	648
1 each	$\frac{3}{32}, \frac{1}{8}, \frac{5}{32}, \frac{3}{16}, \frac{7}{32}, \frac{1}{4}$	Drills—jobbers	—
1	—	Countersink—rose—to fit drill ...	228
1	3 in.	Screwdriver	2249
1	Med.	Bradawl—handled	89
1 pair	—	Pliers—side cutting	1846
1 each	$\frac{3}{8}, \frac{1}{2}, \frac{3}{4}, 1$ in.	Chisels—woodworkers' bevel edge	—
1 each	6 in. and 8 in.	Files—cabinet half-round ...	782 and 783
1 each	6 in. and 8 in.	Files—round—second cut ...	847 and 848
1	—	Brace—Carpenter's	196
1 each	$\frac{1}{4}, \frac{5}{16}, \frac{3}{8}, \frac{7}{16}, \frac{1}{2}$ in.	Bits—dowel	—
1	$2\frac{1}{2}$ in.	Spokeshave—boxwood—round face	—
1	$7\frac{3}{4}$ in.	Try square	2535
1	8 in.	Oilstone—India med.	—
1	4 in.	Fret cramp	—

3. The combination bench board and cutting table can be used on a mess table. Some of the operations possible are shown on the diagram, others will suggest themselves to the users.

The small cutting table (which can be fixed to a mess table by the fret cramp provided, or fixed in some permanent position) is for use with the coping saw for cutting out shaped work.

4. Copies of a book "Woodwork from Waste", by Paul Matt, are now on order and when available will be distributed in large numbers to Fleet and Command Education Officers for inclusion in Command Loan Reference Libraries.

Many of the operations described in the book are possible with the aid of the bench board unit.

Demands for the loan of these books should be made to Fleet or Command Education Officers.

5. Consumable materials for use with the unit can be obtained as laid down in A.F.Os. 1652/45, paragraph 38, and 3834/45, paragraph 17 (c).

6. *How to obtain Bench Board Units.*—For destroyers, smaller ships and small establishments:—

(a) At home. Services concerned should demand on their storing yards, or depots.

(b) Abroad. Units are being sent to (S)N.S.O.s abroad as under:—

Malta	100	East Indies (Colombo) ...	200
Gibraltar	30	West Atlantic (Bermuda)	30
Alexandria	30	Singapore	150
South Atlantic (Simonstown)	30	Hong Kong	50

Demands should be made through Commanders-in-Chief, or, in the case of Gibraltar, Alexandria and the West Atlantic, through the appropriate Flag Officers.

7. Units will be in charge of Education Officers (A.F.O. 1652/45, paragraph 3) who will be responsible for their care, maintenance and ready availability.

8. The net expenditure on consumable materials is as laid down in A.F.O. 1652/45, paragraph 38 (l).

9. Articles made by trainees may be sold to them, or to other persons, at a price equal to the cost of materials used, in accordance with A.F.O. 1652/45, paragraph 38 (o). Sums so obtained are to be credited to Navy votes.

10. Net expenditure on tools and materials under this A.F.O., excluding the cost of the actual bench board units, are to be reported in accordance with A.F.O. 1652/45, paragraph 5.

11. When units are no longer needed they are to be mustered and returned to the appropriate (S)N.S.O.

(A.F.Os. 1652/45, 2680/45, 3834/45 and 4418/45.)

*7019.—Hotel and Restaurant Cookery—Examination and Certification

(N. 26340/45.—6 Dec. 1945.)

Arrangements have been made between the Admiralty, War Office and Air Ministry on the one hand and the City and Guilds of London Institute (Department of Technology) on the other hand, to establish a system of examinations to be held under the auspices of the Institute by which persons can obtain certificates which will be accepted by the hotel and restaurant trade as a qualification for employment in that industry.

2. The object is to provide a means by which men and women now serving as cooks in the Armed Forces should be able to put their service training and experience to good use on discharge to civil life, should they wish to make cooking their means of livelihood.

3. There are three Admiralty members of the Committee set up by the Institute to deal with this matter—one representing D.G.S., one representing D.W.R.N.S., and a cookery officer on the staff of the Cookery School at R.N. Barracks, Chatham, as nominated by the Commodore.

4. The instructions in this Order apply equally to Naval ratings, R.M. ranks and W.R.N.S. personnel unless otherwise stated.

5. Two examinations have been set up as follows and, for Naval candidates, will normally be held at half-yearly intervals. Dates will be promulgated in Fleet Orders and A.G.Ms. :—

(a) *Cookery for hotels and catering establishments (Subject 151).*—This is intended to qualify for employment as cook in hotels and catering establishments, including schools, hospitals and industrial canteens.

(b) *Advanced cookery for hotels and restaurants (Subject 152).*—This is intended to qualify for employment as *chef de partie* in first-class hotels, restaurants and clubs.

6. The syllabuses have been drawn up in collaboration with the Services' representatives by the trade associations concerned, and successful candidates can therefore be assured that, if they pass these examinations and thus become holders of the Institute's certificate, they will possess a recognized qualification for entry into the catering trade.

7. The arrangements for these examinations are centralized in the three R.N. barracks at Portsmouth, Chatham and Devonport. For simplicity and clarity in the detailed instructions which follow it is assumed that the respective Commanders (S) (G.M.), as the officers in charge of the cookery schools, will undertake the work, subject to the directions of the Commodores.

8. Entry forms and pamphlets giving regulations and syllabuses in detail are held by the Commanders (S) (G.M.) at the R.N. Barracks, Portsmouth, Chatham and Devonport, to whom intending candidates may apply through their Supply or Commanding Officers for copies. Commanders (S) (G.M.) should obtain supplies as necessary direct from the Institute's Department of Technology, 31, Brechin Place, London, S.W.7. (Kensington 2272).

A limited number of copies of question papers of past examinations will also be supplied by the Institute to Commanders (S) (G.M.), on application and will be available for re-issue to intending candidates.

9. *Eligibility for Entry.*—The training given in the Services is accepted as a qualification for candidates to take these examinations and takes the place of the Institute's examination in plain cookery (Subject 150) which civilian candidates are required to pass before taking either of these examinations.

It must be emphasized that the standards of both examinations, and of Subject 152 in particular, are high, and candidates will only be eligible for entry as follows:—

- (a) *Subject 151.*—(i) Have passed for leading rate in the cook branch—(S), (O), P.S. or W.R.N.S., or passed for R.M. Cook at a R.N. School of Cookery, and have held a divisional appointment as R.M. cook or officers' mess cook for at least 3 years; or
- (ii) have passed the Institute's examination in plain cookery (Subject 150) or other approved examination; or
- (iii) have undergone a civilian cookery course extending over one year (e.g., provided by a local education committee) or have been employed in the catering trade for one year before entering the Service (private domestic service is *not* acceptable); full details to be submitted with applications and the Institute will decide, in each case, whether their requirements have been satisfied and entry can be permitted.
- (b) *Subject 152.*—(i) Have passed for P.O. rate in the cook branch—(S), (O), P.S. or W.R.N.S.; or have passed for Cook Sergeant at a R.N. School of Cookery;
- or
- (ii) have passed in Subject 151;
- or
- (iii) have undergone a civilian cookery course extending over three years (e.g. provided by a local Education Committee) or have been employed in the catering trade for three years before entering the Service (private domestic service is *not* acceptable); full details to be submitted with applications and the Institute will decide, in each case, whether their requirements have been satisfied and entry can be permitted.

10. *Application for Entry.*—Entry forms (including those for Royal Marines in sea-going ships or naval establishments) are to be forwarded through the Supply Officer of the candidate's ship or establishment or—for ships without Supply Officers—through the most convenient Base Supply Officer. Entry forms from other R.M. candidates are to be forwarded through the Commandant of the appropriate R.M. Division. Before forwarding applications, Supply Officers (or Base Supply Officers or Commandants, R.M.) should check that these have been completed correctly and should ensure as far as possible that intending candidates have had access to and studied the syllabus and have a reasonable chance of passing.

11. All applications are then to be forwarded to the appropriate Commander (S) (G.M.) from establishments (including air establishments) and Reserve Fleet ships situated in the area of:—

- (i) Portsmouth Command R.N. Barracks, Portsmouth.
- (ii) Nore and Rosyth Commands R.N. Barracks, Chatham.
- (iii) Plymouth Command R.N. Barracks, Devonport.

Sea-going ships (unless actually at one of the three Home ports) should forward applications to the ship's manning port.

The Commander (S) (G.M.) will act as the co-ordinating authority and deal direct with the Institute.

12. D.G.S. Department, Admiralty, will keep in close touch with developments and will be available to advise Commanders (S) (G.M.) and the Institute as required.

13. *Candidates from Sea-going Ships.*—Candidates from sea-going ships may apply for examination and will be able to take the written portion (see paragraph 16), but it is not feasible to make arrangements for them to take the practical (see paragraph 20).

14. *Fees.*—Candidates are required to pay their own fees as follows, which are to accompany applications:

- | | | | | |
|-----------------|-----|-----|-----|------|
| (a) Subject 151 | ... | ... | ... | 10s. |
| (b) Subject 152 | ... | ... | ... | £1. |

The fees, however, of Instructors at R.N. Cookery Schools who take these examinations as a matter of duty are to be paid from public funds.

15. Fees are to be forwarded as far as possible in the form of a cheque, money order or postal order made payable to "Supply Officer, R.N. Barracks,"

Commanders (S) (G.M.) should arrange to collect applications and convert fees into one cheque made payable to "The City and Guilds of London Institute", to cover all applications forwarded together.

Arrangements for Examinations.

16. *Written Examinations.*—*Subjects 151 and 152.*—Question papers for all accepted candidates will be despatched by the Institute direct to Commanding Officers of ships and establishments concerned. Instructions regarding the conduct of examinations, invigilation by a commissioned officer, disposal of worked papers, etc., are included with each set of question papers.

17. If, for service reasons in any particular ship or establishment, it is impracticable for the examinations to be held on the proper dates, they are to be held as soon as possible afterwards and, in any case, within one month. In all such cases the Institute's certificate enclosed with the question papers must be completed and forwarded with the worked papers.

18. *Practical Examinations.* *Subject 151.*—Examinations will be conducted at the cookery schools at R.N. Barracks, Portsmouth, Devonport and Chatham.

Normally candidates will undergo the practical examination at the R.N. Barracks to which their applications have been sent as in paragraph 11 above, but adjustments, if more convenient, may be made between the three Commanders (S) (G.M.) and/or the Institute.

Subject 152.—All examinations will be held at the cookery school at R.N. Barracks, Chatham.

19. Since the number of candidates who can be examined at any one centre on any one day is limited, Commanders (S) (G.M.) will make arrangements regarding this direct with the Institute. After promulgation of the dates of examination, therefore, Commanders (S) (G.M.) will arrange to communicate to each candidate's Commanding Officer the time, date and place on which he is to attend.

20. *Candidates in sea-going ships.* (See paragraph 13 above.)—The notices referred to in paragraph 19 will not be sent for candidates in sea-going ships. Should a candidate who applied from a sea-going ship have since, however, been drafted ashore, the appropriate Commander (S) (G.M.) is to be informed as soon as possible to enable him to be included in the practical examination.

21. The appropriate Commander (S) (G.M.) must be informed at once if any candidate who has been notified of his acceptance for a practical examination under paragraphs 19 and 20 above is unable to be present on the date in question.

22. *Re-examination of Candidates who fail or are prevented from taking the whole Examination.*—The following rules for candidates who are prevented from taking the examinations by service reasons or who fail in part or whole of the examinations have been agreed with the Institute:—

- (a) Separate re-examinations will not be held, and unsuccessful, etc., candidates are themselves responsible for applying at the first convenient opportunity for the next examinations when published in A.F.Os. and A.G.Ms.;
- (b) candidates who pass the written paper, but fail in the practical test, must enter for the whole examination again, i.e., written and practical (full fees required in such cases);
- (c) candidates who pass the practical test, but fail in the written paper, may enter for the written paper only (half fees only required in such cases);
- (d) candidates who pass the written paper, but are prevented by the exigencies of the Service from taking the practical test, may enter for the practical test only (no further fees required in such cases);
- (e) candidates who pass the practical test, but are prevented by the exigencies of the Service from taking the written paper, may enter for the written paper only (no further fees required in such cases);
- (f) the fees of candidates who enter for the examinations and do not sit, for reasons unconnected with the exigencies of the Service (e.g., on account of illness or insufficient preparation) will be forfeited.

23. *Results.*—These will be published in A.F.Os. and will give the names of successful candidates, who will receive the Institute's certificates direct in due course.

24. *Travelling Expenses.*—Candidates for the above practical examinations are to be given facilities to attend at the required examination centre, as far as service conditions permit. Attendance at the practical examinations may be considered as a duty journey for the purposes of free railway warrants, travelling expenses, and subsistence for the minimum period necessary.

Reference to this Order should be made on all travelling expense claims submitted as above and on railway warrants.

25. *Foodstuffs.*—Any non-service foodstuffs required in naval examination centres for practical examinations are to be purchased from N.A.A.F.I. and/or private traders and taken on charge in the provision account. Foodstuffs expended are to be taken off charge in the provision account, supported by a certificate quoting this Order.

In order to avoid waste of food, provisions expended in this connection should be dealt with, as far as possible, in one of the following ways :—

- (i) Consumed in naval messes.
- (ii) Used to make up dishes for naval instructional purposes.
- (iii) Transferred to charitable organizations.

(See A.F.O. 2240/45 regarding the use of service provisions in cookery classes under the Adult Education Scheme.)

26. The results of past examinations are given in A.F.Os. 1394/45 and 5647/45.

(A.F.Os. 1394/45, 2240/45 and 5647/45.)

(A.F.Os. 1395/45 and 2578/45 are cancelled.)

7020.—Resettlement Film Strip "Up The Line" (Serial No. S.A.381)

(D.P.S. 1516/45.—6 Dec. 1945.)

The film strip and recorded commentary on two double-sided 12-in. records are now available. They will be distributed without demand to Film Libraries and authorities listed below, from whom they can be obtained on temporary loan :—

	Sets of Records	No. of Film Strips
Rosyth Film Library	6	12
Greenock Film Library	5	10
Liverpool Film Library	4	8
Chatham Film Library	15	30
Portsmouth Film Library	15	30
Devonport Film Library	15	30
London Film Library	3	6
Malta Film Library	9	27
Alexandria Film Library	3	9
Bombay Film Library	7	21
Colombo Film Library	10	30
Trincomalee Film Library	7	21
Sydney Film Library	13	39
Flag Officer, Gibraltar and Mediter- anean Approaches	2	6
Flag Officer, Malaya	13	39
Commander-in-Chief, South Atlantic ...	3	9
Commander-in-Chief, Germany ...	3	9
Commodore-in-Charge, Hong Kong ...	20	60
Commodore-in-Charge, Durban ...	1	3

2. Particular care should be taken to see that the gramophone to be used for the recorded commentary is running at exactly 78 revolutions per minute, as any other speed will affect the quality of the commentary.

3. The film strip "Up The Line" tells in his own words the story of an Able Seaman who, having been released from the Navy, sets out to find a job, and how he is eventually successful, emphasizing the help the Ministry of Labour organization gave him and some of the difficulties he encountered. Running time approximately 15 minutes.

4. As the life of a film strip is shorter than that of a record, the film strip is being issued to Film Libraries and other authorities on the basis of two film strips per record to Film Libraries at home and three film strips per record to Film Libraries and authorities abroad.

(B.R. 1251.)

7021.—Food Rationing—Additional Allowances for Christmas, 1945, and New Year, 1946

(V. 11/8824/45.—6 Dec. 1945.)

The allowances of rationed foodstuffs as laid down in A.F.O. 4984/44, Section D, as amended by A.F.O. 3310/45 and A.F.O. 4422/45, for establishments providing casual meals may be increased during the Christmas and New Year periods as shown in paragraphs 2 and 3 below.

2. For the eight-week period commencing 11th November :—

- (a) An additional quantity of butter and margarine equal to 3/32 of the total quantity of butter, margarine and cooking fats combined. Of this additional quantity of butter and margarine not more than two thirds may be butter.
- (b) An additional quantity of sugar equal to one quarter of the normal allowance.

3. For the week commencing 9th December in England, Wales and N. Ireland and week commencing 23rd December in Scotland, meat may be drawn at 1½ times the normal allowance.

4. An additional quantity of chocolate and sweets for personnel who are Service victualled at the rate of 4 oz. per head for the four-weekly period from 9th December, 1945, will be available through normal N.A.A.F.I. supply arrangements.

(A.F.Os. 4984/44, 3310/45 and 4422/45.)

7022.—Honours and Awards—French Navy

(H. & A./N.I.D. 00530/45.—6 Dec. 1945.)

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

To be an *Additional Officer of the Military Division of the said Most Excellent Order* :
Capitaine de Fregate Pierre Marie Sonnevile, French Navy,
for distinguished services to the Allied cause.

2. This appointment will not be gazetted.

7023.—Honours and Awards—United States Naval Reserve

(H. & A. 972/45.—6 Dec. 1945.)

The King has been graciously pleased to give Orders for the following appointment to the Most Excellent Order of the British Empire :—

To be an *Additional Knight Commander of the said Most Excellent Order* :
Rear-Admiral Ellery Wheeler Stone, C.B.E., U.S.N.R.

on the occasion of the termination of his appointment as Chief Commissioner Allied Commission, Italy.

2. This appointment will not be gazetted.

7024.—Honours and Awards—United States Navy

(H.A. 630/45.—6 Dec. 1945.)

The King has been graciously pleased to give orders for the following hon. appointments to the Most Excellent Order of the British Empire and to approve the following award for distinguished services to the Allied cause:—

To be Honorary Knight Commanders of the said Most Excellent Order

Vice-Admiral J. H. Towers, U.S.N.
 Vice-Admiral J. S. McCain, U.S.N.
 Admiral R. S. Edwards, U.S.N.
 Vice-Admiral F. J. Horn, U.S.N.
 Vice-Admiral S. M. Robinson, U.S.N.
 Vice-Admiral E. L. Cochrane, U.S.N.
 Vice-Admiral E. S. Land, U.S.N.
 Vice-Admiral H. L. Vickery, U.S.N.
 Vice-Admiral G. H. Cooke, Jnr., U.S.N.

To be Honorary Commanders of the said Most Excellent Order

Rear-Admiral F. B. Royal, U.S.N. (This appointment dates from 17 June, 1945).
 Captain J. N. Wenger, U.S.N.
 Vice-Admiral B. Moreel, U.S.N.
 Vice-Admiral W. Brown, U.S.N.
 Rear-Admiral G. F. Hussey, U.S.N.
 Rear-Admiral J. Redman, U.S.N.
 Commodore F. G. Reinicke, U.S.N.
 Rear-Admiral E. W. Hills, U.S.N.
 Rear-Admiral J. J. Broshek, U.S.N.
 Rear-Admiral A. J. Chantry, U.S.N.
 Rear-Admiral V. D. Chapline, U.S.N.
 Rear-Admiral De W. C. Ramsay, U.S.N.
 Admiral R. R. Waesche, U.S.C.G.
 Rear-Admiral S. S. Kennedy, U.S.N.
 Rear-Admiral F. X. Gyax, U.S.N.
 Rear-Admiral E. J. Marquart, U.S.N. (Ret.).
 Rear-Admiral B. H. Bieri, U.S.N.
 Vice-Admiral O. Badger, U.S.N.
 Vice-Admiral R. T. McIntyre, U.S.N.
 Rear-Admiral W. B. Young, U.S.N.
 Rear-Admiral K. C. Melhorn, M.C., U.S.N.
 Rear-Admiral R. E. Schuirmann, U.S.N.
 Rear-Admiral C. T. Joy, U.S.N.
 Rear-Admiral H. S. Howard, U.S.N.
 Rear-Admiral F. S. Low, U.S.N.
 Captain C. A. Griffiths, U.S.N. (Ret.).
 Captain R. N. S. Baker, U.S.N.
 Captain W. M. Thompson, U.S.N.
 Captain R. M. Roberts, U.S.N.
 Captain G. Baker, U.S.N.
 Captain C. M. Bolster, U.S.N.
 Commander H. A. Yeager, U.S.N.
 Rear-Admiral M. L. Royer, U.S.N.
 Captain S. B. McKinney, U.S.N.
 Captain E. D. Capehart, U.S.N.
 Captain F. T. Ward, U.S.N.
 Rear-Admiral W. L. Friedell, U.S.N.
 Rear-Admiral F. C. Sherman, U.S.N.
 Commodore R. A. Warner, U.S.N.
 Captain H. B. Riebe, U.S.N.
 Captain E. H. Jones, U.S.N.
 Captain H. C. Sexton, U.S.N.
 Captain H. G. Rickover, U.S.N.
 Captain S. N. Pyne, U.S.N.
 Rear-Admiral W. H. P. Blandy, U.S.N.
 Captain L. A. Kniskern, U.S.N.
 Captain J. L. McGuigan, U.S.N.

Captain J. A. Snackenber, U.S.N.
 Captain R. W. Holsinger, U.S.N.
 Captain E. C. Craig, U.S.N.
 Captain C. H. Bushnell, U.S.N.

To be Honorary Officers of the Said Most Excellent Order

Captain E. D. Graves, Jun., U.S.N.
 Commander L. B. McDowell, U.S.N.
 Commander J. Morgan, U.S.N.
 Commander H. T. Engstrom, U.S.N.
 Commander P. Taylor, U.S.N.
 Captain G. B. Myers, U.S.N.
 Commander P. C. Crosley, U.S.N.
 Captain W. G. Schindler, U.S.N.
 Captain H. W. Fitch, U.S.N.
 Captain H. E. Saunders, U.S.N.
 Captain E. H. Van Patten, U.S.N.
 Captain G. B. Vroom, U.S.N. (Ret.).
 Captain E. V. Meade, U.S.N.
 Captain M. A. Carlson, U.S.N.
 Captain L. P. Davis, U.S.N.
 Captain H. A. Ingram, U.S.N.
 Captain R. M. Hincley, U.S.N.
 Captain W. H. Pashley, U.S.N.
 Captain H. W. Kitchin, U.S.N. (Ret.).
 Captain A. S. Brown, U.S.N.R.
 Captain J. M. Gill, U.S.N.R.
 Captain R. W. Wuest, U.S.N.
 Captain H. K. Webb, U.S.N.R.
 Captain E. W. Sundstrom, U.S.N.R.
 Captain E. D. Bennett, U.S.N.R.
 Commander J. H. Healy, U.S.N.R.
 Commander A. R. Helm, U.S.N.R.
 Commander J. A. Jordon, U.S.N.
 Captain H. G. Donald, U.S.N.
 Commander M. G. Johnson, U.S.N.
 Captain H. A. Schade, U.S.N.
 Commander R. Burham, U.S.N. (Ret.).
 Lieutenant-Commander C. S. Piggott, U.S.N.R.
 Commander G. W. Dick, U.S.C.G.
 Commander W. K. Parsons, U.S.N.
 Commander S. Ingham, U.S.N. (Ret.).
 Commander J. T. Reside, U.S.N.R.
 Captain E. D. Foster, U.S.N.
 Captain R. C. Sanders, U.S.N.
 Commander M. Hubbard, U.S.N.
 Commander R. F. Smith, U.S.N.R.
 Lieutenant-Commander L. J. Kanitz, U.S.N.R.
 Lieutenant-Commander F. N. Schoettle, U.S.N.R.
 Captain F. R. Furth, U.S.N.R.
 Commander (now Captain) W. F. Boone, U.S.N.
 Captain G. W. Anderson, U.S.N.
 Commander K. A. Knowles, U.S.N.

To be Honorary Members of the Said Most Excellent Order

Lieutenant (j.g.) F. W. Harlamert, U.S.N.
 Commander Thurmond August Smith, U.S.N.
 Commander Wilbur Nelson Landers, U.S.N.
 Commander Paul D. Miles, U.S.N.R.
 Commander Robert Arthur Hanners, U.S.N.
 Lieutenant-Commander Malcolm W. Greenough, U.S.N.R.
 Commander Louis Augustine, U.S.N.R.
 Commander Albert Kenneth Romberg, U.S.N.
 Commander Warner Williamson Bayley, U.S.N. (Ret.).
 Commander Frank A. Brickson, U.S.C.G.

Lieutenant-Commander Donald Greer Irvine, U.S.N.
 Lieutenant-Commander Erard A. Matthiessen, U.S.N.R.
 Lieutenant-Commander Dannistoun W. Ver Planck, U.S.N.R.
 Lieutenant-Commander David Earl Lithgow, U.S.N.
 Lieutenant-Commander Harry G. Gherardi, U.S.N.R.
 Lieutenant-Commander Harold Edward Baggs, U.S.N.R.
 Lieutenant Samuel Elio Codman, U.S.N.R.
 Lieutenant Hunter L. Delatour, U.S.N.R.
 Lieutenant Gerard St. George Walker, U.S.N.R.
 Lieutenant-Commander Edward Fechtig Boughman, U.S.N.R.
 Lieutenant John W. Von Herbulis, U.S.N.R.
 Lieutenant George Elsey, U.S.N.R.
 Lieutenant-Commander Joseph G. Horne, U.S.N.R.
 Lieutenant Charles R. Leo, Jr., U.S.N.R.
 Lieutenant John K. Dougherty, U.S.N.R.
 Lieutenant E. S. Jones, U.S.N.
 Lieutenant Frederick Frost, U.S.N.
 Lieutenant J. Parsons, U.S.N.

British Empire Medal

Yeoman 1st Class E. C. Styles, U.S.N.R.

2. These appointments and this award will not be gazetted.

7025.—Protection against Typhoid Fever—Restriction of Use of Tetanus Toxoid

(M.D.G. 67582/45.—6 Dec. 1945.)

It is now unnecessary for personnel to receive special protection against tetanus by the use of combined T.A.B.T. vaccine.

2. When all existing stocks of T.A.B.T. are consumed no further stock will be issued and all naval personnel are to be inoculated with T.A.B. vaccine only, the procedure being governed by the provisions of K.R. & A.I. Article 1417, clauses 12(2), 13, 14 and 15. These provisions to be interpreted to mean that peace-time procedure is to be resumed and only personnel proceeding to, or already serving on, the stations defined, are to be inoculated or re-inoculated.

3. The course of inoculation required is two injections at an interval of 10 days.

4. It must be understood that this order is in no way directed against the use of anti-tetanus serum, which must continue to be administered whenever necessary.

5. Tetanus toxoid will be supplied when, in the opinion of the medical officer, prophylactic inoculation against tetanus is considered to be specially desirable. Application should be made to the Medical Director General of the Navy, and should be accompanied by an account of the reason for making the demand.

6. T.A.B. vaccine is prepared at R.N. Medical School, Clevedon, Somerset, and is available for supply from issuing medical depots. These depots will continue to replenish their stocks from the Medical School as heretofore. Demands should be economical and limited to the quantities actually required.

7. In order to reduce reactions, attention is drawn to the importance of giving the injection subcutaneously. Intramuscular injections, because of their rapid absorption tend to give general reactions and a lower degree of immunity.

8. The details of the inoculation are to be entered on Medical History Sheets when these are available, and the particulars, together with the date, are to be stamped on page 15 of Form S.43A (Sailor's Pay Book and Identity Card) at the time when the injections are actually given.

Where only the first inoculation can be given before departure abroad, the date when the next inoculation is due must be stated.

9. The monthly report of T.A.B. inoculations and reactions (K.R. and A.I., Article 1417, clause 15) is to be rendered direct to the M.O. i/c, R.N. Medical School, Clevedon, Somerset, in the form given below:—

Inoculation Return

Ship or establishment.....
 Month ending.....
 Type of vaccine.....

	Batch No. and date	Nil	*	**	***	Total
First inoculation :—						
Local reactions ...						
General reactions ...						
Second inoculation :—						
Local reactions ...						
General reactions ...						
Totals ...						
Special reactions and remarks :—						

10. Instructions for completing the return are as follows :—

Local reactions :—

Nil = No signs.

* = Area of inflammation and swelling not exceeding 5 sq. cms.

** = Area of inflammation and swelling exceeding 5 sq. cms.

*** = Large area of inflammation, swelling and lymphadenitis.

General reactions :—

Nil = No symptoms.

* = Headache and malaise. Temperature normal.

** = Headache and malaise. Temperature above normal, but not exceeding 100° F.

*** = Headache, malaise and nausea, etc. Temperature exceeding 100° F. Sick list.

(Batch number and date of vaccine is often omitted, but importance of its inclusion is obvious, particularly if the return shows an abnormal number of reactions.)

(K.R. and A.I., Art. 1417.)

(A.F.Os. 5584/43 and 166/44.)

(A.F.O. 3918/43 is cancelled.)

7026.—Messing—Terminology

(V. 2/5817/45.—6 Dec. 1945.)

The following terms for use in connection with messing have been approved:—

<i>System of Messing</i>	<i>Organization for Meals</i>	<i>Type of Service</i>
General Messing	} { Broadside Method Centralized Method	} { Team-Service Self-Service
Modified General Messing		
Victualling Allowance Messing	} {	<i>System of Payment</i>
		Credit System Cash System

Definitions

(1) *General Messing*.—The normal system of messing in cruisers and above in which the Supply Officer is responsible for the complete messing of the ship's company as a whole (excluding officers).

(2) *Modified General Messing*.—The application of General Messing to certain small ships, not carrying a Supply Officer, but fitted with adequate galley and preparing space to enable the ship's company to be messed as a whole (excluding officers); the responsibility for the messing rests with the Commanding Officer and, under him, the officer detailed for victualling duties.

(3) *Broadside General Messing*.—The normal system in H.M. ships on General Messing whereby the food for each broadside mess is drawn from the servery or galley in bulk (i.e. in dishes) and served out at the mess table by messmen (in C.P.O.'s. and P.O.'s. messes) and leading hands or "cooks" of messes (in broadside messes).

(4) *Centralized General Messing*.—The system in H.M. ships (which are specially equipped and arranged) whereby the food is issued from the servery or serveries as individual meals (i.e. on plates or platters) for consumption in the dining space.

(5) *Team-Service in Centralized General Messing*.—In this type of Centralized General Messing, a party of ratings (not cook ratings) is detailed to draw meals from the servery, in special plate carriers, and convey them to the dining space for issue to each man.

(6) *Self-Service in Centralized General Messing*.—In this type of Centralized General Messing the individual ratings draw their own meals from the servery, either on plates or platters.

(7) *Victualling Allowance Messing—Credit System*.—The normal system of messing in small ships not fitted for general messing or modified general messing, whereby each mess is responsible for drawing its own provisions and preparing its own meals which are then cooked in the galley. Each mess is credited with Victualling Allowance and the cost of provisions drawn from service stocks or N.A.A.F.I. is debited against the total amount payable.

(8) *Victualling Allowance Messing—Cash System*.—This is a temporary variation of the normal arrangements for Victualling Allowance Messing, whereby a sum representing the approximate value of Victualling Allowance for the officers and men for a month is advanced to the Commanding Officer. All provisions drawn whether from Service stocks or N.A.A.F.I. or otherwise are paid for in cash, and at the end of the month the actual credit to which the ship is entitled in respect of Victualling Allowance is paid to the Commanding Officer. After payment of any mess savings or settlement of any excess expenditure the Commanding Officer thus again holds the amount of the initial advance. The sums to be advanced are fixed by scale according to complement.

References

- (1) B.R. 93, Chapter VI.
 (2) A.F.O. 5746/44.
 (4) to (6) C.A.F.O. 147/45; A.F.O. 2993/45.
 (8) A.F.Os. 3116/45 and 6946/45.

(A.F.O. 2994/45 is cancelled.)

7027.—Amalgamation of Duties of Signal Communications and Air Signal Officers—
REPORTS

(C.W. 68090/45.—6 Dec. 1945.)

As a result of war experience Their Lordships have decided to combine the duties at present carried out by the Signal Communications and Air Signal Officers. Their intention is that the future Signal Communications Officer should be qualified to carry out the duties now assigned to the Air Signal Officers, as well as the existing duties of the Signal Communications Officer.

2. A revision of the syllabus of the Long Signal Communications Course is being made to include instruction in all air signal subjects.

3. R.N. and R.N.(A) officers (including Extended Service Officers) qualified in Air Signals will be given the option of—

- (a) reverting to flying duties and ceasing to be Air Signal specialists, or
 (b) becoming qualified Signal Communications Officers, or
 (c) remaining as Air Signal Officers (only applicable to R.N.(A) Officers).

4. Officers accepting choice (b) will be given such additional training as is considered necessary to enable them to carry out the full duties of a Signal Communications Officer and will then be eligible for the designation (C) in the Navy List. They will also be required to obtain a Watchkeeping Certificate whether they are R.N. or R.N.(A) Officers.

5. Air Signals Officers qualifying as Signal Communications Officers will, for appointing purposes, be treated in the same way as other (C) officers, but in the case of R.N.(A) Officers, appointments will normally be restricted to those closely connected with the Air in order to make the best use of their capabilities and experiences.

6. R.N.(A) Officers accepting the third choice will not have such a wide field of appointments as those transferring to (C).

7. Officers transferring to the Communications Branch will cease to be liable to be given purely flying appointments. As, however, their air knowledge will be of great value to them as Signal Communications Officers and an essential element in enabling the Communications Branch to absorb air signal problems, they will be required to keep in flying practice and undergo refresher flying courses as necessary. In their appointments as (C) officers they will be expected to obtain as much flying as possible, consistent with the performance of their specialist duties. In view of this liability, they will be eligible for payment of flying pay under the same conditions as apply to other pilots and observers; they will not receive specialist pay as a (C) officer in addition. They will receive specialist pay as a (C) officer when ineligible (through medical unfitness, etc.) to receive flying pay.

8. This Order does not apply to Reserve Air Signal Officers or to Short Service R.N.(A) Officers who do not remain on the Active List to complete 15 years' service. These officers will continue to carry out purely air signal duties until they leave the service. See also paragraph 3 (c).

9. The options selected by officers under paragraph 3 above are to be reported to the Admiralty through Commanding Officers as soon as practicable.

(A.F.O. 2303/44 is cancelled.)

7028.—Short Service R.N. (A) and R.N.V.R. (A) Officers—Transfer to Permanent Engineering Commissions in the Royal Navy

(C.W. 64048/45.—6 Dec. 1945.)

The Board of Admiralty have selected the following officers to transfer to permanent engineering commissions in the Royal Navy under A.F.O. 23/45.

Lieutenant (A), R.N.

Name	Ship	R.N. Rank and Seniority
G. A. Thompson, Act. Lt.-Cdr. (A)	H.M.S. "Condor"	Lt. (E) 6 April, 1938
V. E. Sorapure, Act. Lt.-Cdr. (A)	H.M.S. "Pioneer"	Lt. (E) 3 January, 1940

Lieutenant (A), R.N.V.R.

G. W. Smith H.M.S. "Gannet"	Lt. (E) 26 April, 1944
-------------	------------------------	------------------------

Sub-Lieutenant (A), R.N.V.R.

C. A. Johnson	... .. H.M.S. "Gannet"	Lt. (E) 30 July, 1945
T. G. F. Hardy	... .. H.M.S. "Kestrel"	Sub-Lt. (E) 23 May, 1944

2. They will be transferred as from 12th November, 1945.

3. In accordance with A.F.O. 3325/45 officers are to forward in compliance with the final paragraph of that Order, a signed statement whether they do or do not agree to the acceptance of the transfer to a permanent engineering commission in the Royal Navy.

4. Officers granted acting higher rank either whilst holding present appointment or on a quasi permanent basis (A.F.O. 5140/44 and A.F.O. 24/45) shall continue after transfer to hold such rank only while serving in their present appointments, unless subsequently given an appointment carrying higher rank.

5. Further lists will be promulgated from time to time.

(A.F.Os. 5140/44, 23/45, 24/45, 3325/45 and 4859/45.)

7029.—Ordnance Branch Officers—Machinery Allowance

(C.W. 58387/45.—6 Dec. 1945.)

With effect from 30th August, 1945, machinery allowance of 2s. 0d. a day is payable to officers of the Ordnance Branch, including those promoted direct to the rank of Ordnance Lieutenant under A.F.O. 132/45, whilst holding "charge" sea-going appointments complemented for a Lieutenant Commander (E) or a Lieutenant (E) for G/E duties, under the general conditions laid down in K.R. & A.I., Article 1573.

(A.F.O. 132/45.)

(K.R. & A.I. Article 1573.)

7030.—Jackson Everett Prize—Award for 1945

(C.W. 72261/45.—6 Dec. 1945.)

Two separate qualifying courses for Lieutenant (C) have been held during 1945.

2. The Jackson Everett Prize for 1945 has accordingly been divided equally between :—

Lieutenant A. D. Black, R.A.N., c/o Australia House.

Lieutenant G. C. J. Kilburn, R.N., H.M.S. "President".

7031.—Royal Canadian Navy—Pay, etc., Arrangements and Conditions of Service

(N. 25169/45.—6 Dec. 1945.)

A.F.O. 1520/45 is to be amended as follows :—

Section B, Part VII

Paragraph 1.

Delete "Japanese Campaign Pay and War Service Increments are not payable to personnel of the Canadian naval forces" and substitute "War Service Increments are not payable to members of the Canadian naval forces. Japanese Campaign Pay is payable at Royal Navy rates under Royal Navy conditions".

Paragraph 2.

Delete "Balances creditor or debtor, rates of pay, allotments, etc., are to be converted to sterling at \$4.47=£1" and substitute "With effect from 1st November, 1945, balances creditor or debtor, rates of pay, allotments, etc., are to be converted to sterling at \$4.45=£1".

Paragraph 11 (1) (a).

Delete "A special rate of exchange is to be used for these encashments, viz. \$4.47=£1" and substitute "with effect from 1st November, 1945, a special rate of exchange is to be used for these encashments, viz. \$4.45=£1".

Section D (b) (i).

Add "With effect from 1st October, 1945, no War Service increments are to be credited on the Royal Navy side of the ledgers."

(A.F.O. 1520/45.)

7032.—Transfers to the Royal Canadian Naval Volunteer Reserve (Air Arm Ratings)

(N.21179/45.—6 Dec. 1945.)

The Canadian Naval Authorities are prepared to give consideration to accepting applications for transfer to the R.C.N.V.R. from "H.O." ratings serving in the Air Arm who were domiciled in Canada at the outbreak of war. Applications from other ratings who claim previous Canadian domicile will be considered under the provisions of A.F.O. 5496/45.

2. Applications must be made by personnel concerned through the proper administrative authority to the Admiralty. If the transfer is concurred in by the Admiralty, the application will be forwarded to the Canadian Naval Mission Overseas (London) for transmission to the Canadian Naval Service Headquarters, Ottawa.

3. All applications should contain a medical certificate signed by the rating's Medical Officer stating that he fulfils the medical standards demanded in his branch of the Air Arm.

4. If the transfer is approved by the Admiralty and the Canadian Naval Authorities, the ratings so transferred will remain on loan to the Royal Navy until such time as their services are required by the Royal Canadian Navy. Their pay and allowances will be the responsibility of the Canadian Government and will be subject to the conditions as laid down in A.F.O. 1520/45. Ratings so transferred will take the earliest opportunity of visiting an R.C.N. ship or establishment to be attested in the R.C.N.V.R.

(A.F.Os. 1520/45 and 5496/45.)

7033.—Royal Marines—Declaration to be Signed by Candidates for Temporary Commissions

(R.M. 465/10/45.A.1.—6 Dec. 1945.)

To ensure that all newly-commissioned H.O. Officers are able to give a minimum period of useful service in the Royal Marines, from the date of this order each candidate for a Temporary commission in the Royal Marines will be required to sign the following statement on joining O.C.T.U., R.M. :—

"If I am granted a commission in the Royal Marines I agree to serve, if required for so long, either :—

(a) For at least 18 months from the date of receiving my commission ; or

(b) Until I am released in my normal Officers' Age and Service Group number

whichever is the later.

Signature.....

Date.....

Witness....."

2. This form will be enclosed with the candidate's service certificate and forwarded with the candidate's records to C.G.R.M. (M.S.) on commission being granted.

7034.—Royal Marines—Mulets of Pay

(N.L./17027/45.—6 Dec. 1945.)

With reference to A.F.O. 5159/45 the following scales of mulets for leave breaking and drunkenness, etc., will be applied to Royal Marine ranks, including those on tradesmen's rates of pay :—

	s.	d.
Colour Sergeant and above	9	0
Sergeant	7	0
Lance Sergeant	5	0
Corporal	5	0
Lance Corporal	3	0
Marine, having completed training (or after nine months' service, whichever is the later).	3	0
Marine or unpaid Lance Corporal who has not completed training or has less than nine months' service.	2	0
Band Boy or Boy Bugler	1	0

(A.F.O. 5159/45.)

(A.F.O. 6244/45 is cancelled.)

*†7035.—Permanent R.N.V.R.—Reconstitution

(N. 26913/45.—6 Dec. 1945.)

Their Lordships have decided that the Permanent R.N.V.R. is to be reconstituted as soon as possible.

2. Steps are now being taken to re-form all those Divisions of the R.N.V.R. which were in existence in 1939 and future conditions of entry and service are under active discussion.

3. Further details will be promulgated as soon as known. Until then, no action is required either by officers and men of the Permanent R.N.V.R. or by those officers who have forwarded their names in accordance with A.F.O. 4581/45.

(A.F.O. 4581/45.)

7036.—R.N.Z.N.—Ratings Transferred or Serving on Loan from R.N.—Allotments to Dependants

(D.N.A. 10177/45.—6 Dec. 1945.)

When a rating who is allotting to a dependant is definitely transferred or loaned to the Royal New Zealand Navy, the duplicate copy of the transfer list sent to the Director of Navy Accounts (in accordance with K.R. & A.I., Article 1734, paragraph 9(e) and A.F.O. 511/44, Section C, paragraphs 17 and 18) should be addressed as follows:—

(a) Where the charge is noted either "F.Q." indicating that marriage allowance is in issue, or "X" indicating that no allowance is in issue to:—

The Director of Navy Accounts (Branch 9), Admiralty, Bath.

(b) Where the charge is noted "D.Q." indicating that dependants allowance is in issue, to:—

The Director of Navy Accounts (Branch 10), Admiralty, Bath.

(K.R. & A.I., Article 1734, paragraph 9(e).)

(A.F.O. 511/44, Section C, paragraphs 17 and 18.)

***7037.—Accelerated Promotion—(Reserve Officers)**

(C.W. 85728/45.—6 Dec. 1945.)

The following Temporary Sub-Lieutenants have been promoted to the rank of Temporary Lieutenant from the dates shown:—

Executive—

Herbert William Smith,	"Copra" (L.C.H. 98)	...	...	1st December, 1945.
D.S.C.				
R. A. Hall	"Colombo"	...	...	1st December, 1945.
B. Merryweather	"Bahamas"	...	...	1st December, 1945.
A. C. Bateman	"Helvig"	...	...	1st December, 1945.
A. J. Fagg	"Philoctetes"	...	...	1st December, 1945.
J. Stott	"Eland"	...	...	1st December, 1945.
J. R. C. Spooner	"Hornbeam"	...	...	1st December, 1945.
E. Parsons	"Conqueror"	...	...	1st December, 1945.
D. R. Wightman	"Copra" (L.C.T.)	...	...	1st December, 1945.
S. Hickson	"Tourmaline"	...	...	1st December, 1945.
P. S. Clifford	L.S.T. "3044"	...	...	1st December, 1945.
D. C. E. Skinner	"Fernie"	...	...	1st December, 1945.
J. H. Gray	"Gruinard"	...	...	1st December, 1945.
W. Dale	"Colne"	...	...	1st December, 1945.
F. N. Goodwin	"Tintagel Castle"	...	...	1st December, 1945.
D. A. Buncombe	"Fortitude"	...	...	1st December, 1945.
L. P. W. Murphy	"Borage"	...	...	1st December, 1945.
E. C. Swann	"Copra"	...	...	1st December, 1945.
J. C. Lowein	"King George V"	...	...	1st December, 1945.
A. W. Nichols	M.L. "570"	...	...	1st December, 1945.
D. G. Cudmore	"Gregale" (M.T.B. "697")	...	...	1st December, 1945.
A. E. Davidson	"Formidable"	...	...	1st December, 1945.
E. S. Roberts	"Helvetia"	...	...	1st December, 1945.
W. Manley	"Farne"	...	...	1st December, 1945.
R. D. N. Phillips	"Milford"	...	...	1st December, 1945.
R. L. Cheesman	"Ferret IV"	...	...	1st December, 1945.

Flying—

W. N. Brown	...	"Bambara"	...	...	1st September, 1945.
J. McL. Philp	...	"Ameer"	...	...	1st December, 1945.
A. W. Elgee	...	"Ameer"	...	...	1st December, 1945.
C. W. Green	...	"Implacable"	...	...	1st December, 1945.
C. B. Hardecastle	...	"Goshawk"	...	...	1st December, 1945.
V. S. Lowden	...	"Indefatigable"	...	...	1st December, 1945.
B. R. Taylor	...	"Indefatigable"	...	...	1st December, 1945.
C. R. Cartledge	...	"Formidable"	...	...	1st December, 1945.
H. K. Quilter	...	"Formidable"	...	...	1st December, 1945.
B. M. Waygood	...	"Shah"	...	...	1st December, 1945.
G. Jenkins	...	"Daedalus"	...	...	1st December, 1945.

Air (Administrative)—

A. R. Wilson	...	"Ukussa"	...	...	1st December, 1945.
H. G. Sturrock	...	"Condor"	...	...	1st December, 1945.

Engineer—

W. M. R. James	...	"Fal"	1st December, 1945.
----------------	-----	-------	-----	-----	---------------------

Air Engineer—

S. J. Whitty	...	"Speaker"	1st December, 1945.
--------------	-----	-----------	-----	-----	---------------------

Electrical—

C. H. Morton	...	"Truelove"	...	...	1st December, 1945.
G. Gledhill	...	"St. Tudno"	...	...	1st December, 1945.

Supply and Secretariat—

W. D. Shipton	...	"Odyssey" ("Royal Edgar")	...	...	1st December, 1945.
C. W. Bradshaw	...	"Attack"	...	...	1st December, 1945.
I. Reid	...	"Sandhurst"	...	...	1st December, 1945.
J. H. Brydon	...	"Duke of York"	...	...	1st December, 1945.
A. G. H. Smith	...	"Braganza"	...	...	1st December, 1945.
W. Marsh	...	"Pickle"	...	...	1st December, 1945.
G. B. R. Carroll	...	"Eland"	...	...	1st December, 1945.
J. Rennie	...	N.O.i/c., Lowestoft	...	...	1st December, 1945.

Special (Cypher)—

K. C. Jones	...	"Princess Irene" (Staff of D.H.N.D., Berlin).	...	...	1st December, 1945.
R. C. Elliott	...	"President" (A.C.R.)	...	...	1st December, 1945.

Special—

J. A. Adshead	...	"Moreta"	...	...	1st December, 1945.
D. P. Gibb	...	"Lochinvar"	...	...	1st December, 1945.
B. Honess	...	"President" (N.A.2 S.L.)	...	...	1st December, 1945.
R. A. Hayes	...	"Helvig"	...	...	1st December, 1945.
Wm. Lane Graham	...	"Warren"	...	...	1st December, 1945.
C. St. G. Modder	...	"Ukussa"	...	...	1st December, 1945.
J. S. Thomas	...	"Ringtail"	...	...	1st December, 1945.
F. M. Williamson	...	"Cabbala"	...	...	1st December, 1945.
James Andrew Gilmour	...	"President III"	...	...	1st December, 1945.

R.N.Z.N.V.R.—

W. J. L. Smith	...	"Bonaventure"	1st December, 1945.
----------------	-----	---------------	-----	-----	---------------------

S.A.N.F.(V)—

H. G. Twine	...	"Seruwa"	...	...	1st December, 1945.
R. M. Gavin	...	"Quadrant"	...	...	1st December, 1945.

2. The following Temporary Sub-Lieutenant has been promoted to the rank of Temporary Acting Lieutenant from the date shown:—

G. H. Blandford-Harris	"Phoebe"	1st December, 1945.
------------------------	----------	-----	-----	---------------------

3. The above promotions will appear in C.W. List of Appointments.

(A.F.O. 4067/44.)

7038.—Reserve Officers Qualified as Pilot or Observer Selected for Extended Service Commissions in R.N. Air Branch

(C.W. 78440/45.—6 Dec. 1945.)

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

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
<i>R.N.R.—</i>		
J. M. Reid-Henry ...	Act. Lieut. ...	... "Excellent"
<i>R.N.V.R.—</i>		
J. Mills ...	Act. Lt.-Cdr. (A) ...	"Golderest", for 762 Squadron
P. J. Hutton, D.S.C.	Ty. Act. Lt.-Cdr. ...	"Landrail" for 805 Squadron
C. Ballard ...	Ty. Act. Lt.-Cdr. (A)	"Daedalus"
S. W. Birse, D.S.C.	Ty. Act. Lt.-Cdr. (A)	"Sparrowhawk"
R. T. Hayes ...	Ty. Act. Lt.-Cdr. (A)	"Ariel"
R. J. Clark ...	Ty. Lieut. (A) ...	"Landrail", for 806 Squadron
N. D. Fisher ...	Ty. Lieut. (A) ...	"Golderest", for 762 Squadron
M. W. Henley, D.S.C.	Ty. Lieut. (A) ...	"Ringtail", for 737 Squadron
*O. G. W. Hutchinson	Ty. Lieut. (A) ...	"St. Angelo"
R. H. Kilburn ...	Ty. Lieut. (A) ...	"St. Angelo"
P. H. London ...	Ty. Lieut. (A) ...	"Nabbington", for 723 Squadron
J. B. Madden ...	Ty. Lieut. (A) ...	"Landrail", for 805 Squadron
*D. O. Newberry ...	Ty. Lieut. (A) ...	"Daedalus"
L. H. Nicholas ...	Ty. Lieut. (A) ...	"Nighthawk", for 1792 Squadron
*G. V. Pickard ...	Ty. Lieut. (A) ...	"Ringtail"
A. N. Pym ...	Ty. Lieut. (A) ...	"Daedalus"
*I. D. Roberts ...	Ty. Lieut. (A) ...	"Nighthawk", for 1792 Squadron
*G. C. Robertson ...	Ty. Lieut. (A) ...	"Jackdaw", for 786 Squadron
*P. Baines ...	Ty. S/Lt. (A) ...	"Merganser"
J. M. Davies ...	Ty. S/Lt. (A) ...	"Daedalus"
R. G. Fowler ...	Ty. S/Lt. (A) ...	"Landrail", for 805 Squadron
G. Jenkins ...	Ty. S/Lt. (A) ...	"Ringtail", for 735 Squadron
B. Jobson ...	Ty. S/Lt. (A) ...	"St. Angelo"
E. Parry ...	Ty. S/Lt. (A) ...	"Daedalus"
R. A. D. Watts ...	Ty. S/Lt. (A) ...	"Nighthawk", for 1792 Squadron
J. F. M. Widner ...	Ty. S/Lt. (A) ...	"Landrail", for 806 Squadron
J. H. D. Rodwell ...	Ty. Act. S/Lt. (A) ...	"Nighthawk", for 1792 Squadron
J. D. Todd ...	Ty. Act. S/Lt. (A) ...	"Nighthawk", for 1792 Squadron
<i>R.N.Z.N.V.R.—</i>		
N. Perrett ...	Ty. Act. Lt.-Cdr. (A)	"Vulture", for 709 Squadron
J. L. McAndrew ...	Ty. Lieut. (A) ...	H.M.N.Z.S. "Cook"

2. The period of four years on the Active List of the R.N. Air Branch for these officers commenced on 6th November, 1945, except for officers marked with an asterisk for whom it will commence as from the date of successful completion of S.F.T.S. training.

3. Candidates as Pilots or Pilot/Observers must be of medical category A.I.B and Observers A.3.B. Officers named above 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.)

7039.—R.N.R. and R.N.V.R. Officers—Qualified Status and Modified Qualified Status

(C.W. 69278/45.—6 Dec. 1945.)

A.F.O. 4916/43 is to be amended as follows:—

Part II, paragraph 11 (i). Delete existing sub-paragraph (e) and substitute:—

"(e) In all respects able and recommended to perform the ordinary duties of an Officer of the Royal Navy of corresponding rank and seniority in the class of vessel in which he is serving."

(A.F.Os. 4916/43 and 1691/45.)

7040.—Naval Personnel in Police Custody—Information as to Ships, etc.

(N.L. 15416/43.—6 Dec. 1945.)

A.F.O. 675/44 is cancelled.

***7041.—The Post-War Navy as a Career**

(N. 26062/45.—6 Dec. 1945.)

It is inevitable that, as the restoration of the Nation's economy is probably the most pressing of the many problems now facing the country, a very great deal of publicity has been devoted in Admiralty General Messages, Fleet Orders, in the Press and by the B.B.C. to the releases of men and women from the Forces and their re-establishment in civil life. Re-settlement information, educational and vocational training, further education and training, re-settlement and transfer leave for "war only" officers and ratings have all figured very prominently.

2. Their Lordships are aware that little has been said of the future needs of the Navy and, in particular, of the pay and conditions of service of officers, ratings and other ranks of the post-war Fleet. These matters have not been neglected. They have been under examination for some time, but the truth is that Japan surrendered at a considerably earlier date than had been thought possible, and plans which were being prepared to have these most important matters available for promulgation before the end of hostilities were overtaken by the course of events which mercifully brought about the conclusion of hostilities.

3. Though a start was made some time before the defeat of Germany to explore the field, decisions on numbers required and questions of pay, pensions and conditions of service for the peace-time Navy take a long time to prepare. The matter must first be exhaustively examined in the Admiralty and proposals prepared for discussion with the other Services, and sometimes with other Government departments, before the case can be submitted to Ministers for decision. Considerable progress has been made in these discussions in the last few months, and it is confidently hoped that announcements will be made before long and that the Navy will still offer an attractive peace-time career to some of those who are serving for the duration of the emergency as well as to those whose present regular engagements are coming to an end and who have opportunities to re-engage.

4. As a first step, A.F.O. 6548/45 has been issued, authorizing end-of-the-war leave for those who will continue to serve in the Navy. Other announcements will follow as decisions are given.

(A.F.O. 6548/45.)

**7042.—Naval Cadetships at the Royal Naval College—
(February, 1946, Examination)**

(C.W. 82330/45.—6 Dec. 1945.)

The next examination for Cadetships at the Royal Naval College will be held in February, 1946.

2. Candidates must have been born on or between 1st August, 1932, and 30th November, 1932, and their completed application forms must be received by the Admiralty not later than 10th January, 1946.

3. The educational test is the Common Examination for Entrance to Public Schools, in the following subjects:—

English.	Latin or Science.
History.	Arithmetic, Algebra and Geometry.
Geography.	French.

4. About 45 Cadetships in all will be offered. These include 20 Scholarships, 10 of which are reserved for boys from Grant-Aided Schools. In addition, one Scholarship will be given to the son of a rating or ex-rating of the permanent service who does not win an Open Scholarship but who takes a high enough place in the examination.

5. The fees for boys who are awarded scholarships vary according to the parents' means. In cases of small incomes all fees and expenses may be remitted; in other cases the inclusive fee ranges from £1 to £65 a term.

6. Application forms and detailed regulations may be obtained from the Secretary of the Admiralty (C.W. Cadets).

†7043.—Admiralty Surgeon and Agent, Slough

(C.E. 21804/45.—6 Dec. 1945.)

Mr. H. Simmons, M.R.C.S., L.R.C.P., of The Hermitage, Langley, Bucks., has been appointed Admiralty Surgeon and Agent for Slough, *vice* Mr. C. H. Wood.

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

7044.—Naval Air Passenger, Ambulance and Freight Services in the United Kingdom

(A. 0795/45.—6 Dec. 1945.)

Air Passenger Service.—Schedules of Naval air passenger services now in operation in the United Kingdom are promulgated by Admiral (Air).

2. *Air Ambulance Service.*—Two aircraft of No. 782 Squadron are equipped as air ambulances, each with accommodation for two stretcher cases.

3. Applications for these air ambulances should be made by signal to Donibristle and No. 782 Squadron, info. F.O.F.T. and the hospital to which it is intended to send the patients.

4. The E.T.A. of the air ambulances will be communicated by Donibristle to the authority making the application and to the air station (Naval, R.A.F. or civil) from which the patient is being embarked.

5. The medical officer of the ship or establishment making the application for the air ambulance will decide whether a medical officer should accompany the patient. A sick berth attendant will be provided by R.N. Air Station, Donibristle.

6. After embarking the patient the pilot of the aircraft will signal his E.T.A. to the air station to which he is flying him and to the N.M.T.O. concerned, who will arrange for an ambulance to take the patient to hospital.

7. When a patient is received from a R.N. hospital or hospital ship for passage by air ambulance, the station of embarkation will receive from the pilot of the air ambulance, one stretcher, one blanket and one pillow in exchange for those accompanying the patient.

8. Mental patients are not to be sent by air.

9. *Air Freight Service.*—The air freight services mentioned in C.A.F.O. 2574/44 have been withdrawn.

(C.A.F.O. 2574/44 is cancelled.)

7045.—Railway Warrants—Losses of

(N.L. 15116/45.—6 Dec. 1945)

A number of cases have occurred in which Free Leave Travelling Warrants have been lost by theft from H.M. Ships or Establishments, and have been later found to have been irregularly used. The attention of all officers having custody of books of railway warrants is invited to the need for greater care to ensure full compliance with the Regulations relating to the custody of railway warrants, in view of the number of losses by theft which are being brought to notice.

2. Their Lordships attach importance to the responsibility of those who may, through carelessness, put unnecessary temptation in the way of personnel having access to warrants books. Disciplinary action may be taken in cases of loss from such causes.

(A.F.O. 1161/45.)

7046.—Sea-going Ships—Stocks of Provisions

(V.7/8003/45.—6 Dec. 1945.)

The instructions contained in C.A.F.O. 79/45 for the regulation of stocks of dry provisions in sea-going ships may now be relaxed by Commanders-in-Chief, who, at their discretion, may authorise ships under their command to revert to the conditions of provisioning laid down in King's Regulations and Admiralty Instructions, Appendix XIX, Part 2.

(C.A.F.O. 79/45.)

7047.—W.R.N.S.—E.V.T. Instructor—Introduction of New Category

(N. 20450/45.—6 Dec. 1945.)

Under existing rules, W.R.N.S. ratings who are accepted for full time duty as E.V.T. instructors are retained in their own categories, while so employed, under the conditions generally applicable to male E.V.T. instructors. As, however, many W.R.N.S. categories have been abolished, or are due to die out in the near future, this procedure is no longer practicable, and it has been decided that all W.R.N.S. ratings employed on these duties are to be transferred to a new specialized category to be known as "E.V.T. instructor".

2. All W.R.N.S. ratings employed as E.V.T. instructors are to be transferred to the new category as from the date of this Order. Confirmed Leading Wrens and above are to retain their higher rating and seniority; Wrens and Acting Leading Wrens are to be rated confirmed Leading Wren with effect from the date of transfer.

3. W.R.N.S. ratings under training at the date of this Order or accepted for the new category in future are to undergo the training course in their existing rating and category. On successful completion of the course, they will be transferred to the category of E.V.T. instructor; ratings below confirmed Leading Wren are to be advanced to that rating; confirmed Leading Wrens and above are to retain their existing rating and seniority.

4. Ratings, who are now compulsorily transferred to the new category and any who may become members of it after having been accepted for training before the receipt of this Order, are to be allowed the option of release by Age and Service group in their former category, unless they have been accepted as volunteers for postponement of release under A.F.O. 5626/45, or sign an undertaking to accept release in Class A in their turn as members of the E.V.T. instructor category. A statement in the terms of the Appendix to this Order is to be completed by every rating now compulsorily transferred to the new category or accepted for training before the receipt of this Order. Completed Appendices are to be forwarded before 15th December, 1945, to the Director, W.R.N.S., who will be responsible for informing the appropriate drafting authority of the resulting release position of each rating.

5. All ratings who are accepted for training after the receipt of this Order, and are eventually transferred to the E.V.T. instructor category, however, will be required to serve until they become due for release in Class A in their Age and Service group as members of the E.V.T. instructor category.

6. Any undertakings made by W.R.N.S. ratings, as a result of Admiralty Message 262245/October, to volunteer for postponement of release for a period of six months beyond their release date, are to be cancelled.

7. For the present, E.V.T. instructors will be ineligible for further advancement.

8. The following addition is to be made to the Appendix to A.F.O. 3610/45 under "General Service—Specialized Categories":—

Column 1—E.V.T. Instructor.

Column 2—Mobile.

Column 3—No.

Column 4—Up to 4 weeks.

Column 5—Superintendent, W.R.N.S., Portsmouth.

APPENDIX

Form of Undertaking to be signed by W.R.N.S. E.V.T. Instructor under A.F.O. 7047/45

I, _____, Official Number, _____, now serving as a _____ in H.M.S. _____ being in Age and Service Group No. _____

* have been accepted as a volunteer for postponement of release under A.F.O. 5626/45 until—

*(a) 30th September, 1945;

*(b) the end of the emergency;

* have not volunteered under A.F.O. 5626/45.

2. I desire to be released in Class A—

*(a) in my former category;

*(b) in my new E.V.T. Instructor Category which may be later.

3. I understand that any undertaking made under Admiralty Message 262245/October (namely, to volunteer for postponement of release for a period of six months beyond my normal date for release in Class A) is hereby cancelled.

* Delete as appropriate.

(Signed).....

Date.....

.....
Commanding Officer

H.M.S.....

Date.....

(A.F.Os. 2120/45, 3610/45 and 5626/45.)

7048.—W.R.N.S. Officers—Promotion, Confirmation in Rank and Reports

(C.W. 20804/45.—6 Dec. 1945.)

A.F.O. 2128/45 is to be amended as follows :—

Paragraph 15. *Delete and substitute.*—

“ 15. Promotion Boards for W.R.N.S. officers are held once a quarter, for the consideration of the following recommendations :—

(a) All reports recommending *Immediate and Accelerated* promotion, rendered during the preceding three months under paragraph 2 (i), (ii), (iii) excluding confirmation of Acting Third Officers and (v).

(b) Quarterly reports on officers recommended for Immediate or Accelerated promotion (*see* paragraph 2 (iv), K.R. and A.I., Article 865, Clause 5 refers.)

These recommendations should be forwarded on Forms S.206 amended as in paragraph 3 above with the words “Recommendation for Promotion” inserted in red ink as the occasion of the report. For W.R.N.S. officers serving in naval establishments the recommendations are to be initiated by the Commanding Officer in collaboration with the Superintendent W.R.N.S. (or Senior W.R.N.S. officer of the Base). Recommendations in respect of other officers are to be initiated by the Superintendent or Senior Officer, W.R.N.S.”

(A.F.O. 2128/45.)

7049.—W.R.N.S.—Overseas Service—Liability of Personnel and General Procedure

(N. 26445/45.—6 Dec. 1945.)

The W.R.N.S. Overseas Depot was transferred from Crosby Hall, Cheyne Walk, Chelsea, to the W.R.N.S. Central Depot, Burghfield Camp, Clayhill Road, Nr. Reading, on 18th October, 1945.

2. A.F.O. 673/45, paragraph 17, is to be amended accordingly.

(A.F.O. 673/45.)

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

7050.—Aircraft Bombs, A.S. 100 lb. Marks I, II, IV and VI—Withdrawal

(A.S. 12378/45.—6 Dec. 1945.)

Bombs, Aircraft, A.S., 100 lb., Marks I, II, IV and VI are no longer a Naval requirement and are to be withdrawn from Naval Service.

2. H.M. ships holding these bombs should land them at the nearest R.N. Armament Depot, together with any of the following components :—

Fuzes No. 32.

Fuzes No. 895A, Mark I.

Tail Units No. 7.

Tail Units No. 56.

Bases Transit No. 18.

Copies of pamphlet entitled “Bomb H.E. Aircraft A/S 100 lb. Mark VI and Fuze No. 895 ‘A’ Mark I, Advance Instructions for use, July, 1944” issued by Ministry of Aircraft Production should be destroyed.

3. Separate instructions are being issued to R.N. Armament Depots regarding disposal of stocks of these stores.

(C.A.F.O. 1632/45 is cancelled.)

7051.—Ammunition—20-mm., Hispano, Ball, Mark Iz, K.2 Lot M.13/45—Withdrawal

(A.S./G. 9106/45.B.107.—6 Dec. 1945.)

Twenty millimetres, Hispano, ball, Mark Iz ammunition made by K.2 of lot number M.13/45, dated 31 December, 1944, is liable to give missfires and is to be withdrawn from Naval service.

2. All such ammunition on board or at shore establishments is to be returned at the earliest opportunity to the nearest R.N. Armament Depot.

3. Stocks held at R.N. Armament Depots and any quantities returned as a result of this Order are to be sentenced unserviceable and disposed of in accordance with existing instructions.

7052.—Ammunition Supply—Naval Armament Depots—Supply, Tests, and Returns of Ammunition

(G. 9016/45.—6 Dec. 1945.)

From now onwards all H.M.S. ships referred to in the Naval Magazine and Explosive Regulations (B.R. 862/41), Article 300 (1) C, will exchange complete outfits of explosives in accordance with the normal peace time practice, i.e., at intervals of not less than 2 or more than 2½ years.

(B.R. 862/41.)

(A.F.O. 6241/43 is cancelled.)

7053.—Guns—Q.F., 40-mm., Air-cooled—Drilling Sighting Hole in Cartridge Deflector

(A.S./G. 5619/45.—6 Dec. 1945.)

The following modification is approved :—

<i>Guns</i>	Q.F., 40-mm., Marks I, I*, C Marks I and I*.
<i>Part affected</i>	Cartridge deflector.
<i>Purpose</i>	To facilitate examining the bore.
<i>Nature of modification</i>	Drill an inspection hole, where necessary, in accordance with A.F.O. Diagram 421/45, I.P.N.O.D. 3138/259.
<i>By whom to be done</i>	H.M. ships, bases and R.N.A. depots.
<i>Degree of urgency</i>	Guns mounted—at first opportunity. Guns in store—before issue.

7054.—Rangefinders, U.K.6.—Temperature Tests Required—REPORTS

Ships concerned

(G. 011728/45.—6 Dec. 1945.)

The U.K.6 rangefinder, now being fitted in ships in conjunction with the Mark VI H.A./L.A. director, is a new instrument incorporating a number of features which (it is hoped), will reduce low angle temperature errors and produce more consistent accuracy than in earlier marks of rangefinder.

2. It is desired that this thermal stability should be checked when the instruments are fitted and when they are being used under realistic conditions. Commanding Officers of ships in commission in which these rangefinders are fitted should arrange for the following temperature tests to be carried out as convenient and the reports forwarded to the Director of Naval Ordnance.

3. Daily tests should be carried out until a total of seven days' readings have been obtained. These tests need not be carried out on consecutive days.

4. Each daily test should consist of readings taken every hour during the period of changing temperature; that is, from shortly after sunrise until approximately three hours after midday. The air disturbance gear of the rangefinder *must* be in operation throughout each test.

5. Each hourly test should consist of ranges taken on the sun or moon, employing Rodiumised windows in the former case, and on surface targets at ranges of not less than 5,000 yards. For the surface targets check ranges obtained by Radar or other means should be used as standard. Although it is desirable that the true range of the surface target should be accurately determined, it is acceptable for the purposes of this test (since it is the variability of the rangefinder that is under test) to use an approximate check range. It is essential, however, to state whether the range quoted is an accurate or an approximate value, and to ensure that, in the latter case, any error which may be present remains constant throughout the day.

6. At each hourly test, ten readings should be taken on each of the targets (sun, moon or surface mark) available. The errors reckoned from the means of the readings should be tabulated as follows:—

H.M.S..... U.K. 6 Rangefinder Serial No.
in Mark VI HA/LA Director
Serial No.....

Date and Time	Shade temp. (°F.)	Rangefinder Error (Mean of ten readings minus true range) Divisions at infinity		True range of surface target in yards and method of determination	Remarks
		Celestial target	Surface target		

7055.—Squid—Introduction of Gauge Minimum Striker Protrusion St. No. 10213

(A.S./T. 02371/44.—6 Dec. 1945.)

In order to ascertain if set back of the firing pin of the Squid Breech Block has caused low protrusion, it has been decided to introduce a Gauge Minimum Striker Protrusion St. No. 10213.

2. These gauges will be contained in the Squid Chest Tools and Spare Gear, 2 No. per chest, and in order to accommodate them ships are requested to modify the middle tray of the chest as shown in A.F.O. Diagram 422/45.

3. Ships are to demand these gauges from the nearest N.A. Depot at the first opportunity and, when received, Contents Sheets of Squid Chest Tools and Spare Gear are to be amended accordingly.

4. Instructions for using Gauge Minimum Striker Protrusion St. No. 10213 will be contained in C.B.4311(8) "Squid Care and Maintenance" in due course.

7056.—Bofors Gun Mountings—Starters for—Modification

(T. 01660/45.—6 Dec. 1945.)

Reports have been received on the difficulty of keeping watertight the starters for the machines for Bofors gun mountings when fitted in exposed positions on destroyers. Investigations have indicated that the cause of the trouble reported is due to the absence of a luting seal.

2. Ship's officers should examine all such starters and where at present a metal to metal joint exists between the starter cover and the box, a luting seal should be made and a good watertight joint ensured.

3. Luting material is composed (by volume) of whiting 80 parts, mineral jelly 20 parts and castor oil 1 part.

4. Trouble has also been experienced with the steel operating spindle for the detent of the starter handle becoming difficult to operate owing to rusting up. This spindle should be kept well greased and where possible replaced by a phosphor bronze spindle.

5. In ships where this latter modification cannot be carried out by ship's staff an item should be inserted in the next defect list.

6. In order to reduce maintenance work due to rain or spray, there is no objection to the fitting by ships staff of a light steel cover with canvas front over each starter.

7057.—Starters, 220 Volt, Automatic—Mark IIIW—for 2-pdr. R.P. 50, Mark VII Pom Pom Mountings, 2-Pdr. R.P. 50, Mark VI Mounting, Reg. No. 80 and 4-in. Twin R.P. 50, Mark XIX Mountings

To ships concerned.

(T.221/45.—6 Dec. 1945.)

On 4-in. Twin R.P. 50, Mark XIX mountings (fitted with 80-volt supply amplifiers), 2-pdr. R.P. 50, Mark VI mounting, Reg. No. 80 in H.M.S. "London" and on some 2-pdr. R.P. 50, Mark VII pom pom mountings a Mark IIIW starter is provided to start up the metadyne set.

2. A supply marked +.—. is taken from this starter to supply an adjacent control panel at 220 volts.

On early starters this supply was "made" when the starter began to operate, i.e. when the contactor arm "closed" and the rheostat bar first made contact on the top carbon. Under some conditions, simultaneous operation of the metadyne start switch and the control panel "on" pushes can result in the metadyne set starting against load with the possibility of:—

- (a) Starter shutting down due to overload device operating, or
- (b) Severe burning of the carbons and carbon holders.

3. Both of these faults can be avoided by arranging the supply to the control panel to be "made" after the starter has fully operated. This has been arranged on later starters by fitting an additional brush to complete the control panel supply in the negative line. This brush is set back so that it does not make contact until the starting resistance is completely short circuited.

4. A number of unmodified 220-volt starters are in service and these have only four carbon brushes fitted. Such starters should be modified by the addition of a fifth brush and a new rheostat bar as shown on A.F.O. Diagram 426/45. The connection to terminal (—) for control panel supply should be disconnected from the existing top carbon brush and taken to this additional carbon brush.

5. Ships concerned should demand the necessary parts from the Director of Electrical Engineering, quoting this A.F.O. and Branch IV/CFH as reference, and on receipt should modify the starters accordingly. The diagram of connections inside the cover of the starter should also be modified.

The work should be carried out by ships' staff with the assistance of base staff if necessary.

6. In order to reduce arcing on the additional carbon brush to a minimum the following sequence of operations should normally be adopted when shutting down the R.P.C. equipment :—

- (1) Shut down contactor panel by its "OFF" push.
- (2) Shut down metadyne set starter by the "ON OFF" switch.

7. When this alteration has been carried out A.F.O. 4486/43 no longer applies.
(A.F.O. 4486/43.)

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

7058.—Dimmers and Spare Resistance Elements for Evershed Rudder Indicators and Chart and Plotting Table Light Fittings, F.2B.—Introduction and Supply Arrangements, etc.

(N.S. 36547/44.—6 Dec. 1945.)

In order to assist in preserving the dark adaptation of the eyes of lookouts and bridge personnel, electrical dimmers have been introduced under Sub-head F.2B. (II), for use in connection with the Evershed rudder indicators, chart table light fittings, Patterns 17014 and 17014A, and plotting table light fittings, Pattern 9100A.

2. *Evershed rudder indicators.*—The dimmers for the Evershed rudder indicators have been allocated Pattern 18919 (220 volt) and Pattern 18920 (110 volt).

3. *Chart and plotting table light fittings.*—To ensure availability, two types of dimmers have been provided, toroidal and stud contact, which are, according to voltage, interchangeable electrically. It should be noted that the dimensions of the centres of the fixing holes on the toroidal dimmers are not the same as those on the stud contact type dimmers. Particulars are as follows :—

Pattern	Description
18907	Dimmer, toroidal type, 5,000 ohms, for one 25-watt, 220-volt lamp.
18907A	Dimmer, stud contact type, 5,000 ohms, for one 25-watt, 220-volt lamp.
18921	Dimmer, toroidal type, 1,250 ohms, for one 25-watt, 110-volt lamp.
18921A	Dimmer, stud contact type, 1,250 ohms, for one 25-watt, 110-volt lamp.

4. *Spare resistance elements.*—Spare resistance elements for the dimmers have also been introduced as consumable Naval stores, to replace defective elements, viz. :—

Pattern	Description	For Dimmer Pattern
18934	Resistance elements, 500 ohms	18907A
18944	Resistance elements, 250 ohms	18907A
18945	Resistance elements, 125 ohms	18921A
18946	Resistance elements, 62.5 ohms	18921A
18949	Resistance elements, 0/5,000 ohms	18907
18950	Resistance elements, 0/9,000 ohms	18919
18951	Resistance elements, 0/2,600 ohms	18920
18952	Resistance elements, 0/1,250 ohms	18921

Note.—Patterns 18949–52 inclusive are supplied with rotating arm and spindle, complete, and later supplies are fitted with a copper graphite rubbing contact.

5. *Supply arrangements.*—The dimmers and resistance elements should be demanded from the normal storing yard or depot. Dockyards and depots at home should demand requirements from Admiralty under the Centralized Allocation Scheme. First outfit quantities of spare resistance elements are to be supplied to ships of new construction on the following basis by warrant yards and supplying yards or depots :—

Pattern	For Dimmer, Pattern 18907A	Basis of first supply
18934	Resistance elements	2
18944	Resistance elements	1

} For each dimmer fitted.

For Dimmer, Pattern 18921A

18945	Resistance elements	2
18946	Resistance elements	1

} For each dimmer fitted.

For Dimmer, Patterns 18907, 18919, 18920 and 18921

18949	Resistance elements	One (of appropriate pattern) for each two dimmers fitted.
18950		
18951		
or 18952		

6. The Commanding Officers of all ships which are not already fitted with dimmers for these services should insert an item in the next list of As. and As. for the work to be carried out.

7. The relevant establishments of Naval stores will be amended.

(A.F.O. 2755/44.)

(A.F.O. 3504/45 is cancelled.)

7059.—Torpedo Tubes—21-in., A.W., Modification to Racer Rollers—As. and As.
Cruisers and Destroyers.

(T. 1544/45.—6 Dec. 1945.)

Racer rollers of 21-in. A.W. torpedo tubes are to be modified as indicated on A.F.O. Diagram 427/45 to provide lubrication to the bearings.

2. Where racer rollers have been modified to A.F.O. Diagram 315/45 the modification is to be retained and the spacer washer indicated in A.F.O. Diagram 427/45 fitted in addition.

3. An item classification "A" is to be inserted in the As. and As. list of all ships concerned.

(A.F.O. 4604/45 and A.F.O. Diagram 315/45 are cancelled.)

7060.—Bow Internal Torpedo Tubes—Securing Straps for H.P. Firing Reservoirs
Submarines

(T. 0490/45.—6 Dec. 1945.)

Reports have been received of the fracture of the straps securing the H.P. firing reservoirs of internal torpedo tubes in "S", "T" and "U" Class submarines.

2. The existing straps are to be replaced by strengthened and resiliently mounted straps as shown in A.F.O. Diagram 425/45.

3. The work is to be treated as a defect and is to be carried out on the next occasion that the firing reservoirs are removed for periodical proof testing.

7061.—D/F Outfit RU.4—Fitting-out Information

(R.E. 12026/45.—6 Dec. 1945.)

A.S.E. Installation Specification No. B.580/R.1 has been prepared to show the method of fitting and wiring D/F outfit RU.4.

2. Copies of the specification have been forwarded to the Admirals Superintendent, Chatham, Devonport, Portsmouth, Rosyth; Commodore Superintendent, Sheerness; N.O. i/c, Londonderry; 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.

4. In view of the limited production now decided for D/F outfit RU.4 and until sea experience is gained, copies of the specification are being distributed only to those authorities indicated in paragraphs 2 and 3 above. Additional copies of

the specification will be available for authorities concerned when fitting in ships selected for D/F outfit RU.4, and should be demanded from Captain Superintendent, Admiralty Signal Establishment, Haslemere.

5. It is to be noted that preliminary fitting-out, Specification B.580, dated March, 1945, already distributed is superseded by this specification and all copies should be disposed of as confidential waste.

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

7062.—Radar—Type 941—Fitting of Remote Control

(R.E. 445/45.—6 Dec. 1945.)

Fitting-out Specification B.528/R.1 for Type 941 and 243Q calls for a control unit containing a switch and a lamp to be fitted at each skiatron.

2. Ships in which this item is not fitted should demand one Pattern 55764 control unit, quoting this order as authority. Fitting should be carried out by ship's staff with base staff assistance where necessary.

3. Ships in Home Waters should demand on S.N.S.O., Haslemere. Ships abroad on (S)N.S.O., Gibraltar, Malta, Alexandria, Simonstown, Colombo, Bombay, or S.N.S.O.(R.N.), Sydney.

7063.—Electrical, W/T and Radar Cables—Omission of Cable Cutters

Submarines

(R.E. 11879/45.—6 Dec. 1945.)

Experience has indicated that cable cutters to electrical, W/T and Radar cables passing through the pressure hull of submarines have in the past served little purpose and it has been approved to omit all such cutters in new construction submarines.

2. Vessels in service need not, therefore, have cable cutters replaced when these are removed for renewal of cables or any other reason.

3. When cable cutters are omitted, however, particular attention is to be paid to bringing the cables out normal to the hull gland and to clipping them rigidly adjacent to the hull gland to prevent chafing by movement due to water forces.

7064.—External Suppression of T.V.5 Converter

(R.E. 12528/45.—6 Dec. 1945.)

In vessels fitted with both T.V.5 and B.28 (or other W/T equipment) it has been found that in some cases the T.V.5 converter causes interference to reception.

2. In such cases an A.P. 19433T suppressor should be fitted in the supply leads to the converter, as shown on A.F.O. Diagram 424/45 (Drawing D.E.E.14164).

3. The suppressor is to be demanded from nearest (Superintending) Naval Store Officer quoting this A.F.O. as authority, and the installation is to be carried out by the ship's staff.

7065.—Wireless—Fighter Direction Control Outfits KFD/E—Designation Strips on R/T Control Units, Pattern 53291/90

(N.S. 36095/45.—6 Dec. 1945.)

It has been decided to fit designation strips to the Pattern 53291/90 R/T control units of the fighter direction control outfits KFD/E in order to allow quick identification by the operator of the communication channel in use.

2. The method of fitting the strips to the R/T control units is as shown on A.F.O. Diagram 423/45 (A.S.E. Drawing No. 44318). After strips have been fitted the R/T control units become Pattern 53291A and 53290A for outfits KFD and KFE respectively.

3. The work of fitting is to be carried out by ships staff.

4. The following stores are to be demanded by ships concerned from their normal base, or nearest storing yard shown below, quoting this Order as authority:—

(a) Ships fitted with Pattern 53291 R/T control unit as part of fighter direction control outfit KFD:—

1—Pattern 65080—"Box of Designation Strips and Labels"—
for each R/T control unit fitted and carried as spare.

(b) Ships fitted with Pattern 53290 R/T control unit as part of fighter direction control outfit KFE:—

1—Pattern 65079—"Box of Designation Strips and Labels"—
for each R/T control unit fitted and carried as spare.

Stocks of the above items will be distributed by Superintending Naval Store Officer, Haslemere, to the following bases on the scale shown.

	Pattern 65080	Pattern 65079
Gibraltar	25	25
Malta	25	25
Simonstown	25	25
Colombo	25	25
Hong Kong	25	25
Singapore	25	25

Yards and bases at home are to demand sufficient stocks for ships in their areas direct from Superintending Naval Store Officer, Haslemere, quoting this Order as authority.

5. All stocks of Pattern 53290/91 R/T control units held in storing yards are to be modified to the "A" pattern in accordance with the above instructions.

(A.F.O. 5706/45 is cancelled.)

7066.—Wireless—Type 86M—Aerial—Fitting

Submarines

(R.E. 11727/45.—6 Dec. 1945.)

The arrangements to be made for fitting the aerial for use with Type 86M R/T Set in "A", "T" and "S" Class submarines are described in this Order and its Appendix I and are shown on A.F.O. Diagram 428/45 (A.S.E. Drawing 45020B), to which reference should be made for further guidance.

2. (i) A bracket, with cup to receive the foot of the short mast and provided with lightening holes covering the area shown only, should be prepared and fitted in the position indicated on the A.F.O. diagram quoted, i.e., between the periscope standards in the fore and aft line and jumping wire guides abeam.

(ii) The cup, shaped to receive the foot of the mast, should be welded to the bracket, as shown in the detail on A.F.O. Diagram 428/45.

(iii) The mast is to be made from bakelite rod or suitable hard-wood. It is to be secured in the cup by means of bolts and nuts suitably disposed, and is not to be painted.

(iv) If it is necessary to mount the Type 86M aerial mast in any position on the bracket other than that indicated on the diagram the relative positions of the Type 86M and Type 253 aeriels are to be maintained, i.e., diagonally opposite.

3. (i) The Type 86M aerial is to consist of one continuous length of Pattern 4987 cable run by the most direct route from the aerial socket on Pattern 56695, Transmitter-Receiver 7BP, using the Type 150 plug provided, via a pressure hull gland and terminating level with the top of the short mast installed for its support.

(ii) The Pattern 4987 cable is to be stripped of its braiding for a distance of 15½ in. from its end at the top of the mast, the braiding being split along its length into two sections and each section carefully bonded to the nearest metal, cup or bracket, in positions 180 degrees apart. Care is to be taken to ensure that a good electrical joint is made.

(iii) The exposed end of the Pattern 4987 cable is to be sealed by vulcanising or other suitable process ensuring that the insulation resistance is maintained. Before the sealing is applied a continuity test is to be carried out on the length of cable run. The resistance of the cable is 0.004 ohms per yard approximately. Tests are also to be made to ensure that the braiding is continuous and efficiently earthed at the transmitter and where bonded to the bracket.

4. The method of preparing and connecting Pattern 4987 cable to the Type 150 plug, A.M. Ref. 10H/133, is given in Appendix I to this Order.

5. In vessels concerned the work is to be carried out by the submarine's staff assisted as necessary by depot ship's staff.

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

7. Establishment List No. E.604 for Type 86M sets will be amended to include an allowance of 60 ft. of Pattern 4987 cable, for each Type 86M set when fitted in submarines.

APPENDIX I

Method of Preparing and Connecting Pattern 4987 Cable to Plug, Type 150, A.M. Ref. 10 H/133.

A.F.O. Diagram 428/45 (A.S.E. Drawing 45020B) should be consulted in conjunction with this Appendix.

2. The cable should be prepared as follows:—

(i) The braiding of the cable should be pushed back for approximately 8-in. from the end which is to be connected to the plug, Type 150.

(ii) The insulation should be completely stripped from the core for 1½-in. from the end of the cable, using a light, sharp cutting edge, e.g., razor blade. A heavy blade may cause damage to and subsequent severing of some of the conductors comprising the core.

(iii) The insulation covering the succeeding 1½-in. of the cable should be reduced to ¼-in. overall diameter concentric with the core. A further 4-in. of the insulation should then be reduced to ½-in. overall diameter, also concentric with the core.

(iv) Each copper conductor comprising the core of the cable is to be thoroughly cleaned of enamel and lightly tinned, after which the core is to be re-formed by tightly twisting the wires together. The braiding should now be drawn back over the insulation, 1-in. of the ¼-in. diameter section being left uncovered by the braiding.

3. The plug is then to be assembled over the cable in the following order:—

(a) Rubber sleeve over cable and braiding.

(b) Rubber support guard, Item 4, over cable and braiding.

(c) Outer ferrule, Item 6, over cable and braiding.

(d) Inner ferrule, Item 5, between insulation and braiding. The outer ferrule may now be forced over braiding and inner ferrule, Item 5.

(e) Assemble the elbow piece, Item 7, over the ¼-in. insulation, and screw home tightly the rubber support guard, Item 4, ensuring that the key-way of the inner ferrule, Item 5, engages in the slot provided in the elbow piece, Item 7. This should clamp the braiding firmly between the inner and outer ferrules.

(f) Thread the core of Pattern 4987 cable, previously prepared in accordance with paragraph 2 (iv) above, through the centre pin, Item 8, of the plug and shield assembly, Item 2. The bore of the centre pin, Item 8, may require to be slightly enlarged. Screw the plug and shield assembly, Item 2, into the elbow piece, Item 7, and tighten the grub screw, Item 1, on the elbow piece.

(g) Carefully solder the core of the cable to the centre pin, using pure resin as a flux and allowing a little solder to flow into the bore of the centre

pin, leaving $\frac{1}{16}$ -in. of the core proud of the centre pin. Great care should be taken to ensure that a good electrical joint is made: a dry or faulty joint will result in an inefficient installation.

(h) Ensure that the spring, Item 3, is in position, and that the coupling nut, Item 9, makes a tight connection.

7067.—Naval Air Equipment—Revision of Defect Recording and Reporting Procedure

(A. 449/45.—6 Dec. 1945.)

A.F.O. 1326/45 is to be amended as follows:—

At end of Order add: A.F.O. 3629/44 is cancelled.

(A.F.O. 1326/45.)

(A.F.O. 3629/44 is cancelled.)

7068.—Link Trainers—Responsibility for Overhaul and Repair, and Procedure for Supply of Spares

(N.S. Air/A.M.R. 1186/44.—6 Dec. 1945.)

The continued shortage of Link Trainer spares has rendered impracticable the formulation of A.S.E. allowances for a representative schedule of replacement spares. Those spares which are in frequent demand are listed, with allowances in Appendix "A" hereto, and stations operating Link Trainers should render demands to complete to the allowances, as follows:—

Home Stations	... ..	} To Superintending Naval Store Officer, Perth, Scotland.
Mediterranean Stations	... ..
Other Overseas Stations	... ..	To Superintending Naval Store Officer (Air), Ceylon.

2. A wider range of spares, covering those in Appendix "A" and parts which are in less frequent demand for replacement purposes, is detailed in Appendix "B." Because of the small quantities available, stocks at home and abroad will be held only at Perth and in Ceylon.

3. *United Kingdom.*—(a) R.N. Aircraft Repair Yard, Donibristle, will be responsible for the overhaul and repair of all Link Trainers in United Kingdom and will be allowed the range of spares detailed in Appendix "B," augmented by parts accrued from the dismantlement of disused Link Trainers. R.N. Aircraft Repair Yard, Donibristle, should forward demands to Perth to complete to the allowances in Appendix "B".

(b) Stations are responsible for effecting any repairs within their capacity. Should such repairs involve the supply of a part not mentioned in Appendix "A" the following action should be taken:—

(i) If the item is in Appendix "B," a demand should be lodged on Superintending Naval Store Officer, Perth, but only for the quantity actually required to effect repair.

(ii) If the item is not in Appendix "B," the demand should be forwarded with a defect report to the Superintendent R.N. Aircraft Repair Yard, Donibristle, copy to Admiral (Air), and R.N. Aircraft Repair Yard, Donibristle, should meet the requirement from stock, or repair the defective part or manufacture a new part if within the workshop's capacity. If none of these alternatives is possible, the demand should be referred by Donibristle to the Director of Stores, Admiralty, with a report stating whether the part should be generally provided and, if so, including an estimate of the quantity likely to be required for 12 months.

(c) If the repairs required are beyond the capacity of station resources, a defect report and demand for the requisite replace parts should be forwarded to Admiral (Air) who will decide whether Donibristle should undertake the repairs. If so, the repair yard will follow a procedure similar to that outlined in the preceding sub-paragraph.

4. *Overseas.*—(a) Stations overseas, other than Mediterranean, requiring replacement spares should forward their demands to Superintending Naval Store Officer (Air), Ceylon.

(b) In the Ceylon Area, the Overseas Mobile Maintenance Party is responsible for the overhaul and repair of Link Trainers beyond station resources and will be allowed the range of spares detailed in Appendix "B"; demands should be forwarded to Superintending Naval Store Officer (Air), Ceylon, to complete to the allowances shown. If an item not in Appendix "B" is required, the demand should be forwarded with a defect report to F.O. (Air) E.I. to ascertain whether the defective part can be repaired or a new part manufactured. If neither course is possible, it will be necessary to notify Admiralty for supply from home sources; at the same time a report should be forwarded stating whether the part should be generally provided and, if so, including an estimate of the quantity likely to be required for 12 months.

(c) Stations in the Mediterranean will be supplied from the United Kingdom. The following procedure should be adopted:—

(i) Demands for spare parts not listed in Appendix "A" should be made to Director of Stores, Admiralty, when required.

(ii) When trainer repairs are beyond the capacity of station resources a demand for a replacement trainer, together with a defect report, should be made to Director of Air Equipment, Admiralty, copy to Admiral (Air).

(iii) Unserviceable trainers should be returned, through the usual channels, to R.N. Aircraft Repair Yard, Donibristle, for overhaul and repair.

5. Link Trainer spares continue in short supply and it is imperative that demands from services be restricted to essential minima and that the policy of improvisation be continued particularly in respect of stores not shown in the appendices to this Order.

6. Services should ensure that spares are demanded under Section 106L, quoting the part numbers shown in publications A.P. 1697, Vol. III, Part I, for Types D.1. and D.2 and publication A.N. 08-25-16 (A.P. 1697) for Type A.N.T. 18.

APPENDIX "A"

Spares Allowed to Stations Operating Link Trainers

Type of Link Trainer.	Description of Part.	Ref. No.	Qty.
D.2	Lamp, Neon	106L/5619	4
A.11	Lamp, Recorder	6508	2
A.11	Lamp, Instrument Miniature	6827	2
A.11	Lamp, Indicator	7146	2
A.11	Lamp, Indicator	7147	2
A.11	Lamp, Oscillator	7086	2
A.11	Lamp, Pilot	7087	2
		or 7057	2
A.11	Valve, Radio, Telegon, Oscillator	5800	1
A.11	Valve, Radio, Telegon, Oscillator	5801	1
D.2	Valve, Radio, Radio Desk	6777	1
D.2	Valve, Radio, Radio Desk	6780	1
D.2	Fuse, 3 amp.	5784	4
D.2	Fuse, 3 amp., plug type	6622	4
D.2	Fuse, 6 amp., plug type	9423	4
A.11	Brushes, Turbine, Motor	6848	4
A.11	Brushes, Turbine, Motor, wide	7049	2

Note.—One complete set of the above parts is allowed to each Naval Air Station fitted; where a station holds more than three Link Trainers an additional set is allowed for each additional three trainers.

APPENDIX "B"

Representative Schedule of Link Trainer Spares.

Section and Reference No. 106L	Description	Denom.	Allowances to Donibristle and to Overseas Mobile Maintenance Party, Ceylon	As fitted in Trainer Types			
				D.	D1	D2	Ant.18
241-02 ...	Indicator, tachometer	No.	1	N.F.	F.	F.	N.F.
241B-06 ...	Indicator, tachometer	"	1	N.F.	N.F.	N.F.	F.
315E-901 ...	Telegon unit	"	3	N.F.	F.	F.	F.
315E-911 ...	Telegon unit	"	2	N.F.	F.	F.	F.
317-361-084	Indicator, airspeed	"	4	N.F.	F.	F.	N.F.
317-361-096	Indicator, airspeed	"	2	N.F.	N.F.	N.F.	F.
317-362A-02	Indicator, vertical speed	"	4	N.F.	F.	F.	N.F.
320-360-041	Transmitter, altimeter	"	4	N.F.	N.F.	N.F.	F.
320-360-05	Transmitter, sensitive altimeter	"	3	N.F.	F.	F.	N.F.
320-361-084	Transmitter, air speed	"	5	N.F.	F.	F.	N.F.
320-361-096	Transmitter, air speed	"	2	N.F.	N.F.	N.F.	F.
320-362A-02	Transmitter, vertical speed	"	5	N.F.	F.	F.	N.F.
320-362A-04	Transmitter, vertical speed	"	2	N.F.	N.F.	N.F.	F.
344E-911 ...	Telegon unit	"	2	N.F.	F.	F.	F.
388B-360-05	Indicator, altimeter	"	4	N.F.	F.	F.	N.F.
424-05 ...	Fuel gauge indicator	"	2	N.F.	N.F.	N.F.	F.
602-81 ...	Landing path, Type 81P	"	2	N.F.	F.	F.	N.F.
641-360-041	Indicator, sensitive	"	2	N.F.	N.F.	N.F.	F.
1541 ...	Spring, turning, motor	"	37	F.	F.	F.	F.
2026 ...	Spring, rudder, pedal	"	20	F.	F.	F.	F.
2028 ...	Cable, rudder pedal port	"	5	F.	F.	F.	N.F.
2062 ...	Spring, compensator (heavy)	"	12	F.	F.	F.	F.
2149 ...	Spring (turn indicator)	"	18	F.	F.	F.	F.
2208 ...	Oscillation transformer	"	3	F.	F.	F.	N.F.
2675 ...	Spring bellows, expansion	"	3	N.F.	F.	F.	F.
C2752 ...	Roller assembly, automatic, recorder, ink.	"	2	N.F.	N.F.	F.	F.
C2776 ...	Brushes, telechron, motor	"	15	For repair purposes only			
3000 ...	Tube, recorder, marking ink, black.	"	5	F.	F.	F.	F.
C3006 ...	Spring, stall valve regulator	"	10	F.	F.	F.	F.
5106 ...	Spring, airspeed regulator	"	45	F.	F.	F.	F.
5108 ...	Spring, tachometer, and transfer elbow sling.	"	10	N.F.	N.F.	F.	F.
5118 ...	Inking, roller (felt)	"	6	N.F.	N.F.	N.F.	F.
5130 ...	Collector, assembly, Type D	"	1	N.F.	N.F.	F.	N.F.
5133 ...	Brush, collector, assembly, inner	"	1	N.F.	N.F.	F.	N.F.
5193 ...	Potentiometer, wire wound, 200 ohms.	"	2	F.	F.	F.	F.
5216 ...	Radio, complete	"	2	F.	F.	F.	N.F.
5389 ...	Cable, remote, instrument desk to base.	"	2	F.	F.	N.F.	N.F.
5458 ...	Safety links	"	100	F.	F.	F.	N.F.
5459 ...	Cable, rudder, pedal, port	"	5	F.	F.	F.	N.F.
5557 ...	Cloth, stall valve reg. bellows	Sq. ft.	8	For repair purposes only.			
5558 ...	Fabric, stall, valve, reg. bellows	"	8	For repair purposes only.			
5619 ...	Lamp, neon, flight path ind.	No.	4	F.	F.	F.	F.
5734 ...	Motor, Keyer, chassis, 110V. 50-160 cycles.	"	1	F.	F.	F.	F.
5735 ...	Tips, 'phone, for link trainer	"	1	F.	F.	F.	N.F.
5760 ...	Rectifier assembly, compass reflector.	"	2	F.	F.	F.	N.F.
5773 ...	Telechrometer, high speed, group	"	2	For repair purposes only.			
5774 ...	Transformer, power	"	3	F.	F.	F.	F.
5775 ...	Transformer, output	"	3	F.	F.	F.	F.
5776 ...	Transformer, oscillator	"	3	F.	F.	F.	F.
5778 ...	Capacitor, 9 mfd., 600V., oil	"	2	F.	F.	F.	F.
5779 ...	Capacitor, 0.05 mfd., 1,000V., paper.	"	2	F.	F.	F.	F.

F = Fitted.

N.F. = Not Fitted.

Section and Reference No. 106L	Description	Denom.	Allowances to Dismantle and to Overhaul Mobile Maintenance Party, Ceylon	As fitted in Trainer Types			
				D.	D1	D2	Ant.18
5780 ...	Capacitor, 0.001 mfd., 1,000V.	"	2	F.	F.	F.	F.
5784 ...	Fuse, tubular, 3-amp. ...	"	6	F.	F.	F.	F.
5787 ...	Resistance, 200,000 ohms, 1 watt	"	3	F.	F.	F.	F.
5788 ...	Resistance, 400,000 ohms, 1 watt	"	3	F.	F.	F.	F.
5789 ...	Resistance, 500,000 ohms, 1 watt	No.	3	F.	F.	F.	F.
5790 ...	Resistance plate, 500 ohms, 50w max.	"	3	For repair purposes only.			
5791 ...	Resistance, 500 ohms, 50 watt	"	3	F.	F.	F.	F.
5792 ...	Resistance, 10,000 ohms, 25 watt	"	3	F.	F.	F.	F.
5800 ...	Valve, vacuum, type 83V ...	"	14	F.	F.	F.	F.
5801 ...	Valve, vacuum, type 6L 6G ...	"	15	F.	F.	F.	F.
5805 ...	Telecon oscillator assembly ...	"	5	F.	F.	F.	F.
5894 ...	Belt, turning, motor ...	"	2	F.	F.	F.	F.
5984 ...	Resistor, wire wound, adjustable, 1,500 ohms, 25watt.	"	10	F.	F.	F.	F.
5987 ...	Tube, transfer, elbow to turbine connector.	"	14	F.	F.	F.	F.
6354 ...	Screw, Bristow, headless set, 8-32 x 1/8-in.	"	36	F.	F.	F.	F.
6452 ...	Resistor, 15,000 ohms, 1/2 watt	"	2	N.F.	N.F.	N.F.	F.
6502 ...	Jack 'phone tip ...	"	2	F.	F.	F.	N.F.
6508 ...	Lamp fil., bayonet base, 2 amp. 25VT 4 1/2 bulb.	"	12	N.F.	N.F.	F.	F.
6525 ...	Nut, plastic, 3/8-in. x 1/4-in. x No. 41 hole.	"	12	F.	F.	F.	N.F.
6550 ...	Condenser, electrolytic, 16 mfd.	"	6	F.	F.	F.	F.
6565 ...	Socket, 5-contact, standard ...	"	12	F.	F.	F.	N.F.
6571 ...	Condenser, electrolytic, 12 mfd., 500V.	"	12	F.	F.	F.	N.F.
6572 ...	Capacitor, 0.5 mfd., 400V. ...	"	12	F.	F.	F.	N.F.
6573 ...	Capacitor, 0.01 mfd., 400V ...	"	12	F.	F.	F.	F.
6574 ...	Capacitor, 0.004 mfd., 50V ...	"	12	F.	F.	F.	N.F.
6575 ...	Capacitor, 0.002 mfd., 1,000V	"	12	F.	F.	F.	F.
6576 ...	Capacitor, 0.0005 mfd., 1,000V	"	12	F.	F.	F.	N.F.
6577 ...	Condenser, 1.0 mfd., 400V ...	"	12	F.	F.	F.	F.
6581 ...	Switch, power ...	"	6	F.	F.	F.	N.F.
6582 ...	Switch, selector, 3-circuit, 2 sect.	"	3	F.	F.	F.	N.F.
6584 ...	Potentiometer	Superseded by 106L/7791	8	F.	F.	F.	F.
6585 ...	Potentiometer, 250,000 ohms		Potentiometer, 1,500 ohms and 250,000 ohms.	8	F.	F.	F.	F.
6586 ...	Knob, control, 2 1/2-in. long ...	"	6	F.	F.	F.	F.
6587 ...	Transformer, output, headphone	"	5	F.	F.	F.	N.F.
6588 ...	Choke, filter ...	"	2	F.	F.	F.	F.
6589 ...	Transformer, microphone ...	"	3	F.	F.	F.	N.F.
6590 ...	Transformer, power ...	"	6	F.	F.	F.	N.F.
6591 ...	Condenser, 0.2 mfd., 400V	"	3	F.	F.	F.	F.
6595 ...	Potentiometer, 5,000 ohms ...	"	6	F.	F.	F.	F.
6597 ...	Resistance, 5,000 ohms ...	"	15	F.	F.	F.	N.F.
6598 ...	Resistance, 3,000 ohms, 10-watt	"	15	F.	F.	F.	N.F.
6599 ...	Resistance, 10,000 ohms, 50-watt	"	15	F.	F.	F.	N.F.
6622 ...	Fuse, 3-amp., plug type ...	"	7	N.F.	N.F.	F.	N.F.
6623 ...	Receptacle, 600V., 250-watt ...	"	2	For repair purposes only.			
6635 ...	Heater, electric, space ...	"	2	N.F.	F.	F.	N.F.
6640 ...	Cloth, bellows ...	Sq. ft.	25	For repair purposes only.			
6649 ...	Microphone ...	No.	3	F.	F.	F.	N.F.
6650 ...	Stand, microphone, desk ...	"	3	F.	F.	F.	N.F.
6651 ...	Headset, radio ...	"	25	F.	F.	F.	N.F.
6656 ...	Fabric, thick ...	Sq. ft.	50	For repair purposes only.			

F = Fitted.

N.F. = Not Fitted.

Section and Reference No. 106L	Description	Denom.	Allowances to Dismantle and to Overhaul Mobile Maintenance Party, Ceylon	As fitted in Trainer Types			
				D.	D1	D2	Ant.18
6675 ...	Catch, cabinet, spring plunger	No.	3	F.	F.	F.	N.F.
6684 ...	Transformer instrument lights	"	3	N.F.	F.	F.	F.
6688 ...	Vibrator, motor, 115 volts, 60 cycles induction.	"	2	F.	F.	F.	F.
6707 ...	Contact, Westinghouse ...	"	1	N.F.	F.	F.	F.
6709 ...	Transformer, 110 volts-32 volts	"	6	N.F.	F.	N.F.	N.F.
6715 ...	Wire-wound 300 H.M. potentiometer.	"	3	F.	F.	F.	N.F.
6716 ...	Potentiometer, 25,000 ohms ...	No.	2	F.	F.	F.	F.
6719 ...	Resistor, 400 ohms, 10 watt wirewound.	"	2	F.	F.	F.	F.
6721 ...	Knob, control type 1 1/2 in. x 1 1/2 in. long.	"	3	F.	F.	F.	F.
6722 ...	Switch, toggle, D.P.D.T. ...	"	6	F.	F.	F.	F.
6732 ...	Plug, auto. recorder ...	"	2	N.F.	N.F.	F.	N.F.
6739 ...	Tubing, saturated sleeving ...	Yds.	12	F.	F.	F.	N.F.
6745 ...	Ball, joint assembly, 3/8 in. x 1/4-in. 28 thread.	No.	8	F.	F.	F.	F.
6765 ...	Resistor, wirewound, 110 ohms 5.8, 10.9 watt.	"	7	N.F.	F.	F.	F.
6777 ...	Tube, type 80 ...	"	6	F.	F.	F.	N.F.
6780 ...	Valve detector amplifier, type 37	"	37	F.	F.	F.	N.F.
6782 ...	Motor, Telechron, 50 cycles, 5/6 R.P.M.	"	2	N.F.	N.F.	N.F.	F.
6806 ...	Capacitor, 0.1 mfd. 400 V. ...	"	8	N.F.	N.F.	N.F.	F.
6816 ...	Tubing, 1/2 in. 1-D x 1/8 in. wall, rubber (superseded by 106L/7566 tubing, Transplex rubber)	"	75	F.	F.	F.	N.F.
6817 ...	Tubing, rubber, 3/8 in. 1-D x 1/8 in. wall (superseded by 106L/7567 tubing, Transplex rubber).	"	75	F.	F.	F.	N.F.
6818 ...	Tubing, rubber, 1/2 in. 1-D x 1/8 in. wall (superseded by 106L/7568 tubing, Transplex rubber).	"	250	F.	F.	F.	N.F.
6827 ...	Lamp, instrument ...	"	15	F.	F.	F.	F.
6845 ...	Fabric, thin ...	Sq. ft.	15	For repair purposes only			
6847 ...	Adhesive, Stix (2-oz. bottles) (in lieu of cement, Dunlop type 434 and 323).	No.	4	F.	F.	F.	F.
6848 ...	Brush, motor turbine ...	"	25	F.	F.	F.	N.F.
6866 ...	Contact, magnetic switch, stationary.	"	3	For repair purposes only			
6869 ...	Tube recorder, Marking ink, red	"	6	For repair purposes only			
6903 ...	Turbine, motor ...	"	1	F.	F.	F.	F.
6905 ...	Teletorque unit ...	"	2	F.	F.	F.	F.
6916 ...	Holder, turbine, motor, double brush.	"	1	F.	F.	F.	N.F.
6938 ...	Nut, plastic, 1/2 in. dia. x 5/32 in. x No. 46 hole.	"	120	F.	F.	F.	N.F.
6958 ...	Medicine dropper ...	"	6	F.	F.	F.	F.
7049 ...	Carbon brushes, wide ...	"	25	F.	F.	F.	F.
7052 ...	Cord, radio headset ...	"	25	F.	F.	F.	F.
7057 ...	Lamps, pilot heater ...	"	25	For repair purposes only.			
7078 ...	Packing rope, turbo-compressor, 14-in.	"	4	F.	F.	F.	N.F.
7083 ...	Bulb, Mazda, 4 watt, blue fluorescent, FA-5 base.	"	19	N.F.	N.F.	N.F.	F.
7084 ...	Switch, fluorescent, lamp starter	"	12	N.F.	N.F.	N.F.	F.
7086 ...	Lamps, pilot, oscillator ...	"	25	For repair purposes only.			

F = Fitted.

N.F. = Not Fitted.

Section and Reference No. 106L	Description	Denom.	Allowances to Doni- bristle and to Over- seas Mobile Mainte- nance Party, Ceylon	As fitted in Trainer Types			
				D.	D1	D2	Ant.18
7138	Microphone, assembly	..	3	F.	F.	F.	N.F.
7139	Switch, roller, leaf, micro.	..	3	N.F.	N.F.	N.F.	F.
7145	Buzzer	..	2	N.F.	N.F.	N.F.	F.
7146	Lamp, 7·0V. 4·3w. 3c. P.O., 62 amp. G.6 bulb, 2 filament, single contact.	..	25	For repair purposes only.			
7147	Lamps, 6·8V., ½ bulb, 15 amp.	..	5	For repair purposes only.			
7152	Transformer, signal lights	..	2	N.F.	N.F.	N.F.	F.
7265	Ball joint assembly, 1 in. × ½-in. 28 thread.	..	8	N.F.	N.F.	N.F.	F.
7299	Tubing, saturated sleeving, ·140-in. O/D × ·128-in. I/D.	..	15	F.	F.	F.	N.F.
7387	Greaser, elbow	..	1	F.	F.	F.	F.
7450	Collector, assembly	..	1	N.F.	N.F.	N.F.	F.
7453	Brush, assembly collector	..	6	N.F.	N.F.	N.F.	F.
7454	Brush, assembly collector, left hand.	..	1	N.F.	N.F.	N.F.	F.
7455	Brush, assembly collector, right hand.	..	1	N.F.	N.F.	N.F.	F.
7569	Tank, assembly, climb drive	..	1	N.F.	N.F.	N.F.	F.
7570	Tank, assembly, air speed	No.	1	N.F.	N.F.	N.F.	F.
7625	Motor, assembly, turning	..	1	N.F.	N.F.	N.F.	F.
7639	Fitting assembly, climb and dive Valve.	..	2	F.	F.	N.F.	F.
7772	Transformer, radio compass supply.	..	2	N.F.	N.F.	N.F.	F.
7787	Capacitor, mica, 0·0015, 600 V.	..	2	N.F.	N.F.	N.F.	F.
7821	Granules, carbon, tube	..	2	F.	F.	F.	F.
8012	Keyer, radio, 110 V., 50 cycle...	..	1	F.	F.	F.	N.F.
8290	Flap, bellows	each	3	For repair purposes only.			
8293	Fabric bellows, L. & R.	..	25	For repair purposes only.			
8294	Fabric, rubberised (medium)	Sq. ft.	40	For repair purposes only.			
8316	Control, beam shift, Type D	No.	3	F.	F.	F.	F.
8396	Capacity, 4 mfd., 1,000, oil	..	3	F.	F.	F.	N.F.
8502	Hose, rear elevator and right aileron.	..	28	F.	F.	F.	F.
8503	Hose, front elevator	..	14	F.	F.	F.	F.
8504	Hose, canvas covered, ½ in.	..	8	F.	F.	F.	F.
8536	Hose, turning motor, left	..	14	F.	F.	F.	F.
8590	Turbine, Spencer	..	1	F.	F.	F.	F.
8610	Transformer, main	..	3	F.	F.	F.	N.F.
8654	Rudder bar assembly	..	2	F.	F.	F.	N.F.
8691	Valves, climb and dive assembly	..	6	F.	F.	F.	F.
8802	Hose, manifold to aileron valves	Ft.	9	F.	F.	F.	F.
8803	Hose, manifold to elevator valves	..	9	F.	F.	F.	F.
8804	Hose, canvas covered, ¾ in.	..	9	F.	F.	F.	F.
8806	Hose, manifold to cond. elbows	prs.	3	F.	F.	F.	F.
8858	Solenoid, compass deflector	No.	1	N.F.	F.	F.	F.
8931	Springs, compensator, light	..	12	F.	F.	F.	F.
8992	Ball joint assembly, 1/8 in. × ¼ in. 28 thread.	..	8	F.	F.	F.	F.
9039	Tube, air speed, capillary cap.	..	3	F.	F.	F.	F.
9046	Spin valve rod	..	1	F.	F.	F.	N.F.
9230	Recorder assembly, British wind drift trainer.	each	1	N.F.	N.F.	F.	N.F.
9245	Motor assemblies	No.	2	N.F.	N.F.	F.	N.F.
9362	Rectifier, copper oxide	..	1	N.F.	N.F.	F.	N.F.
9421	Tubing, turn indicator regulator bellows.	Ft.	6	F.	F.	F.	F.
9423	Fuse, 6 amp. plug type	No.	6	N.F.	F.	F.	F.
9455	Telechrometer, low speed group	..	2	N.F.	N.F.	F.	N.F.

F = Fitted.

N.F. = Not Fitted.

Section and Reference No. 106L	Description	Denom.	Allowances to Doni- bristle and to Over- seas Mobile Mainte- nance Party, Ceylon	As fitted in Trainer Types			
				D.	D1	D2	Ant.18
9570	Horizon assembly, artificial	..	2	F.	F.	F.	F.
10013	Tube, Type 6V6 CT/G, radio	..	6	N.F.	N.F.	N.F.	F.
10036	Potentiometer, 50,000 ohms, slotting type.	..	4	N.F.	N.F.	N.F.	F.
10038	Resistor, 25,000, ½ watt	..	4	N.F.	N.F.	N.F.	F.
10039	Resistor, 50,000 ohms, ½ watt...	..	2	N.F.	N.F.	N.F.	F.
10041	Resistor, wirewound, 250 ohms, 1 watt.	..	4	N.F.	N.F.	N.F.	F.
10092	Tube, Type 6N 7	..	12	N.F.	N.F.	N.F.	F.
10098	Transformer, oscillator	..	2	N.F.	N.F.	N.F.	F.
10105	Tube, detector, amplifier, triode, 6C5.	..	12	N.F.	N.F.	N.F.	F.
10114	Transformer, microphone input	..	2	N.F.	N.F.	N.F.	F.
10116	Transformer, noise, amplifier, input.	..	2	N.F.	N.F.	N.F.	F.
10131	Capacitor, electrolytic, 25 mfd., 25 volt.	..	6	N.F.	N.F.	N.F.	F.
10136	Resistor, 3,000 ohms, ½ watt	..	2	N.F.	N.F.	N.F.	F.
10137	Resistor, 1,000 ohms, ½ watt	..	2	N.F.	N.F.	N.F.	F.
10138	Resistor, 100,000 ohms, ½ watt	..	4	N.F.	N.F.	N.F.	F.
10146	Transformer, power spacer and spring assembly.	..	2	N.F.	N.F.	N.F.	F.
10147	Reactor filter	..	2	N.F.	N.F.	N.F.	F.
10148	Capacitor, electrolytic, 10 mfd., 15 mfd., 450 volt.	..	4	N.F.	N.F.	N.F.	F.
10194	Capacitor, electrolytic, 50 mfd., 50 volt.	..	8	N.F.	N.F.	F.	F.
10331	Resistor, wirewound, 700 ohms, ½ watt.	..	4	N.F.	N.F.	N.F.	F.
10332	Resistor, wirewound, 40 ohms ½ watt.	No.	2	N.F.	N.F.	N.F.	F.
10333	Resistor, wirewound, 80,000 ohms 2 watt.	..	2	N.F.	N.F.	N.F.	F.
10378	Resistor, wirewound, adjustable, 1,500 ohms 25 watt.	..	2	N.F.	N.F.	N.F.	F.
10398	Resistor, 30,000 ohms ½ watt	..	2	N.F.	N.F.	N.F.	F.
10481	Keyer assembly, with British cam 10477.	..	2	N.F.	N.F.	N.F.	F.
10868	Cable, assembly, wind drift unit	..	2	N.F.	N.F.	F.	F.
10927	Cable assembly, electric throttle	..	2	N.F.	N.F.	F.	F.
10928	Cable assembly	..	2	N.F.	N.F.	F.	F.
10999	Wind, drift mechanism	..	1	N.F.	N.F.	F.	F.
11171	Recorder, automatic	..	2	N.F.	N.F.	N.F.	F.
11195	Resistor, 100 ohms 10 watt wire- wound.	..	2	N.F.	N.F.	N.F.	F.
11205	Headset assembly	..	1	N.F.	N.F.	N.F.	F.
11256	Resistor, 500 ohms ½ watt	..	2	N.F.	N.F.	N.F.	F.
11459	Coil, Westinghouse, contractor, solenoid.	..	2	N.F.	N.F.	N.F.	F.
11468	Link rudder bar, safety	..	25	N.F.	N.F.	N.F.	F.
11751	Relay marker, selector	..	2	N.F.	N.F.	N.F.	F.
11847	Horizon, artificial, assembly	..	1	N.F.	N.F.	N.F.	F.
12477	Radio assembly	..	1	N.F.	N.F.	N.F.	F.
12752	Tube, full wave, high vacuum rectifier, radio (R.C.A.).	..	6	N.F.	N.F.	N.F.	F.
12800	Relay, visual marker	..	2	N.F.	N.F.	N.F.	F.
12816	Capacitor, mica, 0·00025 mfd. 1,000 volt.	..	2	N.F.	N.F.	N.F.	F.
12822	Capacitor, paper, 0·02 mfd. 600 volt.	..	2	N.F.	N.F.	N.F.	F.
12846	Transformer, power, wind drift	..	2	N.F.	N.F.	F.	F.

F. = Fitted. N.F. = Not Fitted.

Section and Reference No. 106L	Description	Denom.	Allowances to Dombistle and to Overseas Mobile Maintenance Party, Ceylon	As fitted in Trainer Types			
				D.	D1	D2	Ant.18
12855	Resistor, 7,500 ohms 1 watt ...	No.	2	N.F.	N.F.	N.F.	F.
12856	Resistor, 500,000 ohms ½ watt ...	"	2	N.F.	N.F.	N.F.	F.
12857	Resistor, 1 megohm ½ watt ...	"	2	N.F.	N.F.	N.F.	F.
12867	Resistor, 10,000 ohms ½ watt ...	"	6	N.F.	N.F.	N.F.	F.
12885	Cable, desk to hose ...	"	2	N.F.	N.F.	N.F.	F.
17057	Potentiometer, wirewound, 200 ohms.	"	2	N.F.	N.F.	N.F.	F.
35300	Transformer, constant voltage...	"	2	N.F.	N.F.	N.F.	F.
50004	½-in. expansion reamer ...	"	1	—	Tool	—	—
50005	¾-in. expansion reamer ...	"	1	—	Tool	—	—
50006	1-in. expansion reamer ...	"	1	—	Tool	—	—
50007	1½-in. straight wall reamer ...	"	1	—	Tool	—	—
50008	No. 2 Morse taper pin reamer, with spiral flutes.	"	2	—	Tool	—	—
50009	No. 3 Morse taper pin reamer, with spiral flutes.	"	1	—	Tool	—	—
50010	No. 4 Morse taper pin reamer, with spiral flutes.	"	1	—	Tool	—	—
50001	Hondaille shock absorber, fluid	Qt.	2	F.	F.	F.	F.

F. = Fitted. N.F. = Not Fitted.

(A.F.O. 192/41.)

7069.—Aircraft—Power Plants (A) and (E) and Aero-Engines—Procedure for Reporting and Handling

(A.E./N.S. Air 12882/45.—6 Dec. 1945.)

With reference to A.F.O. 6051/45, Part II, paragraph 8, Universal Transportation Stands, Stores Ref. 40B/929, and adaptors, have been introduced for the transportation and storage of power plants.

(A.F.O. 6051/45.)

7070.—Alterations and Additions—Fleet Minesweepers and Fleet Danlayers

(M/S 0833/45.—6 Dec. 1945.)

Lists of outstanding As. and As. are in future to be sent as early as possible before refit to the Squadron Engineer Officer M/S, Chelsea Court, Chelsea Embankment, London, who will take the necessary action with Admiralty Departments.

(A.F.O. 5549a/45.)

7071.—Fire Extinguishers, Nuswift—Modification to Recharging Apparatus for CO₂ Charges

Ships and Establishments concerned

(N.S. 36088/45.—6 Dec. 1945.)

In future, all steel CO₂ charges of Nuswift extinguishers are to be charged to a working pressure of 350 lb./in.² instead of 275 lb./in.² at present authorized.

2. Equipment for recharging the CO₂ charges for Nuswift extinguishers recently supplied is designed to give a pressure of 350 lb./in.² in the charge, whereas the earlier models are incapable of producing this pressure.

3. Those recharging equipments now in service which are incapable of charging to a pressure of 350 lb./in.² can, however, be modified to give this pressure by fitting a new spring in the reducing valve.

4. Purchase of 200 springs has been arranged (under subhead B.8) from Messrs, Nuswift under contract dated 21st November, 1945, C.P.7B/92334/45, for delivery of 100 to each Portsmouth and Rosyth, and supply will be made on demand to ships and establishments concerned to enable the required modification to be carried out where necessary.

(A.L. N.S.155, 16 Nov. 1945, to S.N.S.O., Portsmouth and Rosyth.)

7072.—Engines, Propulsion, Ford V.8 (Vosper Conversion)—Voltage of Ignition Coils

(D. 23888/45.—6 Dec. 1945.)

In the majority of the Ford V.8 (Vosper Conversion) propulsion engines in service, the ignition coil, which forms an integral part of the distributor, is suitable for operation from a 3.5-volt supply. A 2.8-ohm resistance Berco-Marr type C.42/VSK.2/M02932 is connected in series with the ignition coil to the 12-volt starting battery.

2. In later engines a separate ignition coil, Lucas type B.R. 12402029, is being fitted which is suitable for operation from the 12-volt battery without a resistance.

3. When an engine is removed from a boat for overhaul care should be taken that the ignition resistance is fitted, or omitted, to suit the ignition coil of the replaced engine.

4. Resistances not required should be forwarded to the Depot responsible for the overhaul so that they may be issued with the appropriate engine.

5. A supply of resistances for replacement purposes will be available on application to E.E.M., H.M. Dockyard, Portsmouth. (See A.F.O. 6887/45.)

(A.F.O. 6887/45.)

7073.—Oilite—Self-Lubricating Bronze Bearings—Maintenance Instructions for Fitting, etc.

H.M. Ships

(T. 1239/45.—6 Dec. 1945.)

Oilite is a porous bronze material impregnated with lubricating oil of appropriate quality, in such a manner that the pores within the metal act as an oil reservoir, delivering, at the same time, a continuous film of oil to the bearing surface by a combination of syphonic and capillary action. The oil is caused to flow from the bearing to the journal by the application of load or by the heat generated due to friction. The film of oil is maintained automatically to suit the combined effects of varying speed, pressure and temperature in the bearing. Normally, the original oil content in an oilite bearing is sufficient to last the lifetime of the component in which it is fitted and once installed no further lubrication is needed. The oil content of an oilite bearing is of the order of 30 to 40 per cent. by volume.

2. In view of the increasing use made of this material in the Service, for such applications as the lay-shaft bearing in the A.U.K. aerial stabilization system, etc., the following information on the subject, which has been collected from the maker's handbooks is published for the information of personnel who are concerned with the maintenance of equipment fitted with oilite bearings.

3. Normally, spare Oilite bearings of the correct size for any particular application will be supplied, but it may be necessary, on occasions, to machine or modify bearings to suit requirements. In this case the instructions given below should be followed closely to avoid damage to the material.

4. The fitting of Oilite self-lubricating bronze bearings is a simple matter, but since they are porous and oil-impregnated the methods employed differ somewhat from ordinary bronze-bearing practice. Oil holes or grooves are unnecessary. The limits of accuracy of Oilite, as supplied, are size to +0.0005-in. on the outside diameter and size to -0.0005-in. on the inside diameter for bearings up to 1½-in. outside diameter and size to ±0.0010-in. respectively on outside and inside diameter for larger sizes. Length may vary ±0.005-in.

5. If it is necessary to machine Oilite during installation, the following points should be borne in mind:—

- (i) Owing to its porous nature it is more susceptible to distortion or damage and should therefore be handled with more care than a normal bronze bearing.
- (ii) Undue heating should be avoided.
- (iii) When mounting the work in a lathe, a bronze sleeve or peg should first be turned to the external or internal diameters of the Oilite and the bearings fitted in or on this to avoid damage when chucking. Care must be exercised that a push fit is not exceeded when carrying out this operation.
- (iv) Speed of cutting should be approximately 60 to 80-ft. per minute with a feed of not more than $\frac{1}{32}$ -in., and less, if the cut is deep. The angle of cutting tool should be similar to that used for mild steel cutting and the tools must be kept keen.
- (v) On no account must any cutting compound or solution be used during machining as it will be absorbed by the bush and destroy the lubricating properties.
- (vi) Any first-class high-speed tool steel can be used, while for drilling, good quality H.S. twist drills are satisfactory.
- (vii) If it is required to cut a screw thread in Oilite material, this should be done in a lathe as stocks and dies are not suitable.
- (viii) The bore should be smoothed after boring by means of a hand scraper, which will remove tool-feed marks and produce an ideal bearing surface.
- (ix) Should reaming be found necessary, not more than 0.010-in. should be removed by this method.
- (x) A certain loss of oil occurs if Oilite is machined to any extent. To restore loss of oil in a bearing resulting from long storage or any other reason, immerse the parts for 15 minutes in a bath of straight mineral oil (having a viscosity of 1,500 secs. Redwood at 70° F.) heated to a temperature of from 110° to 120° C. and cool in cold oil. Admiralty I.C.E. oil is suitable for this purpose.

6. Emery cloth or any abrasive material should never be used with Oilite as small particles of abrasive will enter the pores and damage the shaft. A fine file or scraper should be used to remove burrs or form small radii.

7. Oilite bearings can be stored for long periods without deterioration or loss of oil if kept in closed metal or other non-absorbent containers. High temperatures cause the oil to sweat out, and it is important, therefore, that bearings should be stored in a cool place. All bushes should be treated in accordance with paragraph 5 (x) to ensure that they are fully impregnated before use.

7074.—Emergency Operating Stations and First Aid Posts

H.M. Ships, Dockyards, Warship Production Superintendents and Principal Ship Overseers

(M.D.G. 44157/45.—6 Dec. 1945.)

Attention is drawn to the arrangements which are to be made, *vide* A.F.O. 3453/45, for the provision of emergency operating station and first-aid posts in H.M. ships and the amendment thereto, *vide* A.F.O. 7008/45.

(A.F.Os. 3453/45 and 7008/45.)

7075.—Winches, Minesweeping, Triple-Barrelled—As. and As.

Fleet Minesweepers

(D/M/S. 0601/45.—6 Dec. 1945.)

Reports have recently been received regarding defects in the triple-barrelled minesweeping winches of Messrs. Clarke Chapman design fitted in certain Fleet minesweepers, caused by spreading of the flanges of the sweep wire barrels during sweeping operations.

2. The majority of these winches are fitted with double helical gearing to the barrels. The self-aligning properties of this type of gearing results in any athwartships movement of the flanges, due to spreading under exceptional loading conditions, being communicated to the double helical pinions on the countershaft.

3. A clearance is provided during manufacture between the flanges of the countershaft and pinion bearings to prevent jamming should spreading of the barrel flanges occur. It is possible that when new bearings have been supplied by refitting authorities the initial clearance has not been maintained.

4. In minesweepers fitted with triple-barrelled minesweeping winches manufactured to Messrs. Clarke Chapman's design with double helical gearing, the clearance between the flanges of the countershaft and pinion bearings is to be checked, particularly under conditions of heavy loading, to ascertain whether jamming is taking place. Increased clearance is to be provided as found necessary.

5. Where excessive spreading is taking place, the flanges of the sweep wire barrels are to be stiffened in accordance with A.F.O. Diagram 429/45. Special care is essential in carrying out the welding of the additional stiffening shown in the diagram to avoid the formation of dangerous brittle zones in the flange castings in line with the welds. The following precautions are to be taken:—

(a) Work to be done by a skilled welder in a workshop (i.e. under reasonable temperature conditions) and the temperature of the castings to be not less than 70° F. Preheating is to be used as necessary.

(b) The fillets to be made using the largest practicable gauge of electrode and as shown in the A.F.O. Diagram 429/45.

6. Counterbalance springs are fitted on these winches to take the weight of the brake levers and fittings in the OFF position, thus allowing the drums to revolve freely when required.

Spreading of the flanges may cause slight binding of the brake straps and prevent the proper functioning of the springs. Brakes should therefore be examined and stronger springs fitted as necessary.

7. The work is to be carried out on operational vessels only. The S.E.O. Fleet Minesweepers should insert appropriate items, classification "A*," in the class lists to cover the work involved.

(S.O., 1st M/S Flotilla, Message 191611/Aug.)

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

7076.—Oiling-at-Sea Warping Guides—Safety Attachments—As. and As.

(D/T.D/429/45.—6 Dec. 1945.)

Warping guides are now being fitted in connection with the fore-castle oiling at sea arrangements in battleships, monitors, aircraft carriers, cruisers and certain destroyers, sloops, frigates, corvettes and tugs.

2. Two types of warping guides are being fitted, i.e. Dunstos, Type 3 and Type 5.

3. A tumbler safety attachment as shown on A.F.O. Diagram 431/45 (1-2) for Types 3 and 5 respectively, is to be fitted to all warping guides used for oiling-at-sea.

4. The Commanding Officers of ships concerned where warping guides are already fitted are to insert an item in their next list of As. and As., classification "A," "To fit safety attachment to Dunstos warping guides fitted for fore-castle oiling-at-sea arrangements."

5. Stocks of safety attachments are being arranged at Portsmouth, Devonport, Chatham and Rosyth Dockyards to meet all requirements. This Order should be quoted when attachments are being demanded.

6. Special instructions will be issued by Admiralty for new construction and for vessels being fitted with oiling-at-sea for the first time.

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

7077.—Fire and Smoke Risks in H.M. Ships—Painting of Machinery Items

(D/P. 16345/45.—6 Dec. 1945.)

To reduce fire and smoke risks in H.M. Ships, the painting of machinery and associated work not exposed to weather is to be reduced to a minimum by painting only those surfaces essential for preservation.

2. Where painting is necessary, the following procedure is to be adopted by manufacturers, shipbuilders, dockyards and ship's staffs, except where otherwise specified or approved :—

(a) Surfaces to be painted with one undercoat of zinc chromate primer followed by one coat of white fire resisting paint tinted to the colour at present specified.

(b) If apparatus under repair requires repainting the existing oil base paint is to be removed by solvents or other means and procedure (a) applied. If repainting is not necessary the existing paint is to remain.

3. The paints employed under paragraph 2 (a) are to be as follows :—

(a) *Zinc chromate primer*, to Ministry of Supply Specification C.S. 1454B.

(b) *White interior fire resisting paint to Admiralty Specification D.N.C./M/71*. This may be pigmented to give various shades between white and black as at present specified.

(c) Interior white fire resisting paint to Specification D.N.C./M/71 is obtainable from :—

(i) Messrs. Sherwood Paints Ltd.

(ii) Messrs. I.C.I. (Paints Division).

(iii) Messrs. John Hall.

(iv) Messrs. Cellon Ltd.

(v) Messrs. British Paints Ltd.

(vi) Messrs. Pinchin Johnson.

(vii) Messrs. Jenson & Nicholson.

(viii) Messrs. Docker Bros.

4. The paints may be applied either by brushing, spraying or dipping (each coat being allowed to air-dry thoroughly). The surfaces to be treated are to be thoroughly cleaned and freed from scale, rust or grease.

5. After erection on board, further painting should be limited as far as possible to one coat and only interior white fire resisting paint, tinted as required, should be employed.

6. Supplies of zinc chromate primer to Ministry of Supply Specification C.S. 1454B should be obtained by Home Dockyard Officers by local purchase; but small supplies of fire resisting paint to Specification D.N.C./M/71 are being made to Home Dockyards for hull work, and pending further experience, should also be issued to meet machinery and electrical requirements.

7. Overseas Dockyard Officers should forward demands to Admiralty in the normal manner for both zinc chromate primer and fire resisting paint.

(A.F.O. 1251/44.)

(A.F.O. 5098/45 is cancelled.)

7078.—Fire and Smoke Risks in H.M. Ships—Types of Paints to be used for Electrical Equipments

(D/P. 16345/45.—6 Dec. 1945.)

In order to reduce the fire and smoke risks in H.M. ships the specified requirements for the painting of electrical machinery and apparatus have been reviewed and the following procedure is to be adopted in future by manufacturers, shipbuilders, dockyards and ships' staffs except when otherwise specified or approved.

(a) *All exterior surfaces (including ferrous, non-ferrous and rust-proofed surfaces) where painting is specified.*—To be painted with one undercoat of zinc chromate primer followed by one coat of interior white fire retardant paint tinted to the same colour as at present specified.

(b) *Interior surfaces where painting is specified.*—To be painted as at present specified or alternatively in accordance with (a) if approved.

(c) *Apparatus under repair.*—If such apparatus requires repainting the existing oil base paint is to be removed by solvents or other means and procedure (a) or (b) applied, but if repainting is not necessary the existing paint is to remain.

2. Services which are excepted from the above procedures, and for which the finish at present specified is to be continued, include the following :—

(a) Interior surfaces of ring main switchgear.

(b) The front surfaces of low voltage relay system main and unit switchboards.

(c) The front surfaces of main controlling switchboards, Type II, and earlier types.

(d) Non-luminous radiators, Patterns 228, 228A, 514 and 514A.

(e) Interior and exterior surfaces of thermionic valve amplifier equipment.

3. The paints employed under paragraph 1(a) are to be as follows :—

(a) *Zinc chromate primer.*—To Ministry of Supply Specification C.S. 1454B.

(b) *Interior white fire retardant paint to Admiralty Specification D.N.C./M/71.*—This may be pigmented to give various shades between white and black as at present specified.

(c) *Interior white fire retardant paint to Specification D.N.C./M/71* is obtainable from :—

(i) Messrs. Sherwood Paints Ltd.

(ii) Messrs. I.C.I. (Paints Division).

(iii) Messrs. John Hall.

(iv) Messrs. Cellon, Ltd.

(v) Messrs. British Paints, Ltd.

(vi) Messrs. Pinchin Johnson.

(vii) Messrs. Jenson and Nicholson.

(viii) Messrs. Docker Bros.

4. The paints may be applied either by brushing, spraying or dipping (each coat being allowed to thoroughly air-dry). The surfaces to be treated are to be thoroughly cleaned and freed from scale, rust or grease.

5. After erection on shipboard further painting should be limited as far as possible to one coat, and only interior white fire retardant paint, tinted as required, should be employed.

6. Separate action is being taken to inform shipbuilders and electrical manufacturers of these requirements.

7. The standard electrical specifications affected will be amended in accordance with the above, in due course.

(A.F.O. 1251/44.)

(A.F.O. 5099/45 is cancelled.)

7079.—H.M. Surveying Vessels—Painting

(H. 5701/45.—6 Dec. 1945.)

It has been approved to revert to the peace-time practice of painting H.M. Surveying Vessels white with buff colour masts and funnels.

2. The work is to be carried out at the next refit or first convenient opportunity by ships staffs.

(iii) At home, supplies are available on demand from the Superintendent, Royal Victoria Yard, London, S.E.8.

(iv) Abroad, supplies in course of shipment will be available from the principal victualling yards and depots. (Superintending) Victualling Store Officers should demand any further supplies required by signal (Director of Victualling, Admiralty).

4. *Conditions of issue.*—(i) An initial free issue of one pair of ear defenders is to be made to personnel in the following categories who have not previously been provided with them either gratuitously or on personal loan:—

(a) Personnel whose efficiency is dependent on their sense of hearing, *e.g.*, Asdic, W/T ratings.

(Note.—Ear defenders should not be used when earphones are actually being worn.)

(b) Personnel whose action, defence or cruising stations are at exposed positions (including D.E.M.S. ratings), or in positions exposed to severe blast.

(c) Engine room ratings serving in coastal force craft, other than H.D.M.Ls and S.G.B.s (*but see* (ii) below).

(d) New entry engine room ratings undergoing an engine room training course for coastal force craft (*but see* (ii) below).

(e) Engine room personnel employed in noisy machinery compartments (*e.g.* main gear rooms and turbo generator rooms) in the following classes of ships, for which purpose the quantities shown should be sufficient:—

Battleships	...	...	...	...	} 50 pairs per ship.
Fleet Carriers	...	...	...	...
Light Fleet and Escort Carriers	...	...	...	...	} 30 pairs per ship.
Cruisers	...	...	...	...
Destroyers	...	...	...	...	20 pairs per ship.

(ii) Personnel who have already been supplied with a pair of ear defenders on *personal loan* (*e.g.* engine room ratings in coastal force craft) are to retain them until they are worn out before being given a free issue.

(iii) The initial free issue of ear defenders is to be noted in pay books (Form S.43A).

(iv) After the initial free issue of ear defenders, replacements will be taken up on repayment.

5. *Issuing price*—

	<i>s.</i>	<i>d.</i>
Ear defenders	0	8 a pair
Bakelite boxes (or applicator cases)	1	3 each
Metal boxes	0	1 each

6. *Instructions for the use of ear defenders.*—General instructions for the fitting, insertion, removal and care of ear defenders are given in the Appendix to this Order. It is particularly important, for reasons of hygiene, that ear defenders should not be lent to other persons and that persons with ear infections should use cotton wool (preferably greased) instead of ear defenders.

7. It is intended to modify the design of the anti-flash hood as soon as this can be arranged to provide small pockets to contain the ear defenders when not in use.

8. Consequent on the supply of ear defenders, blast helmets, Pattern 2930, will become obsolete, and those held on board should be returned to the nearest (Superintending) Naval Store Officer, who should arrange for the disposal of all stocks. The Rate Book for Naval Stores and Sea Shore Establishments concerned will be amended.

APPENDIX

Instructions for the fitting, insertion, removal and care of ear defenders

(i) Both types of defender consist primarily of a conical portion which enters the ear canal. The base of this conical portion merges into a lobe which limits

the distance the defender can enter the ear canal. (This lobe is referred to on the container of the V.51.R. as the "safety tab.") In the P.V. type the lobe, which is elongated, also serves as a handle for the insertion and removal of the defender. In the V.51.R. type this "safety tab" lobe is smaller, and to it is attached a further "removal tab" for withdrawing the defender from the ear.

(ii) Several sizes are provided in both the P.V. type and the V.51.R. type as shown in paragraph 2 of this Order; the correct size for each individual is the largest size consistent with adequate comfort when worn. When fitting a man with ear defenders the largest size should be tried first; this will in many cases be too large, when the next smaller size should be tried, and so on. If the defender is too large, it will either be impossible or difficult to insert or uncomfortable when inserted. When the correct size is inserted, it should be reasonably comfortable and the ear should feel deaf; the lobe of the defender should point backwards, and should be in contact with the hollow inner part of the ear.

(iii) Insertion is different for the P.V. and V.51.R. types and should be effected as follows:—

(a) *P.V. Defenders.*—The defender should be gently worked between the fingers to soften the material; to insert in the right ear, the tip of the ear is pulled upwards and backwards with the finger and thumb of the left hand while the defender is inserted slowly with the right hand, the lobe pointing backwards. To remove the defender the procedure is the same, the defender being withdrawn gently, by means of the lobe. In the case of the left ear the same procedure is used, the left hand inserting the defender while the right hand pulls the ear upwards and backwards. Whenever possible initial fitting of defenders should be done under the supervision of a medical officer who, in addition should watch for cases of *Otitis externa* among personnel wearing this defender.

(b) *V.51.R. Ear Wardens.*—The directions for insertion are stated clearly on the container. It should be noted that, although the directions start by stating that the defenders should be placed on the applicator prongs, this is the normal carrying position inside the container in any case. Secondly, it is important that the safety tab should point backwards when these defenders are inserted.

(iv) The defenders should not be allowed to become dirty, and since they will inevitably collect ear wax on them they should be washed with soap and water periodically. When not in use the defenders should always be kept in the containers in which they are supplied, which should be kept free from wax by wiping the interior periodically.

(*Manual of Victualling (B.R. 93), Chapter X, Sect. 11, is cancelled.*)

(*A.F.Os. 5285/43 and 339/45 are cancelled.*)

7084.—First Aid Kit for Life Rafts, U.S. Pattern—Precautions against Loss by Theft

(M.D.G. 75317/45.—6 Dec. 1945.)

A number of H.M. Ships, built or re-fitted in the United States of America, have been supplied with first aid kits for life rafts, U.S. pattern. While one of H.M. Ships was open to public inspection recently during a civic appeal week on behalf of King George's Fund for Sailors, one of these kits was removed from its stowage in a Carley float. The police were notified and warning notices were published in the local press, but the kit was not recovered.

2. These kits contain dangerous drugs, including sulphadiazine tablets, sulphanilamide powder and empoule-syringes of morphia; and it is, therefore, most undesirable that they should fall into the hands of ignorant or irresponsible persons.

3. Commanding Officers of H.M. Ships, supplied with these American kits, are to ensure that steps are taken to prevent their removal by unauthorized persons while the ship is in dockyard hands, is open to public inspection, etc.

7085.—Stores and Correspondence for the Naval Stores Department—Glasgow Area

(N.S. 2519/45.—6 Dec. 1945.)

The undermentioned particulars regarding addresses to which correspondence and stores for the Glasgow area should be forwarded, are promulgated for guidance.

Establishment	Address for Correspondence and Stores	See Notes 1 and 3	Telephone Numbers	Stores Accommodated
Deputy Director of Stores (Scotland).	Deputy Director of Stores (Scotland), St. Enoch Hotel, Glasgow, C.1.	C.	Glasgow Central 8700, Ext. 59.	Office of the Deputy Director of Stores, Scotland, for general Naval store business.
Naval Store Office	Naval Store Officer, Admiralty Offices, 40, St. Enoch Square, Glasgow, C.1.	C.	Glasgow City 6521.	Central offices for Naval store business, transport, staff, and wages. No storage accommodation.
R.N. Store Depot, Brunswick Street.	N.S.O., R.N. Store Depot, 110, Brunswick Street, Glasgow, C.1.	C. and N.S.	Central 8700, Ext. 192. Bell 0882.	Naval stores (except Subhead "F") other than heavy lifts outward shipping.
R.N. Store Depot, Stamford Street.	N.S.O., R.N. Store Depot, Stamford Street, Glasgow, S.E.	N.S. (see Note 1).	Central 8700, Ext. 210. Bridgeton 1625.	Subhead "F" (electrical) other than D/G cable and heavy lifts.
R.N. Store Depot, Dumbreck Road.	N.S.O., R.N. Store Depot, 69, Dumbreck Road, Glasgow, S.1.	C. and N.S.	Central 8700. Ibrox 1175.	W/T and radar (stores by rail via Maxwell Park Station).
R.N. Store Depot, Cook Street.	N.S.O., R.N. Store Depot, L.M.S. Siding, Cook St., Glasgow, C.5.	N.S. (see Note 1).	South 0311 ...	Stores in transit for H.M. ships and services. Inward shipments.
R.N. Store Depot, Agamemnon St., Dalmuir.	N.S.O., R.N. Store Depot, Agamemnon St., Dalmuir.	N.S. (see Note 1).	Central 8700 (Dalmuir Store). Clydebank 1455.	Chain cable, mooring gear, electric cable, oils, P/V equipment, scrap, boats, lockers, and firebricks. Heavy lifts.
R.N. Store Depot, Paisley.	N.S.O., R.N. Store Depot, Power Station, Blackhall St., Paisley.	N.S. (see Note 1).	Paisley 5303 ...	Boiler tubes, commissioning stores, etc.

Notes.—(1) Correspondence for Stamford Street, Cook Street, Dalmuir and Paisley, should be addressed to Brunswick Street.

(2) Stores for ships building or refitting should be addressed to the shipyard concerned (unless otherwise ordered).

(3) C = address for correspondence. N.S. = address for stores.

(A.F.Os. 3488/43 and 223/45 are cancelled.)

7086.—Deck Cargo—Painting of packages, etc.

(N.S. 2648/45.—6 Dec. 1945.)

With the termination of hostilities, the need for all packages stowed on deck to be painted or stained a neutral colour has disappeared.

(A.F.O. 2089/42 is cancelled.)

7087.—Naval Store Depot, Hull—Closing

(N.S. 2569/45.—6 Dec. 1945.)

The Naval Store Depot at Hull, will be closed down on 15th December. Ships and services depending hitherto on supplies available at Hull, Grimsby and Immingham, should lodge their demands in future with S.N.S.O., Chatham.

7088.—Clothes and Shoe Brushes—Supply Arrangements

(N.S. 23021/45.—6 Dec. 1945.)

The supply of clothes and shoe brushes as Naval Stores is to be discontinued.

2. Accordingly, the undermentioned brushes have been deleted from the Rate Book for Naval Stores:—

Pattern	Description
C.227	Brushes, clothes, handled.
C.249	Brushes, shoe, hard, large.
C.252	Brushes, shoe, soft.

3. All contracts for these patterns have been cancelled; dockyards and depots should also cancel all outstanding demands.

4. Existing stocks should be disposed of as follows:—

(a) *H.M. Ships and Shore Establishments.*—Any quantities of new brushes should be returned forthwith to the nearest dockyard or Royal Naval Store Department.

(b) *H.M. Dockyard and Depots at Home.*—Disposal of stocks shown on 1st Post War Demands will be arranged by Admiralty; any quantities received subsequently should be taken on charge in the Disposals Ledger and disposed of in accordance with A.F.O. 3276/45.

(c) *H.M. Dockyards and Depots Abroad.*—Stocks should be disposed of locally in accordance with paragraph 5 of A.F.O. 5605/45.

5. The Alphabetical List of Consumable Stores (S.1098) will be amended.

6. The arrangements whereby clothes and shoe brushes of a smaller size are supplied as victualling stores are not affected.

(S.N.S.O., Chatham, 7 May, 1945, No. F/3452.)

(A.F.Os. 3276/45 and 5605/45.)

7089.—Film Winders, Universal, Pattern 8489—Introduction

(N.S. 28858/45.—6 Dec. 1945.)

Film winder, universal (R.A.F. Stores Reference 14B/416) has been introduced as a permanent item of naval stores under Subhead F5, and allocated pattern number 8489.

2. Supply of one film winder will be made without demand by the Superintending Naval Store Officer, Risley, to each Fleet and Light Fleet Carrier in commission, and two film winders to the R.N. School of Photography. Naval Air Stations and Observer Schools should demand one winder from Risley if the item is not already held. Supply to Light Fleet Carriers under construction should be made by the Superintending Naval Store Officer, Risley, on receipt of demands from the Warrant Yards concerned.

3. The authorized List of Naval Stores and Establishments of Naval Stores for Photographic Purposes and Naval Air Stores (B.R.386 and B.R.377 Photographic) will be amended.

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

7090.—Amendments to Books

(E.F.O.—6 Dec. 1945.)

The undermentioned amendments (A.F.Os. P.962-975/45) 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.962 45.—B.R. 380/B—Barracuda S.A.T.L.—Amendment No. 22.

*P.963 45.—B.R. 383—A.S.E.—Amendment No. 25.

*P.964 45.—B.R. 377 (General)—A.S.E.—Amendment No. 57.

*P.965 45.—B.R. 377 (General)—A.S.E.—Amendment No. 58.

*P.966 45.—B.R. 378 (General)—A.S.E.—Amendment No. 94.

*P.967 45.—B.R. 380/C—Firefly—List of "M" Items—Amendment No. 19.

P.968 45.—B.R. 980 (G)—R.T. No. 426 for Q.F., 5·25-in., Mark I, Guns—Amendment.

P.969 45.—O.U. 5407 (A)—R.N.A.S., Part I—Amendment No. 10.

P.970 45.—B.R. 298—Stability of Ships—Amendment No. 1.

P.971 45.—B.R. 1203—Instructions for the Inspection of Naval Armament Stores—Amendment No. 25.

P.972/45.—B.R. 862A—Naval Cordite Regulations, 1939—Amendment No. 15.

P.973/45.—B.R. 912 (20)—Director Handbook—Elevation and Training Receivers of the C, CM, E, EM and F Types, 1941—Amendment No. 2.

P.974/45.—B.R. 980 (B)—R.T. No. 441 for 4·7-in., Mark XI, Guns—Amendment.

P.975/45.—B.R. 1281 (1)—Instructions for Release from the Naval Service, Part I—Amendment No. 10.

*Exceptionally, A.F.Os. P.962-967/45 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. 6918/45.)

7091.—B.R. 323—Establishment of Naval Stores for Gunnery Purposes and Form D.128I—List of Particulars—Lists of Errata No. 12

(N.S. 30689/44.—6 Dec. 1945.)

Lists of Errata No. 12 to B.R. 323, Establishment of Naval Stores for Gunnery Purposes, and to Form D.128I, List of Particulars, have been prepared and copies will be distributed from the R.N. Store Depot, Park Royal, on the usual basis. Small quantities of the latter are being distributed to yards, and if further quantities are required, they may be demanded from Park Royal, stating the circumstances in which demanded.

2. Three copies of the list of errata to Form D.128I 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 each of the Lists of Errata Nos. 6 to 12 will be supplied with each copy of the establishment issued from Park Royal. (The amendments promulgated by earlier lists of errata have been incorporated in reprinted establishment pages.)

4. Similarly each copy of Form D.128I, List of Particulars (1941 Reprint), when supplied from Park Royal (normally to warrant yards only) will be accompanied by three copies of Lists of Errata Nos. 7 to 12 to that form. (Earlier amendments are incorporated in the 1941 reprint of this form.)

7092.—B.R. 1291—Bombardment Spotting Instructions (Naval)—Issue

(G.D./M. 06403/45.—6 Dec. 1945.)

The Bombardment Spotting Instructions (Naval) are now in course of distribution to all holders of the Combined Operations Gunnery Instructions (II) and the Combined Operations Signal Book (II).

Bringing into Force

2. Training in the United Kingdom based on B.S. 1 is to take effect from the date of receipt.

3. Throughout the Service, B.S. 1 is to be brought into force on 1st January, 1946, or upon receipt, whichever is the later.

Cancellation of C.O.G.I. (II) and C.O.S.B. (II)

4. The Bombardment Spotting Instructions (Naval) supersede B.R. 765 and B.R. 766 and these publications are therefore to be cancelled on the date given in paragraph 3.

Co-operation with the other Services

5. The attention of Commanding Officers is drawn to the fact that the Bombardment Spotting Instructions have received inter-service agreement and are being brought into force in the Army and R.A.F. at the same time as in the Navy.

6. Every opportunity should be taken of giving the other services practice in the use of B.S. I, both by direct co-operation and by offering facilities for witnessing bombardment practices.

7093.—Cancelled

7094.—Area Cashier—Newcastle-on-Tyne—Address

(D.N.A. 31544/45.—6 Dec. 1945.)

The address of the Area Cashier, Newcastle-on-Tyne is

128, Grainger Street
(Central Exchange Buildings),
Newcastle-on-Tyne, 1.

Telephone: Newcastle 25171, Ext. 120.

7095.—Warship Production Superintendent, London Area—Change of Address

(C.E. 26691/45.—6 Dec. 1945.)

The Warship Production Superintendent, London and East Coast area, has removed from his offices at Port of London Authority Building, to the following address:—

Warship Production Superintendent,
London and East Coast Area,
"Devon Lawn,"
Victoria Drive,
Wimbledon Common,
London, S.W.19.
(Telephone: Putney 0191.)

All correspondence should be addressed accordingly.

(A.F.O. 3527/40 is cancelled.)

7096.—Stokers' Training Establishment—Address

(M. 5129/45.—6 Dec. 1945.)

The Stokers' Training Establishment is now established at Devonport. Correspondence should be addressed to:—

Captain (E)-in-Charge,
Stokers' Training Establishment,
H.M.S. "Imperieuse",
Devonport.

2. Drafts for the establishment should be routed to North Road Station, Plymouth.

3. Correspondence concerning personnel of H.M. Ships "Revenge" and "Resolution" should be addressed to the Commodore of their depots.

(C.A.F.O. 2498/44 is cancelled.)

7097.—China—Distribution of Literature

(D.P.S. 990/45/SC.—6 Dec. 1945.)

"Spotlight on the China Coast", an exhibition of 15 panels in colour, will shortly be distributed from Admiralty (C.C.B.) to recipients of the A.B.C.A. Map Review.

2. This Spotlight, the last of the series, illustrates the way of life of the people of the seaboard provinces of China and scenes to be found there.

(A.F.O. 2640/45, paragraph 27.)

7098.—Air Mail Correspondence—Loss of

(M. 5197/45.—6 Dec. 1945.)

Non-confidential air mail correspondence posted in the United Kingdom between the 14th and 16th November, 1945, addressed to Naval authorities in Norway, and H.M. and Allied ships and naval parties operating from Norway, has been lost in an aircraft accident.

2. Duplicates should be forwarded as necessary. Admiralty special bags were not involved in this loss.

Section 6.—SHORE ESTABLISHMENTS

7099.—Industrial Publicity—Closing Down of Chief of Naval Information's Industrial Publicity Section and Discontinuance of "Shipyard Spotlight"

(C.E. 61331/45.—6 Dec. 1945.)

The Industrial Publicity Section of the Chief of Naval Information's Department will close down on 31st December, 1945. The publication of "Shipyard Spotlight" will also cease at the end of the year, the last issue being the December number.

2. In consequence, authorities who have in the past supplied information and material to the Industrial Publicity Section will no longer be required to do so after November 30th. If, however, any information or material should thereafter become available, which it is considered would be useful for newspaper circulation, it should be forwarded to the Chief of Naval Information.

3. The W.R.N.S. Industrial Publicity Liaison Officers who have hitherto represented C.N.I.'s Department at the outports are now being withdrawn.

7100.—Movements Department—Formation of Movements (Freight) Section

(C.E. 61817/45.—6 Dec. 1945.)

A Movements (Freight) Section—short title Mov.(F)—has been formed under the Director of Movements in which are centralized the duties connected with the movement of Naval and Naval-sponsored freight. The new section is in immediate charge of an Assistant Director of Movements—short title A.D.Mov.(F). A.D.Mov.(F) and his staff, which embodies the freight and shipping sections formerly attached to the supply departments, are accommodated in Dorland House, Lower Regent Street, London, S.W.1 (Telephone: WHItchall 3140).

2. Broadly speaking, the movement of freight by sea (except purely domestic shipments, e.g. Naval stores cargo in store carriers) and air will be handled centrally by Mov.(F), but movement by rail and road will normally be delegated to local arrangement; cases presenting technical difficulties or of particular importance should, however, be referred to Mov.(F).

3. Mov.(F) will issue instructions to consigning authorities for the movement of freight to ports of loading and will notify commands to which freight is consigned of shipments arranged.

4. Freight matters which can be resolved locally, both in the United Kingdom and abroad, should, wherever possible, be settled with the assistance of local Naval "Q" Movements staff appointed by Commanders-in-Chief under A.F.O. 5777/45, but any movements which originate and terminate abroad and cannot be resolved locally, or on which assistance or advice is necessary, should be referred to Mov.(F). Within the United Kingdom, consignors, consignees, shipping agencies and representatives of Admiralty departments outside the Admiralty will normally deal direct with Mov.(F).

(A.F.Os. 5777/45, 6062/45 and 6174/45.)

7101.—Payments to Temporary Crown Servants (including members of the Armed Forces) who became subject to overlapping Income Tax charges on first entering Crown Service

(C.E. 20836/45.—6 Dec. 1945.)

Attention is drawn to A.F.O. 7013/45 promulgated under Section 2 of this issue.

(A.F.O. 7013/45.)

7102.—Release of Borrowed Permanent Staff

(C.E. 59718/45.—6 Dec. 1945.)

The question of the release of permanent civil staff borrowed by Government Departments which expanded during the war, from those Government Departments whose functions decreased, has been under consideration.

2. With the end of hostilities, there has been a considerable change in the needs of various Government Departments, and a scheme has been decided upon by the Government, after consideration of the staffing problems of both borrowing and lending Departments, the needs of some Departments which are functioning with a very small proportion of permanent staff and will clearly need strengthening, the requirements of Departments with expanding functions, and the interests of the individual officers concerned.

3. The scheme, briefly, provides for review by borrowing Departments, whose work is shrinking, of the work on which borrowed permanent officers are engaged with a view to their early release. It is clear that it will be necessary for the Admiralty to release a substantial number of such borrowed staff within the next few months. When it is decided that officers can be released, they will be given as long notice of the fact as possible, and will be afforded an opportunity of expressing their preference, either to return to their parent Department, or to be considered for service in another Department in need of additional staff, and such preference will be taken into account in allocating them for further duty.

4. The question of the release of loan staff from Admiralty service is one of considerable magnitude, in view of the numbers of staff involved. Consideration will be given in the first instance to the release of loan staff who have been promoted in their parent Department, *in absentia*, to a higher grade than that in which they are now serving, and of those officers who have remained unpromoted during their period of service on loan.

5. Any member of the staff on loan from another Government Department who has been promoted, *in absentia*, to a higher grade than that in which he is now serving and who desires early release from the Admiralty service, may submit an application for release through the head of his Department.

6. No action on the part of other loan staff is required at present. When it is found possible to release them from Admiralty service, they will be so informed and given an opportunity of expressing preference as to their disposal (*c.f.* paragraph 3 above). In particular, members of loan staff serving abroad should appreciate that replacement by experienced staff will be a matter of extreme difficulty, and pressure of work in many theatres will remain at a high level for some time. These difficulties combined with the shortage of shipping, may prevent their return to England in the near future. All possible steps will, however, be taken to ensure their relief as circumstances permit.

7. The Admiralty will be considering the retention of some members of the loan staff into the permanent Admiralty staff; any such retentions will be contingent upon (among other things) the wishes of individual officers and of their parent Departments, but any member of the loan staff who desires to be considered for inclusion in the permanent Admiralty staff may make application through the head of his or her Department. Opportunity will be given for review of such applications when terms of transfer have been settled.

7103.—Civilian Non-Industrial Staff—Travel Concessions

(C.E. 20568/45.—6 Dec. 1945.)

Staff recruited for service as Temporary Clerical Officers (Foreign Service) who, before proceeding abroad, are required to undergo preliminary training at a station beyond daily travelling distance from their homes may be granted one free travel concession warrant to their homes. If the period of training extends beyond three months an additional free warrant may be issued for each completed period of three months' training, but not more than three warrants may be issued should the period of training unexpectedly last for so long as 12 months.

(A.F.O. 4846/44, Section IV.)

7104.—Volunteers for Transfer to the Ministry of National Insurance at Newcastle

(C.E. 61847/45.—6 Dec. 1945.)

The following instruction which has been issued by H.M. Treasury about the call for volunteers for transfer to the Ministry of National Insurance at Newcastle is promulgated for information.

2. Establishments should take immediate steps to bring this Fleet Order to the attention of all established staff in the grades concerned, and should also arrange for the preparation locally of any necessary copies of the application form shown in Appendix B. Heads of Establishments are also requested to arrange for a copy of this order to be sent to each member of the Admiralty established non-industrial

staff in the grades concerned serving with the Forces. Copies should be addressed care of the person or bank nominated to receive balance of civil pay, or to any known address through which contact is likely. (E.F.O. will supply additional copies of order on request).

3. Members of the staff who wish to volunteer for such transfer should forward their applications through the Head of their establishment to the Admiralty (C.E. I, or C.E. II, as appropriate) as soon as possible, and, in any event, not later than the 16th December, 1945. (This date will be waived in the case of applications which are unavoidably delayed for special reasons, e.g. those from staff serving in the Forces.)

4. It should be clearly understood that, owing to the present staffing situation and the continuing heavy responsibilities of the Admiralty, it may not be practicable to approve the release of all who volunteer.

Treasury Instruction

1. As Departments are aware, a large part of the work of the Ministry of National Insurance is to be carried out permanently at Newcastle. The first offices are to be opened at Newcastle early in 1946 and other offices will be opened there during the course of the year.

2. The Treasury have agreed with the Ministry that all established Civil Servants in appropriate grades should be given an early opportunity of volunteering for transfer to Newcastle.

3. The call for volunteers has a dual purpose. In the first place it will be possible from the pool of volunteers who become available to carry out in due course a number of head to head exchanges with Ministry of National Insurance officers who are due for transfer to Newcastle but who, on hardship or other grounds, do not wish to be permanently transferred there. This process of substitution will be carried out to the maximum practicable extent; what is practicable will of course depend on the number of volunteers forthcoming, on the vital need that the important new tasks falling on the Ministry be properly performed, and on the rate at which experienced staff can be replaced by newcomers. To the extent to which volunteers are forthcoming in numbers greater than can, owing to the limitations just stated, be used for substitution, they will be available for the second purpose, which is the strengthening of the Ministry's staff in Newcastle.

4. The Ministry want established civil servants in the executive and clerical classes, including Departmental variants, up to and including the grade of Senior Executive Officer (£700-£860); and also "S" Class Clerks, Clerical Assistants, Shorthand-Typists and Typists. Departments are accordingly asked to bring the notice, attached as Appendix "A" to this instruction, to the attention of all established staff in these grades. They should also bring it, wherever possible, to the attention of men and women in these grades due to return to them from the Forces or from other war service, some of whom may be willing to volunteer for Newcastle. Any officer willing to volunteer for the transfer should be asked to fill up an application in the form attached as Appendix "B" to this Circular and to forward it to his or her Establishment Division not later than two weeks after the issue of the notice to individual members of the staff and not more than one month from the date of this circular. Belated applications (e.g. from people serving with the forces) should be forwarded as soon as convenient.

5. The extent to which those who volunteer can be spared for transfer to Newcastle will have to be discussed with their present Departments (and in the case of borrowed staff their parent Departments) in the light of current needs, of the needs of other expanding Departments and of the general arrangements for return of borrowed staff. Departments are, however, requested to send all completed forms (including those relating to volunteers whom the Departments cannot see their way to release) to Mr. T. E. Cammell, at the Ministry of National Insurance, 4, St. James's Square, London, S.W.1, if possible within a week of receipt from the applicants. Departments should also inform Mr. E. C. H. Scott, H.M. Treasury, Great George Street, London, S.W.1, as soon as they can of the number by grades of those who have volunteered. Where volunteers are already borrowed from another Department, the Department in which they are at present serving should, in making its return, show them separately, giving the name of their parent Department.

16th November, 1945.

APPENDIX A
Notice to Staff

1. The Ministry of National Insurance is to set up offices at Newcastle-upon-Tyne, where eventually a great part of the work of the Department will be carried on. This will be a permanent arrangement. The first offices will be opened early in 1946 for part of the new work to be undertaken by the Ministry under the comprehensive plan of social insurance. Later, the staff of the Ministry in Newcastle will be greatly increased, as blocks of work at present performed elsewhere are transferred, as existing schemes are modified and expanded, and as other schemes are brought into operation. This increase, which will begin in the second half of 1946, will continue steadily for some time to come as more and more accommodation becomes available.

2. Volunteers are invited from the established staff of all Departments in the executive grades (up to and including Senior Executive Officer: £700-£860) and in the clerical (including senior clerical up to £860), "S" Class, clerical assistant, and shorthand typing and typing grades, who will be willing to transfer to Newcastle during the course of 1946. A transitional period at Blackpool or Acton may be necessary. Members of Departmental clerical and executive grades will be as acceptable as members of Treasury class grades. Although accepted volunteers will be posted to Newcastle they will be regarded, in common with the rest of the Ministry's staff, as liable for service anywhere in Great Britain.

3. Volunteers will transfer in the grades in which they are now serving, except that volunteers from Departmental grades will be considered for promotion to the nearest appropriate Treasury grade (e.g. an officer serving on a £260 or £280-£400 per annum grade will be considered for promotion to J.E.O. or H.C.O. if recommended by the Department in which he or she is serving as worthy of consideration for this promotion). Volunteers who are loaned to their present Department will, if accepted, transfer in their present grades (notwithstanding that their grade in their parent Department may be lower) except in the case of officers whose parent Department is the Ministry of National Insurance.

4. Volunteers holding their present rank on an acting basis will continue in an acting capacity at Newcastle while this remains the general rule applicable to all promotions. In view, however, of the expanding work of the Department reversion is improbable; unless, of course, an officer fails to come up to the standard of the grade.

5. Volunteers will receive the same terms as the staff of the Ministry who are being transferred compulsorily. Newcastle is a city in which Intermediate scales of pay are appropriate. Normally, officers transferred compulsorily to an Intermediate or Provincial area are transferred to the Intermediate or Provincial scale of pay, subject to retention of their existing pay (if better) on a mark-time basis. It has, however, been agreed that in the particular circumstances of the move to Newcastle, officers on a London or an undifferentiated scale of pay will retain that scale if it is better than the Intermediate scale which applies in Newcastle. An officer promoted from an undifferentiated Departmental grade on transfer (*cf.* paragraph 3 above) will enter his new grade at his existing salary, plus any increase due on such promotion, and proceed without deduction for provincial differentiation (even on a mark-time basis) until he reaches the Intermediate maximum of his new grade.

6. The normal rules will apply in relation to any promotion or transfer occurring subsequently to the initial transfer to Newcastle.

7. Lodging allowance, removal expenses and travel facilities will be granted in accordance with the rules governing permanent transfer. Some improvements of these rules are at present under discussion with the National Staff Side, and when settled will apply to these transfers.

8. In addition, officers transferring will receive lump sum payments towards the miscellaneous extra expenditure entailed by transfer but not covered, or not fully covered, by the miscellaneous expenses grant already payable to householders. The precise scales for such payments (which will not be restricted to householders) have not yet been settled, but are at present under discussion by the National Whitley Council on the basis of the following offer by the Official Side. The rates for married officers will apply to other officers with equivalent responsibilities. The question whether these payments will be subject to income tax is a matter for the Inland Revenue, to whom the point has been referred for a ruling.

Salary (basic).	Married with two children of school age.		
	Single.	Married.	children of school age.
	£	£	£
Up to £200	10	20	30
Over £200 up to £400	12.10	25	37.10
Over £400 up to £650	15	30	45
Over £650 up to £1,100	20	40	60
Over £1,100	25	50	75

9. Hours will be the ordinary provincial hours: 44 a week. Overtime may be necessary at first. While, however, the concession relating to the retention of the 42-hour week continues to apply generally to staff evacuated from London it will apply to any staff transferred to Newcastle who were conditioned to a 42-hour week before the transfer.

10. Officers will reckon seniority as from the date of entry to the grade in which they are transferring. The seniority to be accorded to officers in a Departmental grade who are transferred sideways to a Treasury grade (as distinct from being promoted) will be settled by the Ministry of National Insurance with due regard to this principle.

11. There will be housing difficulties in Newcastle as in all other parts of the country for some time to come. The Newcastle City Council have, however, obtained from the Ministry of Health an additional allocation of 500 temporary houses in view of the establishment of the Ministry in the city, and these houses will be allocated to transferred civil servants. In addition, some of the adjoining local government areas will receive extra allocations of temporary houses, amounting to 150, which will be allotted to transferred civil servants. The Establishment Officer at the Ministry of National Insurance will be responsible for settling, in consultation with Departmental Staff Side representatives, the order of preference in which the local authorities should be recommended to allot the available houses to the staff of that Department; and officers volunteering for transfer from other Departments will be considered equally with officers already belonging to the Ministry of National Insurance. The Ministry will be providing hostels for as many as possible of those officers, not accompanied by dependents, who cannot find reasonable accommodation for themselves: the possibility of making similar provision on a limited scale for officers accompanied by their wives is being examined.

12. Any established officer in the grades referred to in paragraph 2 who wishes to be considered for transfer should complete an application in the required form, a copy of which should be obtained from the Establishment Division of the Department in which he or she is serving, to which Division it should be returned as soon as possible, and in any event not later than the date indicated in the Departmental notification of these arrangements (except that this date will be waived in the case of applications which are unavoidably delayed for special reasons—*e.g.* those from persons serving in the Forces). It must be understood that no officer has any right of transfer, and that the question whether he or she can be released will rest with the employing Department. Further, the question whether any particular officer will be accepted is a matter on which the decision of the Ministry of National Insurance will be final.

13. It is contemplated that an invitation on similar lines for transfer to the Post Office Savings Department in Nottingham will be issued in due course.

APPENDIX B

Application to be considered for Transfer to the Ministry of National Insurance at Newcastle.

Present Department

Parent Department if different from present Department

Part A

(To be completed by the Officer.)

1. Name in full
(Block capitals)
 2. Date of birth
 3. (a) Present grade and salary scale
 - (b) Date of appointment thereto.....
 4. (Applicable only to borrowed staff). Present grade and salary scale (including any allowance held) in parent Department :
.....
 5. Where stationed.....
 6. Special experience (e.g. in accounting, establishment work, registry, dealing with the public, etc., etc.).....
.....
.....
- Signature of officer
- Permanent Home Address
- Date

Part B

(To be completed in the Establishment Division of the Department in which the officer is serving.)

7. If there is any reason why release cannot be granted either
(a) as soon as needed by the Ministry of National Insurance, or
(b) at a later date
please indicate the position as fully as possible.
.....
.....
.....
 8. Is release conditional upon replacement either in the same or in a lower grade?
.....
 9. Any additional comment on officer's experience.....
.....
.....
 10. Is officer considered to be fully up to the standard of the grade ?
.....
 11. If officer is on a Departmental grade, is he considered worthy of promotion to
Higher Clerical Officer }
Junior Executive Officer } (Strike out grades not applicable).
Higher Executive Officer }
Senior Executive Officer }
Signed.....
Rank
- Date.....

7105.—Defence Regulations—Misuse of Government Petrol

(N.L./N.S. 02032/45.—6 Dec. 1945.)

A.F.O. 3471/42 is cancelled.

7106.—Fires Occurring in Naval and Shore Establishments—Analyses

(M/L.D. 5218/45.—6 Dec. 1945.)

The appended schedule is an analyses of fire reports received at the Admiralty during the three months ended 31st July, 1945, in accordance with A.F.O. 5838/44.

2. From the 70 fires reported, the following points are brought to light :—
 - (a) The number of fires reported showed a decrease of six, approximately 8 per cent. less than for the previous three months.
 - (b) On 42 occasions only, or approximately 59 per cent. of the fires, was "First Aid Fire Fighting Equipment" put into operation before the arrival of major appliances, and in one instance the fire extinguisher was found to be defective when about to be brought into operation. In this connection, it is observed that 25 fire reports showed "Nil" in paragraph 2 (h)—"What equipment was in operation before arrival of fire appliances?" ; in two reports the question was unanswered.
 - (c) Seven fires were caused by welding operations, which showed an increase on last quarter's returns.
 - (d) Twenty fires were reported as caused by "Careless disposal of lighted material", which showed an increase of five compared with last quarter. Four of these fires were due to the indiscriminate dumping of hot, undoused ashes.
 - (e) Two fires were caused by boiling fat left unattended in galleys, which indicates a need for greater care in this direction.
 - (f) Nine fires were caused by electrical defects which showed an increase of four fires over last quarter.
 - (g) Two fires were caused by petrol and other similar volatile liquid. In this connection, attention is drawn to A.F.O. 4338/45.

3. It will be observed that the reported estimated loss by fire in the Home Commands, covering 12 fires only, is £75,343. Although this figure, compared with last quarter, shows a large increase, £75,000 is accounted for by one incident. Forty of the 70 reports submitted during the quarter omitted to give the information required in paragraph 2 (g)—

"Estimated loss—
Buildings
Contents"

Every endeavour should be made to supply approximate estimates of the values of losses incurred under this head, in order that proper appreciations and analyses of fires may be made.

4. The increase in fires caused by welding operations is regrettable, and once again, it is considered timely to draw the attention of Commanding Officers and Heads of Establishments to A.F.Os. 1856/44, and 5560/45.

5. "First Aid Fire Fighting Equipment".—(a) The need for prompt action at fires by the use of available "First Aid Fire Fighting Equipment" before the arrival of major appliances cannot be too strongly emphasized. It should be borne in mind, that the majority of fires, if tackled by "First Aid Equipment" during the incipient stages, can be effectively controlled or confined, and that "First Aid Equipment" is usually adequate to deal with most incidents. Accordingly, attention is drawn to A.F.O. 1115/45 regarding the display of fire-fighting posters.

(b) Western Approaches fire No. 6 in the appended schedule emphasizes the necessity for regular inspections of this equipment to ensure that the maximum amount of efficiency may be obtained from it when required.

(c) The necessity for prompt action at all outbreaks of fire is again emphasized. It is essential that all personnel should be encouraged to interest themselves in the operation of fire-fighting equipment provided in their establishments.

6. The Chief Fire Officers on the Staff of Commanders-in-Chief, Home Commands, are available to assist and advise Commanding Officers and Heads of Establishments in respect of fire prevention and fire protection measures.

QUARTERLY ANALYSIS OF FIRES OCCURRING IN ADMIRALTY AND NAVAL ESTABLISHMENTS
FROM 1st MAY, 1945—31st JULY, 1945 AND REPORTED IN ACCORDANCE WITH A.F.O. 5838/44

7106

Establishment	Command	Date	Fire discovered	Fire extinguished	Fire extinguished by					How extinguished		Presumed Cause	Estimated Damage
					Ship's Company	R.N. F.F.	R.M. P.	N.F. S.	Civil employ	First Aid Appliances	Major appliances		
1. R.N.B., Devonport	Plymouth	13 May 1945	Not stated	0005 (14 May 1945)	Yes	Yes	—	—	—	Yes. Buckets of water.	Yes	Careless disposal of lighted material.	Not stated.
2. H.M. dockyard No. 1 Receiving Store.	Plymouth	15 June 1945	1839	1930	—	Yes	—	—	Yes	Nil	Yes	Electric heater in contact with adjacent combustible material.	Buildings, £100 ; contents, £105.
3. R.M.M.S., Thurlestone.	Plymouth	18 June 1945	2230	2240	Yes	—	—	—	—	Yes. Buckets of water.	No	Careless disposal of lighted material.	Buildings — nil. Contents — £5 0s. 2d.
4. R.N.B., Devonport.	Plymouth	2 July 1945	2007	2014	Yes	Yes	—	—	—	Yes. Buckets of water.	Yes	Careless disposal of lighted material.	Buildings — nil. Contents — not stated.
5. R.N.A.H., Maristow.	Plymouth	14 July 1945	Between 0515—0530	Not stated	Yes	—	—	—	—	Yes. No type stated.	No	Pan of fat overturned on top of range.	Buildings — not stated. Contents — not stated.
6. R.N.A.S., Yeovilton.	Plymouth	Not stated.	1520	1523	Yes	Yes	—	—	—	Yes. Two-gallon foam extinguisher.	Yes	Careless disposal of lighted material.	Not stated
7. R.N.A.D., Ernesettle.	Plymouth	29 July 1945	0922	1149	—	Yes	—	Yes	Yes	Yes. Hoses from hydrant.	Yes	Removal of tarpaulin actuating flare, which ignited whole dump.	Not stated
												Total Estimated Damage—	£210 0s. 2d.
1. H.M. Dockyard	Rosyth	14 May 1945	1501	1515	—	Yes	—	Yes	—	Nil	Yes	Defective electric circuit.	Negligible.

78

2. W.R.N.S. Quarters, Green Pavilion, H.M.S. "Cochrane II".	Rosyth	2 June, 1945	1940	Not stated	Yes (W.R.N.S.)	—	—	—	—	Yes. Stirrup pumps, buckets of water.	No	Bottle of lighter fuel dropped near stove.	Not stated
3. H.M. Dockyard	Rosyth	16 June, 1945	1224	1238	—	Yes	—	Yes	—	Nil	Yes	Careless disposal of lighted material.	"Small"
4. Lyness ...	Rosyth	24 June, 1945	0335	0445	—	Yes	—	—	—	Nil	Yes	Unknown	Buildings — not known. Contents — not known.
5. H.M. Dockyard	Rosyth	3 July, 1945	0900	0915	—	Yes	—	Yes	—	Yes. Hose from hydrant.	Yes	Hot ashes from boiler house.	Nil.
1. H.M.S. "Monk", Devol Camp.	Western Approaches	8 May, 1945	0545	0620	Yes	—	—	—	—	Yes. No type stated.	No	Pot of burning fat left on galley range.	Nil.
2. R.N.B., Lamlash.	Western Approaches	14 May, 1945	1653	1657	Yes	Yes	—	—	—	Yes. Buckets of water.	Yes	Careless disposal of lighted material.	Not stated.
3. R.N.A. Depot, Beith.	Western Approaches	Not stated	0522	0530	—	—	Yes	—	Yes	Yes. Buckets of water.	No	Spontaneous combustion.	Buildings — £10. Contents — £5.
4. R.N.A.H., Seaforth.	Western Approaches	Not stated	0810	0830	Yes	—	—	—	—	Yes. Buckets of water, stirrup pumps, fire hose from water tap.	No	Unknown	Buildings — nil. Contents — nil.
5. H.M.S. "Roseneath"	Western Approaches	Not stated	1415	1420	Yes	Yes	—	—	—	Yes. Buckets of water, stirrup pumps.	Yes	Over-heated chimney.	Not stated.
6. H.M.S. "Roseneath"	Western Approaches	26 June, 1945	1650	1715	Yes	Yes	—	—	—	Fire extinguisher tried but found faulty.	Yes	Electrical defect.	Not stated.
7. E.N.A.S., Anthorn	Western Approaches	30 June, 1945	1801	1818	Yes	Yes	—	—	—	Yes. Stirrup pumps, buckets of water.	Yes	Electrical defects.	Buildings — nil. Contents — not stated.
8. H.M.S. "Roseneath"	Western Approaches	14 July, 1945	0255	0328	Yes	Yes	—	—	—	Nil	Yes	Electrical fault.	Not stated.
9. Liverpool Destroyer Depot.	Western Approaches	22 July, 1945	0530	0648	Yes	—	—	Yes	—	Yes. Buckets of water.	Yes	Unknown	£75,000.
												Total Estimated Damage	£75,015

79

7106

Establishment	Command	Date	Fire discovered	Fire extinguished	Fire extinguished by					How extinguished		Presumed Cause	Estimated damage
					Ship's company	R.N. F.F.	R.M. P.	N.F. S.	Civil employ	First Aid appliances	Major appliances		
1. U.S. Navy, Portland.	Portsmouth	3 May, 1945	1148	1205	Yes	Yes	—	—	—	Yes. Two 2-gall. foam extinguishing stirrup pump. Buckets of water.	Yes	Stove pipe igniting adjacent plywood.	Not stated.
2. H.M.S. "Mercury II"	Portsmouth	6 May, 1945	1100	1130	—	—	—	Yes	—	Nil	Yes	Dislodgment of plaster adjacent boiler house chimney.	Nil.
3. H.M.S. "Porcupine" (Stokes Bay).	Portsmouth	14 May, 1945	1130	1210	—	—	—	Yes	—	Yes. Two gallon foam extinguishing. One water pump.	Yes	Flash back from acetylene burner to bottle.	Not stated.
4. H.M.S. "Vernon" (R)	Portsmouth	14 May, 1945	1410	Not stated	Yes	Yes	—	—	—	Yes. Buckets of water. Stirrup pump.	Yes	Sparks from chimney.	Buildings — nil. Contents — £10 0s. 0d. Not stated.
5. Lumps Fort, Southsea.	Portsmouth	27 May, 1945	1646	1750	—	Yes	—	—	—	Nil	Yes	Spontaneous combustion.	Not stated.
6. H.M.S. "Cricket"	Portsmouth	27 May, 1945	1415	1440	Yes	Yes	—	Yes	—	Yes. Foam and C.T.C. extinguishers.	Yes	Careless disposal of lighted material.	Not stated.
7. R.N.A.D., Priddy's Hard	Portsmouth	2 June, 1945	1113	1120	—	Yes	—	—	Yes	Yes. Hose from hydrant.	Yes	Safety cap worked off smoke grenade	Not stated.
8. North Corner Jetty, H.M. Dockyard.	Portsmouth	4 June, 1945	1630	1702	—	Yes	—	—	—	Not stated	Yes	Hot ashes placed in rubbish compound.	Not stated.
9. R.M. Barracks, Eastney.	Portsmouth	15 June, 1945	1700	1725	Yes	—	—	—	—	Not stated	Yes	Unknown ...	Not stated.
10. Portland Castle American Smoke Float Dump.	Portsmouth	16 June, 1945	1305	1325	Yes	—	—	—	—	Yes. Hoses from hydrant.	Yes	Spontaneous ignition.	£10.

11. Royal Clarence Yard.	Portsmouth	21 June 1945	1021	1028	—	Yes	—	—	—	Nil ...	Yes	Spark from furnace	Not stated.
12. R.N.A.D., Frater	Portsmouth	21 June 1945	1736	1749	Yes	Yes	—	—	—	Nil ...	Yes	Spark from locomotive.	Not stated.
13. Portland Castle American smoke canister dump.	Portsmouth	24 June 1945	1106	1120	Yes	Yes	—	—	—	Yes. Hoses from hydrant.	Yes	Unknown.	Nil.
14. H.M. Dockyard	Portsmouth	26 June 1945	1209	1230	—	Yes	—	Yes	—	Nil	Yes	Careless disposal of lighted material.	Buildings — nil. Contents — not stated.
15. H.M. Dockyard	Portsmouth	2 July 1945	1251	1315	—	Yes	—	Yes	—	Nil	Yes	Careless disposal of lighted material.	Buildings — nil. Contents — not stated.
16. H.M.S. "Squid"	Portsmouth	2 July 1945	1330	1445	Yes	Yes	—	—	—	Yes. Foam extinguishers.	Yes	Sparks from oxy-acetylene operations.	Negligible.
17. H.M. Dockyard	Portsmouth	3 July 1945	1629	1637	Yes	Yes	—	Yes	—	Yes. Foam and C.T.C. extinguishers.	Yes	Electric short circuit on starter motor.	Buildings — nil. Contents — not stated.
18. H.M. Dockyard	Portsmouth	5 July 1945	1423	1437	—	Yes	—	Yes	Yes	Yes. Hose from hydrant.	Yes	Hot metal globules from acetylene operations.	Nil.
19. H.M. Dockyard	Portsmouth	6 July 1945	0950	1007	Yes	Yes	—	—	Yes	Yes. Foam extinguishers.	Yes	Sparks from acetylene cutter on oily waste.	Nil.
20. H.M.S. "Turtle"	Portsmouth	17 July 1945	2015	2230	Yes	Yes	—	—	Yes	Yes. Buckets of water and extinguishers.	Yes	Unknown.	Not stated.
21. R.N.O., Poole	Portsmouth	18 July 1945	1540	1630	Yes	Yes	—	—	—	Nil	Yes	Faulty electric circuit.	Nil.
22. H.M.S. "Ranpura" H.M. Dockyard	Portsmouth	24 July 1945	0625	0645	Yes	Yes	—	—	Yes	Yes. Foam extinguishers.	Yes	Electrical defect.	Not stated.
23. H.M.S. "Dolphin"	Portsmouth	28 July 1945	1345	1400	Yes	Yes	—	—	—	Yes. C.T.C. extinguishers.	Yes	Engine backfire.	Not stated.
24. H.M. Dockyard	Portsmouth	31 July 1945	1034	1043	—	Yes	—	—	—	Nil	Yes	Unknown spontaneous combustion.	Not stated.
												Total, Estimated	Damage. £20

Establishment	Command	Date	Fire discovered	Fire extinguished	Fire extinguished by					How extinguished		Presumed Cause	Estimated damage
					Ship's company	R.N. F.F.	R.M. P.	N.F. S.	Civil employ	First Aid appliances	Major appliances		
1. Establishment Holding Camp, Redington Road, Hampstead.	Nore	9 May 1945	0130	0135	Yes	—	—	—	—	Yes. Buckets of water, foam extinguishers.	No	Careless disposal of lighted material.	Not stated.
2. H.M. Dockyard, Chatham.	Nore	14 May 1945	2250	2300	—	Yes	—	—	—	Nil	Yes	Careless disposal of lighted material.	Nil.
3. H.M.S. "Diligence" H.M. Dockyard, Chatham.	Nore	15 May 1945	1805	1815	—	Yes	—	—	—	Yes. Hose from hydrant.	Yes	Spark from acetylene cutter.	Not stated.
4. H.M. Dockyard	Nore	20 May 1945	Not stated	1104	—	Yes	—	—	—	Nil	Yes	Spontaneous combustion.	Not stated.
5. N.P. 2463, Humber St., Fish Docks, Grimsby.	Nore	21 May 1945	1720	1735	Yes	—	—	Yes	—	Yes. Fire extinguishers, sand, buckets of water.	Yes	Petrol leakage (Hydra cooker).	Not stated.
6. R.N.B., St. Mary's	Nore	21 May 1945	1448	1509	—	Yes	—	—	—	Nil	Yes	Not known (probably spontaneous combustion).	Nil
7. H.M.S. "Midge", Gt. Yarmouth.	Nore	22 May 1945	0120	0150	Yes	Yes	—	Yes	—	Yes. Foam C.T.C. extinguishers.	Yes	Careless disposal of lighted material.	Buildings—£2.
8. H.M.S. "Midge".	Nore	26 May 1945	1138	1145	Yes	Yes	—	—	—	Yes. C.T.C. extinguishers.	Yes	Short in electric cables.	Not stated.
9. M.E.D.'s Factory, H.M. Dockyard.	Nore	29 May 1945	1617	1630	—	Yes	—	—	—	Nil	Yes	Spark from improvised exhaust of Diesel engine on test bench.	Not stated.
10. New Sawmills, H.M. Dockyard, Chatham.	Nore	8 June 1945	1747	1752	—	Yes	—	—	—	Nil	Yes	Careless disposal of lighted material.	Nil

11. H.M.S. "Rother", No. 3 Basin, H.M. Dockyard, Chatham.	Nore	10 June 1945	1200	1257	Yes	Yes	—	—	Yes	Yes. Hose from hydrants, R.S.Q. and foam extinguishers.	Yes	Electrical defect.	Not stated.
12. H.M.S. "Watchful"	Nore	12 June 1945	0145	0244	—	Yes	—	Yes	—	Nil	Yes	Spontaneous combustion.	Not stated.
13. No. 13 Bay, M.E.D. Factory, H.M. Dockyard, Chatham.	Nore	12 June 1945	1049	1056	—	Yes	—	—	—	Nil	Yes	Faulty earthing of electric welding plant.	Nil.
14. F.4 and 10 Store Anchor Wharf, H.M. Dockyard, Chatham.	Nore	14 June 1945	1527	1534	—	Yes	—	—	Yes	Yes. C.T.C. extinguishers.	Yes	Careless disposal of lighted material.	Nil.
15. H.M. Dockyard, Chatham	Nore	15 June 1945	2024	2033	—	Yes	—	—	—	Nil	Yes	Careless disposal of hot ashes.	Nil.
16. Royal Victoria Yard, Deptford	Nore	17 June 1945	1542	1545	—	Yes	—	—	Yes	Nil	Yes	Careless disposal of lighted material.	Not stated.
17. H.M.S. "Westcliff",	Nore	19 June 1945	1810	1750	Yes	—	—	—	—	Yes. Buckets of water.	No	Unknown	£6.
18. H.M.S. "Westcliff", 6, Cobham Road.	Nore	20 June 1945	0205	Not stated.	Yes	—	—	—	—	Yes. Stirrup pumps, buckets of water.	No	Careless disposal of lighted material.	£17.
19. H.M.S. "Midge", Yarmouth.	Nore	21 June 1945	2205	2315	Yes	Yes	—	Yes	—	Yes. Foam extinguishers.	Yes	Electric fire too close to wooden bulkhead.	Not stated.
20. H.M. Dockyard, Chatham.	Nore	6 July 1945	1842	1853	—	Yes	—	—	—	Nil	Yes	Careless disposal of hot ashes from locomotive.	Not stated.
21. H.M. Dockyard, Chatham.	Nore	7 July 1945	2029	2039	—	Yes	—	—	—	Nil	Yes	Careless disposal of hot ashes.	Not stated
22. M/S Base, Gravesend.	Nore	7 July 1945	1229	1250	Yes	Yes	—	Yes	—	Nil	Yes	Spark from adjacent chimney.	£40
23. H.M.S. "Diligence" H.M. Dockyard, Chatham.	Nore	18 July 1945	1525	1536	Yes	Yes	—	—	—	Yes. Hose from ship's fire main.	Yes	Sparks from electric welding plant.	Not stated.



The following image is
reproduced from a
damaged original.

Any inconvenience is
regretted.

Establishment	Command	Date	Fire discovered	Fire extinguished	Fire extinguished by				How extinguished		Presumed Cause	Estimated damage
					Ship's company	R.N. F.F.	R.M. P.	N.F. S.	Civil employ	First Aid appliances		
24. H.M.S. "Westcliff", Ravenscourt, The Leas.	Nore	22 July 1945	1345	1350	Yes	—	—	—	—	Yes	Careless disposal of lighted material.	£3.
25. R.N.H.Q., Hull.	Nore	28 July 1945	1535	1548	Yes (W.R.N.S.)	—	—	Yes	Yes	Yes	Unknown.	£30.
Total estimated loss by fire in Home Commands £75,343.												
Total £98												

(A.F.Os. 1856/44, 5838/44, 1115/45, 3571/45, 3706/45, 4338/45, 5137/45 and 5560/45.)

7107.—Need for Economy in the Use of Water at Naval Establishments—REPORTS

(C.E.-in-C. 50670/45.—6 Dec. 1945.)

Attention is drawn to the vital need for strict economy in the use of water as a means of saving manpower and fuel.

2. It may not be generally appreciated that water is a valuable commodity involving the employment of considerable manpower and use of materials in its collection, purification and distribution, which often also involves pumping and consumption of fuel. In many areas there is a definite shortage, and insufficient water is available to meet all the requirements of the services and of the civil population.

3. Returns from R.N. and R.M. barracks and similar shore establishments at home stations reveal a wide difference in the quantities used per man per day and the generous peace-time standards are no longer to be followed.

4. The strictest economy is in future to be exercised at all Naval shore establishments, and steps are to be taken to avoid any waste or unnecessary use of water, as widely spread savings over a large number of points would effect a very considerable saving in the aggregate.

5. Whilst it is not intended at present to lay down a rigid maximum to apply equally to all establishments it is considered that with due economy 30 gallons per head per day should generally be sufficient, as in many cases reports of consumption show that 20 gallons per head per day is proving adequate. Every effort is therefore to be made to keep consumption below 30 gallons per head per day.

6. The limitation in the use of water should be effected by general economies *e.g.*, partially shutting down valves controlling supplies to showers and wash basins, etc., rather than by cutting off supplies completely for some part of each day.

Domestic water should not, unless absolutely necessary, be used for fire parties and wet drills where other sources, such as ponds, rivers or sea water are available. Hosing down of floors and areas is to be reduced to the absolute minimum. It is of great importance that taps should not be left running to waste, or the supply of water misused in any other way.

7. Records of water consumption are to be regularly made in accordance with paragraphs 5 and 6 of Article 421 of the Handbook Instructions to "Officer-in-Charge of Works," and reports are to be rendered quarterly to the Civil Engineer-in-Chief by the local Officer-in-Charge of Works at Home Stations. Reports should be in the form of Appendix XVII of the above-mentioned handbook, indicating the total water consumption, the average number of residents, and the average consumption per head per day with remarks regarding economies effected.

8. As regards the delivery of water to ships and vessels alongside wharves close supervision to the operation of the valves controlling the delivery hoses is always to be given. Water is never to be left running in hoses when tanks are filled or when the hoses are being transferred from tank to tank, or from ship to ship.

(A.F.Os. 2574/43 and 2420/44 are cancelled.)

7108.—Workpeople—Compensation—Rendering of Forms D.739b, etc., Prior to a Man's Discharge

(L. 10743/45.—6 Dec. 1945.)

Attention is drawn to the necessity for forwarding compensation forms (D.739b, D.739, D.263) in sufficient time prior to a man's discharge to ensure that any award of compensation to which he may be entitled may be brought into effect as from the date of discharge, or as soon thereafter as possible.

2. Special attention in this connection is to be paid to cases in which a man will be clearly handicapped in the open labour market as a result of an attributable injury with a view to avoiding, so far as is practicable, the discharge of a workman on "Reduction" before an award of compensation at the appropriate rate has been made.

(A.F.O. 2027/44.)

7109.—Workpeople—Industrial Establishments—Hours of Work of Young Persons—Compliance with Factories Act—REPORTS

(L.17747/45.—6 Dec. 1945.)

The working hours of young persons in H.M. dockyards and other industrial establishments at home should be reduced as follows as early as practicable in order to comply with Sections 70 and 71 of the Factories Act, 1937 :—

- (a) For young persons under 16 years of age : working hours to be reduced to 44 hours a week.
- (b) For young persons between 16 and 18 years of age : working hours not to exceed 48 hours a week.

2. Detailed arrangements of working hours to effect compliance with the provisions of the Act as above are left to the Heads of establishments and a report of the action taken should be furnished to the Secretary of the Admiralty (Labour Branch) in due course.