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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
27th 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,

H. V. Markham

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

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

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awards.*

ADMIRALTY FLEET ORDERS

No. Subject.

27th 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.)

7502. Air Bases—Mobile Naval Air Bases No. 1 (H.M.S. "Nabbington")—Paying Off.
 7503. Aircraft—Air Traffic Regulations.
 7504. Commands—Abroad—West Africa Sub-Command—Closing Down of Various Bases.
 7505. Defence—Regulations—Revocation Order Issued Under—Merchant Ships (Passive Defence) Order, 1943 (Revocation) Order, 1945.
 7506. Defence—Regulations—Revocation Order Issued Under—Wireless Telegraphy (Ships) No. 2 Order, 1942, (Revocation) Order, 1945.
 7507. Defence—Regulations—Revocation Order Issued Under—Wireless Telegraphy Emergency Apparatus (Merchant Ships) Order, 1942, (Revocation) Order, 1945.
 7508. Defence—Regulations—The Admiralty Civil Police and Royal Marine Police, Special Reserve (Employment and Offences) Order, 1944, (Revocation) Order, 1945.
 7509. Naval Parties—H.M.S. "Princess Augusta"—Commissioning.
 7510. Naval Parties—H.M.S. "Princess Louisa"—Commissioning.
 7511. Salutes—Merchant Vessels—Saluting Men-of-War—REPORT.
 7512. Signals—Revival of Signalling Exercises between H.M. Ships and British Merchant Ships.

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

7513. Accounting—Bases—Ostend.
 7514. Admiralty—Committees—Leggett Committee—Reports and Findings.
 7515. Admiralty—Transfer of Responsibility for Net Defence.
 7516. Advancement—Able Seamen—"Tr" Qualification.
 7517. Badges—Forfeiture of Flying Badges.
 7518. Canteens—Funds—Non-Public Funds—Disposal.
 7519. Canteens—Navy, Army and Air Force Institutes—Balance Sheet as at 2nd September, 1944.
 7520. Clothing—Issue of Civilian Clothing Benefits to Naval Ratings Indefinitely Released from the Service Prior to 16th October, 1944.
 7521. Complements—Amendments.
 7522. Courses—Navigation Courses for Reserve Officers—Discontinuance.
 7523. Dental—Treatment at the Public Expense by Civilian Dental Practitioners
 7524. Educational—Adult Education and Vocational Training—Volunteers for Full-Time Instructional Duties.
 7525. Educational—Adult Education—Civilian Examining Bodies.
 7526. Electrical Branch—Institution on 1st January, 1945.
 7527. Exhibition of National War Pictures.
 7528. Films—Exchange of Recreational Films Between R.N.F.C., U.S. Navy and R.C.N.F.S.
 7529. Films—Instructional—Obsolete.
 7530. Films—Instructional—Resettlement—Distribution.
 7531. Films—Instructional—Titles—"Fire Control in Escort Vessels" (Serial No. S.A. 253).
 7532. Films—Instructional—Titles—"Training Tubes" (Serial No. S.A. 299).
 7533. Leave—Deferred Foreign Service Leave.
 7534. Leave—Personnel who were Interned in North Africa.
 7444. Manpower—Re-allocation—Block Release in Class B—Arts Students.
 7445. Manpower—Re-allocation—Block Release in Class B—Bakers.
 7446. Manpower—Re-allocation—Block Release in Class B—Bakers.
 7447. Manpower—Re-allocation—Block Release in Class B—Boot and Shoe Operatives.
 7448. Manpower—Re-allocation—Block Release in Class B—Bricklayers.
 7449. Manpower—Re-allocation—Block Release in Class B—Bricklayers.
 7450. Manpower—Re-allocation—Block Release in Class B—Bricks, Pipes, Tiles, Fireclay Goods Making.
 7451. Manpower—Re-allocation—Block Release in Class B—Building Ancillary Trades.
 7452. Manpower—Re-allocation—Block Release in Class B—Building Materials Manufacture.
 7453. Manpower—Re-allocation—Block Release in Class B—Building Materials Manufacture.
 7454. Manpower—Re-allocation—Block Release in Class B—Building Trade Workers (General).
 7455. Manpower—Re-allocation—Block Release in Class B—Carpenters and Joiners.
 7456. Manpower—Re-allocation—Block Release in Class B—Civil Engineers.
 7457. Manpower—Re-allocation—Block Release in Class B—Civil Servants.
 7458. Manpower—Re-allocation—Block Release in Class B—Coal Miners.
 7459. Manpower—Re-allocation—Block Release in Class B—Coal Miners.

(Issued separately on 26th December, 1945.)

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

7460. Manpower—Re-allocation—Block Release in Class B—Colonial Service—Candidate for.
 7461. Manpower—Re-allocation—Block Release in Class B—Cotton Operatives.
 7462. Manpower—Re-allocation—Block Release in Class B—Distributive Trades.
 7463. Manpower—Re-allocation—Block Release in Class B—Distributive Trades.
 7464. Manpower—Re-allocation—Block Release in Class B—Draughtsmen.
 7465. Manpower—Re-allocation—Block Release in Class B—Draughtsmen.
 7466. Manpower—Re-allocation—Block Release in Class B—Firemen.
 7467. Manpower—Re-allocation—Block Release in Class B—Fitters (Unspecified).
 7468. Manpower—Re-allocation—Block Release in Class B—Foremen (General) Builders
 7469. Manpower—Re-allocation—Block Release in Class B—Gas Workers.
 7470. Manpower—Re-allocation—Block Release in Class B—Glass Manufacture.
 7471. Manpower—Re-allocation—Block Release in Class B—Grain Milling.
 7472. Manpower—Re-allocation—Block Release in Class B—Hospital Cooks.
 7473. Manpower—Re-allocation—Block Release in Class B—Ironfounding (General).
 7474. Manpower—Re-allocation—Block Release in Class B—Masons.
 7475. Manpower—Re-allocation—Block Release in Class B—Plasterers.
 7476. Manpower—Re-allocation—Block Release in Class B—Plumbers, Gas Fitters, etc.
 7477. Manpower—Re-allocation—Block Release in Class B—Plumbers, Gas Fitters, etc.
 7478. Manpower—Re-allocation—Block Release in Class B—Police.
 7479. Manpower—Re-allocation—Block Release in Class B—Probation Officers.
 7480. Manpower—Re-allocation—Block Release in Class B—Tobacco Trade Workers.
 7481. Manpower—Re-allocation—Block Release in Class B—Science, etc., Students.
 7482. Manpower—Re-allocation—Block Release in Class B—Sheet Steel Workers.
 7483. Manpower—Re-allocation—Block Release in Class B—Student Nurses.
 7484. Manpower—Re-allocation—Block Release in Class B—Student Nurses.
 7485. Manpower—Re-allocation—Block Release in Class B—Surveyors, Architects, etc.
 7486. Manpower—Re-allocation—Block Release in Class B—Tailoring.
 7487. Manpower—Re-allocation—Block Release in Class B—Teachers.
 7488. Manpower—Re-allocation—Block Release in Class B—Theological Students.
 7489. Manpower—Re-allocation—Block Release in Class B—Tobacco Trade Workers.
 7490. Manpower—Re-allocation—Block Release in Class B—University Teachers.
 7491. Manpower—Re-allocation—Block Release in Class B—Wagon Repairers.
 7492. Manpower—Re-allocation—Block Release in Class B—Wood Working Machinists.
 7493. Manpower—Re-allocation—Block Release in Class B—Wool Operatives.
 7494. Manpower—Re-allocation—Combined Operations Personnel—Drafting of Landing Craft Base Mobile Ratings for Release.
 7495. Manpower—Re-allocation—Commonwealth and Dominion Personnel—Return of Kenya R.N.V.R.
 7496. Manpower—Re-allocation—Officers—Release of Officers in Class A—Replies to Admiralty Signals.
 7497. Manpower—Re-allocation—Officers—Release of Temporary Officers of the Instructor and Schoolmaster Branches.
 7498. Manpower—Re-allocation—Release in Class A—Dispersals.
 7499. Manpower—Re-allocation—Release in Class A—Shortest Number Two.
 7500. Manpower—Re-allocation—W.R.N.S.—Release in Class A—Ratings.
 7501. Manpower—Re-allocation—W.R.N.S.—Return to United Kingdom.
 7535. Medals, Decorations, Honours—"London Gazette" Supplement of 14th December, 1945.
 7536. Medical—Innoculation Against Plague.
 7537. Medical—Officers Sick on Shore—Doctor's Accounts.
 7538. Motor Transport—Vehicles—Traffic Accidents at Home—Procedure (See A.F.O. 7611/45).
 7539. Office Equipment—Training of Ratings in the Use of Accounting Machines.
 7540. Prizes—Commander Egerton Memorial Prize—Award for 1945.
 7541. R.M.—Motor Transport School, Alsager.
 7542. R.M.—Officers—Promotion and Command in The Corps of Royal Marines—New System For Continuous Service Officers.
 7543. R.N. and R.M. Golfing Society. (Included in Notice Boards Only.)
 7544. Ratings—Re-Entry on Regular Engagements After Release in Class A.
 7545. Ratings—Special Repair (D.A.S.).
 7546. Retired Officers—Of Flag Rank Re-Employed "Inside Admiralty"—Pay and Allowances.
 7547. Royal Naval Benevolent Trust—Donations. (Included in Notice Boards Only.)
 7548. Sentries—Orders For.
 7549. Sports—R.N. and R.M. Rugby Football Union—Annual General Meeting. (Included in Notice Boards only.)
 7550. W.R.N.S.—Drafting in Rosyth Command—Transfer to Portsmouth, Devonport and Chatham.
 7551. W.R.N.S.—Officers—Promotion.
 7552. W.R.N.S.—Ratings Living Out—Allowances.
 7553. Warrant Officers—Selected Warrant Officers and Commissioned Warrant Officers from Warrant Rank for Direct Promotion to Lieutenant—Rate of Full Pay.
 7554. Warrant Officers—Temporary—Eligible for Retired Pay or Retiring Gratuity—Instructions.
 7555. West Indies—Trinidad—Change of Title of Post of S.B.N.O. to that of N.O. i/c.

73773

(Issued separately on 26th 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.)

7556. Aircraft—Bombs—Pistols, Tail, No. 30, Marks II-IV**—Restriction in Use.
 7557. Aircraft—Guns—Hispano 20-mm.—Gauging of Firing Pins Mark III—Introduction of Gauges—R.A.F. Ref. 8D/2695.
 7558. Ammunition—General—Tracers Shell No. 16—Supply for Use with S.L. Practice Projectiles.
 7559. Ammunition Supply—Naval Armament Depots, Supply, Tests and Returns of Ammunition—Annual Inspection of Explosives and Testing of Cordite during 1946, and thereafter.
 7560. Ammunition Supply—Ready Use and Magazine Lockers—Landing Ammunition Lockers.
 7561. Guns—40-mm.—Bofors, Marks IV, VIII, IX, X and XI—Failure of Breech Closed Indicator.
 7562. Gun Mountings—2-pdr.—R.P. 50 Mark VI A* Mountings—Fitting of Director Operated Firing Gear—As. and As.
 7563. Radar—General—Gunnery Radar Material—Failures—REPORTS.
 7564. Targets—British, 2-in., Rocket Target—Introduction—REPORTS.
 7565. Training—Courses—Ordnance Officers and Ordnance Artificers—Course of Instruction.

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

7566. Whitehead—Torpedo Components—Aircraft Torpedo Fittings, Air Tails, etc.—M.A.T., Mark 4 and Mods.—Failure to Uncock.
 7567. Whitehead—Torpedoes—21-in., Mark 8*—8**—Modification to Valve Groups.

Navigation.—(Navigation Stores, Sextants, Compasses, Charts, Anchors, Sails, etc.)

7568. Compasses—Magnetic—Safe Distances.

Engineer.—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.)

7569. Boilers—Tubes—Particulars of Numbers Fitted in H.M. Ships.
 7570. Boilers—Water Level Gauge Mountings—Alignment, etc.
 7571. Coastal Forces—Craft—Reduction to Reserve Category "C"—Preservation of Machinery

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

7572. W/T—Operational and General—Wireless—Receivers—Additional B.28—Fitting—As. and As.

Aircraft.—(Technical.)

7573. Aircraft—W/T—Radio—Experimental Models of Radio Equipment.
 7574. Stores—Administrative and General—Aircraft—Barracuda Airframe Spares—Disposal of Surplus Stocks.

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

7575. Aircraft—Link Trainers—Responsibility for Overhaul and Repair, and Procedure for Supply of Spares.
 7576. Aircraft—Oxygen System—Test Rig for Oxygen Mask.
 7577. Aircraft—Return of State of Naval Aircraft, Power Plants and Aero-Engines Held—Reduction of Returns Required.
 7578. Alterations and Additions to H.M. Ships—L.C.T.(8).
 7579. Alterations and Additions to H.M. Ships—Rescue Tugs—"Assurance" Class—REPORTS
 7580. Alterations and Additions to H.M. Ships—Rescue Tugs—"Bustler" Diesel Class.
 7581. Boilers—Domestic—Safety Device—Fitting—As. and As.
 7582. Cables—Electric—Patterns 12745 and 12746, for E.L. and P. Services on Motor Craft—Introduction.
 7583. Combined Operations—L.C.I.(L)—Firefighting Equipment—Supply.
 7584. Combined Operations—Major Landing Craft—Securing to Buoy—Supply of Wire.
 7585. Contracts—Surplus Materials, etc., arising from Contract Curtailment—Disposal.
 7586. Fires—Extinguishers—Methyl-Bromide—Addition of C.A.P.
 7587. Stores—Items—Aircraft—Gramme Weights for Avery Semi-Self-Indicating Scales.

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

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

7588. R.C.N.—Maintenance of Ships.
 7589. Stores—Administrative and General—Aircraft—Mercury Barometers—Transport.
 7590. Stores—Administrative and General—Sound Cinema and Associated Equipment—Introduction of New Subhead Item F.6.
 7591. Survivors—Blankets, Duffle Coats and Towels for.
 7592. W.R.N.S.—Officers and Ratings—Tropical Hats.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

7593. Books of Reference—Amendments.
 7594. Books of Reference—B.R. 226—Establishment of Spare Parts, Tools and Accessories for Transferable Mountings—Revision B.R. 226 (B) (45) (Restricted)—Establishment of Spare Parts, Tools and Accessories for Gun Mountings of all sizes up to and including 6-in. Handworked—Issue.
 7595. Books of Reference—B.R. 980 (W)—Revised Page 32 to Range Table 209 and Revised Page 1 to Range Table 206 for B.L. 8-in. Guns, Mark VIII, dated June, 1945—Issue.
 7596. Books of Reference—B.R. 1243 Series—Electrical Handbook of U.S. Fire Control as Fitted in British Ships—Issue.
 7597. Books of Reference—B.R. 1248 (45) (Restricted)—Handbook for Pom-Pom Director, Mark IV, and Gyro Rate Unit, Mark I—Issue.
 7598. Books of Reference—B.R. 1310—Elementary Rules for Safe Handling of Small Arms—Issue.
 7599. Correspondence—Addresses—Area Cashier, North West London—Change of Address.
 7600. Correspondence—Addresses—Similarity of Names—Confusion—R.N. Base, Sydney, Australia, and R.N. Armament Depot, Lydney, Gloucestershire.
 7601. Forms—Aircraft Equipment—Accounting and Checking Procedure—Temporary Forms A.44/BB for Barracuda, Marks I, II and III and Amendment to Form A.44/BC.
 7602. Forms—S.26—Officers Sick on Shore. (See A.F.O. 7537/45.)
 7603. Publications—Command Paper No. 6715 (December, 1945)—Post-War Code of Pay, Allowances and Service Pensions and Gratuities.
 7604. Resettlement in Civil Life—Careers for Men and Women—Pamphlet—Distribution.
 7605. "The Royal Navy and The Atomic Bomb"—Distribution of Broadsheet.

SECTION 6.—SHORE ESTABLISHMENTS

7606. Civilian Non-Industrial Staff—Civil Servants Serving with the Forces—Returns.
 7607. Cordage—Inspection—Reduction of Areas.
 7608. Establishments—Aden—Closing of R.N. Armament Depot.
 7609. Establishments—Freetown—Closing of R.N. Armament Depot.
 7610. Motor Transport—Vehicles—R.N. Motor Transport in U.K.—Disposal of Vehicles Surplus to Requirements and beyond Economical Repair.
 7611. Motor Transport—Vehicles—Traffic Accidents at Home—Procedure.
 7612. Stores—Administrative and General—Sound Cinema and Associated Equipment—Introduction of New Subhead Item F.6. (See A.F.O. 7590/45.)

(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.

7502.—Mobile Naval Air Base No. I (H.M.S. "Nabbington")—Paying Off

(A. 01463/45.—27 Dec. 1945.)

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

2. M.O.N.A.B. No. V (H.M.S. "Nabswick") has replaced M.O.N.A.B. No. I at the R.A.A.F. Station, Nowra.

(C.A.F.Os. 2448/44 and 247/45.)

7503.—Air Traffic Regulations

(A/A.O.D. 478/45.—27 Dec. 1945.)

- I. Introduction.
- II. Flights on military airways.
- III. Flights in approach zones and airfield traffic zones.
- IV. Flights outside airways and zones.
- V. Directional system.
- VI. Existing military airways.
- VII. Existing approach zones.
- VIII. Existing airfield traffic zones.

I. Introduction

The following definitions and regulations regarding flying by military aircraft within the limits of the United Kingdom and over adjacent waters are promulgated for information and compliance by naval aircraft.

2. *Definitions.*—(i) *Airways.*—Military airways exist along routes in frequent and regular use, and consist of the air space between 3,000 and 10,000 ft. above ground level and within five statute miles on each side of the centre lines designated. The flight of aircraft on airways under Instrument Flight Rules (see paragraph 3 (ii)), is regulated by Air Traffic Control, as indicated in paragraphs 5, 6 and 7, in the interests of the safety of aircraft using the airways.

(ii) *Approach Zones.*—An approach zone is a designated air space (which may surround one or more airfield traffic zones) within which flights under Instrument Flight Rules are, in the interests of safety, regulated by Air Traffic Control in accordance with the rules contained in paragraph 9.

(iii) *Airfield Traffic Zones.*—An airfield traffic zone is the designated air space in the vicinity of a specified airfield at which traffic is particularly heavy, within which, in the interests of safety, all aircraft movements are regulated by the airfield Control. Entry into an airfield traffic zone is restricted as indicated in paragraph 10. When two airfield traffic zones overlap, one of the airfield Controls is designated as the co-ordinating control for the airfield traffic zones concerned.

(iv) *Air Traffic Control.*—The term "Air Traffic Control" is used herein as a general term embracing the regulation, supervision and control of air traffic on airfields, within zones, on airways and elsewhere. Such control is generally provided at naval air stations and at most R.A.F. stations and civil airports.

(v) *Airfield Control.*—Airfield control is that section of Air Traffic Control dealing with the regulation, supervision and control of air traffic within an airfield traffic zone, or, in the case of an airfield where there is no airfield traffic zone, on and in the immediate vicinity of the airfield.

3. *Flight Rules.*—(i) *Contact Flight Rules.*—An aircraft is considered to be flying in accordance with Contact Flight Rules when the following conditions are observed:—

- (a) Its altitude and flight path can, at all times, be maintained by visual reference to the surface of the earth.
- (b) There is a forward visibility from the aircraft of at least one statute mile if it is flying at less than 1,000 ft. above ground level, or three statute miles if it is flying at more than 1,000 ft. above ground level.
- (c) It does not fly within 2,000 ft. horizontally or 500 ft. vertically of cloud and
- (d) It does not fly between sunset and sunrise.

(ii) *Instrument Flight Rules.*—Whenever any of the conditions given in 3 (i) (a)-(d) cannot be observed, flight must be carried out under Instrument Flight Rules.

4. *Flight Plans and Clearance.*—(i) A flight plan should be transmitted to the nearest Air Traffic Control, and air traffic "clearance" obtained prior to any flights being made under Instrument Flight Rules within an airway, approach zone or an airfield traffic zone.

(ii) Flight plans may be submitted to and clearance obtained through any recognized control station.

(iii) If a clearance is required for only part of a flight and, because of the length of the flight or the lack of communications facilities at the point of departure, the aircraft is unable to obtain this clearance before taking off in accordance with paragraph 4 (i), clearance may be obtained from Air Traffic Control by radio during flight.

(iv) Once a clearance has been granted for a particular flight, no alteration to the flight plan may be made without further clearance.

(v) When a flight plan has been submitted in accordance with paragraph 4 (i), the pilot of an aircraft shall, on reaching his destination, report his arrival to the nearest Air Traffic Control.

II. Flights on Military Airways

5. *Clearance.*—(i) *Flights under Contact Flight Rules.*—Aircraft intending to fly along an airway under Contact Flight Rules do not require prior clearance from Air Traffic Control, except as stated in paragraph 7.

(ii) *Flights under Instrument Flight Rules.*—Aircraft intending to fly along an airway in Instrument Flight Rule conditions must obtain prior clearance from Air Traffic Control (see paragraph 4).

6. *Flight Levels.*—Aircraft flying along an airway shall, unless otherwise directed by Air Traffic Control, fly at a height depending on the quadrant within which the magnetic track of the airway lies (see Section V).

7. *Weather Changes.*—(i) *Radio-equipped Aircraft.*—If a radio-equipped aircraft encounters or expects to encounter weather conditions necessitating flight under Instrument Flight Rules, it must obtain clearance by radio from Air Traffic Control to continue its flight or, alternatively, leave the airway.

(ii) *Aircraft not Equipped with Serviceable Radio.*—An aircraft not equipped with serviceable radio shall, in similar circumstances, either leave the airway and continue its flight outside it, or land at the nearest airfield and obtain clearance for the remainder of its intended flight on the airway.

8. *Flights Across Airways.*—The regulations to be observed by aircraft crossing airways are given in paragraph 14.

III. Flights in Approach Zones and Airfield Traffic Zones

9. *Approach Zones.*—(i) *Clearance.*—(a) *Flights under Contact Flight Rules.*—Aircraft intending to fly within an approach zone under Contact Flight Rules do not require prior clearance from Air Traffic Control, provided they remain outside airfield traffic zones (see paragraph 10).

(b) *Flights under Instrument Flight Rules.*—Aircraft intending to fly within an approach zone under Instrument Flight Rules must obtain prior clearance from Air Traffic Control (see paragraph 4). In addition, radio-equipped aircraft making

for an airfield within an approach zone shall transmit the following information to the appropriate Air Traffic Control when 50 nautical (58 statute) miles, or 20 minutes flying time, whichever is the greater, from the centre of the zone:—

- Height.
- Position and time.
- E.T.A. at point of entry into approach zone.
- E.T.A. at destination.

Having passed the above message, the aircraft will comply with any further instructions given by Air Traffic Control.

10. *Airfield Traffic Zones.*—Aircraft may not fly within an Airfield Traffic Zone in any weather, without prior permission from the Airfield Control concerned. Such permission may be obtained via any of the recognized Air Traffic Control Stations, the submission of a Flight Plan being necessary only for flights under Instrument Flight Rules. In the case of civil airports that lie within designated Airfield Traffic Zones, applications to fly under Contact Flight Rules without prior permission from Airfield Control should be made in writing to the Ministry of Civil Aviation (D.O.S.), Ariel House, London, W.C.2.

11. *Flight Levels.*—Heights to be flown in Approach Zones and Airfield Traffic Zones under Instrument Flight Rules will be determined by Air Traffic Control.

IV. Flights outside Airways and Zones

12. No clearance from Air Traffic Control is necessary for a flight which does not enter an airway, an approach zone or an airfield traffic zone.

13. *Directional System.*—Unless otherwise directed by Air Traffic Control, all flights at more than 1,000 ft. above ground level, under Instrument Flight Rules outside airways and zones, shall be made at a height dependent on the aircraft's course, in the manner described in Section V.

14. *Flights Across Airways.*—Aircraft flying under Instrument Flight Rules wishing to cross an airway shall, whenever possible, contact the appropriate Air Traffic Control and obtain clearance prior to crossing the airway: when this is not possible they shall cross the airway flying on a course at right angles to the direction of that airway and shall maintain a height determined by the directional system.

V. Directional System

15. Aircraft flying under Instrument Flight Rules on magnetic courses within the sectors indicated in column *A* will do so at any one of the heights prescribed in column *B* provided that they are at least 1,000 ft. above ground level.

A	B
<i>Magnetic Course of Aircraft</i>	<i>Heights to fly above Sea Level</i>
0(360)° inc. to 090° excl. ...	Odd thousands of feet (e.g. 3,000 ft., 5,000 ft., etc.).
090° inc. to 180° excl. ...	Odd thousands plus 500 ft. (e.g. 1,500 ft., 3,500 ft., etc.).
180° inc. to 270° excl. ...	Even thousands of feet (e.g. 2,000 ft., 4,000 ft., etc.).
270° inc. to 360° excl. ...	Even thousands plus 500 ft. (e.g. 2,500 ft., 4,500 ft., etc.).

Notes.—(1) When turning right from one quadrant into the next, aircraft should ascend 500 ft.; when turning left in similar circumstances, aircraft should descend 500 ft.

(2) In the case of flights along an airway, the heights to be flown shall be determined from the above table, the sectors in column *A* being regarded as referring to the magnetic track of the airway and *not* the magnetic course of the aircraft.

VI. Existing Military Airways

16. *The London-Paris Airway.*—This airway is 10 miles wide, extends from 3,000 ft. to 10,000 ft. above ground level and has a centre line as follows:—

From the point where a line from Dorking radio range (51° 12' 16" N, 00° 14' 29" W) to Langney Point (Eastbourne) radio range (50° 48' 11" N, 00° 18' 10" E) cuts the Southern Boundary of the London Approach Zone (see Section VII), to Langney Point (Eastbourne) radio range and thence to Dieppe radio range (49° 56' 26" N, 01° 10' 43" E).

17. *The London-Brussels Airway.*—This airway is 10 miles wide, extends from 3,000 ft. to 10,000 ft. above ground level, and has a centre line as follows:

From the point where a line from London (Croydon) Airport (51° 21' N, 00° 07' W) to Brussels (Evere) Airport (50° 52' 35" N, 04° 25' 40" E) cuts the South-Eastern boundary of the London Approach Zone (see Section VII), to Brussels (Evere) Airport.

18. The magnetic tracks of both these airways fall within the 090° to 180° and from 270° to 360° quadrants. The heights to be flown on both airways are therefore:—

From United Kingdom to Continent ...	Odd thousands plus 500 ft. above sea level (e.g. 3,500 ft., 5,500 ft.).
From Continent to United Kingdom ...	Even thousands plus 500 ft. above sea level (e.g. 4,500 ft., 6,500 ft.).

19. Flights within these airways are co-ordinated by the London Air Traffic Centre, R.A.F. Station, Uxbridge, Middlesex. Clearance for flights under Instrument Flight Rules along these airways may be obtained direct from the London Air Traffic Centre* or via any recognized Control Station.

VII. Existing Approach Zones

20. *The London Approach Zone.*—(i) The London Approach Zone consists of the air space from ground level to 10,000 ft. above sea level within a radius of 20 nautical (24 statute) miles from Westminster Bridge (51° 29' N, 00° 07' W).

(ii) Flights within the London Approach Zone are co-ordinated by the London Air Traffic Centre, R.A.F. Station, Uxbridge, Middlesex. Clearance for flights under Instrument Flight Rules in the London Approach Zone may be obtained direct from the London Air Traffic Centre* or via any recognized Control Station.

21. *The Bournemouth Approach Zone.*—(i) The Bournemouth Approach Zone consists of the air space from ground level to 5,000 ft. above sea level within the area enclosed by a line joining the following points:—Hurst Castle (50° 42' N, 01° 33' W), Ramsey (50° 59' N, 01° 30' W), Downton (50° 59' N, 01° 45' W), a point 50° 42' N, 02° 10' W, St. Albans Head (50° 34' N, 02° 03' W), Hurst Castle.

(ii) Flights within the Bournemouth Approach Zone are co-ordinated by the Civil Air Traffic Control Station at Hurn Airport, near Bournemouth, Hants. Clearance for flights under Instrument Flight Rules in the Bournemouth Approach Zone may be obtained direct from the Hurn Air Traffic Control Station† or via any recognized Control Station.

VIII. Existing Airfield Traffic Zones

22. Airfield Traffic Zones are in existence at the following airfields:—

<i>Airfield</i>	<i>Controlling Authority</i>	<i>Telephone No.</i>
London (Croydon) ...	R.A.F. ...	Croydon 7744.
Biggin Hill ...	R.A.F. ...	Ravensbourne 0194.
Bovingdon ...	U.S.A.A.F. ...	Bovingdon 2296.
Hendon ...	R.A.F. ...	Colindale 6577.
Northolt ...	R.A.F. ...	Ruislip 3022.

23. The Airfield Traffic Zone at each of these airfields consists of the air space from ground level up to 3,000 ft. above sea level with a radius of 5 nautical (6 statute) miles from the centre of the airfield concerned.

24. Permission for flights within any of these airfield traffic zones may be obtained from the airfield Control concerned either direct or via any recognized Control Station.

* Pilots wishing to communicate direct with the London Air Traffic Centre should telephone Uxbridge 2490 and ask for "Air Traffic Centre—Clearances".

† Telephone No. Northbourne 221 or Christchurch 1274.

7504.—West Africa Sub Command—Closing Down of Various Bases

(M. 010701/45.—27 Dec. 1945.)

The following bases in the West Africa sub command closed down on the date stated :—

Base	Ship	Remarks
Dakar	H.M.S. "Fann" ...	Paid off 30th June.
Bathurst	H.M.S. "Melampus" ...	Paid off 30th June.
Takoradi	H.M.S. "Leonidas" ...	Paid off 20th July.
Lagos	H.M.S. "Astrala" ...	Paid off 8th August.
Pointe Noire	B.N.L.O.	Closed 26th June.
R.N.A.S. Hastings	H.M.S. "Spurwing" ...	Paid off 31st December, 1944.
W/T Station, Ascension Island.	—	Station finally closed 21st July, 1945.

2. Considerable difficulty and unnecessary signalling and correspondence are experienced at Freetown since material continues to arrive addressed to ships and bases stated.

7505.—Defence Regulations—Revocation Order issued under

(N.L. 13964/44.—27 Dec. 1945.)

Their Lordships have issued the following Order which is promulgated for information.

THE MERCHANT SHIPS (PASSIVE DEFENCE) ORDER 1943
(REVOCATION) ORDER, 1945

By Command of the Lords Commissioners
of The Admiralty.

In pursuance of the powers conferred upon them by Regulations 45 and 98 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order :—

- (1) The Merchant Ships (Passive Defence) Order 1943 is hereby revoked.
- (2) This Order shall come into force forthwith and may be cited as The Merchant Ships (Passive Defence) Order 1943 (Revocation) Order, 1945.

By Command of Their Lordships,
(Sgd.) H. V. MARKHAM.

Admiralty, S.W.I.
18th December, 1945.

(A.F.O. 4662/43 is cancelled.)

7506.—Defence Regulations—Revocation Order issued under

(N.L.T.D. 446/45.—27 Dec. 1945.)

Their Lordships have issued the following Order which is promulgated for information.

THE WIRELESS TELEGRAPHY (SHIPS) No. 2 ORDER, 1942
(REVOCATION) ORDER 1945

By Command of the Lords Commissioners
of the Admiralty.

In pursuance of the powers conferred on them by Regulations 8 and 98 of the Defence (General) Regulations 1939, the Lords Commissioners of the Admiralty hereby make the following Order :—

- (1) The Wireless Telegraphy (Ships) No. 2 Order, 1942, is hereby revoked.
- (2) This Order shall come into force forthwith and may be cited as The Wireless Telegraphy (Ships) No. 2 Order, 1942 (Revocation) Order, 1945.

By Command of Their Lordships,
(Sgd.) H. V. MARKHAM.

Admiralty, S.W.I.
18th December, 1945.

(A.F.O. 2582/43.)

7507.—Defence Regulations—Revocation Order issued under

(N.L. 18878/45.—27 Dec. 1945.)

Their Lordships have issued the following order which is promulgated for information.

THE WIRELESS TELEGRAPHY EMERGENCY APPARATUS (MERCHANT
SHIPS) ORDER 1942 (REVOCATION) ORDER 1945

By Command of the Lords Commissioners
of the Admiralty.

In pursuance of the powers conferred upon them by Regulations 45 and 98 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order :—

- (1) The Wireless Telegraphy Emergency Apparatus (Merchant Ships) Order, 1942, is hereby revoked.
- (2) This Order shall come into force forthwith and may be cited as The Wireless Telegraphy Emergency Apparatus (Merchant Ships) Order 1942 (Revocation) Order 1945.

By Command of Their Lordships,
(Sgd.) H. V. MARKHAM.

Admiralty, S.W.I.
18th December, 1945.

(A.F.O. 2582/43.)

7508.—Defence Regulations—The Admiralty Civil Police and Royal Marine Police Special Reserve (Employment and Offences) Order 1944 (Revocation) Order, 1945

(N.L. 2116/45.—27 Dec. 1945.)

Their Lordships have issued the following Order which is promulgated for information :—

THE ADMIRALTY CIVIL POLICE AND ROYAL MARINE POLICE
SPECIAL RESERVE (EMPLOYMENT AND OFFENCES) ORDER 1944
(REVOCATION) ORDER 1945

By Command of the Lords Commissioners
of the Admiralty.

In pursuance of the powers conferred on them by Regulations 29B and 98 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order :—

- (1) The Admiralty Civil Police and Royal Marine Police Special Reserve (Employment and Offences) Order 1944 is hereby revoked.
- (2) This Order shall come into force on the first day of January 1946 and may be cited as The Admiralty Civil Police and Royal Marine Police Special Reserve (Employment and Offences) Order 1944 (Revocation) Order 1945.

By Command of Their Lordships,
(Sgd.) H. V. MARKHAM.

Admiralty, S.W.I.
18th December, 1945.

(A.F.O. 3780/44 is cancelled.)

7509.—H.M.S. "Princess Augusta"—Commissioning

(M. 5766/45.—27 Dec. 1945)

Naval Party 1811 (Commodore, German Minesweeping Administration) commissioned as H.M.S. "Princess Augusta" on 22nd October, 1945.

2. The German torpedo recovery craft, "Sophie," has been renamed and commissioned as nominal depot ship.

3. The accounts of H.M.S. "Princess Augusta" were transferred from H.M.S. "Royal Albert" to H.M.S. "Royal Edgar" on 1st December, 1945.

(A.F.O. 6836/45.)

7510.—H.M.S. "Princess Louisa"—Commissioning

(M. 5766/45.—27 Dec. 1945.)

Naval Party 1767 (Naval Officer-in-Charge, Brunsbuttel) commissioned as H.M.S. "Princess Louisa" on 8th November, 1945.

2. The German motor launch, "Ursula," has been renamed and commissioned as nominal depot ship.

3. The accounts of H.M.S. "Princess Louisa" are borne in H.M.S. "Royal Edgar."

(A.F.O. 6836/45.)

7511.—Merchant Vessels—Saluting Men-of-War—REPORT

(M. 5402/45.—27 Dec. 1945.)

There are no written regulations stating that merchant ships shall dip ensigns to men-of-war, and this practice must be considered an act of custom and courtesy rather than of rule.

2. It is desired, however, that Flag and Senior Officers shall report to the Admiralty any flagrant or repeated cases of disregard of this practice, particularly by British merchant ships.

3. It is important that H.M. ships should return these salutes punctiliously and smartly, both as a matter of courtesy and in order to avoid any excuse for failure to carry out the courtesy by a merchant ship on a later occasion. H.M. ships should, however, avoid any suggestion of awaiting such salute by stationing a man ostentatiously by the colours before the merchant ship has dipped.

4. This order does not apply to Royal Fleet auxiliaries, for whom the correct procedure is to hoist their distinguishing pennants when entering a naval port, joining the fleet, or passing H.M. ships at sea.

7512.—Revival of Signalling Exercises between H.M. Ships and British Merchant Ships

(M. 4781/45.—27 Dec. 1945.)

In order to encourage signalling in the Merchant Navy it is desirable that H.M. ships should carry out signalling exercises with merchant ships as frequently as possible and no opportunity should be lost of exercising visual signalling with British merchant ships by day and night, at sea and in harbour.

2. In harbour it is not always convenient for merchant ships to exercise V/S. Exercises are therefore only to be carried out in harbour at the request of merchant ships when the fullest co-operation is to be afforded. *At sea exercises should not be carried out when ships are in pilotage waters.*

3. Form S.174 (Quarterly Return of Signalling with British Merchant Ships) is to be forwarded to Admiralty through Commanders-in-Chief. Blank returns are required, giving reasons for failure to carry out exercises.

4. Form S.174 will be issued, without demand, when available.

Section 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, etc.**7513.—Accounting Base—Ostend**

(M. 5377/45.—27 Dec. 1945.)

The accounts of all Naval personnel in Belgium, including R.N. Section Belge, are being transferred from H.M.S. "Odyssey" to H.M.S. "Royal Edmund" (Base Ship, Ostend) which opens ledgers on 1st January, 1946. The accounts of the 118th Minesweeping Flotilla, manned by R.N. Section Belge, are being transferred from H.M.S. "Pembroke IV" on the same date.

2. Section Belge personnel being released should be discharged to H.M.S. "Royal Edmund." Pay documents, service certificates and enquiries concerning British and Belgian personnel employed in Belgium should now be addressed to H.M.S. "Royal Edmund" at Ostend, not to H.M.S. "Odyssey."

(A.F.Os. 511/45 and 7011/45.)

7514.—Leggett Committee—Reports and Findings

(N.L. 20923/45.—27 Dec. 1945.)

The reports and findings of the Leggett Committee have been bound in 12 volumes and have been placed in the Admiralty library for the use of Naval officers.

(A.F.O. 4406/45 is cancelled.)

7515.—Transfer of Responsibility for Net Defence

(T. 06919/45.—27 Dec. 1945.)

The responsibility for Net Defence will be transferred from Superintendent of Net Defence to Director of Torpedoes and Mining, on 1st January, 1946. All matters concerning Net Defence should thereafter be referred to the Admiralty.

7516.—Advancement to Able Seaman—"Tr." Qualification

(N. 27818/45.—27 Dec. 1945.)

It has been brought to notice that, in several instances, the Service Certificates of ordinary seamen and acting able seamen did not bear the notation "Tr.", signifying that the ratings concerned have undergone the 5-day Torpedo Course necessary to complete the provisional qualification for advancement to the confirmed rate of able seaman.

2. As the absence of the notation causes delay in advancement of qualified men, care is to be taken to ensure that, whenever a rating passes the Torpedo Course, the authority holding his Service Documents is always informed, so that the notation "Tr." can be made on page 3 of his Service Certificate.

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

7517.—Forfeiture of Flying Badges

(N.L./A.O.D. 175/45.—27 Dec. 1945.)

The term "aircrew badge" will in future be used as a generic term to include the undermentioned badges:—

Pilot's badge
Observer's badge.
Telegraphist Air Gunner's Badge.

2. Normally the holder of an aircrew badge will continue to wear the badge after he has ceased to carry out flying duties.

3. In future, however, an aircrew badge may be withdrawn if the holder has been removed permanently from flying duties for disciplinary or other reasons within his own control.

4. The withdrawal of the badge will be subject to Admiralty approval in each case.

7518.—Non-Public Funds—DisposalVarious ships and establishments*

(N./E.F.O. 227/236/242/45.—27 Dec. 1945.)

It has been reported that the balances in the canteen, etc., funds of the undermentioned ships and establishments have been disposed of as follows:—

H.M.S. "Alca"	£	s.	d.
<i>Mess Fund Account</i>			
British Red Cross	26	10	2
<i>Ship's Fund Account</i>			
British Red Cross	29	2	10
<i>Naval Draft, H.M.S. "Mooltan"</i>			
Star and Garter Hospital	37	0	0
Soldiers', Sailors' and Airmen's Families Association	28	16	9
<i>H.M.S. "Shah"</i>			
Sick Children's Hospital, London	65	5	2
St. Dunstan's Hospital for the Blind	67	5	1
Dr. Barnardo's Homes	67	5	1

<i>H.M.S. "Whaddon"</i>			
Royal National Lifeboat Institution	16	0	0
<i>Belfast Escort Force</i>			
Entertainment of children in R.N. Club, Belfast	80	9	10
Belfast Sick Children's Hospital	100	0	0
R.N. and R.M. Orphan Home, Portsmouth	50	0	0
Royal Lifeboat Institution (Belfast Branch)	50	0	0
King George's Fund for Sailors	50	0	0
Royal Naval Benevolent Trust... ..	64	8	4
<i>H.M.S. "Avon Vale"</i>			
St. Dunstons	11	12	11
Soldiers', Sailors' and Airmen's Families Association	11	12	11
King George's Fund for Sailors	11	12	10
British Red Cross Society	11	12	10
Sunshine Home for Blind Babies and Children	11	12	10
R.N. War Amenities Fund	11	12	10
Dr. Barnardo's Homes	11	12	10
<i>H.M.S. "Beehive"</i>			
<i>R.N. Canteen Fund</i>			
Royal Naval Benevolent Trust	741	7	5
W.R.N.S. Officers' Mess... ..	} W.R.N.S. Benevolent Trust	83	9 6
W.R.N.S. Mess			
W.R.N.S. Officers' Wine Fund... ..			
W.R.N.S. Canteen Fund			
Officers' Mess			
First of June Appeal	64	5	0
Officers' Wine Account			
First of June Appeal	140	0	0
<i>H.M.S. "Canopus"</i>			
St. Dunstons	£E.150	0	0
R.N. and R.M. National Home, Portsmouth... ..	40	0	0
R.N. and R.M. National Home, Devonport	40	0	0
R.N. and R.M. National Home, Chatham	40	0	0
Union Jack Club	210	0	0

7519.—Naval Canteens—Navy, Army and Air Force Institutes Balance Sheet as at 2nd September, 1944

(V. 2/6761/45.—27 Dec. 1945.)

A copy of the audited balance sheet of the N.A.A.F.I., as at 2nd September, 1944, and the revenue account for the year ended on that date, together with the remarks of the Board of Management, was promulgated in A.F.O. 5916/45 (Notice Boards Issue only).

2. The accounts of the Naval section are kept quite distinct from those of the Army and Air Force, and the funds of this section have not contributed in any way towards the reserve accounts, grants, etc., which appertain to those two services.

3. The amount of rebate and discount distributed to the Navy during the period was £1,535,159.

4. The Navy's share of the net revenue for the year was £70,571. Their Lordships have decided that this sum should be disposed of as follows:—

	£	
R.N.B.T.	} 67,700	
W.R.N.S.B.T.		
R.N. War Amenities Fund		2,000
Union Jack Club		300
Total	£70,000	

The balance—£571—has been added to the amount of Naval net revenue (war) held in suspense.

(A.F.O. 5916/45.)

7520.—Issue of Civilian Clothing Benefits to Naval Ratings Indefinitely Released from the Service prior to 16th October, 1944

(V./16/N. 15272/44.—27 Dec. 1945.)

The following instructions are promulgated regarding the issue of civilian clothing benefits to naval ratings who, prior to 16th October, 1944, were granted indefinite release to the Reserve List, or were released with indefinite exemption from Service on industrial or compassionate grounds.

2. Such ratings are entitled to receive civilian clothing benefits on the scale in force (for ratings discharged) *at the time of their release*, except that no benefits are issuable to the following categories:—

- Ratings released within one month of entry into the Service;
- Ratings who, prior to release, had re-entered the Service and, having previously received civilian clothing benefits, had failed to complete a period of six months' service between the dates of re-entry and release.

3. The scales of civilian clothing benefits in force since 1938, with operative dates, are shown below, and entitled ratings who apply (and have not already received the benefits) are to be paid the appropriate gratuity or given an issue in kind.

Period	Amount of Plain Clothes Gratuity	Alternatives issued in kind at rating's option
21 Apr. 1938—31 Mar. 1941	12s. 6d.	No alternative to P.C.G.
1 Apr. 1941—25 Feb. 1942	14s. 3d.	No alternative to P.C.G.
26 Feb. 1942—2 Nov. 1942	18s. 0d.	No alternative to P.C.G.
3 Nov. 1942—17 Feb. 1943	(a) £2 15s. 10d. (b) £2 19s. 1d.	No alternative to P.C.G.
18 Feb. 1943—13 Oct. 1943	(a) £2 15s. 10d. (b) £2 19s. 1d.	(a) Civilian suit and an allowance of 1s. 11d. towards the cost of cap or hat. (b) Civilian suit; shirt, collar and tie; and an allowance of 1s. 11d. towards the cost of cap or hat.
14 Oct. 1943—15 Oct. 1944	(a) £2 14s. 7d. (b) £2 19s. 4d.	(a) Civilian suit and an allowance of 1s. 9d. towards the cost of cap or hat. (b) Civilian suit; shirt, collar and tie; and an allowance of 1s. 9d. towards the cost of cap or hat.

Notes.—(a) Ratings not dressed as seamen.
(b) Ratings dressed as seamen.

4. The following procedure should be adopted where ratings (released on or after 18th February, 1943) elect to receive the clothing in kind in preference to the plain clothes gratuity.

- If it is practicable for the man to attend at a Naval Civilian Clothing Centre (*vide* A.F.O. 2559/45), Form S.1075 should be issued, clearly endorsed as valid only for a suit, in the case of a rating not dressed as seaman, or a suit, a shirt (with two collars) and a tie in the case of a rating dressed as seaman. A free travelling warrant to cover the return journey from the man's home to the centre may also be issued if necessary, but no claims for subsistence or loss of wages can be entertained.
- If attendance at a Naval centre is impracticable, the man should not be directed to an Army or Air Force centre (where only individuals entitled to complete outfits of clothing can be accepted) but full details of entitlement should be reported to the Director of Victualling, Branch 16, who will make other arrangements as necessary. As these may involve supply of articles by post, the home address of the man concerned should also be communicated.
- In addition to either of the above arrangements, the man should be paid the appropriate allowance towards the cost of a cap or hat.

5. Specified releases made indefinite.—With reference to B.R. 1281(1), paragraph 125A, it has been decided that ratings released for specified periods, whose release has subsequently been made indefinite without their return to service, are

entitled to civilian clothing benefits on the scale in force at the date when release was made indefinite. If they apply, such ratings should therefore be given civilian clothing benefits in accordance with paragraph 2-4 above, or with A.F.O. 2559/45, dependent upon the date of indefinite release.

6. Ratings indefinitely released on or after 3rd November, 1942, who are given civilian clothing benefits in accordance with the foregoing instructions, are to be called upon to return two blue and two white uniform suits by letter post to the establishment responsible for the issue of the benefits, and they are to be provided for the purpose with an Official Paid label (Form S.518B).

7. Ratings who are granted the civilian clothing benefits referred to in paragraph 3 above, will not be entitled to further benefits on final discharge unless they subsequently re-qualify by serving for a further period of six months or more.

8. A note of the issue of civilian clothing benefits under this Order is to be made on page 1 of the rating's Service Certificate.

9. Corresponding instructions in respect of Royal Marine personnel are being issued in a separate Order.

(B.R. 1281(1), paragraph 125A.)

(A.F.O. 2559/45.)

7521.—Complement Amendments

(N/G.013545/45.—27 Dec. 1945.)

The following amendments are to be made to schemes of complement :—

H.M. Escort Maintenance Ships (Admiralty Letter N/D.P.S. 819/43/M of 20 April, 1944).

H.M.S. "Cape Wrath" as Coastal Force Maintenance Ship (Admiralty Letter N/T.S.D. 3108/44 of 25 June, 1945).

H.M.S. "Mull of Kintyre" as Motor Craft Maintenance Ship (Admiralty Letter N.11130/44 of 27 July, 1945).

H.M.S. "Mull of Galloway" as Motor Craft Maintenance Ship (Admiralty Letter N/T.S.D. 3108/44 of 18 July, 1945).

H.M. Ships "Dodman Point", "Hartland Point" and "Spurn Point" as L.S.T. Maintenance Ships (Admiralty Letter N.11130/44 of 11 May, 1945).

H.M. Ships "Gurdle Ness", "Fife Ness", "Buchan Ness" and "Dungeness" as Landing Craft Maintenance Ships (Admiralty Letter N.11130/44 of 11 May, 1945).

Delete : "in war" from heading.

Reduce : 1 A.A.2
23 A.A.3 } without substantive alteration.
1 Q.O.
1 Ordnance Artificer.

Add : "(y)—A.A.2.
(y)—A.A.3.
(y)—Q.O.
(y)—Ordnance Artificer."

Insert new note (y) as follows :—

"(y) In War, add 1 A.A.2, 23 A.A.3 and 1 Q.O. without substantive alteration and 1 Ordnance Artificer."

H.M. Armament Maintenance Ship (Admiralty Letter N.14581/44 of 19 October, 1944).

Reduce : 1 A.A.2
23 A.A.3 } without substantive alteration.
1 Q.O.
1 Ordnance Artificer.

Add : "(y)—A.A.2.
(y)—A.A.3.
(y)—Q.O.
(y)—Ordnance Artificer."

Insert new note (y) as follows :—

"(y)—In War, add 1 A.A.2, 23 A.A.3 and 1 Q.O. without substantive alteration and 1 Ordnance Artificer."

H.M. Ships "Beaully Firth", "Moray Firth" and "Solway Firth" as Aircraft Engine Repair Ships (Admiralty Letter N.15743/44 of 5 July, 1944).

H.M.S. "Deer Sound" as Aircraft Component Repair Ship (Admiralty Letter N.29837/43 of 7 March, 1944).

H.M.S. "Holm Sound" as Aircraft Component Repair Ship (Admiralty Letter N.32706/44 of 8 January 1945).

Reduce : 20 A.A.3 without substantive alteration.
1 Ordnance Artificer.

Add : "(y)—A.A.3.
(y)—Ordnance Artificer."

Insert new note (y) as follows :—

"(y) In War, add 20 A.A.3 without substantive alteration and 1 Ordnance Artificer."

H.M. Ships "Assistance" and "Diligence" (Admiralty Letter N.10819/44 of 10 January 1945).

Delete : "In War" from heading.

Reduce : 20 A.A.3
1 Q.O. } without substantive alteration.
1 Ordnance Artificer.

Add : "(y)—A.A.3."

Delete : existing note (c) and substitute

"(c) Ordnance Repair Staff. In War add 1 Q.O. (without substantive alteration) and 1 Ordnance Artificer for maintenance of ship's armament."

Insert new note (y) as follows :—

"(y) In War, add 20 A.A.3 without substantive alteration."

H.M.S. "Alaunia" (Admiralty Letter N.23260/44 of 27 September, 1944).

H.M.S. "Ranpura" (Admiralty Letter N.6532/44 of 23 August, 1944).

H.M.S. "Ausonia" (Admiralty Letter N/D.N.E. 6929/43 of 2 March, 1944).

H.M.S. "Artifex" (Admiralty Letter N/D.N.E. 6929/43 of 2 March, 1944).

Delete : "In War," from heading.

Reduce : (b) 1 A.A.2
27 A.A.3 } without substantive alteration.
1 Q.O.
1 Ordnance Artificer.

Add : "(y)—A.A.2.
(y)—A.A.3."

Delete : existing note (f) and substitute :

"(f) Ordnance Repair Staff. In War add 1 Q.O. (without substantive alteration) and 1 Ordnance Artificer for maintenance of ship's armament."

Insert : new note (y) as follows :—

"(y) In War add 1 A.A.2 (who must be a Petty Officer) and 27 A.A.3 without substantive alteration."

Delete : note (b).

Hull Repair Ships (Admiralty Letter 8756/44 of 29 August, 1944).

Reduce : 22 A.A.3 without substantive alteration.
(f) 1 Ordnance Artificer.

Add : "(y)—A.A.3.
(f) (y)—Ordnance Artificer."

Amend : note (f) to read "In 'Dullisk Cove' add 3 O.A. for gunmounting spare gear allocated to Fleet Train."

Insert : new note (y) as follows :—"In War, add 22 A.A.3 without substantive increase and 1 Ordnance Artificer."

H.M. Ships "Derby Haven" and "Woodbridge Haven" as Coastal Force Tenders (Admiralty Letter N.17522/44 of 24 March, 1945).

Delete : "in War" from heading.

Reduce : 2 A.A.2 }
7 A.A.3 } without substantive alteration.
1 Q.O. }

Add : "(y)—A.A.2.
(y)—A.A.3.
(y)—Q.O."

Insert : new note (y) as follows :—

"(y) In War, add 2 A.A.2, 7 A.A.3 and 1 Q.O. without substantive alteration."

H.M. Ships "Perseus" and "Pioneer" as Aircraft Maintenance Ships (Admiralty Letter N.8340/44 of 17 July, 1944.)

Delete : "in War" from heading.

Reduce : 4 A.A.2 }
32 A.A.3 } without substantive alteration.
2 Q.O. }
2 Ordnance Artificer.

Add : "(y)—A.A.2.
(y)—A.A.3.
(y)—Q.O.
(y)—Ordnance Artificer."

Insert : new note (y) as follows :—

"(y) In War, add 4 A.A.2, 32 A.A.3 and 2 Q.O. without substantive alteration and 2 Ordnance Artificer."

S.S. "Aorangi" and S.S. "Lancashire". Administrative R.N. Complement (Admiralty Letter N.3513/45 of 9 February, 1945).

Reduce : 2 A.A.2 }
18 A.A.3 } without substantive alteration.
1 Q.O. }
1 Ordnance Artificer.

S.S. "Southern Prince". Administrative R.N. Complement (Admiralty Letter N.3513/45 of 9 February, 1945).

Reduce : 1 A.A.2 }
13 A.A.3 } without substantive alteration.
1 Q.O. }
1 Ordnance Artificer.

S.S. "Agamemnon" and S.S. "Menestheus". Administrative R.N. and Entertainments Complement (Admiralty Letter N.16252/45 of 14 June, 1945).

Reduce : 1 A.A.2 }
11 A.A.3 } without substantive alteration.
1 Q.O. }
1 Ordnance Artificer.

7522.—Courses for Reserve Officers—Discontinuance of

(C.W./D. of N. 4605/44.—27 Dec. 1945.)

Courses in H.M.S. "Dryad" for reserve officers have been discontinued.

(A.F.O. 652/45 is cancelled.)

7523.—Dental Treatment at the Public Expense by Civilian Dental Practitioners

(M.D.G. 79172/45.—27 Dec. 1945.)

Misapprehension seems to exist regarding the procedure to be adopted by personnel seeking dental treatment at centres where Naval dental facilities are not available.

2. It is not the intention to appoint Civilian Dental Surgeons as Dental Surgeons and Agents; but personnel eligible for treatment at the expense of Naval Funds and desirous of obtaining it, especially if necessary for the immediate relief of pain, should apply to the Commanding Officer (or other responsible officer deputed by him for the purpose) for signed authority (Form S-31) to obtain necessary treatment from any local civilian dental practitioner who is prepared to undertake the work strictly in accordance with the provisions of Section III of A.F.O. 1006/45.

3. In no circumstances is treatment exceeding a cost of twelve shillings and sixpence to be undertaken without the approval of the Command Dental Surgeon to whom an estimate showing the nature, extent and estimated cost of the treatment involved should be referred.

4. A small supply of Forms S-31 may be obtained by Commanding Officers on application to the Command Dental Surgeon and care is to be taken that these forms do not fall into the hands of unauthorized persons.

(A.F.O. 1006/45.)

*7524.—Adult Education and Vocational Training—Volunteers for Full-Time Instructional Duties

(N.26186/45.—27 Dec. 1945.)

A.F.O. 2120/45 is to be amended to read as follows :—

Paragraph 10. Selection of Volunteers. (i) All applications are to be made in the form given in paragraph 12, and should be sent in as soon as possible.

(ii) Applications from officers, including R.M. officers, who are recommended are to be forwarded in duplicate to Admiralty (for D.E.D.). Applications from W.R.N.S. officers should be sent in triplicate through the usual channels, D.W.R.N.S. requiring form in duplicate for transmission of one copy to D.E.D.

(iii) Applications from ratings and other ranks who are recommended should be sent to Commodores of Depots or Commandants, Royal Marine Depots, with a duplicate copy to Admiralty (for D.E.D.).

(iv) Applications from W.R.N.S. ratings at home should be made to their appropriate drafting authority in triplicate. One copy will be retained by the drafting authority, one will be forwarded to Admiralty (for D.W.R.N.S.) and one to Admiralty (for D.E.D.).

In the case of ratings of centrally drafted categories the establishment from which the application originates shall forward it in quadruplicate, three copies to the appropriate drafting authority who will act in accordance with the above, and one copy for information to the Superintendent, W.R.N.S., of the Command in which the ratings are serving.

Where possible, it is advisable that, prior to their application forms being forwarded for consideration, W.R.N.S. applicants should be interviewed by the senior W.R.N.S. Education Officer available.

W.R.N.S. ratings attending the course at H.M.S. "Cabbala" are on loan for four weeks. At the close of the course a disposal list is forwarded to each drafting authority, who will then issue the appropriate draft orders in accordance with the list received.

(v) For officers and ratings serving abroad an additional copy of the application form should be sent to the Commander-in-Chief of the station for retention.

(vi) For ratings serving abroad, excluding W.R.N.S. personnel, Commanders-in-Chief will select suitable volunteers and will return them to their home depots to await an E.V.T. course. The following quotas are allocated :—

British Pacific Fleet, East Indies and Mediterranean—not more than 10 ratings per month each.

South Atlantic, Western Atlantic, West Africa—not more than 2 ratings per month each.

(vii) Ratings in the following categories are to be considered ineligible as volunteers under A.F.O. 2120/45 :—

Seamen	Communications	Engineerroom
C.P.O. and P.O. with following non-sub. rates :—	C.P.O. and P.O. Tels.	C.E.R.A.
G.M. R.C.	Ch. Yeo. Sigs.	E.R.A.
Q.O. T.G.M.	Yeo. Radio Mechs.	Ch. Stoker.
C.R.I. S.D.I.		S.P.O.
R.P. H.S.D.		L/Stoker.
		Ch. Enginemen (P.S.).
		Enginemen (P.S.).
		L/Stokers (P.S.).

Artisans

Ch. E.A.
E.A.
Ch. O.A.
Shipwright.

All sick berth ratings.
C.P.O. and P.O. Writers.
S.C.P.O. and Stores P.O.
All Cooks (O)
All Cooks (S).
C.P.O. and P.O.
Stewards.

Except
P.S.
ratings.

Air Branch

Air Artificers.
Ch. and P.O. Air Fitters
(acting and confirmed
P.Os.).

If any ratings in the above categories are permanently unfit for sea, they may volunteer at the discretion of the drafting authorities:—

W.R.N.S. categories:—

1 Writer (General) and Writer (Pay) ... P.O. rates and above.

(viii) Applications from ratings who are candidates for schoolmasters under paragraph 9 (c) (i) should be treated in the same way as for other ratings. They will be selected for promotion at the end of the training course.

Paragraph 12. *Cancel 1 (g) and substitute:—*

“Have you volunteered for postponement of release in accordance with A.F.O. 5626/45 either as EMVOL or NEWVOL?”

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

(A.F.O. 6388/45 is cancelled.)

7525.—Adult Education—Civilian Examining Bodies.

(N. 28603/45.—27 Dec., 1945.)

This A.F.O. amplifies and amends the previous orders on non-service examinations.

(i) Examinations of Civilian Examining Bodies.

2. Outline information is tabulated below of the present arrangements for the examinations of examining and professional bodies. For any further information regarding these examinations, candidates should write direct to the secretary of the body concerned.

3. Written examinations conducted by the examining and professional bodies marked thus “*” may be held in H.M. ships and establishments, provided that the candidates are eligible and that Commanding officers arrange for the proper conduct of examinations. They must be supervised by an officer not below the rank of Lieutenant.

Candidates who are serving in the United Kingdom should, as far as possible, make arrangements to take the examinations at one of the ordinary civilian centres.

4. Application to take examinations in H.M. ships and establishments must be made through Commanding officers. These must reach the examining bodies two or three months before the date of examinations.

5. Candidates in ships on distant stations whose applications may be unduly delayed if sent by ordinary mail, should send them, through their Commanding Officers, to the Fleet Education officer who will forward them by air mail to Director, Education Department. If necessary, examination papers will be sent by air to Commanding officers of candidates serving on distant stations.

Examining Professional Body	Examinations	
	Dates	Details
*Matriculation and School Examinations Council, Richmond College, Richmond, Surrey.	January or June	Matriculation Examination of the University of London. (See paragraph 23.)
*Department of Technology, City and Guilds of London Institute, 31, Brechin Place, South Kensington, London, S.W.7.	April and May	Examinations are held in a large number of technological or allied subjects, covering many trades and industries in the country. (See paragraph 45.)
*Royal Society of Arts, John Adam Street, Adelphi, London, W.C.2.	March, June and November	Subjects include English, History, Geography, Arithmetic, Commercial Subjects and Foreign Languages. There are three stages: Elementary, intermediate and advanced.

Examining Professional Body	Examinations	
	Dates	Details
*The London Chamber of Commerce, 69, Cannon Street, London, E.C.4.	February, April, July and November	Subjects include English, History, Geography, Mathematics, Foreign Languages, Law Insurance and Commercial Subjects. There are three stages: Elementary, Certificate and Higher.
*Pitman's College, 154, Southampton Row, London, W.C.1.	As requisite	Shorthand, Typewriting, Languages and Commercial Subjects.
*Royal Aeronautical Society, 4, Hamilton Place, London, W.1.	May and December	The Associate Fellowship Examination.
Royal Institute of British Architects, 66, Portland Place, London, W.1.	May and November	Intermediate.
*Institute of Chartered Accountants, Moorgate Place, London, E.C.2.	July and December.	Final.
Society of Incorporated Accountants and Auditors, Incorporated Accountants Hall, Victoria Embankment, London, W.C.2.	June and November.	Intermediate and Final.
Association of Certified and Corporate Accountants, The Vineyard, Saffron Walden, Essex.	July and December.	Intermediate and Final.
*Institute of Cost and Works Accountants, Glade House, The Glade, Kingswood, Surrey.	June and December.	Preliminary, Intermediate and Final Examinations.
*Chartered Accountants of Scotland, General Examining Board, 142, St. Vincent Street, Glasgow.	June and December.	Intermediate and Final for Associateship.
*The Institute of Company Accountants, 11, Portland Road, Edgbaston, Birmingham, 16.	May and December.	Intermediate and Final for Membership.
*Association of International Accountants, 1, High Street, Bishop's Stortford, Herts.	May and November.	Preliminary, Intermediate and Final.
*Institute of Actuaries, Staple Inn Buildings, Holborn, London, W.C.1.	June and December.	Preliminary, Intermediate and Final Examination.
*Faculty of Actuaries in Scotland, 23, St. Andrew Square, Edinburgh, 2.	January and July.	Preliminary Examination.
The Faculty of Advocates, Parliament Square, Edinburgh.	May and November.	Parts I to VI.
National Agricultural Examination Board, c/o Royal Agricultural Society of England, 16, Bedford Square, London, W.C.1, or c/o Highland and Agricultural Society of Scotland, 8, Eglinton Crescent, Edinburgh, 12.	April and September.	Part I.
*The St. John Ambulance Association, St. John's Gate, Clerkenwell, London, E.C.1.	October, December, March, May, July, April	Examination of Intrants. (Only in exceptional cases may Intrants sit the written examination <i>in absentia</i> .)
*Incorporated Society of Auctioneers and Landed Property Agents, 34, Queen's Gate, London, S.W.7.	July, April	National Diploma in the Science and Practice of Agriculture.
*The National Association of Master Bakers, Confectioners and Caterers, Wellington House, 125, Strand, London, W.C.2.	As requisite	Examinations in First Aid, Home Nursing, Hygiene, Sanitation and Child Welfare.
*Institute of Bankers, 11, Birchin Lane, London, E.C.3.	April	Intermediate and Final.
*Institute of Bankers in Scotland, 62, George Street, Edinburgh.	April and May.	Intermediate and Final. (Examinations are arranged by City and Guilds of London Institute.)
	April	Parts I and II of the Associateship Examination.
	March	The Associateship and Membership Examinations.

Examining Professional Body	Examinations	
	Dates	Details
*The British Bee-Keepers' Association, 19, Church Crescent, Whetstone, London, N.20.	March and November.	Examinations for Proficiency in Apiculture.
*The Institute of Book-keepers, Ltd., 156, Ballards Lane, Finchley, London, N.3.	June and December.	Examination in Commercial Subjects in four stages: Preparatory, Elementary, Associates and Fellows'.
*The Institute of Brewing, the Goring Hotel, Grosvenor Gardens, London, S.W.1. (Temporary address.)	June	Parts I and II Examinations.
*Building Societies Institute, 14, Park Street, London, W.1.	May	Intermediate and Final for Associateship.
The Royal Institute of Chemistry of Great Britain and Ireland, 30, Russell Square, London, W.C.1.	January, April and September.	Preliminary, Associateship and Fellowship Examinations.
*Incorporated Clerks of Works Association of Great Britain, 5, Broughton Road, Thornton Heath, Surrey.	September	Preliminary and Final Examinations for Membership.
National Dairy Examination Board, c/o Royal Agricultural Society of England, 16, Bedford Square, London, W.C.1, or c/o Highland and Agricultural Society of Scotland, 8, Eglinton Crescent, Edinburgh, 12.	September	National Diploma in the Science and Practice of Dairying.
*The Institution of Automobile Engineers, 12, Hobart Place, London, S.W.1.	April	Graduateship and Associate Membership Examination.
*Institution of Civil Engineers, Great George Street, London, S.W.1.	April and October.	The Associate Membership Examination.
*Institution of Electrical Engineers, Savoy Place, Victoria Embankment, London, W.C.2.	April and October. (April only for students overseas.)	The Association Membership Examination. (See A.F.O. 1657/43.)
*The Institution of Fire Engineers, 2, Millbank House, Great Peter Street, London, S.W.1.	March	Graduateship and Associate Membership.
*Institution of Gas Engineers, 1, Grosvenor Place, London, S.W.1.	March or April	Examinations in ancillary subjects.
*The Institute of Marine Engineers, 85, Minories, London, E.C.3.	May or June	Examinations in Gas Engineering.
*Institution of Mechanical Engineers, Storey's Gate, London, S.W.1.	May and/or November.	Graduateship and Associate Membership Examination.
*Institution of Municipal and County Engineers, 84, Eccleston Square, London, S.W.1.	April and October.	The Associateship Membership Examination.
	April, or May and September or October.	Testamur Examination, Intermediate and Final.
		County and Highway Engineering. Diploma in Administration. Building Inspectors' Certificate.
*The Institution of Sanitary Engineers, 118, Victoria Street, Westminster, S.W.1.	May and November.	Examination for Associate Membership.
*Institution of Structural Engineers, 11 Upper Belgrave Street, London, S.W.1.	January and July (July only overseas.)	Graduateship and Associate Membership.
*Auctioneers and Estate Agents Institute of the United Kingdom, Knole, Sevenoaks, Kent.	March	Intermediate qualifying for Licentiate, and Final and Direct Final qualifying for Associateship and Fellowship.
*Institute of Certificated Grocers, 50, Doughty Street, London, W.C.1.	May	The Intermediate Examination (Final Examinations are suspended).

Examining Professional Body	Examinations	
	Dates	Details
*Royal Horticultural Society, Vincent Square, London, S.W.1.	March	General Junior and Senior Examinations, and Teachers Preliminary and Advanced Examinations.
The Institute of Hospital Administrators, 12, Grosvenor Crescent, London, S.W.1.	April and June	National Diploma in Horticulture.
The Corporation of Insurance Brokers, 3, St. Helen's Place, London, E.C.3.	May	Associateship.
*Chartered Insurance Institute, The Hall, 20, Aldermanbury, London, E.C.2.	—	Are in negotiation with the Chartered Insurance Institute to conduct their qualifying examinations.
*Land Agents Society, 318, Bank Chambers, 329, High Holborn, London, W.C.1.	April	Preliminary. Associateship (Part I only).
*Council of Legal Education, 15, Old Square, Lincoln's Inn, London, W.C.2.	March	Parts I, II and III of the Membership Examination.
*The Law Society, Law Society's Hall, Chancery Lane, London, W.C.2.	May, October and December.	Examinations for Call to the Bar. Candidates for the Final may take this Examination in two Divisions.
*The Incorporated Law Society of Northern Ireland, Royal Courts of Justice, Belfast.	March and October.	Solicitors' Examinations. Intermediate and Final.
*Institute of Linguist, The Old Cottage, Letcombe Regis, Nr. Wantage, Berks.	March and September.	Preliminary.
*The Library Association, Chaucer House, Malet Place, London, W.C.1.	June and October.	Preliminary, First, Second and Final Examinations.
*National Association of Local Government Officers, 24, Abingdon Street, Westminster, London, S.W.1.	April and November.	Student and Associateship Examinations.
*The National Federation of Meat Traders' Associations (Inc.), 19, Linkfield Lane, Redhill, Surrey.	June	Final Examinations for Fellowship.
*The Methodist Church (Ministerial Training Committee), 1, Central Buildings, Westminster, London, S.W.1.	May/June and December.	Elementary, Intermediate and Final.
*The Institute of the Motor Trade, 201, Great Portland Street, London, W.1.	May	Intermediate and Final.
*Institute of Municipal Treasurers and Accountants (Incorporated), 1, Buckingham Place, London, S.W.1.	April	National Certificate.
*The Associated Board of the Royal Schools of Music, London, 14, Bedford Square, London, W.C.1.	October and February.	Candidates for the Methodist Ministry Examination is in two stages: Preliminary and Final.
*The Chartered Institute of Patent Agents, Staple Inn Buildings, London, W.C.1.	May, 1946	Qualifying examination for membership.
The Pharmaceutical Society of Great Britain, 17, Bloomsbury Square, London, W.C.1.	Usually in September.	Intermediate—for admission to Studentship.
Institute of British Photographers, 49, Gordon Square, London, W.C.1.	March, June and November.	Final—for Associateship.
The Society of Radiographers, 32, Welbeck Street, London, W.1.	April	Written examinations leading up to L.R.A.M. or A.R.C.M. in Theory of Music.
*Incorporated Association of Rating and Valuation Officers, 137, Palmerston Road, London, N.22.	January and July.	Intermediate and Final Examinations for the Registration of Patent Agents.
	March, June, September, December.	Pharmaceutical Chemist Qualifying Examination.
	March and October.	Chemist and Druggist Examination.
	July or August.	Preliminary Examination.
	April and November.	Intermediate Examination.
	May	Examination for Membership and Diploma of the Society.
		Intermediate and Final (Parts I and II).

Examining Professional Body.	Examination.	
	Dates	Details
*Incorporated Sales Managers Association, 23, Bedford Square, London, W.C.1.	June	Intermediate and Final for Associate Membership.
Chartered Institute of Secretaries, Princes House, 95, Gresham Street, London, E.C.2.	June and December.	Preliminary, Intermediate and Final.
*Corporation of Certified Secretaries, 28, Fitzroy Square, London, W.1.	June and December.	Preliminary, Intermediate and Final for Secretaries, Local Government Administration and Hospital Administration.
*The Institute of Chartered Ship-brokers, 57, St. Mary Axe, London, E.C.3.	May and November.	Preliminary and Final.
*General Council of Solicitors in Scotland, per the Clerk of the Examiners, 25, Albany Street, Edinburgh, 1.	First Tuesday of April and fourth Tuesday of October.	Solicitors' Professional Examinations for Law Apprentices under indenture.
*The Worshipful Company of Spectacle Makers, Temple House, Temple Avenue, London, E.C.4.	May and November.	Examinations for the Certification of Opticians.
*Chartered Surveyors Institution, 12, Great George Street, London, S.W.1.	March	First, Intermediate and Final Examinations.
*Town Planning Institute, 18, Ashley Place, Victoria, London, S.W.1.	July	Intermediate and Final for Associate Membership. Final for Legal Associate Membership.
*Institute of Transport, 15, Savoy Street, London, W.C.2.	May	Graduateship and Associate Membership.
Ministry of War Transport, Berkeley Square House, London, W.1.	At least once a month.	Certificates of Competency as Master, Mate or Engineer.
*Society of Writers to His Majesty's Signet per James Milligan, W.S., 15, York Place, Edinburgh.	First Monday of July and second Monday of December.	Society's Examinations in law for apprentices under Indenture as Writers to the Signet.

(ii) Grant of Leave to Sit for Non-Service Examinations

6. Personnel serving in the Royal Navy or the Royal Marines, who were students for a profession in civil life before joining H.M. Forces, and who desire to take an examination arranged by the Society or Institute governing the profession, may be granted leave for this purpose, at the discretion of their Commanding officer.

7. This leave should only exceed the period of the examination by such time as is reasonable, for travel and other arrangements, and should not include time for preparation for the examination.

8. The occasion of examination leave may, if so desired, be used as one of the four free leave journeys allowed under A.F.O. 3843/42.

(iii) University of London

9. Before taking a course leading to Degree or Diploma of the University of London, a student must matriculate. In particular, students must matriculate at least three years before entry to the Final Examination for a Bachelor's Degree.

10. A service candidate may matriculate in one of the following ways:—

- Pass the Matriculation Examination.
- Pass the Special University Entrance Examination.
- Obtain a Special Exemption under the scheme for Service Personnel, who desire, after release, to study for Internal Degrees.
- Pass one of the Examinations accepted by the University in lieu of the Matriculation Examination.

11. Full details of these methods may be obtained from:—

The Secretary,

Matriculation & School Examinations Council,
University of London,
Senate House, London, W.C.1.

12. The following outline information is for the guidance of intending students.

(a) Matriculation Examinations

13. Normally to pass the Examination a candidate must on one and the same occasion satisfy the examiners in five subjects; or if he takes an alternative lower paper, in six subjects; and no candidate may enter for more than these five or six subjects respectively.

14. Candidates must take:—

- English.
- Elementary Mathematics.
- One of the following subjects; Latin; Greek; French; German; Spanish; Italian; Russian; Welsh; Botany; Chemistry; Heat, Light and Sound; Mechanics; Electricity and Magnetism; Physics; Biology; Zoology; General Science or Additional General Science; or Geology.
- Two other subjects which may be taken from either the above or the following list; English Literature; New Testament Greek, or Modern Greek; Greek History or Roman History or English History or European History or The History of the British Empire; Geography; Logic; Geometrical and Mechanical Drawing; Mechanics (More Advanced); Music; Economics; Religious Knowledge.

15. At least one of the subjects must be a language other than English.

16. A candidate may not offer more than one subject of History, or more than one of the following; Greek; New Testament Greek; Modern Greek.

17. A candidate offering Physics may not also offer Heat, Light and Sound; or Electricity and Magnetism.

18. A candidate offering Biology may not also offer Botany or Zoology.

19. *Alternative Lower Papers.*—Any candidate may take alternative lower papers in Elementary Mathematics in place of the ordinary papers in Elementary Mathematics; or an alternative lower paper in French in place of the ordinary paper in French; or an alternative lower paper in German in place of the ordinary paper in German. Any candidate exercising this option will be required to take a sixth subject, which may be any one on the list, provided that it has not already been taken.

20. No candidate may take the alternative paper in more than one subject.

21. No candidate may take an alternative lower paper in addition to the ordinary paper in that subject. In the case of Elementary Mathematics, no candidate taking the alternative lower papers will be permitted to take either the ordinary papers in Elementary Mathematics or the paper in Mathematics (More Advanced).

22. No candidate taking the ordinary paper in any language other than English may take the alternative lower paper in French, or in German.

23. *Emergency Concessions.*—(1) *One Subject to complete Matriculation Examination.*

(i) A candidate who has already taken the Matriculation Examination and failed to pass in one subject only shall be allowed to complete his Matriculation by passing in any acceptable subject at a subsequent Examination.

(ii) No Matriculation Certificate will be awarded to a successful candidate, but he will be notified of his eligibility to proceed as a Matriculated Student to an Intermediate or First Medical Examination.

(iii) The entry fee payable to the University is one guinea.

(2) *Matriculation Examination in Two Parts.*

(i) During the present emergency candidates will be permitted, if they so desire, to take the Matriculation Examination in two parts, (A) English and Elementary Mathematics, and (B) three (or four) other subjects selected in accordance with the Regulations. The two parts may be taken in either order. A candidate will not be credited with either part unless he satisfies the examiners in all the subjects of that part at one and the same examination.

- (ii) A candidate who enters for the whole examination will be credited with either part of the examination in which he satisfies the examiners.
- (iii) A candidate who has been credited with one part of the examination, or who as from the January, 1940 Matriculation Examination has satisfied the examiners in subjects constituting either part of the Examination, may complete his Matriculation by passing in the remaining subjects at any future Matriculation Examination, notwithstanding that the present emergency may then be ended.
- (iv) A candidate will not matriculate until he has satisfied the Examiners in both parts of the examination, and the Certificate will show that the examination was passed in two parts.
- (v) The entry fee payable to the University for either part taken separately is one and a half guineas.

(b) *Special University Entrance Examinations.*

24. This examination is normally only open to students over 23 years of age who intend to proceed to a Degree (or a Diploma). But as an Emergency measure service personnel over 18 may take it.

25. The examination is a shortened form of the Matriculation Examination; it is held in London only; the written portion occupies two days, and there is an oral examination, for which attendance on a further day will be required, in every case in which the Examiners so decide.

26. Candidates will be examined in either four or five subjects which must be selected as follows:

- (i) English.
- (ii) Elementary Mathematics or Logic, at the choice of the candidate except that candidates proceeding to a Degree in Engineering or in Estate Management, or as Internal Students to the B.Sc. (General) or B.Sc. (Special) Degree must take Elementary Mathematics.
- (iii) Candidates are required to select their *Third Subject* according to the degree to which they are proceeding, as set out below.

Divinity.—Latin, Greek or New Testament Greek.

Arts, Music.—Latin, Greek, French, German, Spanish, Italian, or Dutch; but candidates proceeding as Internal Students to the Intermediate Examination in Arts with Latin are advised to offer Latin, as they will be required to satisfy the authorities of their college that they have an adequate knowledge of this subject.

Laws.—Latin, History (English), Logic, French, German, Spanish, Italian, Dutch.

Medicine, Pharmacy.—Chemistry, Physics, Botany, Zoology or General Biology.

Science (including Agriculture, Horticulture, Veterinary Science).—Physics, Chemistry, Botany, Zoology, or General Biology.

Engineering.—Mathematics (More Advanced), Mechanics, Physics, or Geometrical and Mechanical Drawing.

Economics, Commerce, Estate Management.—Economics, History (English), Modern European History, History of the British Empire, or Geography.

- (iv) The Fourth Subject must be selected by the candidate from among any of those given under Groups (ii) and (iii) above, provided that it has not already been taken; or, if desired, Ancient History may be offered as the Fourth Subject.

27. The examination will as a rule be held four times a year in March, May, September and December. Entry forms, obtainable from the Secretary, Matriculation and School Examination Council, must be returned to him complete in all respects, four clear weeks before the first day of the examination.

(c) *Special Exemption under Scheme for Service Personnel*

28. The University of London had adopted a scheme for the matriculation of men and women who have served in H.M. Forces or the Merchant Navy for not less than a year since the outbreak of war.

29. Permission to matriculate under this Scheme will be solely for the purpose of proceeding to a specified degree or diploma of the University, and will be conditional upon the applicant being accepted as a student by a college of the University, or by an approved educational institution, before one year after the date of the applicant's release, or within such further period as may be approved by the University on the ground of civilian national service subsequent to release.

30. Admission to a college lies with the authorities of the college, and the permission of the University to matriculate implies no guarantee that the applicant will be able to secure admission to a particular college, or indeed, to any college. The University is, however, prepared to endeavour to put successful applicants under this scheme into communication with the authorities of a suitable college.

31. Applications for permission to matriculate under this scheme are made on a special form issued by the University. In Part I of the form the applicant gives an account of his previous education, and states what examinations he has passed. In Part II of the form the Commanding Officer (or his Education Officer) makes a short report on the applicant. In assessing the claims under this scheme the University will take into account the results of any examinations passed, either before or after entering the Services, and the reports of the Commanding Officer.

32. If practicable, the applicant may be required to attend for interview and permission to matriculate may be conditional upon the applicant passing an approved examination in one or more subjects.

33. No fee is payable in respect of an application, but when an applicant begins his studies at college and registers as an Internal or External student of the University, a matriculation fee of three guineas will be payable.

34. All enquiries and communications concerning this scheme should be addressed to the Secretary of the Matriculation and School Examinations Council, University of London, Senate House, London, W.C.1.

35. Application forms may be obtained from Command Education Officers to whom a small number will be issued in the first instance. Further copies of the form may be obtained by Command Education Officers direct from the Secretary of the Matriculation and School Examination Council.

36. *Advisory Service.*—Before starting on a course of study for a Degree or Diploma of the University, students who have matriculated, should write to:—

The External Registrar,
(Advisory Service for External Students),
Senate House,
W.C.1.

37. This special department of the University will give advice on the many factors to be considered and some guidance on correspondence courses, reading lists, etc.

Note.—Students who want advice before matriculating should consult their Education Officer and not the University.

38. *External Examinations.*—Candidates for any of the external examinations of the University of London, who are serving in H.M. ships or establishments in the United Kingdom, should sit for the examination at one of the University's civilian centres, as leave may be granted for this purpose.

39. Men and women serving in His Majesty's Forces who are qualified to do so, may take the following External Degrees and Diplomas of the University of London:

Degrees in Theology, Arts, Laws, Music, Medicine, Dental Surgery, Pharmacy, Science, Agriculture, Horticulture, Veterinary Science, Engineering, Mining and Metallurgy, Economics and Political Science, Commerce, Estate Management.

Diplomas in Theology, Geography, Education, Public Health, Clinical Pathology, Biology, Public Administration.

40. *Overseas Examinations.*—Candidates serving overseas may, if they are qualified to do so, take certain written examinations in H.M. ships or establishments, under the following regulations:—

- (i) Application to hold the examination must be made by the Commanding Officer, who will make the necessary arrangements and accept responsibility for the proper conduct of the examination.

- (ii) Each application must be accompanied by details as to the full and correct name of each candidate, together with definite information as to the examination required and the subjects he proposes to offer, chosen in accordance with the Regulations.

(The official entry forms are forwarded to the Commanding Officer concerned with the question papers and have to be completed and returned to the University with the candidates' answers.)

- (iii) Applications in respect of the Matriculation Examination should state whether the candidate has passed either Part of the examination on a previous occasion, and must reach the University at least 12 weeks before the examination concerned. If a candidate wishes to enter for one subject to complete a qualification for exemption from the Matriculation Examination he should give full details regarding the qualifying Examination already passed, and a Certificate should accompany the application.

If a candidate is entering for a Supplementary subject he should give details regarding the date and centre at which he passed the Matriculation Examination.

- (iv) In all cases applications for Intermediate Examinations (other than in Laws and in Music) and for Diploma Examinations must reach the University by April 1st.
- (v) Applications relating to the Intermediate Examinations in Laws and in Music must reach the University by July 1st.
- (vi) Applications for any Final Examination must reach the University not later than February 1st.
- (vii) Applications in respect of Intermediate and Final Examinations must state (a) the full and correct name of each candidate and his qualifications for admission to the Examination; (b) full and definite information as to the branches of the examination, the optional subjects and the special subjects, if any, in which he intends to present himself for examination, and in each case where a choice of subjects or papers is permitted, must give definite information as to the alternative selected, e.g. Pure or Applied Mathematics; and (c) by the prescribed entry fee, or by a statement that the fee has been paid and is being forwarded through official channels. No entry can be accepted direct from the candidate. If any candidate claims exemption from any subject of an Examination in accordance with the relevant regulations, full details must be given of the exempting Examination, its date and the centre at which it was held.
- (viii) Should a candidate be prevented from sitting for the examination, his Commanding Officer should take steps to recover from the University the portion of the fees to which the candidate is entitled.

41. Applications to take examinations should normally be made to:

The Assistant for Overseas Examinations,
University of London,
Imperial Institute Road,
London, S.W.7,

but may, if necessary, be made by signal to D.E.D., Admiralty.

42. The following table gives particulars of the main examinations which may be taken under this scheme:—

Examination	Date	Fee			
		£	s.	d.	
B.A.	June	7	7	0	} General Degree.
		8	8	0		} Honours Degree.
B.Sc.	June	7	7	0	} General Examination.
		8	8	0		} (Special) Examination.
B.Sc. (Economics)	June	7	7	0	
Inter Arts	July	7	7	0	
Inter Science	July	7	7	0	
Inter Economics	July	7	7	0	
Inter Commerce	July	7	7	0	
Matriculation	January and June	1	11	6	each part
		2	12	6		entire.

43. All cheques should be made payable to the University of London, and crossed "Westminster Bank, Limited, Tavistock Square, W.C.1".

(iv). *City and Guilds of London Institute*

44. The City and Guilds of London Institute conduct examinations in a large number of technical subjects. These examinations may be taken in H.M. ships, provided that the necessary equipment is available, that the candidates are eligible and that Commanding officers arrange for the proper conduct of the examination.

45. The following tables give particulars of examinations that are of interest to Naval personnel.

Examination	Fee		
	£	s.	d.
<i>Technical Electricity (1)</i>			
Grade I	6 0
Grade II	8 0
<i>Telephony (1)</i>			
Grade I	6 0
Grade II	8 0
Grade III	10 0
<i>Transmission and Lines (1)</i>			
Grade I	8 0
Grade II	10 0
<i>Radio—Communication (1)</i>			
Grade I	6 0
Grade II	8 0
Grade III	10 0
<i>Electrical Engineering Practice (2)</i>			
Preliminary Grade (Direct Current)	4 0
(Alternating Current)	4 0
Intermediate (Direct Current)	5 0
(Alternating Current)	5 0
Final Part I	6 0
Part II, Sections A, B., C, D or E	6 0 per section
<i>Radio Service Work (3)</i>			
...	8 0
<i>Machine Shop Engineering (4)</i>			
Intermediate	8 0
Final	12 0
<i>Automobile Engineering Practice</i>			
Motor Vehicle Mechanics Course (5)	8 0
<i>Ship Joinery</i>			
Intermediate	8 0
Final	10 0
<i>Aeronautical Engineering Practice (6)</i>			
...	8 0
<i>Boiler-house Practice (7)</i>			
...	6 0
<i>Teacher's Certificate in Handicraft (8)</i>			
<i>First Handicraft Examination</i>			
Part I (English, Mathematics, Science)	1 5 0
Part II (Woodwork)	1 5 0
Part II (Metal work)	1 15 0
<i>Second Handicraft Examination</i>			
Section 1 (Woodwork)	2 0 0
Section 1 (Metalwork)	2 10 0
Section 2 (Principles of Teaching)	10 0

Notes.

(1) *Telecommunications Subjects.*—The examinations in Telephony, Telegraphy and Radio-Communication have been designed with the needs of the General Post Office and the manufacturers of telecommunications apparatus in view. A candidate who obtains First-Class certificates in Technical Electricity (Grade II) and Trans-

mission and Lines (Grade II) and also in Radio-Communication (Grade III) or Telephony (Grade III) or Telegraphy (Grade II) is able to claim exemption from Section B of the Associate Membership examination of the Institution of Electrical Engineers, provided that he satisfied the requirements of Section A before obtaining the City and Guilds Certificates. A candidate who passes the Grade II examination in Technical Electricity, and also passes in the First Class the Grade II and Grade III examinations in Radio-Communication, is entitled to exemption from the Graduateship Examination of the British Institute of Radio Engineers.

(2) *Electrical Engineering Practice*.—The attention of candidates for these examinations is drawn to A.F.O. 5411/44 (as amended by A.F.O. 4080/45) which gives details of correspondence courses conducted by H.M.S. "Vernon".

(3) *Radio Service Work*.—Candidates for this examination must normally have taken a specified practical course, but the City and Guilds Institute have agreed that the training of Chief Petty Officer, Petty Officer and Leading Radio Mechanics and the corresponding W.R.N.S. ratings shall be regarded as equivalent to this. To meet the Institute's requirements under this concession, Commanding Officers must, when forwarding applications to sit this examination, verify the rating of candidates for Radio Service Work. Telegraphist ratings who have passed the W.T.2 Higher Examination are also eligible. In their case, Commanding Officers must certify that they have passed this test. Candidates from other branches must satisfy the Institute that they have done the necessary practical work on receivers.

(4) *Machine Shop Engineering*.—Candidates who have not been in attendance at a course of instruction in the subject must make special application for acceptance as an external candidate, in accordance with the regulations. A candidate who passes the Final Examination is entitled to exemption from the paper on Workshop Practice and Processes in the Graduateship examination of the Institution of Production Engineers.

(5) *Motor Vehicle Mechanics' Course*.—This examination is intended for those who wish to engage in repair and maintenance work in garages and service stations.

(6) *Aeronautical Engineering Practice*.—This examination is intended to meet the needs of mechanics, and other operatives, engaged in the aircraft industry upon constructional, maintenance and repair work. It is not concerned with the design of aircraft.

(7) *Boiler House Practice*.—This examination is intended for firemen, boiler attendants, engineers and others who seek to improve their qualifications with a view to attaining to the more responsible positions in connection with the supervision and management of boilers.

(8) *Teachers' Certificate in Handicraft*.—These examinations are of particular interest to skilled craftsmen (E.R.As, Shipwrights, etc.) who are contemplating entering the teaching profession as Handicraft teachers, on retiring from the Service. Candidates who hold a *Second Class Higher Educational Test certificate*, and who have passed in—

(a) Practical Mathematics, will be exempt from Mathematics, and

(b) Mechanics and Electricity and Magnetism, will be exempt from Science in Part I of the First Handicraft examination.

Candidates who obtain the Institute's Handicraft certificate (*i.e.* have passed the first and second Handicraft examination) are eligible for recognition by the Ministry of Education as qualified teachers. It is a condition of entry, however, to the second Handicraft examination that the candidate shall have had at least six months of teaching experience approved by the Institute.

(9) *Hotel and Restaurant Cookery*.—The examinations in hotel and restaurant cookery have to be taken at fixed service centres. Full particulars are given in A.F.O. 7019/45.

46. Applications to take any of these examinations are to be made through the candidate's Commanding Officer to—

The Superintendent,
Department of Technology,
City & Guilds of London Institute,
31, Brechin Place,
Old Brompton Road,
London, S.W.7.

47. The examinations are held at the end of April or early May, fees and forms of entry should reach the Department of Technology early in March, for examinations to be taken in Great Britain and Northern Ireland, and correspondingly earlier for examinations overseas. In special cases application for papers may be made by Commanding Officers by letter or signal.

48. Intending candidates requiring information regarding the examinations of the City and Guilds of London Institute in these and other subjects (a complete list is given in the Institute's Form 4) should communicate direct with the Department of Technology at the address given above.

(A.F.Os. 3843/42, 1657/43, 5411/44, 1652/45, 4080/45, 6780/45, 7019/45.)

(A.F.Os. 4356/41, 5146/44, 6073/45 and Appendix VIII of A.F.O. 1652/45 are cancelled.)

7526.—**Electrical Branch, R.N.—Institution on 1st January, 1946**

(C.W. 91117/45.—27 Dec. 1945.)

The new Electrical Branch, R.N., will come into being at 0001 on 1st January, 1946.

2. The existing Electrical Branch, R.N., is transferred to the new Branch from this date.

3. Lists of officers accepted for transfer to the (L) Branch will be promulgated forthwith, together with their seniorities and the arrangements for securing confirmation in the R.N.

4. It is confirmed that pay of the (L) Branch will be on engineering scales at the rates payable to Electrical Officers, R.N.V.R.

5. The first list of promotions, to Commander in the new Branch, will follow in the first days of the new year.

6. At the Admiralty the administration of the new Branch will, pending the formation of an Electrical Department, be co-ordinated under the Naval Assistant to the Second Sea Lord.

7. Existing responsibilities except as modified above will remain unaltered until further notice.

8. Further information will be promulgated as soon as possible.

(A.F.O. 517/45 is cancelled.)

*7527.—**National War Pictures**

(H. & A. 1427/45.—27 Dec. 1945.)

Owing to the heavy demands by the principal national museums and galleries for the permanent loan of national war pictures, the War Artists Advisory Committee has had to withdraw its offer to consider claims from service establishments for such pictures.

2. It is possible that there may later be a small number of war pictures which may be applied for on loan from the Imperial War Museum. If this should be the case, a list will be prepared and notice given accordingly.

(A.F.O. 5925/45 is cancelled.)

7528.—**Exchange of Recreational Films between R.N.F.C., U.S. Navy and R.C.N.F.S.**

(N. 28609/45.—27 Dec. 1945.)

The arrangements which have been made with the Royal Canadian Navy and U.S. Navy, in accordance with A.F.O. 6033/45, paragraphs 40–48, for recreational films belonging to the R.N. Film Corporation and R.C.N. Film Society to be exchanged for U.S. Navy films, have been cancelled by the U.S. Navy.

2. After 31st December, 1945, exchanges can only be effected between R.C.N. ships and R.N. ships exchanging R.C.N.F.S. films and R.N.F.C. films respectively.

3. All U.S. Navy films are now to be returned to the nearest U.S. Navy Motion Picture Exchange or to the U.S. Navy Motion Picture Service, Washington, D.C.

4. All reference to U.S. Navy in paragraphs 40–48 of A.F.O. 6033/45 is to be deleted.

(A.F.O. 6033/45.)

7529.—Films—Instructional—Obsolete

(N. 27147/45.—27 Dec. 1945.)

The following instructional films are now obsolete, and holders of copies should return them to the Superintending Naval Store Officer, R.N. Store Depot, Neasden, through the nearest Command Instructional Film Library:—

2. Serial No.	Title
A.28*	Asdic Instructional.
A.68*	U-Boats—Recognition and Attack by Naval Aircraft.
A.70*	U-Boats—Attack on Convoys.
A.115*	Convoy Counter Attacks.
A.127*	Attack on U-Boat No. 1.
G.100*	A/S Weapons.
S.G.282	Use of Fire Extinguishers.
B.602	Beware Butterfly Bomb.
C.259	Fire Fighting (R.A.F.).
C.407	Defence Against Gas (R.A.F.).
C.471	Turret Drill (R.A.F.).
D.501	Atlantic Patrol.
D.507	Food Convoy.
D.508	Heroes of the Atlantic.

3. An amendment to B.R. 1251, "Catalogue of Naval Instructional Films", will be issued in due course.

(B.R. 1251.)

(A.F.O. 6849/45.)

7530.—Resettlement Films—Distribution

(C.P. 24446/45.—27 Dec. 1945.)

A series of 16 m.m. films have now been obtained, entitled "Your Life's Work", produced in the United States of America by Vocational Guidance Films Inc. The following titles are now available and distribution will be made without demand to the film libraries listed below, from whom they can be obtained on temporary loan:—

The Dairy Industry.
Journalism.
The Draughtsman.
Automotive Service.
The Machinist and Toolmaker.
Painting and Decorating.
Plumbing.
The Brick and Stone Mason.
Heating and Air Conditioning.
Sheet Metal Workers.
The Woodworker.
The Electrician.
The Welding Operator.

No. of 16 m.m.
Copies

Rosyth Film Library ...	1
Greenock Film Library ...	1
Chatham Film Library ...	3
Portsmouth Film Library ...	3
Devonport Film Library ...	3
London Film Library ...	1

2. Application for copies of this film should be made to Instructional Film Libraries in accordance with instructions contained in B.R. 1251, and copies are to be returned to the issuing libraries as soon as possible after receipt and projection, so that other H.M. ships and establishments may have an early opportunity of borrowing them.

3. "Your Life's Work" films show methods and conditions of work, in various professions and trades that are not necessarily those we use ourselves or those we are accustomed to in this country. No comparisons are intended. The purpose of distributing the films is to provide a background for discussion where no other films of a similar nature are available. The approximate running time of all these films is 12 minutes.

7531.—Film Strip—Instructional—"Fire Control in Escort Vessels"
(Serial No. S.A.253)

(N. 26594/45.—27 Dec. 1945.)

The film strip "Fire Control in Escort Vessels" is now available and copies will be distributed without demand in accordance with paragraph 3 below. The strip is in three parts made up as follows:—

Part I. Explains the fire control surface problem simply (43 frames).

Part IIA. Explains how the problem is solved using Radar and a Dumaresq (50 frames).

Part IIB. Explains how the problem is solved without Radar (31 frames).

2. It should be noted that the H.A. problem is covered by the film strip "The Long Range H.A. Problem", Part I (Serial No. S.A. 196).

3. Distribution will be as follows:—

Command instructional film libraries ...	10 copies each.
H.M.S. "Excellent" ...	2 copies each.
R.N. Gunnery School, Chatham ...	2 copies each.
H.M. Gunnery School, Devonport ...	2 copies each.
H.M.S. "Blazer" ...	1 copy each.
A.A. Range, Wembury ...	1 copy each.
Destroyer Instructional Centre, Manoel Island	1 copy each.

(B.R. 1251.)

7532.—Film Strip—Instructional—"Training Tubes" (Serial No. S.A.299)

(N. 23983/45.—27 Dec. 1945.)

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

2. The strip contains 60 frames and explains how a training tube works, the effect of the double beam, how to deal with an unwanted target, separation control, identification of echo and regulation of size of echo.

3. Distribution will be as follows:—

H.M.S. "Excellent" ...	2 copies.
R.N. Gunnery School, Chatham ...	2 copies.
H.M. Gunnery School, Devonport ...	2 copies.
H.M.S. "Queen Charlotte" ...	1 copy.
A.A. Range, Eastney ...	1 copy.
A.A. Range, Wembury ...	1 copy.
Destroyer Instructional Centre, Manoel Island	1 copy.
H.M.S. "Valkyrie" ...	2 copies.
H.M.S. "Collingwood" ...	2 copies.

and all Command Instructional Libraries.

(B.R. 1251.)

7533.—Deferred Foreign Service Leave

(N. 25678/45.—27 Dec. 1945.)

Ratings who were prevented from taking their foreign service leave under the full war-time scale may now be granted the balance on the full war-time scale, provided they can be spared, and that the leave is taken before dispersal.

2. Such leave should be granted in the rate now held, and the war-time scale applies whether or not the foreign service was performed either wholly or partially before the outbreak of war.

***7534.—Leave for Personnel Who Were Interned in North Africa**

(C.W./N.26330/45.—27 Dec. 1945.)

All personnel who were interned in North Africa are eligible for the 28 days additional leave granted to ex-prisoners of war.

(A.F.O. 5044/45.)

***7535.—Honours and Awards—“London Gazette” Supplement of 14th December, 1945**

(H. & A.—27 Dec. 1945.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

14th December, 1945.

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

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

Lieutenant Commander Roger Anthony Fortrey Heap, D.S.C., R.N.,

for courage, fortitude and persistence shown whilst a prisoner of war in Germany, May, 1941 to May, 1945.

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

Temporary Lieutenant (Sp.) Archibald Charles Parsons, R.N.V.R.,

for outstanding courage shown while on passage in H.M.S. “Changteh” which was sunk by air attack on 13th February, 1942, and in the boat journey which followed, through which thirty survivors were rescued.

Temporary Sub-Lieutenant John Macrae Mitchell, R.N.V.R.,

for great bravery when the s.s. “Empire Blessing” was mined off Zeebrugge on 19th March, 1945. Though warned that the ship was loaded with explosives and that the boilers might blow up at any moment, Sub-Lieutenant Mitchell climbed on board to rescue the injured boatswain. Within two minutes of his return to his own ship the whole of the foredeck of the s.s. “Empire Blessing” was under water.

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

Petty Officer Newton Berry Roberts, FAA/FX.87696,

for good service, organization and devotion to duty whilst in charge of a Radar Section from December, 1943, to March, 1945.

Stoker Petty Officer Arthur Ernest Allan, D/K.64197 (Liverpool),

for great courage and devotion to duty whilst serving in H.M.S. “Serene” in extinguishing a fire in the boiler room where oil was in flames on the floor plates, 16th June, 1945.

Leading Seaman William Cartmell, LT/JX.400007 (Fleetwood),

for gallantry and inspiring devotion to duty in the rescue of casualties from a sinking ship, on 22nd March, 1945.

Ordinary Signaller Douglas James Kitson, P/SSX.33114.

Electrical Artificer Fourth Class Charles Merry Harris, P/MX.61842,

for courage, initiative and daring when as prisoners of war on board the captured British s.s. “Portland” they were being taken to France en route for Germany, early in 1941.

Sergeant (Acting Temporary Quartermaster Sergeant) Kenneth George Frost, Ply/X.475, R.M.,

for loyalty, efficiency and skill whilst serving in Corfu during the period of the disturbances in Greece, 1944–1945.

ADMIRALTY,

14th December, 1945.

The KING has been graciously pleased to approve the following Awards:

for gallantry, skill and determination, whilst serving in H.M.S. “Indefatigable”, in air operations under difficult weather conditions in the Tokyo Bay Area and over the Tokyo Plain during August, 1945:

Bar to the Distinguished Service Cross

Acting Lieutenant Commander John Peter Camp, D.S.C., R.N. (London).

The Distinguished Service Cross

Temporary Sub-Lieutenant (A) Leonard Baldwin, R.N.V.R. (Reading).

The Distinguished Service Medal

Temporary Petty Officer Airman Austin Alexander Simpson, FAA/SFX.2263 (Newcastle-on-Tyne).

for bravery, leadership and devotion to duty whilst serving as a member of a volunteer landing party at Tavoy Point on the Burma Coast on 13th July, 1945:

The Distinguished Service Medal

Acting Leading Seaman Stanley Brian Goodlife, P/JX.179930 (Durban, South Africa),

for outstanding skill, bravery and initiative, whilst serving in H.M. submarines “Stubborn” and “Thorough” in war patrols in the Far East, during the period June and July, 1945:

The Distinguished Service Cross

Acting Lieutenant Commander Albert George Davies, R.N. (Southsea, Hants).

Temporary Acting Lieutenant William Grenville Kinsman, R.N.V.R. (Cardiff, South Wales).

The Distinguished Service Medal

Engine Room Artificer Third Class Douglas William Seale, C/MX.66300 (Upton, Yorkshire).

Temporary Petty Officer Donald Charles Beer, C/JX.144776 (Littlebourne, Kent).

Temporary Petty Officer William Austen Edward Wraith, C/JX.157952 (Walmer, Kent).

Temporary Stoker Petty Officer John Henry Cole, D/KX.85412 (Kingsbridge, Devon).

Temporary Stoker Petty Officer Daniel French Sullivan, D/KX.96601 (Rhondda, Glamorgan).

Engine Room Artificer Fourth Class Derek Hughes, C/MX.57751 (Oxford).

Mention in Despatches

Lieutenant Robert Thomas Smith, R.N. (Dover, Kent).

Lieutenant Arthur George Chandler, D.S.C., R.N.R. (Oreston, Nr. Plymouth).

Mr. Douglas St. Clair Worsfold, Warrant Engineer, R.N. (Gosport, Hants).

Lieutenant (E) Alexander Graeme McKenzie Scott, R.N. (Parkeston, Dorset).

Temporary Leading Signaller Alfred George Tooth, P/SSX.31487 (Petworth, Sussex).

Temporary Acting Leading Seaman Harry Percy Wiffen, C/JX.140763 (Tilbury, Essex).

Temporary Acting Leading Stoker John James Lambert, P/KX.112536 (Upper Holloway, N.19).

Able Seaman Anthony Mortimer, C/JX.396995 (Ellon, Aberdeenshire).

for courage and outstanding devotion to duty whilst in command of H.M. Patrol Ship “Li Wo”. On 12th February, 1942, whilst on patrol duty off Singapore the “Li Wo” ran into a Japanese convoy. After a gallant action the “Li Wo” was sunk by the Japanese destroyers and Lieutenant Wilkinson went down with her.

Mention in Despatches (Posthumous)

Lieutenant Thomas Wilkinson, R.N.V.R.

For courage and tenacity whilst prisoner of war in Germany:

Mention in Despatches

Lieutenant David Ewart Wheeler, R.N.

For good services whilst prisoner of war :

Mention in Despatches

Captain Charles Bradley, Merchant Navy.

For bravery and skill in action against enemy aircraft :

Mention in Despatches

Able Seaman James Brown, MDX.2598.

For courage and daring when as prisoner of war on board the captured British s.s. "Portland" he was being taken to France en route for Germany, 1941 :

Mention in Despatches

Able Seaman Sydney Swain, P/JX.207419.

For outstanding skill as pilots of relief aircraft despatched to assist another aircraft in distress to land through dense cloud, the latter having lost all radio communications, 14th August, 1945 :

Commendations

Temporary Acting Lieutenant-Commander Eric Stewart Shotter, R.N.V.R.
Acting Lieutenant Commander (A) John MacDonald Scott, O.B.E., R.N.

For tenacity of purpose in making a successful landing through dense cloud after his aircraft had lost all radio communication with the ground, 14th August, 1945.

Commendation

Temporary Sub-Lieutenant (A) Harry Shutt, R.N.V.R.

For good service and marked devotion to duty whilst attached to the 5th Royal Marine A.A. Brigade, Headquarters :

Mention in Despatches

The Reverend Geoffrey Phillips Beaumont, M.B.E., B.A., Chaplain, R.N.V.R.

For bravery, endurance and inspiring devotion to duty whilst serving in Commando operations in the raid on Dieppe, 19th August, 1942, and later as prisoners of war in Germany, August 1942-May 1945 :

The Military Cross

Captain (Acting Major) Robert Dyer Houghton, R.M.
Lieutenant Kenneth William Ridley Smale, R.M.

For gallantry, leadership and outstanding determination whilst serving in Commando operations in the Adriatic, June, 1944, and North West Europe, April, 1945 :

The Military Cross

Temporary Lieutenant Jeffrey Charles Beadle, R.M.

The Military Medal

Sergeant (Temporary) William Morgan Hope, R.M., Ply/X.110136.

The KING has been graciously pleased to give unrestricted permission for the wearing of the following decorations, bestowed by the President of the United States of America :

For most distinguished service :

Legion of Merit, Degree of Commander

Admiral of the Fleet Sir James Fownes Somerville, G.C.B., K.B.E., D.S.O.

For excellent service whilst in command of the Executive Planning Section :

Bronze Star Medal

Commander Reginald Ernest Terry, O.B.E., R.N.

For outstanding service as Commanding Officer of H.M. "Warspite" during the invasion of Italy, and as Commodore Administration and Chief of Staff to Commander-in-Chief, Mediterranean, during the planning of the invasion of Southern France :

Legion of Merit, Degree of Officer

Rear-Admiral Herbert Annesley Packer, C.B., C.B.E.

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

A.F.O. 2687/45.

To be an *Additional Member of the Military Division of the Most Excellent Order of the British Empire*

The appointment of Temporary Sub-Lieutenant Donald Kirkland, R.N.V.R., to the above order is to date from 11th May, 1945.

A.F.O. 3864/45.

The Distinguished Service Cross

Temporary Sub-Lieutenant Clarence Maughan Cockle, R.I.N.V.R.

The Distinguished Service Medal

Petty Officer Telegraphist Gopal Sakharam, R.I.N. 4513.

Coxswain Hamzamiyan Balkote, R.I.N. 3513.

Leading Seaman Moyd Obeiyadullah, R.I.N. 10028.

Leading Telegraphist Rajaratham, R.I.N. 5135.

Able Seaman Mohn Ali, R.I.N. 100425.

Able Seaman Mumara Khan, R.I.N. 101110.

Stoker First Class Rahman Ranganathan, R.I.N. 15575.

Stoker First Class Sheikh Mustan, R.I.N. 15397.

Ordinary Signalman A. M. Balasubramanian, R.I.N. 16287.

Sick Berth Attendant Anathernar Bose, R.I.N. 29003.

Mention in Despatches

Chief Petty Officer Motor Engineer John Verghese, R.I.N. 77141.

Petty Officer Fazal Buy, R.I.N. 100228.

Acting Shipwright Fourth Class Fazal Illahi, R.I.N. 101188.

Leading Seaman Q.E. Second Class Habib Ullah, R.I.N. 4104.

Leading Seaman A.A. Third Class Mohammad Rashid, R.I.N. 4173.

Acting Leading Seaman Shahbaz Ali, R.I.N. 9387.

Leading Telegraphist Salil Moysham, R.I.N. 9764.

Leading Stoker Venkata Sankapapan, R.I.N. 15580.

Able Seaman Mauroz Khan, R.I.N. 5522.

Able Seaman Mohammed Roshen, R.I.N. 102495.

Able Seaman Chulam Mohd, R.I.N. 102495.

Able Seaman Mohd Afzal Shah, 9502.

Ordinary Telegraphist Kotteeri Marayanan Mair, R.I.N. 16094.

A.F.O. 6852/45.

To be a Companion of the Distinguished Service Order

Acting Lieutenant-Commander (A) Douglas Granger Parker, D.S.C. (Twickenham).

7536.—Inoculation Against Plague

(M.D.G. 79955/45.—27 Dec. 1945.)

The instructions contained in A.F.O. 378/45 regarding inoculation against plague of all personnel proceeding to Haifa, may now be regarded as cancelled.

(A.F.O. 378/45 is cancelled.)

7537.—Medical—Officers Sick on Shore—Doctors' Accounts

(M.D.G. 77698/45.—27 Dec. 1945.)

Form S.26 is not applicable in the case of an officer sick on shore and is not to be issued to private medical practitioners in attendance.

2. The relevant instructions regarding officers sick on shore are to be complied with.

(K.R. & A.I., Art. 1439.)

(A.F.O. 2572/45.)

7538.—Traffic Accidents at Home—Procedure

(N.L. 6965/42.—27 Dec. 1945.)

Attention is drawn to A.F.O. 7611/45 in Section 6 of this issue.

(A.F.O. 7611/45.)

7539.—Office Equipment—Training of Ratings in the use of Accounting Machines

(N. 28303/45.—27 Dec. 1945.)

When the supply of accounting machines to ships or establishments is authorized under A.F.O. 2530/45, it is essential to ensure that the ratings using any particular machine are properly trained to enable the maximum benefit to be obtained from the machine. Instructions concerning training arrangements will be issued by the Admiralty at the time of authorizing supply of the machines. Normally, on completion of the course, the trainees will return to their ships or establishments with the machines being supplied for their own use, but this will not always be possible.

2. The training courses will usually be in London and last from a Monday to the following Saturday. Working hours will be from 0900 to 1730, with an hour off for lunch each day except Saturday when work will stop at 1200. Tests will be held at intervals during the course and any trainee not showing reasonable ability will be returned forthwith. A final test will be held on the last day of the course and a report on each trainee forwarded to the Supply Officer concerned.

3. Ratings sent to these courses are to be given written orders showing the address of the firm to which they are to report and the date of commencement of the course. Any leave which may be granted at the same time is also to be shown. The firm will note attendance and conduct at the course on these orders before the ratings return to their establishment. It must be made clear to the ratings that they are absent on duty and that hours of attendance must be strictly observed.

4. W.R.N.S. ratings attending the course will be accommodated in W.R.N.S. Quarters and will be supervised by the Chief Officer, W.R.N.S., London External Units, 45, Parliament Street, London, S.W.1, with whom arrangements should be made direct. Permission to stay with relatives or friends in London may be granted at the discretion of the Chief Officer, W.R.N.S., London External Units; provision allowance is to be paid in such cases. It is essential that W.R.N.S. ratings should receive any necessary advances of pay and allowances before leaving their establishments.

5. Copies of this Order will be supplied to the firms giving courses under this arrangement.

(A.F.O. 2530/45.)

7540.—Commander Egerton Memorial Prize—Award for 1945

(C.W. 86794/45.—27 Dec. 1945.)

Three separate qualifying courses for Lieutenant (G) were held during 1945.

2. The Commander Egerton Memorial Prize for 1945 has accordingly been divided equally between :—

Temporary Lieutenant P. H. P. Bennett, R.N.V.R.
Temporary Lieutenant M. F. MacGregor, R.N.V.R.
Lieutenant T. T. Lewin, R.N.

7541.—Motor Transport School, Alsager—Royal Marines

(N. 28255/45.—27 Dec. 1945.)

A centralized organization for the training, holding and drafting of all Royal Marine Drivers, Internal Combustion (short title, Driver I.C.) has been established at Excalibur Camp, Alsager (formerly H.M.S. "Excalibur"). This establishment is known as the "Motor Transport School, Royal Marines" (short title, "M.T. School, R.M.") and is under the command of the Commander, Training Group Royal Marines, Wales.

2. The postal address of this establishment is :—

The Commanding Officer,
M.T. School, R.M.,
Alsager,

Nr. Stoke-on-Trent, Staffs.

Telephone No. : Alsager 286.

Telegraphic Address : Excalibur Alsager.

Nearest railway station : Alsager via Crewe, L.M.S.

3. The Commanding Officer, M.T. School, R.M., will be responsible for the training and drafting of all drivers, I.C., Royal Marines. Similar responsibilities with regard to M.T. tradesmen (vehicle mechanics and driver mechanics) will remain with the Commanding Officer, Technical Training Depot, Royal Marines, Fort Cumberland, as heretofore.

(a) S.R.M.O. to Admiral (Air) is responsible for all internal drafting of Drivers, I.C., in R.N.A.S. in U.K. He will carry out the provisions of this A.F.O. as regards keeping the C.O., M.T. School, R.M., informed, of any movements of Drivers, I.C., made on his authority.

4. The suffix "(D)" has been added to the official number on all service certificates of Royal Marine ranks serving as Drivers, I.C. (e.g. Ply/X.100000(D)). In cases where this has not yet been done, Commanding Officers of R.N. and R.M. establishments, formations and units are to add this suffix and report to the Commanding Officer, M.T. School, R.M., giving particulars of the personnel concerned and stating whether these drivers were trained in :—

(a) T.T.D. R.M. or M.T. School, R.M.

(b) Army schools.

(c) R.M. formations, establishments, etc.

(d) R.N. establishments.

Particulars, as above, are also to be given of R.M. ranks held, who have been trained in driving but who are not now employed in that capacity. Their present employment is to be shown. In addition, R.M. ranks employed as drivers without service training are to be included in reports.

5. In future forms S.543, showing the movements of all Royal Marine drivers, I.C., are to be forwarded to the Commanding Officer, M.T. School, R.M.

(A.F.O. 5047/45.)

(A.F.O. 2999/45 is cancelled.)

7542.—Promotion and Command in the Corps of Royal Marines—New System for Continuous Service Officers

(C.W. 64590/45.—27 Dec. 1945.)

A.F.O. 7170/45 is to be amended as follows :—

Part 2, paragraph 4, line 4.

Delete 9 and insert 11.

(A.F.O. 7170/45.)

†7543.—R.N. and R.M. Golfing Society

(N. 28537/45.—27 Dec. 1945.)

(Included in Notice Boards Issue only.)

***†7544.—Re-entry on Regular Engagements after Release in Class A**

(N. 28292/45.—27 Dec. 1945.)

Their Lordships have had under consideration the re-entry into the Royal Navy of men who have been released from service under the Release and Re-allocation Scheme, and have decided that such Naval ratings may be accepted for further service on regular engagements, under the following conditions.

N.B.—This scheme does not apply to men released before V.E. day, i.e., 8th May, 1945.

2. Men may be permitted to re-enter on either Continuous Service or Special Service engagements in all branches which are provided for in the post-war Navy. A list of those branches appears in paragraph 2 of A.F.O. 362/45, but "Regulating Branch (including Leading Patrolman)" should be substituted for "Regulating Petty Officer".

3. *Qualifications.—Age.*—A candidate for re-entry on a Continuous Service Engagement must be able to complete time for pension (22 years), including former service allowed to reckon (*see* Chapter LVI, K.R. & A.I.), before attaining the age of 50 years.

A candidate for re-entry on a Special Service Engagement must not have reached his 26th birthday.

The engagements of all men accepted for further service under this Order, whether for Continuous Service or Special Service, will commence on the date on which the engagement is executed (*i.e.*, former service will *not* reckon towards the new engagement).

Previous service.—The minimum qualification for re-entry for either Continuous Service or Special Service is 2 years' service since 3rd September, 1939.

Previous service allowed to count.—Previous service will be allowed to count for pension at the post-war rates, advancement, good conduct badges, etc., subject to the usual conditions.

Pay.—Pay for good conduct badges, non-substantive ratings, and War Service Increments in issue on release will be resumed on re-entry.

Medical and visual standards.—The normal standards for regular engagements will apply.

Rating previously held.—No man will be accepted for further service under this Order unless he held the equivalent rating of Able Seaman or above on release.

Character.—Character during previous service should generally have been "V.G." but one assessment of "Good" will not disqualify.

Efficiency.—Efficiency must have been at least "Sat." for the last two years.

Advancement.—The fact that a man has not qualified for a higher rating than that held on release will not prejudice his acceptance for further service, either for Continuous Service or Special Service.

Nationality.—The normal nationality rules will apply, *i.e.*, volunteers must be British-born subjects and the sons of British born subjects on both sides. Particulars of candidates who were entered during the war as exceptions to this rule should be submitted to the Admiralty.

4. *Kit.*—The provisions of Art. 1868, Clause 4, K.R. & A.I., are waived for re-entries under this Order. Men re-entered will be supplied gratuitously with such articles as may be necessary to enable them to complete the kit remaining in their possession to the full wartime kit of the rating in which they are re-entered.

5. *Class A benefits.*—Men re-entered will not be called upon to surrender any of the resettlement benefits they received on dispersal (*i.e.*, civilian clothing and 56 days' pay and allowances); but they will not be eligible for a further issue of these benefits or for any "end of war" leave. Care should be taken by the Final Entry Establishment that the issue of Class A benefits is clearly noted on the Service documents of all men re-entered.

6. *War gratuity, post-war credits, war service increments.*—Service from the date of re-entry until the terminal dates as notified will reckon towards further such payments. Former service from 3rd September, 1939, will also reckon towards war service increments; but for entries or re-entries from shore after a break in paid service subsequent to 31st December, 1945, payment of war service increment will finally cease on 30th June, 1946.

7. *Methods of re-entry and type of engagement.*—Men applying to re-enter during the period of their dispersal leave are to be recalled by the Commodores, R.N. Barracks, at their home ports. They should be directed to appear on the day following the expiration of dispersal leave and any special overseas leave granted.

Men whose period of leave has expired and have, therefore, finally ceased pay, should be dealt with through the normal recruiting procedure. Applicants will be required to produce their Service documents to the Recruiting Staff Officers, R.N. and R.M., who will ensure, so far as they are able, that the applicant has the qualifications required by paragraph 3 above and is medically fit; and the Recruiting Staff Officer will then forward the application, together with the Service documents, to the Commodore of the Naval Depot to which the man wishes to be allocated. (It is not intended to insist on a man rejoining the Depot to which he formerly belonged.) Commodores will notify the Recruiting Staff Officer whether the man is acceptable, and the Recruiting Staff Officer should then arrange for the man to be posted to the Depot concerned. Provisional engagements should be executed at the Recruiting Stations for Continuous Service or Special Service, as the case may be, a man who has the necessary qualifications executing a Continuous Service Engagement "to complete time for pension".

Numerical returns of men re-entered by Commodores, R.N. Barracks, are to be rendered weekly to the Director of Naval Recruiting, giving numbers in the different branches and ratings.

8. *Medical Examination.*—Every man is to be finally medically examined on joining his Depot. In the case of men recalled by Commodores, R.N. Barracks, the medical examination should be conducted on the day the man appears.

9. *Rating in which to be entered.*—Men who re-enter in the branch in which they formerly served are to be entered in the equivalent rating of Able Seaman, and those who held General Service higher ratings may be advanced by successive steps on succeeding days to the General Service rating last held (temporary and/or acting if appropriate), at the discretion of the Commodore, R.N. Barracks. Men who on release held higher ratings for which they were not fully qualified by General Service standards (*e.g.*, Acting Leading Seaman (D.E.M.S.) or Acting Leading Seaman (N.Q.)) are to be re-entered only in the last fully qualified rating held prior to release.

Men may be permitted to re-enter in a different branch from that in which they formerly served, and in that case are to be entered in the equivalent rating of Acting Able Seaman. (This includes those who served in Branches instituted for the War only, who must necessarily re-enter in a different Branch.) Confirmation in rating will be subject to subsequent qualification.

10. *Training of Men Re-entered.*—Men re-entered in the branch in which they previously served will require no training either basic or technical.

Those re-entered in a different branch will require technical training in their new branch, and further instructions will be issued to Commodores on this matter.

11. *Men on Indefinite Release.*—Any applications which may be received from men on indefinite industrial or compassionate release should be forwarded to the Admiralty for consideration.

12. Further instructions will be issued about the re-entry of Royal Marines.

(K.R. & A.I., Art. 1868, Cl. 4 and Chapter LVI.)

(A.F.O. 362/45.)

7545.—Special Repair Ratings (Director of Armament Supply)

(N. 26678/45.—27 Dec. 1945.)

An organization, analogous to the Special Repair Ratings (Dockyard) organization, under the title of Special Repair Ratings (Director of Armament Supply) was introduced in March last for the purpose of supplying the skilled personnel to serve in mine issuing ships, advanced mine depots and armament maintenance ships.

2. Recruitment of this personnel was on a similar basis to that of the S.R.R. (D); but they are attached to Devonport Port Division for drafting purposes.

3. The general conditions of service for Special Repair Ratings (D.A.S.) are the same as those laid down for the S.R.R. (D) in A.F.O. 1976/45.

4. *Abridged titles.*—As in paragraph 4 of the A.F.O. quoted, abridged titles were introduced for Special Repair Ratings (D.A.S.) as follows:—

Analysis of Trades

Civil nomenclature	Naval code number	Naval nomenclature	Abbreviated title	Pay on entry without bonus
				<i>s. d.</i>
<i>Guns—</i>				
Gun Fitter	N.400	Acting O.A. 4th Cl. ...	A.S.F.G.	8 0
Turner... ..	N.401	Acting O.A. 4th Cl. ...	A.S.T.N.	8 0
Joiner	N.402	Acting Joiner 4th Cl....	A.S.J.N.	6 0
Tinsmith	N.403	Acting Plumber 4th Cl.	A.S.P.L.	6 0
Storehouseman (G/W)	N.404	Stores P.O.	A.S.S.G.	6 9
Storehouseman (Magazine)	N.405	Stores P.O.	A.S.S.M.	6 9
Storehouse Assistant (G/W)	N.406	Stores Assistant ...	A.S.A.G.	3 9
Storehouse Assistant (Magazine)	N.407	Stores Assistant ...	A.S.A.M.	3 9
<i>Skilled Labourers—</i>				
Impression Taker ...	N.408	Stoker 1st Cl. ...	A.S.I.T.	3 9
Machinist	N.409	Stoker 1st Cl. ...	A.S.M.N.	3 9
Fitter's Assistant ...	N.410	Stoker 1st Cl. ...	A.S.F.A.	3 9
Labourer	N.411	Stoker 2nd Cl. ...	A.S.L.B.	2 6
<i>Torpedoes—</i>				
Torpedo Fitter— trestle	N.412	Acting O.A. 4th Cl. ...	A.S.F.T.	8 0
Torpedo Fitter— components	N.413	Acting O.A. 4th Cl. ...	A.S.F.C.	8 0
Torpedo Fitter—gyro	N.414	Acting O.A. 4th Cl. ...	A.S.G.Y.	8 0
Torpedo Fitter—pistol	N.415	Acting O.A. 4th Cl. ...	A.S.F.P.	8 0
Electrical Fitter— torpedo	N.416	Acting E.A. 4th Cl. ...	A.S.E.T.	8 0
Coppersmith	N.417	Acting E.R.A. 4th Cl.	A.S.C.S.	8 0
Enginesmith	N.435	Acting E.R.A. 4th Cl.	A.S.E.S.	8 0
<i>Skilled Labourers—</i>				
Foreman's Writer ...	N.419	Stoker 1st Cl. ...	A.S.F.W.	3 9
S.L. in Charge of Work- shop, R/U Stores.	N.420	Stoker 1st Cl. ...	A.S.R.U.	3 9
S.L.—Slinger	N.421	Stoker 1st Cl. ...	A.S.S.L.	3 9
S.L.—Trestle Fitter's Assistant	N.422	Stoker 1st Cl. ...	A.S.T.A.	3 9
S.L.—Gyro Fitter's Assistant	N.423	Stoker 1st Cl. ...	A.S.G.A.	3 9
S.L.—Pistol Fitter's Assistant	N.424	Stoker 1st Cl. ...	A.S.P.A.	3 9
Storehouseman (Torpedo)	N.425	Stores P.O.	A.S.S.T.	6 9
Storehouse Assistant (Torpedo)	N.426	Stores Assistant ...	A.S.A.T.	3 9
<i>Mines—</i>				
Mine Fitter	N.427	Acting O.A. 4th Cl. ...	A.S.F.M.	8 0
Electrical Fitter (Mine)	N.428	Acting E.A. 4th Cl. ...	A.S.E.M.	8 0
Skilled Labourer— Slinger	N.429	Stoker 1st Cl. ...	A.S.M.S.	3 9
Skilled Labourer— Foreman's Writer	N.430	Stoker 1st Cl. ...	A.S.M.W.	3 9
Skilled Labourer— Fitter's Assistant	N.431	Stoker 1st Cl. ...	A.S.M.A.	3 9
Storehouseman (Mine)	N.432	Stores P.O.	A.S.M.I.	6 9
Laboratoryman ...	N.433	Stores P.O.	A.S.L.M.	6 9
Mechanic Examiner (C.I.N.O.)	N.434	Acting O.A. 4th Cl. ...	A.S.M.E.	8 0

5. Advancement is to be covered generally by the instructions for analogous rates in the S.R.R. (D) contained in B.R. 1066. Among the Skilled Labourers, however (see above) is included a "Labourer" with an equivalent Naval rating of Stoker 2nd Cl. For advancement to Stoker 1st Cl. of this category, the normal regulations for advancement in active service of Stokers, i.e. after 9 to 12 months according to ability, is to apply. Similarly the time qualification for advancement in the Stores Branch of active service is to apply for the advancement of the Stores Assistant.

6. The medical standards indicated for the S.R.R. (D) will apply.

7. *Entry and trade test.*—Arranged by the Admiralty (Director of Armament Supply).

8. *Port Division and Drafting.*—As indicated in paragraph 2 above, all Special Repair Ratings (D.A.S.) will be allocated to Devonport Port Division and entered at that port. The Commodore, R.N. Barracks, Devonport, alone is responsible for drafting, and no movements of these men are to be made by any local drafting authority without reporting the movements to the Commodore, R.N. Barracks, Devonport.

9. *Period of foreign service.*—The length of foreign service cannot be laid down definitely, but it is Their Lordships' wish that, so far as possible, this shall not exceed an average of about 2½ years. Foreign service is reckoned from the date of leaving the United Kingdom until the date of returning there.

On return to the United Kingdom, these ratings are to be granted foreign service leave in accordance with A.F.O. 5998/44, paragraph 3, but no maximum will be imposed, i.e., they will also be entitled to drafting leave in accordance with paragraph 5 of A.F.O. 5998/44, prior to draft abroad for a second period.

These men will normally qualify for the concession promulgated in A.L.N. 29019/43 of 22nd February, 1944, by which having served abroad for not less than two years and having spent less than six months in home waters, they will be placed on the roster for home service six months earlier than the normal period.

At Freetown and other places where special drafting arrangements apply, these men will be subject to the normal drafting rules for such places.

Any men who do not wish to return home as soon as they are eligible may elect to remain on foreign service beyond their normal time in periods of a year.

10. Except for any special arrangements indicated above, Special Repair Ratings (D.A.S.) are to serve under the same conditions as all other Naval ratings, and no departure from service rules should be made.

11. Special Repair Ratings (D.A.S.) are to be employed at their trades, but may be called upon to perform any duty which similar ratings for general service might be required to perform if the necessity arises.

(B.A.T.M. submission 21-3H-13-1, 7 Nov. 1945.)

(B.R. 1066.)

(A.F.Os. 5998/44 and 1976/45.)

7546.—Retired Officers of Flag Rank Re-employed "Inside Admiralty"—Pay and Allowances

(C.W. 64119/44.—27 Dec., 1945.)

As from the 1st April, 1945, retired Flag officers and Naval officers of equivalent rank and General officers, Royal Marines, re-employed for service "inside Admiralty" will, for the time being, receive remuneration on the following basis:—

(a) *If appointed to serve in Flag or equivalent Rank.*

- (i) Full pay of rank in which serving.
- (ii) 25 per cent. bonus on full pay in issue.
- (iii) Lodging Allowance, £100 per annum.
- (iv) Provision allowance at current rate.
- (v) Servant Allowances, £60 per annum.

(b) *If appointed to serve in the Rank of Captain, R.N.*

- (i) Full pay as a Captain of nine years.
- (ii) 25 per cent. bonus on full pay in issue.
- (iii) War service increments.
- (iv) Admiralty Headquarter's allowance.

- (v) Marriage allowance } In accordance with appropriate
 (vi) Lodging allowance } regulations.
 (vii) Provision allowance at current rate.
 (viii) Servant allowance.

2. Where any portion of retired pay has been commuted, a sum equivalent to the amount of retired pay commuted will be deducted from the pay and bonus issued under paragraph one above.

3. The necessary adjustments of officers' accounts will be made by the Director of Navy Accounts or Civil Establishments Branch II (Salary Section), as appropriate

(A.F.O. 4400/43 is cancelled.)

7547.—Donations to the Royal Naval Benevolent Trust

(P.M. 5077/45.—27 Dec. 1945.)

(Included in Notice Boards Issue only.)

7548.—Sentries—Orders for

(G.D./N.L. 17055/45.—27 Dec. 1945.)

On numerous occasions in recent years accidents with small arms have been caused primarily by the issue to sentries of arms and ammunition without clear instructions as to their use.

2. Whenever sentries are posted in ships or on shore, orders are to be given to each sentry at the commencement of his watch, regarding:—

- the reasons for which he is posted;
- the extent of his post and the position of any neighbouring posts;
- instructions as to the challenge to be made and what persons are to be allowed to pass the post;
- details of the action he should take if any unauthorized person approaches his post;
- such other orders as the officer ordering the position may direct.

3. The officer ordering the posting of sentries should take into consideration standing instructions issued by the Admiralty and by the administrative authority.

4. When a sentry is armed and issued with ammunition the orders are to be in writing and, in addition to the foregoing particulars (paragraph 2 (a) to (e)), should state clearly:—

- the number of rounds of ammunition to be carried;
- whether this ammunition is to be in the pouch or whether the weapon is to be loaded, or the magazine only charged;
- arrangements for accounting for ammunition.

5. Sentries are to be posted and relieved in an orthodox manner by a responsible Petty Officer, N.C.O. or man.

6. Watchkeepers who are issued with arms are to be regarded as sentries for all purposes in this order.

†7549.—Sports—R.N. & R.M. Rugby Football Union—Annual General Meeting

(N.28669/45.—27 Dec., 1945.)

(Included in Notice Boards Issue only.)

7550.—W.R.N.S. Drafting in Rosyth Command—Transfer to Portsmouth, Devonport and Chatham

(N. 11204/45.—27 Dec. 1945.)

As from 15th January, 1946, the drafting of W.R.N.S. ratings of General Service categories to and from bases and establishments (including Air Stations) in the Rosyth Command will be transferred from the Superintendent W.R.N.S., Rosyth, to the Superintendent W.R.N.S. at the manning port which is responsible for drafting male ratings to the particular base or establishment.

2. The records, etc., of W.R.N.S. ratings of General Service categories serving overseas held in the Rosyth Command on the date of this change are to be distributed between Portsmouth, Plymouth and Nore Commands according to the manning port of the establishment in which the ratings last served at home.

3. The above arrangements are not intended to disturb the centralization in one particular home port of the drafting of certain W.R.N.S. categories.

7551.—W.R.N.S.—Promotion of Officers

(C.W. 69287/45.—27 Dec. 1945.)

A.F.O. 6099/45 is to be amended as follows:—Under "To Second Officer W.R.N.S." add:—Miss V. G. Marshall, "Gosling", 1st October, 1945.

(A.F.O. 6099/45.)

7552.—W.R.N.S.—Ratings living out—Allowances

(N. 26195/45.—27 Dec. 1945.)

If accommodation on the austerity scale is not available W.R.N.S. ratings allowed to live out should be placed on lodging allowance and, unless victualled by the service, on provision allowance in addition. This arrangement also applies to W.R.N.S. ratings living out on medical grounds.

2. If accommodation is available W.R.N.S. ratings allowed to live out on other than medical grounds should either—

- Be paid provision allowance and make their own arrangements for all meals, or
- Be victualled in the establishment and (in the United Kingdom) be granted a 72 hours' ration card every 14 days.

3. The reference to W.R.N.S. ratings in A.F.O. 3613/45 should be deleted.

(A.F.O. 3613/45.)

7553.—Promotion of Selected Warrant Officers and Commissioned Warrant Officers from Warrant Rank direct to Lieutenant—Rate of Full Pay

(C.W./D.N.A. 26423/45.—27 Dec. 1945.)

Paragraph 7 of A.F.O. 132/45 is to be amended as follows:—

7. Rate of Full Pay and Specialist Allowance.

Officers electing alternative (B) may transfer to alternative (A) at any time, but not *vice versa*.

Executive officers who elect alternative (A) above will, on promotion to *Acting* Lieutenant, be placed on the lowest rate of full pay of a Lieutenant, *viz.* 16s. 6d. a day. On being confirmed in rank, their seniorities in accordance with paragraph 6 above will be published, and any increment of full pay appropriate to that seniority will be payable retrospectively from the date of promotion to *Acting* Lieutenant, or from the date of attaining sufficient seniority to qualify for the increment if this is later.

Lieutenants (E), Ordnance Lieutenants and Lieutenants (A), who elect alternative (A) above, will be paid on the scale laid down for Cadet-entered officers of the Engineering Branch. Such officers, who are promoted direct to the equivalent rank of *confirmed* Lieutenant, will be eligible for any increment of full pay appropriate to their seniority calculated in accordance with paragraph 6 above, as from the date of promotion to *confirmed* Lieutenants, rank.

As a special exception to Article 1547, Clause 3, K.R. and A.I., Supply Officers are responsible for assessing any increments payable to officers electing alternative (A). The Director of Navy Accounts (Branch 4 (Full Pay)), is to be informed of the rate and effective date of any such increment, and also when an officer elects alternative (B), quoting this Order.

All other allowances are payable at the rates and under the conditions applicable to Lieutenants ex-Cadet, including Marriage and Children's allowances, lodging allowance, colonial allowance, etc., irrespective of whether an officer elects alternative (A) or (B).

* * * * *

With reference to A.F.O. 1470/44, paragraph 4, . . .

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

(K.R. and A.I., Article 1547, Clause 3.)

***7554.—Temporary Warrant Officers Eligible for Retired Pay or Retiring Gratuity—Instructions**

(P.M. 4484/45.—27 Dec. 1945.)

The attention of all Temporary Warrant Officers who are eligible for the award of retired pay or retiring gratuity under the conditions specified in A.F.O. 1107/40, paragraph 9 (b), is drawn to the necessity of compliance with the instruction in paragraph 2 of A.F.O. 6859/45.

2. Such officers will be informed in due course of the amount of their retired pay, etc., award by P.M. Branch, Admiralty (Officers' Retired Pay Section); enquiries on this subject should therefore be addressed to that branch and *not* to the Director of Navy Accounts (Pensions Branch).

(A.F.Os. 1107/40 and 6859/45.)

7555.—Trinidad—Change of Title of Post of S.B.N.O. to that of N.O.I.C.

(M. 25321/45.—27 Dec. 1945.)

The title of S.B.N.O. Trinidad lapsed on 13th September, 1945. Captain O. Tudor was appointed N.O.I.C. in addition to Commanding Officer, H.M.S. "Benbow" and Trinidad R.N.V.R. to date 14th September, 1945.

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

7556.—Aircraft—Bombs—Pistols, Tail No. 30, Marks II-IV—Restriction in Use**

(G. 08983/45.—27 Dec. 1945.)

Pending further instructions regarding their disposal, the use of pistols, tail, No. 30, Marks II-IV** (inclusive) is to cease. For tail fuzeing, other than long delay, either pistol, No. 30, Mark VI, or pistol, No. 65, Mark I, only are to be used.

2. Ships and stations not holding sufficient stocks of the later pistols should demand replacements for pistols No. 30, Marks II-IV**, from the nearest R.N.A. depot, and on receipt return the Marks II-IV** to the armament depot.

(A.P. 1661C, Vol. I. A.F.Os. 1556/45 and 5366/45.)

(C.A.F.O. 205/45 is cancelled.)

7557.—Aircraft—Guns, Hispano 20-m.m.—Gauging of Firing Pins, Mark III—Introduction of Gauges—R.A.F. Ref. 8D/2695

(A.S.—27 Dec. 1945.)

Supplies of gauges, firing pin, Mark III, R.A.F. Ref. 8D/2695, for use with 20-m.m. Hispano guns fitted with Mark III firing pins are now available for issue.

2. The gauges will be allowed to squadrons (as mobile equipment), H.M. ships, R.N. air stations, R.D.U.s, etc., in the following proportions:—

Squadrons:—

With aircraft armed with 2 Hispano guns:—

Up to 6 F.A.E. aircraft	...	...	...	...	1
7 to 21 F.A.E. aircraft	...	...	...	...	2
Over 21 F.A.E. aircraft	...	...	...	...	3

With aircraft armed with 4 Hispano guns:—

Up to 12 F.A.E. aircraft	...	...	...	...	2
Over 12 F.A.E. aircraft	...	...	...	...	3

H.M. Ships:—

Carrying aircraft armed with two 20-m.m. Hispano guns:—
2 per ship.

Carrying aircraft armed with four 20-m.m. Hispano guns:—
2 per ship.

R.N. air stations and repair yards:—

"V"	} As per Advance Extracts of C.B. (R) 4242/42 ...	} 2		
"W"			} 1	
"X"				} 1
"Y"					} 2

Receipt and despatch units:—

Anthorn	...	...	...	...	2
Culham	...	...	...	...	2

Aircraft maintenance ships 2

H.M.S. "Unicorn" 2

M.O.N.A.B.s:—

Allowances have been promulgated.

T.A.M.Y.s:—

Allowances have been promulgated.

3. Demands to complete to the above scales should be rendered by the service—

(a) In U.K. to the appropriate R.N. armament depot.

(b) Abroad to the nearest Officer-in-Charge of Armament Supply.

(A.F.O. 4293/45.)

7558.—Ammunition—General—Tracers Shell No. 16—Supply for Use with S.L. Practice Projectiles

(A.S. 5641/45.—27 Dec. 1945.)

With the introduction into service of practice projectiles "K" and A.K. fitted for No. 16 tracer, it has been decided that A.K. practice projectiles are to be issued to ships *plugged* for No. 16 tracer and for tracers to be fitted on board. This will preserve the non-explosive character of the store for transit purposes. The requisite number of loose No. 16 tracers for fitting into A.K. practice projectiles will be supplied to ships in cylinder No. 418 (10 in a cylinder). Practice projectiles "K" will continue to be issued fitted with the tracer in position, as the projectiles are already fitted with a nose fuze and the supply of loose tracers on board would therefore serve no useful purpose.

2. Keys No. 181 for inserting or removing tracer plugs and No. 16 tracers will be issued on the basis of 1 per gun and 1 spare to every four guns.

R.N.A. Depots Only.—Naval Proportion Book will be amended to cover the supply of loose tracers to ships embarking A.K. practice projectiles.

7559.—Annual Inspection of Explosives and Testing of Cordite during 1946 and thereafter

(A.S. 12787/45.—27 Dec. 1945.)

As from the commencement of 1946 the full percentages of explosives, as laid down in Article 301, Naval Magazine and Explosive Regulations, and Article 161, R.N.A.S. Magazine and Explosive Regulations, are to be landed for examination and proof, also all samples of cordite due for testing in accordance with Naval Cordite Regulations.

2. The complete outfit of explosives on board H.M. ships and in Naval Air Stations and shore bases, is to be landed for examination in future when due, under Article 300, Naval Magazine and Explosive Regulations and Article 161, R.N.A.S. Magazine and Explosive Regulations.

3. *R.N.A. Depots.*—Arrangements are also to be made for the full annual inspection of all ammunition and underwater explosives in R.N.A. Depots and in A.S.L.Ss. and A.S.Cs., and for the testing of cordite to be carried out as from 1st January, 1946, in accordance with the regulations.

4. Ammunition in A.S.I.Ss. and A.S.Cs. which are engaged in redistribution between depots or which are scheduled to discharge to depots should be dealt with when the supplies are merged with depot stocks.

7560.—Ammunition Supply—Landing Ammunition Lockers

"Isles" Class Danlayers

(G. 8399/45.—27 Dec. 1945.)

To increase the deck space available for danlaying and for stowing Oropesa floats, etc., it is approved for "Isles" class danlayers to land the following:—

- (a) All Oerlikon lockers with the exception of:—
2 in. No. Oerlikon R.U. lockers for the forward guns;
1 in No. Oerlikon R.U. locker for the after gun.
- (b) P.A.C. locker (where fitted).

Note 1.—Displaced Oerlikon ammunition is to be stowed in the Q.F. magazines.

Note 2.—P.A.C. rockets and snowflakes are to be returned to the nearest naval armament depot.

7561.—Guns—40-mm. Bofors, Marks IV, VIII, IX, X and XI—Failure of Breech Closed Indicator

(G. 3420/45.—27 Dec. 1945.)

Experience has shown that the breech-closed indicator may break off during firing. Parts of the internal mechanism may then foul the breech block and cause a jam. On all occasions after firing, the gun is to be examined to see that the indicator mechanism is correct.

2. The gun can be fired without an indicator, but under these conditions the following special drill is to be observed:—

- (i) All stoppages are to be regarded as missfires and the round is to be re-struck by withdrawing the operating lever on to the missfire stop and forcing it forward again.
- (ii) If the round fails to fire after being re-struck three times the top cover is to be opened and the position of the breech block ascertained by inspection.
- (iii) In the light of the information gained by (ii) above, proceed with the normal methods of clearing the jam or removing the missfired round.

(A.F.O. 5959/45 is cancelled.)

7562.—Gun Mountings—2-pdr. R.P. 50, Mark VIA* Mountings—Fitting of Director Operated Firing Gear—As. and As.

(G.06293/45.—27 Dec. 1945.)

- (a) *Ships, Establishments and Authorities concerned.* H.M. Ships "Anson," "Duke of York," "Howe," "King George V," "Indefatigable," "Implacable," "Formidable" and "Sussex"; H.M.A.S. "Australia"; H.M. Dockyards, Repair Ships and Repair Establishments; G.M.O., Barrow.
- (b) *Type and Mark of Mounting* 2-pdr. R.P.50, Mark VIA* all mountings except Reg. No. 80. Mountings Reg. Nos. 137, 138, 195 and 208-214 (inclusive) are already fitted.
- (c) *Part of mounting affected* ... Firing gear.
- (d) *Purpose of modification* ... To permit the firing gear on the mounting to be operated from the associated director.
- (e) *Nature of modification* ... The modification entails the fitting of a firing motor and reduction gear on the mounting, together with a contactor box and associated wiring to the director, to actuate the firing shaft at present operated by the firing pedal. The gear required by each ship concerned will be despatched by the Admiralty Gun Mounting Overseer, Barrow, without demand.

f) *Drawings* ... Drawings indicating the method of erecting and fitting, wiring and adjusting the director operated firing gear will be supplied to ships concerned concurrently with the supply of the gear.

For further details and method of operation of the gear, attention is called to Addendum No. 2 to B.R.785, Handbook for 2-pdr., Mark VIII guns on Marks VIA and VA mountings.

(g) *By whom done* ... Work should be progressed as far as possible by ships' staffs and completed by dockyard, depot ships or repair bases as necessary.

(h) *Degree of urgency* ... As early as possible after supply of the gear.

(i) *Commanding Officers of ships concerned* should include an item, classification A*, in their lists of alterations and additions to cover the work involved.

(B.R. 785—Addendum No. 2.)

7563.—Radar—General—Gunnery Radar Material—Failures—REPORTS

(G.D. 0754/45.—27 Dec. 1945.)

Important failures of gunnery Radar equipment during practice firings or drills are to be reported in the same manner as other failures of Fire Control or Director Firing Material.

2. Failures due to bad drill or inexperienced handling should be reported upon in the analysis of the firing in Section X—Mistakes and Delays.

(A.F.O. 3687/44.)

7564.—Targets—British, 2-in., Rocket Target—Introduction—REPORTS

(G.D. 0307/45.—27 Dec. 1945.)

A new type of target called the "British 2-in. rocket target" (in order to distinguish it from the American rocket target) is now available and will be distributed as in paragraph 24 below. The target gives a visible aiming mark by means of a flare, has a range of about 5,000 yards at a speed of 250-400 knots, and is fired by means of a projector.

2. *Reason for the development of the Rocket target.*—The advantages and disadvantages of the rocket target are considered to be:—

Advantages

(a) *High speed.*—The target flies at the same speed as an aeroplane and should give useful training in—

- (1) smooth tracking with gyro gunsights (and aiming with eyeshooting sights);
(2) speed in opening fire;
(3) quick footwork at hand-operated close range weapons.

(b) *Aircraft not required.*—The target can be used when aircraft co-operation is not available.

(c) *Use at night.*—The target can be used at night.

Disadvantages

(d) *Tracer observation and estimation of approach angle.*—Due to the small target presented, estimation of approach angle is difficult and tracer observation is impossible.

(e) *Radar response.*—The target does not give Radar response.

(f) *Similarity of target to tracer.*—It is possible that the target may be confused with tracer from firing guns. Flares of a more distinctive colour are under development.

3. The target is suitable for use either from ships or from the shore. When issued for use from ships a modified type of projector is supplied; for use from the shore an unmodified type of projector is provided (see paragraphs 12 and 13 below).

4. There is no objection to rocket flare projectors being used for firing 2-in. rocket targets providing that, in the case of sextuple gunshield projectors, only one round at a time is loaded in each set of projector rails.

In the case of pedestal or single gunshield projectors, it may be necessary to relieve by filing the forward end of the upper guide rails for a distance of not more than six inches.

5. Purposes for which this target may be used are as follows:—

(a) *Use from ships.*—Targets can be fired by consort (such as a screen) to give approaching or passing runs.

(b) *Use from the shore.*—Targets can be fired from the shore over assault craft in dummy landings, etc., to give approaching or passing runs. For use at A.A. ranges the projector requires to be sited about 2,000 yards to one side of the range so that the mid-point of the trajectory is approximately in the middle of the firing sector. Only crossing runs can be represented.

Details of the Components

The Rocket

6. The round consists of three portions, the target head, propelling unit (i.e., rocket tail) and fins (4). The heads and propelling units are supplied separately, the fins being contained in the same package as the propelling unit. For the purposes of demands and correspondence the items are to be described as:—

Head rocket target, 2-in.

Tail propelling rocket target, 2-in.

It will not normally be necessary to refer specifically to fins.

7. The order of assembly should be:—

(a) Tail fins to rocket tail.

(b) Target head to rocket tail.

8. The fins are inserted into slots in the tube and driven back lightly by means of a wooden mallet. The holed catch is pressed in with a spike until it secures into its housing. The slots are covered with adhesive tape at the filling factory. This tape must be removed before any attempt is made to insert the fins. The fins are very easily damaged during the handling of the round, and if any defect such as a dent or bend is detected, new fins should be fitted before the round is fired. Spare fins are provided for this purpose.

Before assembly of fins to rocket, the under sides of fin flanges are to be well coated with grease No. 0 to prevent subsequent ingress of moisture and rust.

Secure fixing of the fins should be tested by tapping the fins at their rear end after the catches have been pressed down; no movement should take place. Failure to observe this precaution may result in wild rounds, with subsequent danger to personnel.

9. Having fitted four fins to the rocket, screw in the target head. Target heads and fins should be disassembled from rocket tails in the reverse order before being returned to N.A. Depots.

10. As much protection as possible from weather and direct sunlight should be given to this ammunition.

11. It should not be fired outside the temperature range of -5°F. to 120°F. Any ammunition whose temperature is known to have exceeded these limits should be kept in temperate storage for at least 6 hours before firing.

The Projector

12. A single projector is provided. On shore, the rear end is in contact with the ground, while the front end is supported by two telescopic legs, giving an adjustment for elevation between about 20 degrees and 40 degrees. The projectors should be placed on fairly soft ground, so that the spiked ends of the telescopic legs grip the ground and secure the projector; no other securing is required. This type of projector is termed an "unmodified projector".

13. For use on board ship, a heavy wooden cross will be provided to act as a base for the projector. This has suitably positioned slots and holes for securing the projector; the cross does not require securing to the deck. This projector is termed a "modified projector".

The Firing Battery

14. A battery holder containing three Pattern 53 inert cells is provided. A firing push is fitted to the side of the battery box.

Method of Use

15. *Loading and Firing.*—Train the projector on the required bearing and set it to the required angle of sight. When setting bearing, remember that a wind of 10 knots at right angles to the line of sight deflects the rocket into the wind 2 degrees from its course. The angle of sight for a required plan range is given in the trajectory chart, B.R. 980 (Z) (see paragraph 25).

16. Position the battery at a safe distance from the projector.

17. Connect the electric lead to the projector but see that the electric lead is disconnected from the battery.

18. Load a rocket on to the projector, taking care that the base is hard down against the contacts.

19. Connect the electric lead to the battery.

20. When ready, press the firing button.

21. Always unplug the electric lead from the battery before reloading.

22. *Missfire.*—If a round missfires, keep as clear as possible from the rear of the rocket and ascertain whether the closing disc has been blown out from the base of the rocket.

(a) If the disc is still in place the rocket is safe. Unload it, rotate it through 90 degrees and reload.

(b) If the disc has been blown out, personnel should keep at a safe distance for 30 minutes before approaching the projector. The round should then be lowered carefully over the side in deep water.

Should this occur on land the round should be lowered into a suitably sited deep trench to await the attention of an expert technical officer.

23. *Damage to houses, etc.*—Care is necessary when sighting the projector in order to ensure that the rocket falls in the sea or on ground clear of houses and people. Due to the high remaining velocity of this target it is capable of damage to houses, etc., and severe injury to personnel.

24. *Distribution.*—Distribution of projectors will be carried out without demand as shown below. An initial issue of 48 rounds is made with each projector and to escort vessels fitted with rocket flare projectors. This issue represents six months practice allowance for ships.

(a) *Distribution of modified projectors:—*

Capital Ships	} 1 each.
Fleet Carriers	
Light Fleet Carriers	
Cruisers	
Destroyers	

(b) *Distribution of unmodified projectors:—*

A.A. Range, Eastney	4
A.A. Range, Ainsdale	4
A.A. Range, B.W. Fort	4
A.A. Range, Barton's Point	4
A.A. Range, Malta	4
A.A. Range, Trincomalee	4
A.A. Range, Sydney	2
R.M.S.A. School, Browndown	4
R.M.A.T.C., Burma Camp, Towyn	2
H.M.I.S. "Himalaya"	4
H.M.C.S. "Cornwallis"	4
H.M.A.S. "Cerberus"	4

25. Copies of the trajectory chart, B.R. 980 (Z), will be issued, without demand, to the ships and establishments in paragraph 24 (1 copy for each projector) and to escort vessels fitted with rocket flare projectors by S.N.S.O., R.N. Store Depot, 307, Elveden Road, Park Royal, N.W.10.

Stowage on board :—

26. (i) *Rocket Heads.*—These are supplied 16 in a box C.207, dimensions 13·2 by 18·4 by 12·1 in., and are Group IX explosive stores for stowage on board. Special lockers are not being provided for stowage and, where space is available, these stores should be stowed with other Group IX stores. If this is not practicable, arrangements should be made for their stowage by utilising any of the existing ready-use lockers fitted on board observing that in peace time ammunition is not kept at ready-use positions. Lockers such as Oerlikon magazine or ready-use, 4·7-in. and 4·5-in. shell lockers are suitable for this purpose.

(ii) *Rocket Tails and Fins.*—Supplied in boxes C.239, dimensions 25·4 by 17·6 by 10·3-in., each box containing eight tails (propelling units) and 32 fins. Some tails were packed in boxes M.103 and these may be issued in lieu of tails packed in boxes C.239. The dimensions of box M.103 are 42·6 by 15·35 by 9 in., and it also contains eight tails and 32 fins. Arrangements should be made for stowing these boxes in a Q.F. magazine or shell room.

27. *Reports.*—When experience has been gained with these targets, administrative authorities at sea are to render a brief report on their value, giving the estimated six-monthly rate of expenditure of rockets on the station.

(C.B. 3085 (3), paragraph 197.)

(C.A.F.Os. 292/44, 971/44, 972/44, 1525/44, A.F.Os. 892/44, 3598/44 and 1428/45 are cancelled.)

7565.—Training Courses—Ordnance Officers and Ordnance Artificers—Course of Instruction

(G. 9564/45.—27 Dec. 1945.)

The following arrangements have been made for Classes to undergo the course of instruction in Special Breech Mechanisms in accordance with B.R. 632A (late O.U. 5362A/37) G.T.M., Vol. I, Course 67 :—

Class	Where joining.	Date.
1	Priddy's Hard	7th January, 1946.
	Woolwich Arsenal	10th January, 1946.
	Complete	1st March, 1946.
2	Priddy's Hard	11th March, 1946.
	Woolwich Arsenal	14th March, 1946.
	Complete	3rd May, 1946.
3	Priddy's Hard	13th May, 1946.
	Woolwich Arsenal	16th May, 1946.
	Complete	5th July, 1946.
4	Priddy's Hard	12th August, 1946.
	Woolwich Arsenal	15th August, 1946.
	Complete	4th October, 1946.
5	Priddy's Hard	14th October, 1946.
	Woolwich Arsenal	17th October, 1946.
	Complete	6th December, 1946.

2. Classes will be detailed from the Gunnery Schools.

(B.R. 632A (late O.U. 5362A/37).)

7566.—Aircraft Torpedoes—M.A.T., Mark 4, and Mods—Failure to Uncock

(T. 09064/45.—27 Dec. 1945.)

A case has occurred where the link gyro firing of M.A.T. 4 could be withdrawn without either releasing the gyro or opening the cut-in-valve.

2. The fault was intermittent and appeared to depend on the sharpness of the pull given to the firing lanyard.

3. It is thought that this defect is unlikely to occur in the M.A.T. 4 Mod. 2, but a look-out should be kept for it. Any cases discovered are to be returned to the nearest torpedo depot with the usual report on Form S.1161.

7567.—Torpedoes, 21-in., Marks 8*-8—Modification to Valve Groups**

(T. 09069/45.—27 Dec. 1945.)

Leakage past the starting valve plunger in 21-in., Marks 8*-8** torpedoes, when the torpedo is in a flooded tube and the submarine is dived with the bow cap open, is one of the possible causes of water reaching the gyroscope.

2. This led to a modification of the valve groups of all 21-in., Marks 8*-8** torpedoes being introduced which embodied (a) fitment of a new type starting valve plunger incorporating a valve seat on the underside of the head, and (b) insertion of a spring between the air inlet valve and the plunger to seat the latter against water pressures up to 50 lbs./sq. in. The T.D.I. authorizing this modification is T.D.I. 1437.

3. As a further preventative measure against water leakage past the starting valve plunger future manufacture 21-in., Mark 8** valve groups will be provided with a recess in the stem of the starting valve plunger into which a leather packing strip in the form of a ring is impressed as an additional watertight seal. The corresponding T.D.I. is 2312.

4. The modifications in both paragraphs 2 and 3 above will be carried out retrospectively in Torpedo Depots under classification "C".

5. Although the modification in paragraph 3 has passed satisfactory trials before being introduced, sea experience is also desired. Should this modification give any trouble, therefore, a report is to be rendered as early as possible through the usual channels, quoting this A.F.O.

(A.F.O. 5784/42.)

7568.—Magnetic Compasses—Safe Distances

(C.D. 627/45.—27 Dec. 1945.)

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

Description	Minimum Distance from Compass
Push, Pattern 19129	2 Ft.
Resistance, Pattern 5500A	5
Telephone :—	
Pattern 1193A	5
*Pattern 13231A, Mark XV	5
W/T and Radar Apparatus :—	
Equipment, Type SL :—	
*Transmitter, Type CW.43 ABN-1	12
*Console	12
Equipment, Type SM1 :—	
*Power Control Unit, Type CG.23358A	10
*Remote Indicator, Type CG.50.ACH	6
*Step by Step to Synchro Converter, Type CG.211047	8
Type TBS :—	
*Magnetic Controller, U.S. Navy Type CG.21804	7
*Motor Generator, U.S. Navy Type CG.211130	5
*Spares Box for Motor Generator	9
*Spares Box for Transmitter Receiver	11
*Stowage Clip, Type MI.2062B	4
*Transmitter-Receiver, U.S. Navy Types CG.46068, CG.52093	7

* Denotes steel fittings or instruments in steel boxes.

2. Amendments to C.D. Pamphlet No. 11A, published in C.D. Pamphlet No. 11A(1) and in this and previous A.F.Os., are being collected in a new addendum, to be known as C.D. Pamphlet No. 11A(2), which will be available shortly. Copies of C.D. Pamphlet No. 11A(2) should be demanded, when required, from the Director, Compass Department.

(A.F.Os. 3360/45, 3766/45, 4908/45, 5529/45, 5834/45 and 6735/45.)

7569.—Boiler Tubes, etc.

H.M. Ships "Barkis", "Bramble", "Cawsand Bay", "Hedingham Castle", "Kinloss", L.S.T. (Q) "1", L.S.T. (3) "3507", L.S.T. (3) "3510", L.S.T. (3) "3513", "Mariner", "Mystic", "Romola", "Rosamund", "Start Bay", "Tremadoc Bay", "Wave" and "Welcome"

(N.S./P. 16949/45.—27 Dec. 1945.)

H.M.S. "Hedingham Castle" ... (P.16141/45)

H.M.S. "Mystic" ... (P.16657/45)

Particulars of boilers and tubes fitted in H.M. ships shown under "A" are identical with those fitted in the ships shown under "B", as published in the A.F.Os. quoted.

"A"	"B"	A.F.O.
"Hedingham Castle" ...	"Dumbarton Castle" ...	4388/44
"Mystic" ...	"Myrmidon" ...	} 6581/45
	"Michael" ...	

H.M.S. "Barkis" (P.16949/45)

Type and No. of boilers ... Cylindrical horizontal return tube 2 No. type.

Total No. of tubes fitted ... { Generator ... 598 No. Air heater ... 464 No.

Row	Ext. dia.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
Plain ...	2½ in. Swelled to 2⅞ in. at the front end for 3 in. up.	8 W.G.	7 ft. 3½ in.	414	} All tubes are straight.
Stay ...	2½ in. Staved to 3 in. at the front end for 2 in. up and screwed with a continuous thread of 9 T.P.I. for 2 in. up at each end. Fitted with nuts.	⅞ in.	7 ft. 3½ in.	4	
Stay ...	2½ in. Staved to 3 in. at the front end for 2 in. up and screwed with a continuous thread of 9 T.P.I. for 2 in. up at each end. Fitted with nuts.	⅞ in.	7 ft. 3½ in.	16	
Stay ...	2½ in. Staved to 3 in. at the front end for 2 in. up and screwed with a continuous thread of 9 T.P.I. for 2 in. up at each end. No nuts fitted.	⅞ in.	7 ft. 3½ in.	100	
Stay ...	2½ in. Staved to 3 in. at the front end for 2 in. up and screwed with a continuous thread of 9 T.P.I. for 2 in. up at each end. No nuts fitted.	¼ in.	7 ft. 3½ in.	64	} All tubes are straight.
Plain ...	<i>Air Heater Tubes</i>				
Plain ...	2½ in. Screwed into the tube plate with nuts at both ends.	14 W.G.	3 ft. 1½ in.	452	
Stay ...	2½ in. Screwed into the tube plate with nuts at both ends.	¼ in.	3 ft. 3 in.	12	

H.M.S. "Bramble", "Wave" and "Welcome" (P.17509/45)

Type and No. of boilers ... Admiralty three drum small tube type. 2 No.

Total No. of tubes fitted ... Generator ... 2,908 No.

Row	Ext. dia.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1½	116	7 9¼	128	} All tubes are bent.
B	1½	116	7 7 11/16	128	
C	1½	116	7 6 11/16	172	
D	1½	116	7 6 7/16	172	
E	1½	116	7 6 3/8	172	
F	1	104	7 9	196	
G	1	104	7 9 5/8	192	
H	1	104	7 10 7/16	196	
J	1	104	7 11 9/16	192	
K	1	104	8 0 7/8	196	
L	1	104	8 2 5/8	192	
M	1	104	8 4 9/16	196	
N	1	104	8 6 11/16	192	
O	1	104	8 9 1/8	196	
P	1	104	8 11 9/16	192	
Q	1	104	9 2 11/16	196	

H.M.S. "Cawsand Bay" (P.18140/45)

Type and No. of boilers ... Admiralty three drum small tube type. 2 No.

Total No. of tubes fitted ... Generator ... 4,160 No.

Row	Ext. dia.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1½	116	9 4	188	} All tubes are bent.
B	1½	116	9 2 11/16	184	
C	1½	116	9 1½	244	
D	1½	116	9 0 3/4	240	
E	1½	116	9 0 11/16	244	
F	1	104	9 3	280	
G	1	104	9 3 5/8	276	
H	1	104	9 4 5/16	280	
J	1	104	9 5 1/4	276	
K	1	104	9 6 7/16	280	
L	1	104	9 8	276	
M	1	104	9 9 11/16	280	
N	1	104	9 11 11/16	276	
O	1	104	10 2 1/4	280	
P	1	104	10 4 9/16	276	
Q	1	104	10 7 5/8	280	

H.M.S. "Kinloss" (P.10489/45)

Type and No. of boilers ... Multitubular cylindrical... ... 1 No.
 Total No. of tubes fitted ... Generator 259 No.

Row	Ext. dia.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
Plain ...	3 in.	8 W.G.	7 ft. 9 $\frac{3}{4}$ in. Swelled to 3 $\frac{1}{8}$ in. at the front end for a length of 2 in.	180	All tubes are straight.
Stay ...	3 in.	$\frac{7}{16}$ in.	7 ft. 9 $\frac{3}{4}$ in. Staved to 3 $\frac{1}{4}$ in. at the front end for a length of 3 in. and screwed both ends for a length of 2 in. with a continuous thread of 9 T.P.I. Fitted with nuts at the front end.	10	
Stay ...	3 in.	$\frac{3}{8}$ in.	7 ft. 9 $\frac{3}{4}$ in. Staved to 3 $\frac{1}{4}$ in. at the front end for a length of 3 in. and screwed both ends for a length of 2 in. with a continuous thread of 9 T.P.I. Fitted with nuts at the front end.	33	
Stay ...	3 in.	$\frac{5}{16}$ in.	7 ft. 9 $\frac{3}{4}$ in. Staved to 3 $\frac{1}{4}$ in. at the front end for a length of 3 in. and screwed both ends for a length of 2 in. with a continuous thread of 9 T.P.I. No nuts fitted.	36	

L.S.T. (Q) "1" (P.17055/45)

Type and No. of boilers ... Admiralty three-drum water tube 2 No.
 Total No. of tubes fitted ... Generator 4,160 No.

Row	Ext. dia.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		All tubes are bent.
A	1 $\frac{1}{2}$	116	9 3 $\frac{3}{4}$	188	
B	1 $\frac{1}{2}$	116	9 2 $\frac{1}{2}$	184	
C	1 $\frac{1}{2}$	116	9 1 $\frac{1}{4}$	244	
D	1 $\frac{1}{2}$	116	9 0 $\frac{5}{8}$	240	
E	1 $\frac{1}{2}$	116	9 0 $\frac{5}{8}$	244	
F	1	104	9 3	280	
G	1	104	9 3 $\frac{1}{2}$	276	
H	1	104	9 4	280	
J	1	104	9 5	276	
K	1	104	9 6 $\frac{1}{4}$	280	
L	1	104	9 7 $\frac{11}{16}$	276	
M	1	104	9 9 $\frac{3}{8}$	280	
N	1	104	9 11 $\frac{9}{16}$	276	
O	1	104	10 1 $\frac{7}{8}$	280	
P	1	104	10 4 $\frac{1}{16}$	276	
Q	1	104	10 7 $\frac{11}{16}$	280	

L.S.T. (3) "3507" (P.18263/45)

L.S.T. (3) "3510" (P.18264/45)

L.S.T. (3) "3513" (P.18260/45)

Type and No. of boilers ... Yarrow water tube boilers ... 2 No.
 Total No. of tubes fitted ... Generator 4,892 No.

Row	Ext. dia.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		All tubes are bent.
A	1 $\frac{1}{2}$	116	9 3 $\frac{5}{8}$	216	
B	1 $\frac{1}{2}$	116	9 2 $\frac{1}{16}$	216	
C	1 $\frac{1}{2}$	116	9 1 $\frac{1}{16}$	292	
D	1 $\frac{1}{2}$	116	9 0 $\frac{5}{8}$	288	
E	1 $\frac{1}{2}$	116	9 0 $\frac{7}{16}$	292	
F	1	104	9 2 $\frac{3}{8}$	328	
G	1	104	9 3 $\frac{1}{8}$	324	
H	1	104	9 3 $\frac{7}{8}$	328	
J	1	104	9 4 $\frac{7}{8}$	324	
K	1	104	9 6	328	
L	1	104	9 7 $\frac{9}{16}$	324	
M	1	104	9 9 $\frac{1}{16}$	328	
N	1	104	9 11 $\frac{3}{8}$	324	
O	1	104	10 1 $\frac{3}{8}$	328	
P	1	104	10 3 $\frac{7}{8}$	324	
Q	1	104	10 6 $\frac{3}{16}$	328	

H.M.S. "Mariner" (P.16650/45)

H.M.S. "Romola" (P.16648/45)

H.M.S. "Rosamund" (P.16647/45)

Type and No. of boilers ... Admiralty three-drum water tube 2 No.
 Total No. of tubes fitted ... Generator 2,908 No.

Row	Ext. dia.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		All tubes are bent.
AA	1 $\frac{1}{2}$	116	7 8 $\frac{3}{16}$	8	
A	1 $\frac{1}{2}$	116	7 9 $\frac{1}{4}$	120	
B	1 $\frac{1}{2}$	116	7 7 $\frac{15}{16}$	128	
C	1 $\frac{1}{2}$	116	7 6 $\frac{13}{16}$	172	
D	1 $\frac{1}{2}$	116	7 6 $\frac{7}{16}$	172	
E	1 $\frac{1}{2}$	116	7 6 $\frac{3}{8}$	172	
F	1	104	7 9	196	
G	1	104	7 9 $\frac{5}{8}$	192	
H	1	104	7 10 $\frac{7}{16}$	196	
J	1	104	7 11 $\frac{1}{16}$	192	
K	1	104	8 0 $\frac{7}{8}$	196	
L	1	104	8 2 $\frac{3}{8}$	192	
M	1	104	8 4 $\frac{9}{16}$	196	
N	1	104	8 6 $\frac{11}{16}$	192	
O	1	104	8 9 $\frac{1}{8}$	196	
P	1	104	8 11 $\frac{9}{16}$	192	
Q	1	104	9 2 $\frac{11}{16}$	196	

H.M.S. "Start Bay" (P.16185/45)

Type and No. of boilers ... Admiralty three drum type ... 2 No.
 Total No. of tubes fitted ... Generator ... 4,160 No.

Row	Ext. dia.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1½	116	9 3 ¹³ / ₃₂	188	} All tubes are bent.
B	1½	116	9 2 ³ / ₁₆	184	
C	1⅛	116	9 0 ³ / ₈	244	
D	1⅛	116	9 0 ⁹ / ₃₂	240	
E	1⅛	116	9 0 ¹ / ₈	244	
F	1	104	9 2 ⁷ / ₁₆	280	
G	1	104	9 2 ¹³ / ₁₆	276	
H	1	104	9 3 ⁹ / ₁₆	280	
J	1	104	9 4 ⁹ / ₁₆	276	
K	1	104	9 5 ⁷ / ₈	280	
L	1	104	9 7 ⁷ / ₁₆	276	
M	1	104	9 9 ¹ / ₈	280	
N	1	104	9 11 ³ / ₁₆	276	
O	1	104	10 1 ¹ / ₈	280	
P	1	104	10 3 ³ / ₈	276	
Q	1	104	10 6 ¹³ / ₁₆	280	

H.M.S. "Tremadoc Bay" (P.17054/45)

Type and No. of boilers ... Admiralty three drum type ... 2 No.
 Total No. of tubes fitted ... Generator ... 4,160 No.

Row	Ext. dia.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1½	116	9 3 ¹³ / ₃₂	188	} All tubes are bent.
B	1½	116	9 2 ³ / ₁₆	184	
C	1⅛	116	9 0 ³ / ₈	244	
D	1⅛	116	9 0 ⁹ / ₃₂	240	
E	1⅛	116	9 0 ¹ / ₈	244	
F	1	104	9 2 ⁷ / ₁₆	280	
G	1	104	9 2 ¹³ / ₁₆	276	
H	1	104	9 3 ⁹ / ₁₆	280	
J	1	104	9 4 ⁹ / ₁₆	276	
K	1	104	9 5 ⁷ / ₈	280	
L	1	104	9 7 ⁷ / ₁₆	276	
M	1	104	9 9 ¹ / ₈	280	
N	1	104	9 11 ³ / ₁₆	276	
O	1	104	10 1 ¹ / ₈	280	
P	1	104	10 3 ³ / ₈	276	
Q	1	104	10 6 ¹³ / ₁₆	280	

Records affected D.354 and D.682.

(A.F.Os. 4388/44 and 6581/45.)

(This Order will not be included in the A.F.O. Volume.)

7570.—Boilers—Water Level Gauge Mountings—Alignment, etc.

(D. 13541/45.—27 Dec. 1945.)

As the result of an investigation into the failures of the glass tubes of boiler water level gauges, the diameter of the hole in the gland through which the glass tube passes and the hole in the body of the arm into which the tube enters have been increased to 21/32 in.

2. This clearance between the tube and the hole allows for slight irregularities in alignment between the top and bottom arms, also for slight variations in alignment which may occur when the boiler is heated.

3. The alignment of the mountings and the size of the holes should be checked, and any adjustments found necessary should be made at the first convenient opportunity.

(C.-in-C., B.P.F., 6 Jun., 1945, No. 322/B.P.F./2083/M.)

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

7571.—Coastal Force Craft—Reduction to Reserve Category "C"—Preservation of Machinery

(C.F.M.1745/45.—27 Dec. 1945.)

All Coastal Force craft on being reduced to Category "C" are to have such machinery as remains in them inhibited and placed in a state of preservation in accordance with A.F.O. 3701/44, Schedule A.

2. This work is to be included in the final de-equipping.

(A.F.O. 3701/44.)

7572.—Wireless—Receivers—Additional B.28—Fitting—As. and As.

Submarines

(R.E. 11730/45.—27 Dec. 1945.)

Item No. "A" Class 32. "T" Class 655. "S" Class 646, Classification A.

2. In order to provide two H/F reception lines and, in addition, permit the use of a non-radiating entertainment receiver it has been approved to fit an additional H/F receiver, B.28, in "A", "S", "T" and "U" class submarines.

3. The additional receiver is to be fitted outside the Petty Officer's mess and wired to the submarine's S.R.E. system. The aerial connection is to be obtained from the aerial exchange board in the W/T office by running a length of Pattern 13804 cable. An efficient earth is to be provided by connection to the ship's frame adjacent to the receiver. The braiding of the Pattern 13804 cable is to be connected to the "earth" terminal of the receiver, care being taken that the braiding does not make contact with either of the three aerial input terminals of the receiver.

4. Power required for the receiver is 85 watts at 230 volts, 50 cycles. In vessels fitted with power supply outfit DXA the supply is to be taken from the Pattern 4887 junction box, which is fed from the Pattern 1993 transformer with screened secondary. Vessels fitted with A.C. supply outfit DDD are to take this supply from the Pattern 4887 junction box which feeds the ship's W/T receivers. Pattern 2520D cable is to be used for this wiring in each case. A Pattern 8289 switch, tumbler, is to be fitted as convenient near the receiver to serve as a double pole "on-off" switch in the power supply line. Pattern 9085P cable is to be used to connect the receiver power input plug to the Pattern 8289 switch, tumbler, the braiding of this cable being connected to the earth pin of the receiver plug and earthed at the switch.

5. The Pattern 1549 switch, C.O., at present fitted in the W/T office to provide entertainment from one of the H/F receivers fitted there will no longer be required. The loudspeaker output from the H/F receiver concerned is to be wired direct to the appropriate Pattern 2411 jack, aerial and earth connections, using Pattern 6108D cable. The wiring from the Pattern 1549 switch to the S.R.E. system is to be disconnected, the exposed ends taped over and stowed. The Pattern 1549 switch is to be removed and retained on board as spare.

6. The work of installation is to be performed by the submarine's staff assisted by Depot Ship staff as necessary.

7. Submarines concerned are to demand the following stores, quoting this order as authority :—

Pattern W.2835D receiver B28C	1 No.
Pattern 8289, switch, tumbler, mounted, 2 pole	1 No.
Pattern 13806 cable	} As required.
Pattern 2520D cable	...	...
Pattern 6108D cable	...	...
Pattern 9085P cable	...	...
	

8. In the event of breakdown of either of the H/F receivers fitted in the W/T office it is to be removed and the spare H/F receiver fitted in its place. The S.R.E. system will consequently be out of action pending repair of the defect.

(C.A.F.O. 1429/43, A.F.Os. 2467/45 and 6436/45.)

7573.—Aircraft Radio—Experimental Models of Radio Equipment

(N.A.R. 811/45.—27 Dec. 1945.)

All aircraft radio equipments developed and made by the Royal Aircraft Establishment, the Telecommunications Research Establishment or contractors under a development contract will, in future, be marked as follows :—

- The normal nomenclature of the unit, e.g. T.R. 3517.
- The suffix "X" after the type number "X1" indicating the original experimental models "X2, X3," etc., indicating subsequently modified experimental models.
- No Air Ministry reference number will be included.

2. Personnel responsible for the maintenance of experimental equipments bearing markings as described above should note that such equipments are supplied on loan to the Royal Navy for service trials, etc., by the Director of Communications Development, M.A.P., and remain under his jurisdiction. The supply of spare and replacement parts for such equipments is the responsibility of the design authorities under the Director of Communications Development.

3. A copy of all correspondence regarding such equipments and requests for spare and/or replacement parts should be forwarded to the Director of Naval Air Radio, Admiralty, who will make any necessary arrangements with the M.A.P. The full experimental suffix group should be quoted in all correspondence regarding such equipments.

7574.—Barracuda Airframe Spares—Disposal of Surplus Stocks

R.N. Air Establishments in U.K.

(N.S. Air 13504/45.—27 Dec. 1945.)

Sufficient stocks of Barracuda airframe spares, with certain exceptions, are held at R.N. store depots to meet all estimated requirements for Barracuda, Marks II and III. No further returns of *serviceable* spares under Section 24/26BT for these marks are to be sent to R.N. store depots as detailed on the Appendix hereto, which are to be dealt with in accordance with A.F.O. 6146/45.

2. All other *serviceable* Barracuda airframe spares which become surplus at R.N. air establishments, together with *all repairable* items, including those of the descriptions shown in the Appendix, are to be dealt with as scrap.

3. A.F.O. 1513/45 is being amended.

Ref. No.	Part No.	Appendix.	Description
26BT/123	G.12A/169		Nut, aileron hinge.
163	G.52A/5557		Pins, latch pin—port.
164	G.58A/5558		Pins, latch pin—starboard.
405	G.13A/5701		Adjuster, locking arm for trailing edge.
588	FS.315/0		Screw panel.
589	G.55A/603		Screw, non-magnetic.
684	G.51T/5227		Socket, handle, Hyde-hand pump.

Ref.No.	Part No.	Description
884	G.52A/5681	Washer, top fitting.
898	G.55A/5263	Panel—pilot's sliding hood.
1166	G.74A/5117	Cover-servo control box.
1222	G/I/5001	Clamp on catapult spool.
1237	G.72A/503	Pin, bearing, for servo and trim tabs.
1279	G.13A/621	Spring for inboard locking lever.
1418	G.52K/5083	Clamps for links.
1430	G/Q/5215	Sling, hoisting wings folded.
1438	G/52M/5623	Adaptor, jacking, catch pin bracket.
1439	G/52M/5629	Pad, jacking, fuselage, front.
1443	G/Q/5201	Hook spring.
1493	G.11A/6311	Fairing for locking bolt—port.
1577	G.55A/5433	Washer, jointing, for jack.
1862	G.11A/2723	Shackle, anchorage, door, jack undercarriage.
2184	G.11C/5145	Control, operating shaft, maintenance cock.
2711	G.52G/11	Gear, chassis emu, port.
2752	FS.314/15	Stud, securing radiator shutter.
2899	G.61E/267	Cable, Bowden, Coffman starter.
2900	G.61E/5035	Nipple.
2938	G.52M/5289	Shackle.
3330	C.85264/10	Clip, cable, $\frac{3}{8}$ -in. inside diameter.
3356	G.51R/5167	Bracket, with ball.
3696	G.51A/5294	Clip, for securing shrouding, starboard.
4045	G.11U/5011	Washer, packing.
4059	FS.312/90	Screw, special.
4074	FS.314/39	Stud panel.
4185	G.52J/15	Plug end.
4337	D.69939/424	Rivet, break stem, $\frac{1}{8}$ -in. diameter.
4977	G.51T/5245	Plunger.
5594	G.61B/5183	Strip, bonding between leader tank-engine.
5851	G.11L/5127	Shaft, operating gear.
6164	G.11A/6617	Screw, spec. $\frac{1}{4}$ -in., for tank panel.
6457	G.55U/5077	Pin, hinge, gunner's unit.
6458	G.55U/5065	Levers, toggle, gunner's unit.
6686	G.11L/5123	Rod-operating gear at ribs 8A and 9A.
6687	G.11A/5129	Bush, special, for operating gear.
6688	D.85303	Screw, special, 2BA.
6772	FS.289/3	Locknut.
6773	FS.289/2	Adaptor.
6826	G.11A/6897	Plug, retaining, for buffer stalk.
6827	G.11A/6893	Block, mounting, for buffer stalk.
6828	G.11A/6894	Block, mounting, for buffer stalk, starboard.
7347	G.11A/6121	Ring, reinforcing, for inspection door.
7813	G.52A/9629	Bolt, hinge, rear spar, centre section.
7814	G.52A/9631	Bolt, hinge, rear spar, centre section (bottom).
7920	G/Q/5975	Pipe, test, for use in bar oleos.
7980	G.11A/5863	Base, for locking bolt wing stowage.

(A.F.Os. 1513/45 and 6146/45.)

7575.—Link Trainers—Responsibility for Overhaul and Repair, and Procedure for Supply of Spares

(N.S. Air/A.M.R. 1186/44.—27 Dec. 1945.)

The following corrections should be made to A.F.O. 7068/45 :—

Appendix "A". In column headed "Type of Link Trainer" amend "A.11" to read "All" in each case.

Appendix "B".

Column headed "Ant 18". Amend to "A.N.T. 18".

Ref. 6745. Amend description to "Ball joint assembly, $\frac{9}{16}$ -in. \times $\frac{1}{4}$ -in., 28 thread.

Ref. 6816.

Ref. 6817. } Amend last two words of each description to "Transflex rubber".

Ref. 6818. }

- Ref. 7146. Amend description to "Lamp 7.0 v., 4.3 w., 3 C.P., 0.62 amp. G.6 bulb, 2 filament, single contact".
- Ref. 7569. Amend description to "Tank assembly, climb and dive".
- Ref. 7625. Amend to "Ref. 7645".
- Ref. 7639. Amend to "Ref. 7659".

(A.F.O. 7068/45.)

7576.—Aircraft—Oxygen System—Test Rig for Oxygen Mask

(N.S. Air 15557/44.—27 Dec. 1945.)

It is desirable that all carriers and air stations should be in possession of a suitable test apparatus set to enable air crews to check the fit of their British oxygen mask, Type "G." The undermentioned stores items are required:—

Stores Ref.	Description	No. required	Reference in A.F.O. Diagram
6D/513	Regulator oxygen, Mark VIII C (no alternative to be used).	1	
6D/479	Economiser, oxygen, Mark II ...	1	
6D/483	Cylinder, oxygen (airborne), Mark VC	1	
6D/530	Aerolex clip, Type B ...	2	
6D/573	Tube, flexible L.P., Mark V ...	1	
6D/527	Socket bayonet, Mark IV ...	1	
6D/487	Nut union ...	2	(1)
30B/522	Tube, copper $\frac{3}{16}$ -in., O.D.16, S.W.G., ft. 2	2	(2)
6D/485	Nipple, Mark IIIA ...	No. 2	(3)
28C/5107	Body union elbow ...	No. 4	(5)
28C/5108	Nuts L.P. ...	No. 11	(6)
28C/5109	Rings, rubber ...	No. 11	†
30B/627	Tube aluminium $\frac{5}{16}$ -in. O.D. ...	ft. 2	(8)
28C/5104	Body union straight ...	No. 1	(9)
E4/	Mirror 12-in. by 9-in. ...	No. 1	

† Incorporated in the fitting of items (6) and (8).

The allowance will be one set of the above equipment per carrier, or R.N. air station.

2. A.F.O. Diagram 445/45 gives the lay-out of equipment necessary for this apparatus. It is not essential that the apparatus should conform to the exact dimension laid down, but it should conform in general lay-out.

3. The following instructions should be inserted in the top right hand of the board as indicated in A.F.O. Diagram by the word "Instructions":—

- (1) Adjust your helmet, and mask as for flight.
- (2) Plug your mask tube into socket.
- (3) Turn on oxygen, set regulator to "35."
- (4) Breathe normally and watch economiser plate.
- (5) It should move in as you breathe in and out as you breathe out. If the plate does not respond freely to your breathing your mask does not fit properly, and must be adjusted, or if necessary, change for another size.

Type "G" oxygen mask:—

- Large (Stores Ref. 6D/643).
- Medium (Stores Ref. 6D/644).
- Small (Stores Ref. 6D/645).

4. The apparatus should be used in conjunction with Air Diagram 2532 "Check Your Mask Fit," from which should be deleted the following in the bottom left hand corner:—

"Note.—This rig is not a stores item, etc."

5. Services concerned should forward demands for any components required for constructing this apparatus to their normal source of supply, quoting this order as authority.

(A.F.O. 4476/45 is cancelled.)

(A.F.O. Diagram 292/45 is cancelled.)

7577.—Aircraft—Return of State of Naval Aircraft, Power Plants and Aero-Engines Held—Reduction of Returns Required

(A.E. 2195/45.—27 Dec. 1945.)

With the end of war conditions and operational requirements, a reduction in the number of reports on the state of Naval aircraft held is now acceptable.

2. The following returns previously required are in future to be omitted:—

- (i) A.F.O. 1380/45, Section B, paragraph 1: Omit returns due on 8th and 22nd of each month.
- (ii) A.F.O. 1380/45, Section B, paragraph 7: Omit returns under sub-headings B, D, E, F, H, J and K.

3. Summary of revised requirements.—(a) On 1st of each month—for all aircraft held.

Reports under:—

- A.F.O. 1380/45, Section B, Part I—FAE, FIR and TAE.
- Part II—FLR, FPT and FNE.
- Part III—TR, TPT and TNE.

under sub-headings A, C and G only

Part V—Obsolescent Pool.

A.F.O. 6051/45, paragraph 6: Spare power plants and aero-engines.

(b) On 15th of each month: For first line aircraft held.

Reports under:—

A.F.O. 1380/45, Section B, Parts I and II (A, C and G only).

4. Returns required under A.F.O. 1380/45 other than Section B are to be continued as heretofore.

5. Appropriate reference to this Order should be made in A.F.O. 1380/45, Section B, and to the Table of Returns given on the last page of A.F.O. 1380/45.

(A.F.Os. 1380/45 and 6051/45.)

7578.—L.C.T. (8)—Alterations and Additions

Major Landing Craft.

(D.C.O.M. 2034/45.—27 Dec. 1945.)

It has been approved to carry out the following Alterations and Additions in all L.C.T. 8 where the work has not already been completed during construction.

Item	Remarks
1. To install Pattern 4726 foam fire extinguisher in vicinity of dory petrol stowage.	Classification "A."
2. To fit additional ventilation branch from E.R. supply trunk to E.R. control position and to modify supply bellmouths in E.R. to direct air downwards.	Classification "A." Arrangements should be in accordance with A.F.O. Diagram 444/45 (1) (D.N.C. 26/AB/535).
3. To improve conditions in way of upper bunk in Naval Officers' cabin by raising side scuttle 6-in. and by resiting vent trunk over bunk.	Classification "A."
4. To fit tube fairings to sides of transom and to extend keedge anchor grid.	Classification "A." Arrangements to be in accordance with A.F.O. Diagram 444/45 (2) (D.N.C. 26/AB/537).
5. To resite generator room supply fans outside generator rooms.	Classification "B." Arrangements to be in accordance with A.F.O. Diagram 444/45 (3) (D.N.C. 26/AB/539).
6. To fit portable metal guard plates over port and starboard shaft couplings in shaft compartment.	Classification "B."

Item	Remarks
7. To fit emergency ramp hoisting arrangements.	Classification "B." Arrangements to be in accordance with A.F.O. Diagram 444/45 (4) (D.N.C. 26/AB/541).
8. To fit 10-in. tommy bars with keep nuts at each end to bow door turnbuckles.	Classification "A."
9. To fit hooks for slinging six hammocks in troops' mess.	Classification "B."
10. To modify after end of tank space canvas cover to clear scuttles in fore side of seamen's mess.	Classification "A." Arrangements to be in accordance with A.F.O. Diagram 444/45 (5) (D.N.C. 26/AB/542).
11. To fit isolating valves in firemain ...	Classification "A." Arrangements to be in accordance with A.F.O. Diagram 444/45 (6) (D.N.C. 26/AB/543).
12. To fit portable guard chains round engine room and troops' mess access hatches and to provide similar chains between stanchions at heads of vertical ladders.	Classification "A."
13. To paint draught marks on fore edge of bow doors.	Classification "B."
14. To lag F.W. tank on superstructure deck.	Classification "A."
15. To fit canvas canopy over access hatch on superstructure deck.	Classification "A." Arrangements to be in accordance with A.F.O. Diagram 444/45 (7) (D.N.C. 26/AB/546).
16. To fit rigols over all side scuttles ...	Classification "B."
17. To provide salt water supplies to showers in addition to F.W. supply already fitted.	Classification "A."
18. To fit 3½-in. air escape and overflow pipes to all ballast tanks.	Classification "A*" Arrangements to be in accordance with A.F.O. Diagram 444/45(8) (D.N.C.26/AB/544).
19. To fit bilge suction to generator rooms.	Classification "A." Arrangements to be in accordance with A.F.O. Diagram 444/45(9) (D.N.C.26/AB/545).
20. To fit additional bilge suction at aft end of E.R. and to resite the forward E.R. bilge suction on the middle line.	Classification "A." Arrangements to be in accordance with A.F.O. Diagram 444/45(9) (D.N.C.26/AB/545).
21. To fit ½-in. standard eyeplates to shell abaft centre-line of propellers for propeller lifting.	Classification "B."
22. To modify the sea inlet chest vents to lead directly overboard through the ship's side.	Classification "A." Arrangements should be in accordance with A.F.O. Diagram 444/45(10) (En/Dl.15/2).
23. To modify aerial rig for CNY.1 Transceiver.	Classification "A." Arrangements to be in accordance with A.F.O. Diagram 444/45(11) (D.N.C./N.39/1).
24. To fit an additional natural exhaust in wardroom deckhead.	Classification "B" A 6-in. natural exhaust with mushroom top should be fitted between stations 39 and 40 about 3-ft.-0-in. off centre line to port.
25. To blank existing holes and provide four smaller portable plates for removal of diesel generator engines.	Classification "A." Arrangements to be in accordance with A.F.O. Diagram 444/45(12) (D.N.C.26/AB/548).

7579.—Alterations and Additions—REPORTS

H.M. Rescue Tugs, "Assurance" Class

(D. 027135/44.—27 Dec. 1945.)

The undermentioned item of As. and As. to H.M. Rescue Tugs—"Assurance" class, is promulgated in continuance of A.F.O. 6191/44 :—

Item	Authority	Decision
38. The following items to be landed or replaced :—	D.27135/44	Approved. Classification "B"
(a) Survivors' clothing store and clothing.		
(b) Extra life floats.		
(c) Protective wheelhouse doors. To be replaced by wooden doors.		
(d) Protective shutters to windows in wheelhouse.		
(e) 20 lb. protective plating forming bulwark in front of bridge. To be replaced by 7 lb. plating. This will only apply to later ships of the class.		
(f) Protective plating from secondary steering position on upper deck. To be replaced by canvas covers.		
(g) Air raid shelter on top bridge and wheelhouse in 'Tenacity', 'Prudent' and 'Restive'.		

2. Reports are to be forwarded to Admiralty when items have been removed or replaced.

(A.F.Os. 4849/43 and 6191/44.)

7580.—Alterations and Additions

H.M. Rescue Tugs, "Bustler", Diesel Class

(T/D. 1691/45.—27 Dec. 1945.)

The following decision on an A. and A. to H.M. rescue tugs "Bustler" Diesel class, is promulgated in continuation of A.F.O. 7395/45 :—

Serial No.	Item	Authority	Decision
21.	A small electric fan and blower to be fitted on the main deck close to the galley. A five-point controller switch also to be fitted. From the small blower a 2-in. pipe to be led to the galley stove and air admitted close to the burner and air distributed between the two domestic boilers at the side of the drip feed pan. The fans to be suitable for 220 volts D.C.	T.D. 1691/45	Approved. Classification "B"

(A.F.Os. 4849/43 and 7395/45.)

7581.—Boilers, Domestic—Safety Device, Fitting of—As. and As.

H.M. Ships Built in Canada.

(D./N.L. 12300/45.—27 Dec. 1945.)

As a result of the explosion of a domestic boiler in one of H.M. Canadian Ships, the attention of C.O.s of H.M. Ships built in Canada is directed to the necessity of the fitting of a safety device to domestic boilers.

2. Boiler systems should be examined to confirm that the specified requirements have been fulfilled and that a safety valve or a vent stand pipe is fitted to the boilers.

3. In those cases where a safety device is not fitted, an alteration and addition item, classification "A", should be inserted in the Class List by administrative authorities to cover the work involved.

4. A notice board with specific instructions for operating should be fitted in a conspicuous position adjacent to the domestic boiler.

(C.-in-C. W.A., 17 Jul., 1945, No. W.A. 2328/7665 M.)

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

7582.—Electric cable, patterns 12745 and 12746, for E.L. & P. Services on motor craft.—Introduction

(N.S. 29504/45.—27 Dec. 1945.)

Electric cable, pattern 12745 (7-core, 40/0076) and pattern 12746 (10-core, 23/0076), rubber insulated, tough-rubber-sheathed, for E.L. & P. services, etc., on motor craft, have been added to the Rate Book of Naval Stores under Subhead F1C, Part 1, Page 1370.

2. Arrangements have been made for the purchase of 1,000 yards of each pattern from the Craigpark Electric Cable Co. Ltd. under contract C.P. 90201/45 for delivery as follows:—

Yard	12745	12746
Chatham	200 yards	200 yards
Portsmouth	200 yards	200 yards
Devonport	200 yards	200 yards
Carfin	200 yards	300 yards
Rosyth	100 yards	100 yards
Mersey Area	100 yards	Nil

7583.—Firefighting Equipment—Supply

L.C.I.(L)

(N.S. 25002/45.—27 Dec. 1945.)

Details of the equipment carried on L.C.I.(L) equipped with Beresford "Stork" pumps for service as firefighting craft is shown in the Appendix hereto.

2. Stowage for the hoses and other fittings should be arranged below decks in the most suitable positions as decided by the ships' officers.

3. Supply to craft concerned has already been arranged.

Appendix

Beresford "Stork" pump (without trailer)	No.	1
Armoured suction hose, 10-ft. × 3-in.	No.	3
Copper suction strainer	No.	1
Basket suction strainer	No.	1
Suction wrenches	No.	2
Branchpipes fitted with ½-in. nozzles	No.	2
Diffuser nozzle	No.	2
Beresford "Stork" instruction books	No.	1
Beresford "Stork" tool kits	No.	1

Ancillary Equipment

Hose, rubber-lined, 2½-in. × 50-ft.	Lgths.	8
Foam branchpipes, No. 10	No.	1
Inline inductor	No.	1
Foam branchpipe, No. 2, complete with knapsack tank and rubber connecting tube	No.	1
(All the above fitted with 2½-in. instantaneous connections.)		
Foam compound, in 5-gall. drums	Galls.	100
Foam compound, in 2-gall. drums	Galls.	50

7584.—Securing to Buoy—Supply of Wire

Major Landing Craft

(N.S. 016685/45.—27 Dec. 1945.)

Major Landing Craft in commission (with the exception of L.C.T. (5)) are to carry a 30-fathom length of 3-in. flexible steel wire rope for securing to buoy. The rope should have a 4-ft. soft eye one end, and a shackle, Pattern 5462, inserted in a thimble and spliced at the other end.

2. Supply to craft in commission should be arranged by bases to which they are allocated (obtaining wire, etc., for fitting locally from usual sources); storing yards should arrange for fitting locally as necessary and supply to new construction craft in the usual manner.

3. The establishments of stores will be amended.

(R.A.L.S.C.Us. 535/M.780/98, 17 July, 1945.)

7585.—Surplus Materials, etc., arising from Contract Curtailments—Disposal of

(P. 25066/45.—27 Dec. 1945.)

It is necessary to make available for civilian consumption at the earliest possible moment stocks of redundant materials now lying at contractors' works as the result of contract cancellations. In order to achieve this, the following arrangements to simplify the existing procedure have been approved.

(A) *Contractors' Schedules of Surplus Materials (Stock Lists)*

The existing practice whereby copies of the Stock Lists are referred by Director of Contracts on receipt, to Production Departments in order (1) to consider whether surpluses can be diverted to other Admiralty requirements, and (2) to certify that the quantities of materials already used under the contract, together with the declared surpluses, do not amount to over-provision, will be abandoned forthwith.

As soon as a contract termination or modification, likely to throw up surpluses, is issued, a copy of the instructions to the contractor will be sent by Director of Contracts (1) to Surplus Stores Division who will then arrange for the appropriate Regional Disposal Officer of the Ministry of Supply to visit the contractor to advise and assist him in scheduling the surpluses so that all the necessary information needed by the Disposal Agency is provided at the outset, (2) to Admiralty Regional Officers for general information.

The schedule of surplus materials will, after certification by the Admiralty Inspecting Officer, be sent to the Regional Disposal Officer who will mark the materials proper to each Disposal Agency, and will himself send copies of the schedules so marked to (a) the Director of Contracts; (b) the appropriate Production Department (if the surpluses include Free Issue material), and (c) the appropriate Disposal Agency. The last named will thus be given full particulars of the materials for which they are responsible with the minimum of delay, and will be able to arrange prompt disposal and early diversion to civilian use of such items as are in short supply.

Production Departments will no longer have the opportunity, after surpluses have been reported on the Stock Lists, to re-allocate them to other Admiralty requirements. In order, however, to reduce the risk of surplus materials thrown up for disposal having to be repurchased or replaced, Production Departments who know that some of the materials would be of use for other services should furnish Director of Contracts with the necessary details for inclusion in the cancellation letter (taking action in advance with the contractor when desirable). Alternatively, or in addition, Departments should instruct their Inspecting Officers to indicate to the contractor those surpluses which are required for other Admiralty services.

It is important that materials, etc., re-allocated should not appear on the Stock List but full details should be reported separately to Director of Contracts.

The Inspecting Officer, when appending his certificate to the contractor's schedule of surpluses, will satisfy himself that materials which obviously could not have been provided for the contract are not included in the schedule. This will normally be regarded as an adequate certificate that the items have been properly provided under the terms of the contract, having regard to the present need for urgent declaration of surpluses and rapid clearance of factories.

(B) *Free Issues*

Copies of Stock Lists of Free Issue items will be referred to the Production Department concerned by the Regional Disposal Officer. Action by Production Departments on the Stock Lists in future will normally be limited to accounting for Free Issue materials, and the Regional Disposal Officers will treat Free Issues scheduled on Stock Lists (i.e. those not re-allocated to another service) as available for disposal in the same way as other surpluses.

(C) *Material which Contractor can use for other work*

(i) The Contractor may retain for his own production purposes, other than production which is specifically prohibited by Statutory Order, any surplus un-worked material, components or partly manufactured goods which he himself has produced or bought and acquired from his sub-contractors for the purpose of the contract, provided no charge is included in the Claim Form and the materials, components, etc., are not included in the Stock List. The foregoing is, however, subject in the case of

(a) Materials in short supply (i.e. Steel Sheets, Timber (Un-worked, i.e. in the form in which it was originally taken into store from the supplier, re-sawing excluded), and Plywood and any others which may in future be declared in short supply by the Regional Disposal Officer) to permission to retain having first been obtained from that Officer.

(b) Alcohol and Solvents (Molasses and Industrial Alcohol Control), Paper and Board (Paper Control), Linseed Oil (Directorate of Paint Materials), to the strict understanding that the Contractor obtains the approval of the Control named for the purpose for which it is proposed to use the materials.

(ii) If the Contractor is prepared to retain any of the surplus material, etc., at an abated price but subject always to the above conditions, he should list such material, etc., on a separate sheet in his Stock List, which should be sent to the Regional Disposal Officer together with his offer in writing.

(iii) Government Goods Free Issued to the Contractor.—If the Contractor wishes to retain any of these goods, he will pass his request to purchase detailing the prices he is prepared to pay to the Regional Disposal Officer with the Stock Lists upon which the goods will be scheduled.

(iv) Retention or purchase of materials, components, etc., under (i), (ii) and (iii) of the above provisions will be permitted only on the understanding that the manufacture and/or supply of finished goods made from such materials is carried out in accordance with any Control of the Board of Trade or other Production Authorities existing in respect of such finished goods.

(v) Sub-contractors wishing to retain surplus materials, components, etc., may do so on similar terms and should pass their requests to retain with the Stock Lists to the Main Contractor.

It is unnecessary to list in any great detail partly worked material. It will normally suffice to segregate the articles according to materials (giving approximate total weights) and to describe them in very broad categories, indicating the approximate state of completion.

The necessary amendments to the "Memorandum for Information of Contractors" will be circulated by Director of Contracts and contractors who have not yet furnished their Stock Lists will be advised of the new procedure.

7586.—Methyl-Bromide—Addition of C.A.P.

(E.-in-C./C.P. 91050/45.—27 Dec. 1945.)

Methyl-bromide, the agent used in the fixed fire-fighting equipment fitted in petrol-engined craft, is odourless and non-irritant but highly toxic, and fatalities have occurred through personnel having been unaware that they were breathing vapour from discharged or leaking extinguishers.

2. To give warning of the presence of methyl-bromide in the atmosphere arrangements are being made for future supplies of the gas to be doped with the lachrymatory agent chloracetophenone (C.A.P.).

3. Owing to the different diffusion rates of methyl-bromide and C.A.P. the absence of the latter in positions remote from the point of release of doped methyl-bromide should not necessarily be accepted as an indication that the area is

completely free from methyl-bromide. Further, it is not intended to replace cylinders containing undoped methyl-bromide except in the normal course of replacement, and it will therefore be some considerable time before all cylinders on service will contain the doped gas. For these reasons no relaxations to the precautions usually taken when entering compartments suspected of containing methyl-bromide should be permitted as a result of the introduction of the doped gas.

4. To provide a means of identification a diamond-shaped plate of 1½ in. side inscribed with the letter "S," will be soldered to all cylinders containing methyl-bromide doped with C.A.P.

(A.F.Os. 1337/45 and 3939/45.)

7587.—Aircraft—Gramme Weights for Avery Semi-self-indicating Scales—Introduction

(N.S. Air 12842/45.—27 Dec. 1945.)

A set of gramme weights is hereby introduced for use with the semi-self-indicating scales, Avery Type A 546 (Naval Pattern, Subhead B 10), and will form part of the safety equipment for the purpose of checking Dinghy CO₂ cylinders. Each set, which will consist of the nine weights detailed below, will be supplied with every Avery scale issued in future :—

Sets of weights (in grammes) consisting of :—

1 × 1 gramme.	1 × 5 decigramme (½ gramme).
2 × 2 gramme.	1 × 2 decigramme.
1 × 5 gramme.	1 × 5 centigramme.
1 × 10 gramme.	
1 × 20 gramme.	

The latter two weights are for making up ¼ and ⅓ gramme.

2. Supplies are available and services at home already in possession of Avery scales, Type A 546, should render demands on Superintending Naval Store Officer, Rosyth, and those ships and services abroad on their storing yard quoting this Admiralty Fleet Order as authority for supply. Issues to new services will be made with their initial outfit of stores.

3. Arrangements have been made for the supply of 20 sets of weights to Superintending Naval Store Officer, Ceylon, from Rosyth to meet requirements of ships and services in the Pacific and East Indies areas.

4. Aircraft stores establishments will be amended in due course.

Section 4

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

7588.—Royal Canadian Navy—Maintenance of Ships

(W.G.F. 620/45.—27 Dec. 1945.)

With reference to A.F.Os. 5354/45 and 5730/45, it has been agreed that the following monthly rates shall apply to ships in the Pacific theatre as from, and including, 1st September, 1945 :—

	£
Cruiser	11,499
Light Fleet Carrier	12,025
A.A. Ship	8,304
" Tribal " Destroyer	5,863
" Fleet " Destroyer	5,305
Frigate	3,266
Corvette (" Castle ")	2,119

(A.F.Os. 5354/45 and 5730/45.)

7589.—Aircraft Stores—Mercury Barometers—Transport

(N.S. Air 5650/44.—27 Dec., 1945.)

Special precautions are necessary in transporting mercury barometers. At home they should be conveyed personally, and when sent abroad are to be despatched as cabin-freight and conveyed personally to and from the ports of embarkation and disembarkation. In order to prevent the mercury from "bumping" and possibly knocking out the end of the tube, the following action is to be taken for transit purpose:—

- (i) *Barometers, Mercury, Fortin Type, R.A.F. Stores Ref. : 6C/57* :—The adjusting screws at the base of the reservoir should be set so as to bring the mercury just to the top of the glass tube.
- (ii) *Barometers, Mercury, R.A.F. Stores Ref. : 6C/378 and 531* :—Pressure should be applied through the connector cock on the top of the reservoir so as to bring the mercury to the top of the tube. The cock should then be turned off.

(A.F.O. 5999/45.)

7590.—Sound Cinema and Associated Equipment—Introduction of New Subhead Item F.6

(N.S. 37440/45.—27 Dec. 1945.)

The considerable increase in the use of 16-mm. and 35-mm. sound cinema projectors and 35-mm. strip film projectors has entailed the introduction of many new items of stores required for their maintenance.

2. It has, therefore, been decided that, to facilitate reference, all sound cinema projectors, still projectors and spares (at present dealt with under Subhead F, Item 3A, of the Rate Book for Naval Stores in the range of Pattern numbers 7500 to 7899) and all instructional films and film strips shall, from the date of receipt of this Order, be dealt with under a new Subhead, Item F.6.

3. Stock records, etc. should be amended as necessary.

4. B.R. 810/43—Rate Book for Naval Stores will be amended, and a demand form D.162/D.620 for Subhead F.6 printed, in due course.

5. All other publications affected should be amended in manuscript pending the issue of errata.

7591.—Blankets, Duffel Coats, and Towels for Survivors*Destroyers, Sloops, Frigates and Corvettes*

(V8/8314/45.—27 Dec. 1945.)

Except as indicated in paragraph 2 of this Order, the arrangements whereby allowances of blankets, duffel coats and seamen's towels for the use of survivors are carried in destroyers, sloops, frigates and corvettes are cancelled, and the articles carried for this purpose should be returned to the nearest victualling yard or depot as and when opportunity offers.

2. Corvettes employed on air sea rescue duties are to carry 40 blankets, 20 duffel coats and 40 seamen's towels for the use of survivors. The articles should be taken on charge in the Loan Clothing Account. Care is to be taken that any of the items issued on loan to survivors are withdrawn whenever practicable before the men leave the ship. Arrangements are to be made for the towels and blankets to be washed at Government expense after being used, Admiralty or local contracts for washing being utilized for the purpose at ports and bases where such contracts exist. Where there are no contracts, arrangements should be made for the work to be done on the best terms obtainable.

(C.-in-C., Rosyth's No. 126 of 8 Oct. 1945.)

(A.F.O. 1221/45 is cancelled.)

7592.—W.R.N.S. Officers and Ratings—Tropical Hats

(V./15021/45.—27 Dec., 1945.)

In future, two types of tropical hats will be stocked for issue respectively to W.R.N.S. officers and to Chief and Petty officer Wrens drafted or serving abroad. These will be of the same style as the present tropical hat, but that for Chief and Petty officer Wrens will be of wool felt instead of fur felt.

2. The hats will be described as follows and the issuing prices will be as shown:—

		Abroad	At home
		Free of purchase tax	Including purchase tax
		£ s. d.	£ s. d.
Hat, tropical, fur felt, W.R.N.S. officers	each	1 8 3	1 17 8
<i>At home and abroad</i>			
			s. d.
Hat, tropical, wool felt, Chief and Petty officer Wrens	each		8 9

3. The revised prices for issues to W.R.N.S. officers are to apply to issues of the present hats from date of receipt of this Order. The revised price for hats for Chief and Petty officer Wrens, is to apply from date of receipt of supplies of the new pattern.

(A.F.Os. 1049/44 and 4224/45.)

(A.F.O. 2796/44 is cancelled.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE**7593.—Amendments to Books**

(E.F.O.—27 Dec. 1945.)

The undermentioned amendments (A.F.Os. P.1001–1007/45) 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:—

<i>Nore</i>	...	...	Book Office, O.U. and B.R. Section, Admiralty House, Chatham.
<i>Plymouth</i>	...	...	Book Office, O.U. and B.R. Store, R.N. Port Library, Devonport.
<i>Portsmouth</i>	...	...	Book Office, Fort Southwick, near Fareham, Hants.

A.F.Os. P.1001/45. B.R.1046(1)—Landing Craft Technical Memoranda—Addendum 1—Amendment No. 2.

P.1002/45. B.R.46A—Admiralty Navigation Manual, 1938, Vol. III—Amendment No. 7.

P.1003/45. B.R.669(1)—Cash Duties Instructions, Addendum No. 1—Amendment.

P.1004/45. B.R.1298 (October, 1945)—Amendment No. 5.

P.1005/45. O.U.5407(A)—R.N.A.S. Part I—Amendment No. 11.

***P.1006/45.** B.R.378 (General)—A.S.E.—Amendment No. 95.

P.1007/45. B.R.819(3)—R.N.A.S. Part III — Torpedoes — Amendment No. 16.

**Exceptionally A.F.O. P.1006/45 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherd's Bush, W., who holds the stock of the parent book.*

(A.F.O. 7415/45.)

7594.—B.R. 226—Establishment of Spare Parts, Tools and Accessories for Transferable Mountings—Revision B.R. 226 (B) (45) (Restricted)—Establishment of Spare Parts, Tools and Accessories for Gun Mountings of all sizes up to and including 6-in. Handworked—Issue

(G. 4945/44.—27 Dec. 1945.)

B.R. 226 has been revised and the new edition will be published in three parts, viz. :—

B.R. 226 (A) (Restricted) ... Establishment of Spare Parts, Tools and Accessories for Gun Mountings—6-in. Power Worked Mountings and above.

- B.R. 226 (B) (Restricted) ... Establishment of Spare Parts, Tools and Accessories for Gun Mountings of all sizes up to and including 6-in. Hand-worked.
- B.R. 226 (C) (Restricted) ... Establishment of Spare Parts, Tools and Accessories for Fire Control and Director Firing Gear.

2. Each part will be contained in a loose leaf binder to facilitate subsequent insertion of additions and amendments. The first issue will contain details of spare gear for a limited number of mountings but particulars for all other mountings in service will be issued by means of amendment lists which will be supplied without demand as they become available. These will be announced by A.F.O.

3. Part B.R. 226 (B) (45) (Restricted) is now in the press and copies will be issued without demand by the Superintendent Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with the following establishment, viz. :—

Copies

Flag Officers and S.Os. R.F.	...	...	...	1
Battleships	...	...	...	3
Battle Cruisers	...	...	...	2
Cruisers	...	...	...	2
Fleet Carriers	...	...	...	2
Light Fleet Carriers	...	...	...	1
Destroyer Depot Ships	...	...	...	2
Auxiliary Destroyer Depot Ships	...	...	...	2
Submarine Depot Ships and Shore Depots	...	...	...	2
Flotilla Leaders	...	...	...	2
Fleet Repair Ships	...	...	...	2
Base Repair Ships	...	...	...	1
Hull Repair Ships	...	...	...	1
Armament Maintenance Vessels	...	...	...	1
Escort Maintenance Vessels	...	...	...	1
Aircraft Maintenance Ships	...	...	...	1
H.M.S. " Unicorn "	...	...	...	1
Fleet Destroyers	...	...	...	1
Escort Destroyers	...	...	...	1
" Hunt " Class Destroyers	...	...	...	1
Fast Minelayers	...	...	...	1
Sloops	...	...	...	1
" Loch " and " Bay " Class Frigates	...	...	...	1
Monitors	...	...	...	2
" Insect " Class Gunboats	...	...	...	1
Coastal Force Bases and Depot Ships	...	...	...	1
Loan Libraries and Port Libraries	...	...	...	1

Gunnery Schools

" Excellent "	...	...	...	4
Devonport	...	...	...	3
Chatham	...	...	...	2
" Vernon " (El.)	...	...	...	4
Malta (Manoel Island)	...	...	...	2
H.M.L.S. " Himalaya ", Karachi	...	...	...	2
H.M.C.S. " Cornwallis ", Halifax	...	...	...	2
H.M.A.S. " Cerberus ", Flinders	...	...	...	2

A/A Ranges

H.M.S. " Queen Charlotte " (Ainsdale)	...	...	...	1
Malta (" St. Elmo ")	...	...	...	1
Trincomalee	...	...	...	1
Colombo	...	...	...	1
Sydney (R.N. A/A Range, Cape Banks)	...	...	...	1
Commandant-General, Royal Marines	...	...	...	4 (including 1 each for Chatham, Plymouth and Portsmouth Divisions).

Copies

Dockyards and Bases

Portsmouth	...	...	...	...	...	8
Devonport	...	...	...	...	...	6
Chatham	...	...	...	...	...	6
Sheerness	...	...	...	...	...	2
Rosyth	...	...	...	...	...	6
Gibraltar	...	...	...	...	...	4
Malta	...	...	...	...	...	6
Aden	...	...	...	...	...	1
Kilindini	...	...	...	...	...	1
Durban	...	...	...	...	...	2
Simonstown	...	...	...	...	...	4
Bombay	...	...	...	...	...	2
Freetown	...	...	...	...	...	1
Bermuda	...	...	...	...	...	4
Ceylon	...	...	...	...	...	2
Singapore	...	...	...	...	...	6
Hong Kong	...	...	...	...	...	4

F.O.I.Cs.

Glasgow, Liverpool, Northern Ireland	...	...	...	1 each (for P.E.R.Os., Eng.)
Southampton, Cardiff, London	...	...	...	1 each (for E.R.Os., Eng.)

Gun Mounting Overseers

N.W. Area, N.E. Area	...	...	...	3 each
Scottish Area, Southern Area	...	...	...	4 each
West Midland, East Midland	...	...	...	2 each
Coventry	...	...	...	8

F.O.G.M.Os.

Aberdeen, Belfast, Cardiff, Glasgow, Liverpool, London, Newcastle, Southampton, Middlesbrough	...	...	...	...	1 each
Secretary, Naval Board (N.D.A.), Ottawa, Canada	...	...	...	...	15
Secretary, Navy Office, Melbourne	...	...	...	...	20
Secretary, Navy Office, Wellington, N.Z.	...	...	...	...	6
Admiral Supt. Contract Built Ships	...	...	...	...	2
B.A.D.	...	...	...	...	1
B.A.T.M.	...	...	...	...	12
Senior Officer, R.N. Establishments (India)	...	...	...	...	1
Naval Officer in Charge, Rangoon	...	...	...	...	1
Captain East Indies Escorts	...	...	...	...	1
Captain B.P.F. Escorts	...	...	...	...	1
Gun Mounting Officer, Bombay, India	...	...	...	...	6
Royal Naval Artificers' Training Establishment Torpoint	...	...	...	...	1
Royal Naval Engineering College, Keyham	...	...	...	...	2
F.G.E.O., East Indies Fleet	...	...	...	...	1
F.G.E.O., British Pacific Fleet	...	...	...	...	1
S.G.E.O., 1st Battle Squadron	...	...	...	...	1
S.G.E.O., 4th Cruiser Squadron	...	...	...	...	1
S.G.E.O., H.M.S. " Tyne "	...	...	...	...	1
G.E.O.(Q), R.N., Melbourne	...	...	...	...	1
S.G.E.O. to R.A.F.T.	...	...	...	...	1
G.M.S.O., Veyangoda, Ceylon	...	...	...	...	2
G.M.S.O., H.M.A. Dockyard, Garden Island, Sydney	...	...	...	...	2
G.E.O. to R.A.(D)H.F.	...	...	...	...	1
G.M.S.O., Fleet Train, H.M.S. " Dullisk Cove "	...	...	...	...	1
G.E.O., Hong Kong	...	...	...	...	1
G.E.O., Singapore	...	...	...	...	1

4. B.R. 226 dated 1939 will not become obsolete until all mountings dealt with therein have been incorporated in the new publication and further instructions will be issued regarding its destruction or disposal.

7595.—B.R. 980(W)—Revised Page 32 to Range Table 209 and Revised Page 1 to Range Table 206 for B.L.8-in. Guns, Mark VIII, dated June, 1945—Issue

(G. 4884/45.—27 Dec. 1945.)

The above mentioned revised pages are now in the press.

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

3. The revised page 32 to Range Table 209 supersedes the existing page 32, and the revised page 1 to Range Table 206 supersedes the existing page 1, all copies of which should be disposed of in accordance with B.R. 1—B.R. and ID Catalogue when the new pages are received.

7596.—B.R. 1243 Series—Electrical Handbook of U.S. Fire Control as Fitted in British Ships—Issue

(T. 2405/44.—27 Dec. 1945.)

The following books in the above series are now available and are being issued by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, N.W.10, to all concerned without demand, viz. :—

B.R. 1243—Guard Cover.

B.R. 1243 (1)—Introduction to the Mark 37 director and Associated Fire Control System.

B.R. 1243 (2)—Approved Fire Control Terms and Definitions for Use in B.R. 1243.

B.R. 1243 (3)—Standard Components Employed in American Fire Control System. Theory and Detailed Description of the "Synchro" Transmission System, A.C. Servometers and Contact Operated Follow-up Controls.

7597.—B.R. 1248 (45) (Restricted)—Handbook for Pom Pom Director, Mark IV, and Gyro Rate Unit, Mark I—Issue

(G. 7340/44.—27 Dec. 1945.)

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

	<i>Copies</i>
Flag officers	1
Battleships	6*
Fleet carriers	4*
Light fleet carriers	4*
Escort carriers	2*
Cruisers	4*
Monitors	2*
Aircraft repair ships	2*
Submarine depot ships	2*
Fast minelayers	1*
Repair ships	2
Captain, H.M.S. "Excellent"	100
Captain, R.N. Gunnery School, Chatham	30
Captain, H.M. Gunnery School, Devonport	6
H.M.S. "Vernon"	2
H.M.S. "Defiance"	1
H.M.S. "Marlborough"	1
H.M.S. "Valsura" (R.I.N.)	1
R.C.N. Torpedo School	1
R.A.N. Torpedo School	1
H.M.S. "Queen Charlotte"	12

Dockyards and Bases—

	<i>Copies</i>
Portsmouth	4
Devonport	4
Chatham	4
Rosyth	4
Kilindini	4
Colombo	4
Malta... ..	4
Gibraltar	4
Alexandria	4
Durban	4
Trincomalee	4
Simonstown	4
Bermuda	4
Sheerness	3
Singapore	4
Hong Kong	4
Bombay	2
Glasgow	
Liverpool	
London	
Southampton	2 each
Cardiff	
North Shields	
Dundee	

Gun Mounting Overseers—

Manchester	
Woolwich	
Gainsborough	1 each
Glasgow	
Coventry	

Warship Electrical Superintendents—

Scottish, North-Western, North-Eastern, South Wales, London, South-Western, Northern Ireland	1 each
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Admiralty Regional Electrical Engineers—

No. 5 and 6, London and South Eastern, No. 11, Scotland	1 each
Secretary, Navy Office, Melbourne, Australia	25
Secretary, Navy Office, Wellington, New Zealand	10
Secretary, Naval Board (N.D.A.), Ottawa, Canada	25
Commandant General, Royal Marines	3
B.A.D.	1
B.A.M.S.R.	1
B.A.T.M.	1
D.N.O., Washington	1
R.N. College, Greenwich	1
Commandant, Military College of Science	1
Admiralty Signal Establishment	1
Superintendent, Admiralty Gunnery Establishment	2
Loan Libraries and Port Libraries	1
Commanding Officer, A.A. Range, Colombo	1
Commanding Officer, A.A. Range, Fort St. Elmo, Malta... ..	1
Commanding Officer, A.A. Range, Trincomalee	1
H.M.S. "Golden Hind"	1
F.G.E.O., British Pacific Fleet	1
S.G.E.O., 1st Battle Squadron	1
S.G.E.O., 4th Cruiser Squadron	1
G.E.O.(Q), R.N., Melbourne	1
Electrical Captain on Staff of V.A.(Q)	2
F.G.E.O., East Indies Fleet	1
G.M.S.O., Veyangoda, Ceylon	1
Naval Staff Library, Admiralty	1

* Ships fitted with the equipment.

2. This book supersedes B.R. 1248 and B.R. 1248 (1) (formerly C.B. 4149 and C.B. 4149(1)), copies of which should be disposed of in accordance with B.R.1-B.R. and I.D. Catalogue, when copies of B.R. 1248(45) (Restricted) are received.

7598.—B.R. 1310—Elementary Rules for Safe Handling of Small Arms—Issue
(G D. 0777/45.—27 Dec. 1945.)

As forecast in A.F.O. 5469/45 a pocket folder has been produced containing the Elementary Rules for Safe Handling of Small Arms.

2. *Distribution to Ships.*—Copies will be issued, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with the following establishment:—

Battleships	...	...	...	...	250
Fleet carriers	...	...	...	...	250
Other carriers	...	...	...	...	150
Cruisers, large	...	...	...	...	150
Cruisers, small	...	...	...	...	100
Monitors	...	...	...	...	40
Destroyers	...	...	...	...	60
Escort vessels	...	...	...	...	30
Minesweepers	...	...	...	...	30
Submarines	...	...	...	...	20
Gunboats	...	...	...	...	20
Coastal forces	...	...	...	...	5
Depot ships	...	...	...	...	100
Repair ships	...	...	...	...	50

3. *Distribution to Shore Establishments.*—Shore establishments at home and abroad are to demand sufficient copies to complete the issue of this folder. In the case of gunnery schools initial demands should not exceed one sixth of the number borne in seaman communications and engine-room branches.

(A.F.O. 5469/45.)

7599.—Area Cashier, North West London—Change of Address

(D.N.A. 32037/45.—27 Dec. 1945.)

The Area Cashier, North West London, has removed from South Harrow, to the following address:—

Area Cashier, North West London,
Northwick Park Hutments,
Watford Road,
Harrow,
Middlesex.

Telephone: Byron 3461 { Ext. 309 (Cashier).
233 (Naval Store industrial wages).
234 (General).

7600.—R.N. Base, Sydney, Australia, and R.N. Armament Depot, Lydney, Gloucestershire—Confusion of Names

(M. 013358/44.—27 Dec. 1945.)

Correspondence intended for H.M. Naval Base, Sydney, is frequently received at R.N. Armament Depot, Lydney, Gloucestershire and vice versa owing to the similarity in names.

2. It is essential, therefore, that the correct addresses should be used on all correspondence, viz. :—

Lydney, Glos. ... Officer-in-Charge,
R.N. Armament Depot,
Lydney Tinplate Works,
Lydney, Glos.
Sydney, Australia ... H.M. Naval Base, Sydney,
Australia, c/o G.P.O., London.
or H.M.S. "Golden Hind",
c/o G.P.O., London.

(A.F.O. 622/45 is cancelled.)

7601.—Aircraft Equipment—Accounting and Checking Procedure—Temporary Forms A.44/BB for Barracuda, Marks I, II and III, and Amendment to Form A44/BC

(A.E. 6195/44.—27 Dec. 1945.)

Owing to the distribution of New Issues of the Appendices "A" for Barracuda, Marks I and II, and Barracuda, Mark III, it is necessary to revise forms A.44/B and A.44/BA, which will now be combined in one form covering all three marks, Form A.44/BB. This form will be issued in the form given hereunder. All stocks of forms A.44/B and A.44/BA should be reduced to salvage and, pending the issue of printed forms A.44/BB, the necessary forms should be duplicated locally.

2. A new Issue of the Appendix "A" for Barracuda V is in preparation and a revised form A.44/BC will therefore be necessary in due course. As an interim measure the amendments given at the end of this order are to be made to temporary forms A.44/BC prepared in accordance with A.F.O. 3798/45.

A.44/BB Ship's Registered No.....
Issue/Receipt Voucher for Appendix "A" Equipment for Barracuda, Mark I, II or III Aircraft on Transfer

A. The items of equipment shown in column 6 below were fitted in Barracuda, Mark I/II/III Aircraft, Serial No. on leaving for transfer to

Signature..... Signature.....
(Consignor Unit) (Ferrying Pilot)

Date.....

B.

Mark		Stores Ref. No.	Description	Denomination	Qty. on A/c when		Remarks
I and II	III				Despatched	Received†	
Appendix "A" Serial No.							
1643	1644						
1	2	3	4	5	6	7	8
			Engine, Merlin 30/32 ...	No.	1		Serial No.
1A		7J/1166	Guns, Vickers G.O., 0.303 in., No. 1, Mark I	No.	1		Mark I.
10A	1A			No.	2		Marks II and III.
2A or 11A	2A	7J/1342	Magazines, No. 2, Mark I ...	No.	10		
113A	105A	26BT/7760	Sling for Mine A, Mark VII ...	No.	1		
114A	106A	26BT/7761	Sling for 2,000-lb. H.E. or Mine A, Mark VI or IX.	No.	1		
115A	107A	26BT/7762	Sling for 2,000-lb. H.E. Mark I.	No.	1		
116A	108A	26BT/7763	Sling for 1,600-lb. APAN, Mark I.	No.	1		
117A	109A	26BT/7764	Sling for 1,000-lb. AN, Mark 44 or Mark 65.	No.	1		
118A	110A	26BT/7765	Sling for 1,000-lb. APAN, Mark 33.	No.	1		
119A	111A	26BT/7766	Sling for 1,000-lb. SAPAN, Mark 59, or Mine A, Mark X.	No.	1		
120A	112A	26BT/7767	Sling for 1,000-lb. MC Mine A, Mark I-IV.	No.	1		
182A	175A	7B/982	Signal pistol, No. 4, Mark I*...	No.	2		
80B	82B	5C/369	Inspection lamp, Mark II ...	No.	1		
113B	115B	5A/2334	Signalling lamp, Type B ...	No.	1		
46C		6A/1072	Clocks, Mark IIB, luminous,	No.	2		
or 47C	46C	6A/1104	Clocks, Mark IIC, luminous...				
48C		6A/1700	Clock, Mark IIB, fluorescent,	No.	1		
or 49C	47C	6A/1595	Clock, Mark IIC, fluorescent				

Mark		Stores Ref. No.	Description	Denomination	Qty. on A/c when		Remarks
I and II	III				Despatched	Received†	
Appendix "A" Serial No.							
1643	1644	3	4	5	6	7	8
63C	60C	6A/892	Compass, Type O.2A ...	No.	1		
or	or	or	or				
64C	61C	6A/893	Compass, Type O.2B ...				
65C	62C	6A/726	Compass, Type P.8 ...	No.	1		
or	or	or	or				
66C	63C	6A/1672	Compass, Type P.11 ...				
—	—	—	Compass correction and deviation cards.	No.	5		
5D	5D	27D/2020	Cockpit cover... ..	No.	1		
6D	6D	27D/2284	Engine cover	No.	1		
7D	10D	26BT/6726	D.R. compass cover ...	No.	1		
8D	7D	26BT/6696	Pressure head cover ...	No.	1		
9D	—	27D/2029	Propeller blade covers and	No.	3	} With Merlin 30 engine.	
10D	—	27D/2019	Propeller V.P. mechanism cover	No.	1		
or	or	or	or	No.	4	} With Merlin 32 engine.	
11D	8D	27D/2072	Propeller blade covers and				
12D	9D	27D/2071	Propeller V.P. mechanism cover.	No.	1		
22D	20D	27C/1883	Aircraft dinghy, Type M, Mark I.	No.	1		
39D	37D	26BT/	Emergency pack	No.	1		
61D	60D	27N/12	Fire extinguishers, hand type	No.	2		
64D	63D	6F/167	Safety harness, Type B ...	No.	1		
65D	64D	6F/172	Safety harness, Type E ...	No.	1		
66D	65D	6F/198	Safety harness, Type Q ...	No.	1		
74D	73D	26BT/6601	Control locking device ...	No.	1		
86D	84D	26BT/	Observer's cushion	No.	1		
87D	85D	26BT/	Air gunner's cushion... ..	No.	1		
88D	86D	26BT/	Sanitary container, single type	No.	1		
89D	87D	26BT/	Sanitary container, dual type	No.	1		
93D	91D	6F/158	} Speaking tubes, mouthpieces	No.	2		
94D	92D	6F/163					
103D	101D	27F/1870	De-icing pump	No.	1		
16F	14F	36DD/53090	Engine data plate	No.	1		
or	or	or	or				
18F	16F	36DD/53091	Engine data card	No.	1		
			Communication radio*	No.	1		
			*	No.	1		
			*	No.	*		
			Beacon receiver*	No.	1		
			L.F.F. *	No.	1		
			Radar *	No.	1		
			*	No.	*		
			*	No.	*		
			Radio altimeter*	No.	1		
			Any other radio*	No.	*		
			*	No.	*		
			*	No.	*		
			*	No.	*		
			*	No.	*		
			*	No.	*		
			Crystals, Ref. No.*	No.	*		
			*	No.	*		
			*	No.	*		
			*	No.	*		
			*	No.	*		
			*	No.	*		

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

† Only to be filled in when quantity differs from column 6.

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

Mark		Stores Ref. No.	Description	Denomination	Qty. on A/c when		Remarks
I and II	III				Despatched	Received†	
Appendix "A" Serial No.							
1643	1644	3	4	5	6	7	8
5A	—	8B/1571	} Sight, MG, reflector, Mark III	No.	1		Mark I only.
or	—	or					
6A	—	8B/1588	or				
or	10A	or	Sight, MG, prismatic, Type G.1	No.	1		Marks II and III.
18A	10A	8B/1661					
34A	26A	11A/572	Bomb carrier, light series, Type EM, Mark III.	No.	2		
78A	71A	11A/3042	Bomb carriers, detachable carrier assembly.	No.	6		5 only in Marks I and II.
108A	101A	26BC/4295	Carrier, heavy bomb... ..	No.	1		
122A	115A	26BT/7863	Mine carrier	No.	1		
147A	139A	5D/664	Bomb distributor, automatic	No.	1		
1B	1B	5J/3082	Accumulators, alkaline, 2-4 v.	No.	2		
2B	2B	5J/2294	Accumulators, lead-acid, 12 v., Type D.	No.	2		
70C	67C	6A/741	Master compass, DR type, Mark I	No.	1		
or	or	or	or				
71C	68C	6A/1553	Master compass, DR type, Mark IA				
73C	70C	6A/743	Compass repeater, No. 2, Lum. (on wandering lead) or	No.	1		
—	71C	6A/1617	Compass repeater, No. 2 fluor. (on wandering lead).				

D. The quantities shown in column 6 above (as modified by entries in column 7) have been received at _____ and explanation of any discrepancies inserted.

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

Date.....

Amendments to Form A.44/BC

Item 126hA—delete "or torpedo B".

Items 80D-83D—delete all reference.

Insert new items in Section C.

22aA-11A/570—Bomb Carriers, Light Series, Type EM, Mark II
or
22bA-11A/572—Bomb Carriers, Light Series, Type EM, Mark III } 2

Item 117A—column 3—delete "torpedo or".

Insert "or" between items 117A and 121A, which should be bracketed together.

Delete "No. -1" opposite item 121A.

Items 126A, 164A-168A—delete all reference.

Item 9B—Amend Ref. No. to read "5J/1961".

Amend quantity to read "1".

Item 27F—*Amend* Ref. No. to read "5U/2362".

Column 3—*Amend* type to read "UO".

(*Cancel references to Barracuda, Marks I and II in A.F.O. 5572/44.*)

(*A.F.Os. 5572/44, 1249/45 and 3798/45.*)

(*A.F.O. 6310/44 is cancelled.*)

7602.—Form S.26—Officers Sick on Shore

(M.D.G. 77698/45.—27 Dec. 1945.)

Attention is drawn to A.F.O. 7537/45 in Section 2 of this issue.

(*A.F.O. 7537/45.*)

7603.—Command Paper No. 6715 (December, 1945)—Post-War Code of Pay, Allowances and Service Pensions and Gratuities

(E.F.O. 258/45.—27 Dec. 1945.)

Command Paper 6715, Post-War Code of Pay, Allowances and Service Pensions and Gratuities for members of the Forces below officer rank, is being distributed to recipients of A.F.Os. on a scale of supply similar to that in force for A.F.Os., in two consignments.

2. Copies for commands abroad are being despatched by air, copies for home commands will be included with the weekly supply of Admiralty Fleet Order publications.

7604.—Resettlement in Civil Life—Careers for Men and Women—Pamphlet Distribution

(E.F.O. 144/45.—27 Dec. 1945.)

A pamphlet entitled "Youth Leadership," No. 44 of the "Career" series, will be distributed with Admiralty Fleet Order publications of this date.

7605.—"The Royal Navy and the Atomic Bomb"—Distribution of Broadsheet

(D.P.S. 1527/45 S.C.—27 Dec. 1945.)

Extracts from speeches made in the house of Commons during a recent debate on foreign policy have been reprinted as a broadsheet, for exhibition on notice boards if desired. Distribution is being made with this issue of A.F.Os.

2. Distribution is based on a sliding scale depending on the number of copies of "The Dittybox" supplied to ships and establishments and will include major landing craft, trawlers and M.T.Bs. and M.G.Bs.

Section 6.—SHORE ESTABLISHMENTS

7606.—Civil Servants Serving with the Forces—Returns

(C.E. 28296/45.—27 Dec. 1945.)

With reference to A.F.O. 5245/44, paragraphs 51–54, establishments are reminded that a further return, showing the position as at 1st January, 1946, is to be rendered of Civil Servants (non-industrial and industrial) who have been released for service with H.M. Forces or the Civil Defence Forces and who are eligible to receive balance of civil pay, whether in receipt of it or not.

2. The return is to be in the form set out in paragraph 53 of A.F.O. 5245/44, and is to be forwarded to the Admiralty (C.E. Branch II, Bath) not later than 10th January, 1946.

(*A.F.O. 5245/44.*)

(*A.F.O. 5600/45 is cancelled.*)

7607.—Cordage Inspection—Reduction of Areas

(D. 27680/45.—27 Dec. 1945.)

The reduction in immediate post-war requirements of cordage for Naval services necessitates adjustments of areas and overseeing staff concerned with the inspection of cordage and lines obtained by contract.

2. Pending further instructions, inspection will be carried out as follows:—

Mr. A. Tanner, *Southern Area*
32, Ludlow Road, England—South of a line between Preston,
Ealing, Leeds and Hull, including these towns.
London, W.5.

Mr. W. J. Blackler, *Northern Area*
18, Lismore Crescent, England—North of a line between Preston,
Piershill, Leeds and Hull, excluding these towns.
Edinburgh, 8. Scotland, Northern Ireland and the Isle of Man.

(*A.F.O. 2217/45 is cancelled.*)

7608.—R.N. Armament Depot, Aden—Closing of

(A.S. 13669/45.—27 Dec. 1945.)

The Naval armament organization at Aden closed down on 7th December, 1945. The nearest N.A. depots to Aden from which H.M. ships requiring replenishments of N.A. stores should now obtain them are Alexandria, Massawa, Kilindini and Colombo.

7609.—R.N. Armament Depot, Freetown—Closing of

(A.S. 13670/45.—27 Dec. 1945.)

The R.N. armament depot at Freetown closed down on 15th December, 1945.

2. H.M. ships proceeding to or from Freetown and requiring replenishments, etc., of N.A. stores, should arrange for these to be obtained from the nearest alternative R.N. armament depot, e.g. at Gibraltar or Simonstown.

7610.—R.N. Motor Transport in U.K.—Disposal of Vehicles Surplus to Requirement and Beyond Economical Repair

(N.S.M.T. 3554/45.—27 Dec. 1945.)

Vehicles surplus to the requirements of R.N. and R.M. establishments in the United Kingdom, or beyond economical repair, are to be reported through administrative authorities to Director of Stores (M/T), Admiralty, S.W.1, who will either arrange their transfer to meet Service commitments elsewhere or will declare them to the Ministry of Supply, which is the department responsible for the disposal of M.T. vehicles out of Government Department service.

2. When surpluses are reported, the following information is to be furnished:—

- (a) R.N. number of vehicle.
- (b) Chassis number.
- (c) Make and type.
- (d) Approximate mileage completed and brief statement of condition (e.g. serviceable, requiring minor or major repairs or beyond economical repair).

3. Instructions from Admiralty that a particular vehicle is to be disposed of to the Ministry of Supply will be accompanied by forms R & D 207B which establishments will be required to complete in quadruplicate and return to Director of Stores (M/T).

4. Form R & D 207B supersedes the form previously used for this purpose, the main difference being that a recommendation is now required to be given concerning the suitability of the vehicle for:—

- (A) Immediate use, if checked over and serviced.
- (B) Minor repairs.

- (C) Major repairs.
(D) and (E) Scrap or spares recovery.

When the classification of the vehicle in question has been determined, the appropriate letter should be painted on the vehicle in yellow not less than 6-in. in height, as follows:—

- Cars and load carriers—on the windscreen.
Motor cycles—on the side of the petrol tank.
Trailers—on the body of the trailer.

All service markings should be obliterated with the exception of the R.N. number if the vehicle is removed by road under its own power, when the consignee should be requested to remove the number on arrival of the vehicle at destination.

5. In view of the fact that the details provided in form R & D 207B form the basis of the Ministry of Supply's decision for the ultimate disposal of the vehicle, it is important that the form be completed with as full and accurate details as are possible by normal inspection.

6. These instructions in no way affect the existing procedure whereby vehicles sent for repair to a Ministry of Supply workshop are automatically disposed of by the workshop officer if found to be beyond economical repair.

(A.F.O. 997/45.)

(A.F.O. 2001/43 is cancelled.)

7611.—Traffic Accidents at Home—Procedure

(N.L. 6965/42.—27 Dec. 1945.)

Cancel Appendix A. of A.F.O. 670/43 and substitute the following:—

APPENDIX A

(referred to in paragraphs 2 and 16 (c) of the foregoing order.)

Claims Commission

Directory of

Assistant Directors of Claims

Town	Address	Telephone No.	Territorial Jurisdiction
London	32, Curzon Street, London, W.1.	Mayfair 8371	The Metropolitan Police District plus that part of Essex, from a point opposite the confluence of the River Darent and the River Thames to the railway at Purfleet Halt, thence North-West along the railway to the River Dean.
Wentworth	H.Q., Eastern Command, The Barracks, Hounslow, Middlesex.	Slough 01	Sussex, Kent (except the Metropolitan Police Area) and that part of Surrey not falling within the jurisdiction of A.D. Claims, Salisbury, Bedfordshire, Buckinghamshire, Cambridgeshire, Huntingdonshire, Norfolk, Northamptonshire, Peterborough, Suffolk and Essex, and Hertfordshire, except those parts falling within the jurisdiction of A.D. Claims, London District.

Town	Address	Telephone No.	Territorial Jurisdiction
Salisbury	Milford Manor, Salisbury, Wilts.	Salisbury 3133 and 3970.	Gloucestershire (except Beachley), Oxfordshire, Wiltshire, Dorsetshire, Isle of Wight, Devonshire, Somersetshire, Cornwall, Berkshire, Hampshire and that part of Surrey north and west of a line running from Weybridge to Maybury by the River Wey and the Basingstoke Canal, thence by parish boundary to the Ripley-West Byfleet Road at the junction of the River Wey, along the west bank of that river to Slyfield Green, thence by parish boundary to Farncombe (excluding the Borough of Guildford) and on to Crownpits by river and road, thence by parish boundaries via Witley Station and Grays Wood joining the county boundary (Sussex-Surrey) at Home Wood. Channel Islands.

Chester	Armstrong House, Queens Park, Chester.	Chester 3900/4	Wales, Beachley, Cheshire, Cumberland, Hereford, Isle of Man, Lancs., Salop, Staffs, Warwick, Worcester, Westmorland.
Leeds	'Oakhurst', Shadwell Lane, Moortown, Leeds.	Leeds 61021/2 and 62733.	Berwick-on-Tweed, Derby, Durham, Leicester, Lincoln, Northumberland, Nottingham, Rutland, Yorkshire.
Edinburgh	13, Rothesay Terrace, Edinburgh 12.	Edinburgh 33606.	Scotland, Orkney, Shetland and Fair Isles.
Belfast	129, University Street, Belfast.	Belfast 27571-2	Northern Ireland.

Particular attention is drawn to paragraph 2 of the above Order which provides that reports should be forwarded to the Assistant Director of Claims within whose territorial jurisdiction the responsible unit or Establishment is located, irrespective of the place where the accident occurred.

(A.F.Os. 670/43 and 931/43.)

(A.F.Os. 233/45, 1827/45 and 1929/45 are cancelled.)

7612.—Sound Cinema and Associated Equipment—Introduction of New Subhead Item F.6

(N.S. 37440/45.—27 Dec. 1945.)

Attention is drawn to A.F.O. 7590/45 in Section 4 of this issue.

(A.F.O. 7590/45.)

