

HEAD OF "P" BRANCH

A.F.Os. 781-914/44

(See A.F.O. Diagram Issue No. 7/44)

HPB

1939 43 Star
787

RESTRICTED

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

ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.I.

17th February, 1944.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

H. V. Markham

To all Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Ships, Vessels and C.O. Craft (see A.F.O. 494/44) Superintendents or Officers in Charge of H.M. Naval Establishments, and Admiralty Overseers concerned.

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

Head of "P" Branch *Head of "P" Branch*

P1 *Head of "P" Branch*

P2 *Head of "P" Branch*

P3 *Head of "P" Branch*

P4 *Head of "P" Branch*

ADMIRALTY FLEET ORDERS

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- 17th February, 1944.
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*(Orders marked * have been reprinted for posting on Notice Boards; marked † may be communicated to the Press.)*

Section 1

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

781.—Defence Regulations—The Clyde (Exemption from Compulsory Pilotage) Order, 1944

(N.L. 21196/43.—17 Feb. 1944.)

The following Order (S.R. & O., No. 134 of 1944), has been issued by Their Lordships under Regulation 43 of the Defence (General) Regulations, 1937 :—

THE CLYDE (EXEMPTION FROM COMPULSORY PILOTAGE) ORDER, 1944

In pursuance of the powers conferred on them by Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order :—

- (1) Subject to the provisions of this Order pilotage shall not be compulsory for any vessel not exceeding 300 tons gross tonnage while navigating within the Clyde Pilotage District.
- (2) No vessel exceeding 50 tons gross tonnage shall be exempt from compulsory pilotage by virtue of this Order unless it is under the pilotage of :
 - (a) A Master or Mate who has been granted in pursuance of the Pilotage Act 1913 or any Order made thereunder a Pilotage Certificate entitling the holder to pilot vessels in that part of the Pilotage District in which the vessel is at the time being navigated, or
 - (b) A Master who has satisfied the Pilotage Authority in such manner as the said Authority may require that he possesses adequate local knowledge of the Pilotage District and the relative Byelaws.
- (3) In this Order the expressions : "The Clyde Pilotage District" and "The Pilotage District" mean the Clyde Pilotage District as defined by the Clyde Pilotage Order, 1920.
 "The Pilotage Authority" means the Clyde Pilotage Authority as constituted by the Clyde Pilotage Order, 1920.
- (4) This Order shall come into force forthwith and may be cited as the Clyde (Exemption from Compulsory Pilotage) Order, 1944.

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

Admiralty, S.W.1.
 5th February, 1944.

782.—Resident Naval Officers Akureyri and Seydisfjord, Iceland (c)—Appointment as Naval Officers in Charge

(M. 0993/44.—17 Feb. 1944.)

The Resident Naval Officers Akureyri and Seydisfjord have been appointed Naval Officers in Charge to date 1st January, 1944.

783.—Boom Defence Depot, Scapa—Commissioning as H.M.S. "Pomona"

(M. 290/44.—17 Feb. 1944.)

The Boom Defence Depot, Scapa, has now commissioned as H.M.S. "Pomona" and all correspondence for the depot should be addressed to The Commanding Officer, H.M.S. "Pomona", Lyness, Orkney.

784.—United States Hospital Ships

(M. 531/43.—17 Feb. 1944.)

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

	Length	G.R.T.	Number of Funnels	Masts
(a) U.S.S. "Relief"	484	7,275	1	2
(b) U.S.S. "Algonquin"	387	5,854	1	2
(c) U.S.A.T. "Thistle"	413	6,336	1	2
(d) U.S.A.T. "Chateau Thierry"	437	7,555	1	2
(e) U.S.S. "Bountiful"	484	7,440	1	2
(f) U.S.S. "Samaritan"	448	7,555	1	2
(g) U.S.S. "Refuge"	523	10,501	1	2
(h) U.S.A.T. "Ernest Hinds"	360	4,858	1	2

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

(A.F.Os. 889/43, 4395/43, 6070/43, 3/44 and 254/44 are cancelled.)

*785.—Enemy Aircraft Shot Down or Damaged by Ships' Gunfire or Naval Aircraft. (G.D. 0112/44.—17 Feb. 1944.)

Casualties to enemy aircraft by ships' gunfire are as follows from 12th April, 1940, to 31st January, 1944:—

	Confirmed	Probable	Damaged
*By H.M. ships	628	220	323
*By H.M. ships and Merchant ships jointly	145	28	21
By Merchant ships and fishing vessels	121	48	119
Last reported totals (31st December, 1943)	894	296	463
Increases	877	294	459
Increases	17	2	4

* Including units of the Netherlands, Norwegian, Greek, Polish and French Naval Forces serving with the Royal Navy.

Brief details of the successes credited to H.M. ships and Merchant vessels obtained from reports received during January, 1944, are shown below:—

Confirmed	Probable	Damaged
<i>H.M. Ships</i>		
H.M.S. "Alynbank" (2)	H.M. M.T.Bs. "635", "634" (1)	Nil
H.M.S. "La Malouine" (1)	H.M. M.G.Bs. "643", "646" (1)	
H.M. M.T.Bs. "635", "634" (1)	H.M.S. "Eskimo" (1)	
H.M. M.G.Bs. "643", "646" (1)		
O.R.P. "Piorun" (2)		
H.M.S. "Tumult" (1)		
H.M.S. "Inglefield" (1)		
H.M.S. "Cuckmere" (2)		
H.M.S. "Phoebe" (3)		
H.M. L.C.T. "138" (1)		
*H.M. "Roughs Fort" (1)		

* Shared with Army A.A. defences and not included in above totals.

Confirmed	Probable	Damaged
<i>H.M. Ships and Merchant Ships jointly</i>		
H.M.A.S. "Latrobe" and S.S. "Islander" (1)	Nil	H.M.A.S. "Latrobe" and S.S. "Islander" (1)
<i>Merchant Ships and Fishing Vessels</i>		
S.S. "Empire Archer" (1)		M.V. "Marnix Van Sint Aldegonde" (1)
S.S. "Empire Fortune" (1)		S.S. "Saidja" (1)
		S.S. "Empire Fortune" (1)

Enemy Aircraft Shot Down by Naval Aircraft

The results are as follows from the beginning of the war to 31st January, 1944:—

	Confirmed	Probable	Damaged
Last reported totals (31st December, 1943)	236	40	152
Increases	—	—	—

2. Casualties are assessed in the Admiralty in accordance with the rules laid down in C.A.F.O. 1898/40, which are the same as those employed by the Royal Air Force and the Army.

(C.A.F.O. 1898/40.)

(A.F.O. 128/44 is cancelled.)

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

783.—Honours and Awards—1939-43 Star

(H. & A. 1102/43.—17 Feb. 1944.)

The following are the conditions of award of the 1939-43 Star for service as Combined Operations personnel:—

(a) *Naval Beach Commandos and Signal Parties.*—Qualify only by service ashore in Operations which qualify the Army, or by six months' service in an Army Operational Command;

(b) *Regular Crews of Combined Operations Craft.*—Qualify only by six months' service as such.

2. Pending the announcement of the Operations and Operational Commands referred to in (a) ribbon may be issued only to those qualifying under (b).

(A.F.Os. 3658/43 and 660/44.)

787.—Honours and Awards—1939-43 Star—Ribbon

(H. & A./P.M. 396/44.—17 Feb. 1944.)

The ribbon of the 1939-43 Star may be issued in accordance with the instructions contained in A.F.O. 660/44 to R.A.F. ranks on loan to the Fleet Air Arm who are qualified under Naval regulations.

2. Record of those to whom the ribbon is issued should be kept on the form prescribed in A.F.O. 660/44, paragraph 9 (b). On completion one copy of this form should be sent to D.N.A. 3A and one copy to the Under Secretary of State for Air, S.10A.

(A.F.Os. 3658/43 and 660/44.)

788.—†Goodenough Memorial Prize—Award for 1943

(C.W. 2892/44.—17 Feb. 1944.)

The Goodenough Memorial Prize for 1943 has been awarded to Sub-Lieutenant A. D. Casswell, R.N., H.M.S. "Grenville."

789.—Captain. Radar Training—Appointment

(N./T.S.D. 43/44.—17 Feb. 1944.)

To meet the great expansion and increasing commitments of Radar personnel in the Royal Navy, a Captain Radar Training (short title C.R.T.) has been appointed. It is intended that this officer shall in time occupy a position analogous to that of the Captain, H.M.S. "Excellent," in the Gunnery Branch, and Captain, H.M. Signal School, for the Communications Branch. His responsibilities will include the administration and direction of Radar Schools, the co-ordination of Radar training with the requirements of the "user" branches, the Technical Radar Training of Radar Officers and Radio Mechanics, the general instruction of officers and the preparation of syllabi and publications for Radar Training. He will also look after the interests of the Radar Branch as a whole and advise on qualifications for advancement, drafting, appointments, conditions of work and general welfare.

2. C.R.T., with a nucleus staff, is at present accommodated in the Admiralty, within the Training and Staff Duties Division. He will shortly relieve Captain, H.M. Signal School, of all the latter's Radar training commitments, at the same time taking command of a new Radar School.

3. Until further orders, Radar training signals and correspondence normally sent to Captain, H.M. Signal School, should continue to be so addressed.

790.—Naval and Marine Officers—Servant Allowance

(C.W./D.N.A. 5611/43.—17 Feb. 1944.)

Servant Allowance at the rate of £60 per annum is issuable to all Naval and Marine Officers of the undermentioned classes living on shore (except when undergoing courses) without the services or partial services (as defined in paragraph 4 below) of a servant or servants provided at the expense of the Crown, and in receipt of naval full pay, and either in receipt of the ordinary rates of Lodging Allowance laid down in K.R. & A.I., Article 1669, or accommodated in official residences.

These regulations are applicable to all Retired, Emergency List, Reserve and Temporary Officers, except that permanent active list R.M. officers granted temporary rank are eligible only in accordance with their substantive rank.

- (a) (i) Officers of the rank or relative rank of Captain, R.N., and above, including Acting Captains and Captains (retired) serving in that rank.
- (ii) Secretaries to Flag Officers who are granted the temporary rank of Paymaster Captain under K.R. & A.I., Article 304. (A.F.O. 1034/43.)
- (iii) Lieutenant-Colonels, R.M., and above, including Acting Lieutenant-Colonels, and Lieutenant-Colonels (retired), serving in that rank.
- (b) Chaplains eligible for allowances on the Captain's scale (see K.R. & A.I., Article 1473).
- (c) Officers of the rank or relative rank of Commander as follows:—
 - (i) Commanders or Commanders (A) in receipt of Command Money for independent command of a ship or establishment.
 - (ii) Majors R.M. in receipt of Command Money for command of a battalion or analogous unit.
 - (iii) Secretaries to Flag Officers who are allowed a Flag Lieutenant.

(iv) Medical Officers in charge of a hospital or sick quarters and in receipt of Charge Pay.

(v) In other cases with special Admiralty approval.

(d) Flag Lieutenants to Commanders-in-Chief Portsmouth, Plymouth and the Nore, and other Flag Officers in command of shore establishments.

2. At the discretion of the Admiralty, Servant Allowance is payable under the same conditions but higher rates to Flag Officers, and to Captains in command of ships or establishments, where more than one servant is allowed in the complement.

3. The receipt of Marriage Allowance at Schedule B rates (Old rates or Revised rates), is to be regarded as satisfying the requirement of receipt of Lodging Allowance in paragraph 1.

4. Servant Allowance is not payable where "partial services" are provided from naval sources. Partial services shall include—

(a) personal services, e.g., valeting, or,

(b) catering services, e.g., the preparation of and attendance at meals in a wardroom mess for those officers who are accommodated there.

Where, however, an officer is allowed more than one servant, and this entitlement is reflected in the payment of a certain rate of Servant Allowance specifically authorized by the Admiralty in lieu of, or in addition to, the provision of naval servants in kind, this allowance shall continue to be payable, unless "partial services", as defined above, are provided *in addition* to the services rendered by the approved naval servant or servants.

5. Subject to the foregoing conditions, Servant Allowance will be paid concurrently with Lodging Allowance in an appointment, or where officers are accommodated in official residences, for such periods as Lodging Allowance would otherwise be payable. It is continuable during extensions of Lodging Allowance under K.R. & A.I., Article 1672, even though Subsistence Allowance may be temporarily in issue.

6. Officers of the rank or relative rank of Commander, not in receipt of Servant Allowance, who are promoted, whilst serving, to the rank or relative rank of Captain, R.N., are entitled to the allowance as from the date of notification of promotion, or the date of commencement of pay in the higher rank, whichever is the later.

7. Paying Officers are authorized to credit the £60 rate of Servant Allowance where such rate is clearly payable under the terms of this Order.

8. This Order replaces K.R. & A.I., Appendix V, as from 1st October, 1943.

9. K.R. & A.I., Appendix V, will be amended accordingly.

(K.R. & A.I., Appendix V.)

(A.F.Os. 1034/43 and 4409/43.)

* 791.—Temporary Instructor Lieutenants, R.N. (H.O.), for Adult Education Duties—REPORTS

(C.W. 54101/43.—17 Feb. 1944.)

Volunteers are required for transfer or promotion to the rank of Temporary Instructor Lieutenant R.N. (for hostilities only) for adult education duties. They are required to act as Adult Education Officers of Sub-commands or in bases or stations where large numbers of young officers are borne.

2. Candidates must possess an *Honours degree* (in Arts or Science) and good teaching or lecturing experience, preferably in adult education. Applicants must have attained the age of 21 and must not have attained the age of 46 on the date of appointment. Older men may be considered if their qualifications are specially suitable. All R.N.V.R. officers and "Hostilities Only" schoolmasters and "hostilities" and reserve ratings who fulfil the above conditions may volunteer. Lieutenants and above who transfer will retain as Instructor Officers their existing relative rank and seniority.

3. The following information is required:—

(a) Name.

(b) Rank, or rating and official number.

(c) Date of birth.

- (d) University and full details of degree, including class, subjects and subsidiary subjects.
- (e) Particulars of teaching experience (including Adult Education), and of Teaching Diploma or Board of Education Certificate.
- (f) The highest examinations (if any) passed in mathematics and physics.
- (g) The Commanding Officer's remarks and recommendations as to the suitability of the candidate. Those selected must have such personal qualities and general background, as well as knowledge, as will carry weight with the officers with whom they have to deal. For officers these remarks should be made on Form S.206.
- (h) The names of three referees (preferably professors or headmasters on whose staff the candidate has served) to whom the candidate is well known.
- (i) Any other relevant information.
4. Commanding Officers should forward reports to the Director, Education Department, Admiralty, S.W.1, as soon as possible.
5. Selection for the first transfers or promotions will be made from the applications received by 15th March, 1944.

Reference 3344 / A.F.O. 44.
792.—(A) B.R. 873—Distribution
(B) Nomination of "Visual Training Officers"
See AFO 15/45. (T.S.D. 2333/43.—17 Feb. 1944.) *Cancelled by AFO 6112/46.*

B.R. 873 in an inter-Service book of reference entitled "Notes on the Use of the Cinema as an Aid to Training". The use of films and film strips as visual aids to training has become an integral and accepted part of the training technique of the fighting services. This book is, therefore, being issued very widely, and to all ships and Training Establishments having cinema projectors and/or still projectors (A.F.O. 4251/43 and A.F.O. 677/44 refer.).

2. Copies of the book will be issued to ships and Naval establishments on the basis of one per cinema projector and/or still projector, plus 2 spares, in order that all officers and ratings concerned with the use of the film as an aid to training may have access to it. In addition, 20 copies will be issued to each C-in-C. or Flag Officer abroad for local distribution.

3. The attention of Commanding Officers is called to the fact that full efficiency in the use of training films can only be achieved if Training Officers and Instructors have a full knowledge of the technique of teaching by these visual aids.

4. The details of the distribution of films, film projectors, film strip projectors and film strips are shown in A.F.O. 4251/43 referred to above, and additional films, film strips and projectors are now rapidly becoming available and these will be issued as soon as possible.

5. A good example of the training use of a film and film strips is detailed in A.F.O. 5707/43. It refers to elementary Damage Control (Ship Safety). A complete visual training unit, consisting of a film, three film strips and a pamphlet giving directions for instructors, is being made available, in the requisite quantities, wherever that training is carried out. This should be regarded as the forerunner of similar visual training units to be provided in the future.

6. Commanding Officers are therefore requested to draw the attention of all concerned to B.R. 873 and its contents.

In particular it is desired to emphasise that:—

- (a) The correct use of visual aids materially shortens the time required for instruction.
- (b) Films and film strips must be made an integral part of syllabi of instruction and not used as appendages to oral tuition.
- (c) In no case can visual aids take the place of the instructor.
- (d) Instructors will need careful training to ensure that they make correct use of the visual aids.

7. (a) Commanding Officers of any ship or establishment which makes use of visual aids to training are to detail an officer who is to be given the title "Visual Training Officer". This officer will be charged with the duty of seeing that visual aids to training are used to full efficiency.

(b) It would be his particular responsibility also to see that all Training Officers are fully aware of the visual aids which are available for any special facet of training, and to consider and mould requirements for new ones.

(c) In addition, the Visual Training Officer should normally include in his duties the organisation and supervision of the work of the cinema operators, excluding the maintenance of machines which is dealt with by cinema maintenance officers—*vide* A.F.O. 4251/43.

8. Any enquiries for further information, and all suggestions regarding visual training aids, should be directed to:—

Director of Training and Staff Duties Division,
Film Section,

Admiralty, Whitehall.

9. Distribution of B.R.873 will be made, without demand, from R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10—from whom additional copies can be obtained if required.

(A.F.Os. 4251/43, 5707/43 and 677/44.)

*793.—Gunnery Non-Substantive Ratings—Eligibility to Qualify for Gunner's Mate
(N/G.D. 069/44.—17 Feb. 1944)

In future, candidates for Gunner's Mate will only be accepted from ratings holding a 2nd class gunnery non-substantive rating and above.

2. As from the date of this order, no further recommendations for Gunner's Mate from ratings not holding a 2nd class gunnery non-substantive rating or above are to be forwarded, but such ratings already recommended will still be considered eligible to qualify.

3. The third column against No. 33 of the table in paragraph 7 of A.F.O. 627/42 is to be amended to read as follows:—

"Normally.—C.P.O., P.O. and L.S. passed for P.O. who hold a 2nd class gunnery non-substantive rating or above.

Exceptionally.—Nil."

4. B.R. 632C, Gunnery Training Manual, Volume III, will be similarly amended in due course.

(A.F.O. 627/42)

794.—L.D.D. Ratings—Transfer to General Service—Subsequent Training
(N./D.P.S. 107/44/M.—17 Feb. 1944.)

The table shown in paragraph 5 of A.F.O. 2475/41 is to be amended as follows:—
Cancel and substitute:—

Command	Seaman Branch	Tradesmen	V/S and W/T	Miscellaneous
Rosyth ...	"Glendower"	R.N. Barracks, Portsmouth	"Scotia"	"Duke"
Nore ...	"Ganges"	R.N. Barracks, Portsmouth	"Scotia"	"Duke"
Plymouth	"Glendower"	R.N. Barracks, Devonport	"Valkyrie II"	"Duke"
Portsmouth	"Glendower"	R.N. Barracks, Portsmouth	"Valkyrie II"	"Duke"
Western Approaches	"Glendower"	R.N. Barracks, Devonport	"Valkyrie II"	"Duke"

(A.F.O. 2475/41.)

(A.F.O. 5192/43 is cancelled.)

795.—Personnel Serving under T.124 Agreement and Variants—Compensation for Loss of or Damage to Uniform, Clothing, Tools, etc.

(N.L. 3550/41.—17 Feb. 1944.)

The following revised maximum rates of compensation payable in respect of the loss of or damage to effects of ratings serving under T.124 agreement and its variants are to apply to all losses sustained on or after 1st March, 1944:—

Clothing
£22 Os. 0d. in respect of articles additional to the regulation kit authorised by Form T.697.

Tools	£	s.	d.
Carpenter ...	20	0	0
Plumber ...	10	0	0

(A.F.O. 2582/41.)

***796.—Qualifying Service—Competitive Technical Examination—
Warrant Shipwright**

(C.W. 5256/44.—17 Feb. 1944.)

Some doubt exists as to the qualifying service of shipwright ratings before being eligible to sit for the Competitive Technical Examination (K.R. & A.I. Article 312, paragraph 3 (c)).

2. At present the qualifying service is as follows :—

“ The candidate must have served at least 3 years as Acting Shipwright, 4th class and above of which 2 years must have been at sea ”.

K.R. & A.I., Article 312.

(A.F.O. 107/41.)

797.—Radar Control and Radar Plot Ratings—Detailed Arrangements—REPORTS

(N./T.S.D. 7/44.—17 Feb. 1944.)

With reference to A.F.O. 5195 43, the following detailed instructions for the institution of Radar Control and Radar Plot ratings are promulgated for information, guidance and necessary action.

2. The various grades of non-substantive Radar Control and Radar Plot rating, rates of pay and qualifications necessary for advancement, are laid down in Appendices “A” and “B” to this Order. The titles and duties of R.C. Instructor and R.P. Instructor ratings are still under consideration; further instructions will be promulgated.

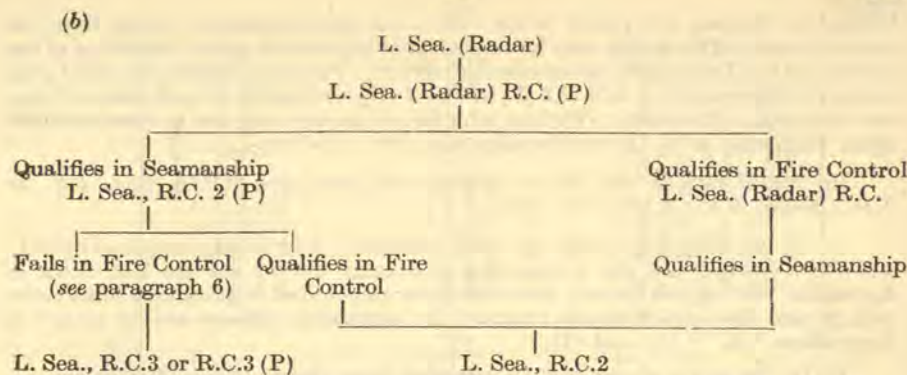
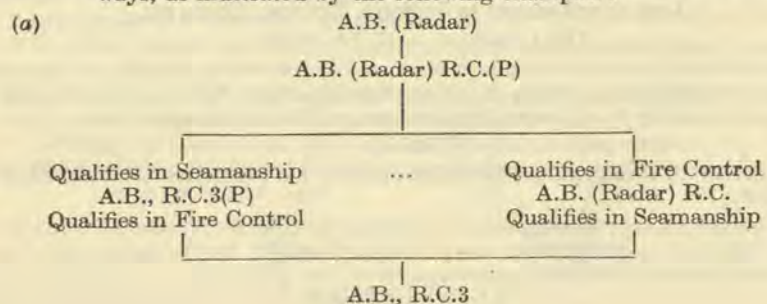
3. The new rates of pay will come into force on 1st March, 1944. In order to absorb existing Radar ratings into the new branches, certain transitional substantive and non-substantive ratings are created on a provisional basis, details of which are given in paragraph 4 below. In no case will ratings suffer any decrease in their pay pending confirmation. Radar ratings who are physically unfit for transfer or who fail to qualify in seamanship will retain their existing status and will be employed in lieu of R.C. or R.P. ratings according to their qualifications. The special arrangements for these ratings and their rates of pay are detailed in paragraph 5 and Appendix D of this Order.

4. Existing Radar ratings will be absorbed into the new organisation in the corresponding Seaman ratings provided that they are medically and visually fit for the Seaman branch and have acquired the appropriate qualification in seamanship. Men who have defective colour vision and wear glasses are eligible for transfer provided that their vision is not below Standard 3.

Changes in rating will take place as follows :—

(i) In general, those Radar ratings qualified in W.C. or Gunnery sets will become Radar Control Ratings and those qualified in W.A. or W.S. sets will become Radar Plot Ratings. Exception may be made by Commanding Officers in cases where a rating's special experience or aptitude make him more suitable for a Branch other than that indicated by his qualifying course. (See also paragraph 10(i).)

(ii) Ratings will retain their Radar status until they have qualified professionally in Seamanship. On passing in Seamanship, they will cease to be designated “Radar” ratings. Until qualified in Fire Control or Plotting the suffix (P)—Provisional—will be added to the indication of branch. They will be paid as shown in Appendix C. Since qualification in Seamanship may either precede or follow qualification for the non-substantive rating transfer can take place in alternative ways, as illustrated by the following examples :—



Leading Seamen (non-Radar) qualified in plotting at the F.D.C., Yeovilton, will be granted the provisional rating of R.P.2 (P).

(iii) Able Seamen and Ordinary Seamen (non-Radar) so qualified will be granted the provisional rating of R.P.3 (P). In the case of Ordinary Seamen this will be on an acting basis. They will be required to undergo the qualifying Radar course for R.P. 2 or R.P. 3 before they can be confirmed. Time served at sea as Plotters, R/T loggers or Assistants to the F.D. Officer will be counted as equivalent to R.P.3 time for the purposes of advancement.

(iv) Seamen (non-Radar) now employed as plotters, R/T loggers or Assistants to F.D.O. who have not been trained in plotting at the F.D.C., Yeovilton, will be granted the acting rating of R.P.3 (P). They will be required to undergo the qualifying Radar and plotting courses for R.P. 3 before they can be confirmed.

(v) Existing Radar ratings who have been trained in plotting at the F.D.C., Yeovilton, will be held to have qualified in plotting (*vide* Appendix C, column d).

(vi) Acting Radar Operators qualified in Seamanship, will be treated in accordance with K.R. and A.I., Articles 428 and 430, which will be amended to include R.C. and R.P. ratings.

(vii) Acting Radar Operators not of the Seaman branch will retain their existing status, as provided in C.A.F.O. 1815/42, paragraphs 6-8.

5.—(i) *Inability to qualify in Seamanship.*—Radar ratings who fail to qualify in Seamanship or who are found medically or visually unfit for the Seaman branch will retain their existing status but will be assigned to R.C. or R.P. duties according to their qualifications, and will be designated Petty Officers Radar R.C. or R.P., Leading Seamen Radar R.C. or R.P., etc., as the case may be. Initially, they will hold their ratings on a provisional (P) basis, and they must qualify in Fire Control or Plotting before confirmation.

The courses of instruction and standards of knowledge required will be the same as for the corresponding R.C. or R.P. ratings, i.e. :—

C.P.O. or P.O. (Radar) R.C. or R.P., as for R.C.1 or R.P.1.

Leading Seaman (Radar) R.C. or R.P., as for R.C.2 or R.P.2.

Able Seaman (Radar) R.C. or R.P., as for R.C.3 or R.P.3.

On completion of the qualifying courses, the suffix (P) will be removed and confirmed status granted.

(ii) The rates of pay and qualifications for advancement of Radar ratings as above are laid down in Appendix “D” of this Order.

(iii) Radar ratings who fail to qualify in Seamanship are to be employed on ship's duties suited to their capabilities, when not employed on Radar duties. Every endeavour is to be made to bring them up to the required standard by employing them on work which will widen their knowledge and develop their powers of leadership.

6.—(i) *Inability to qualify in Radar, Fire Control or Plotting.*—Seaman ratings holding a provisional rating who fail to qualify in their courses in Radar, Fire

Control or Plotting will revert to the next lower non-substantive rating from the date of failure. This rating may be confirmed or provisional at the discretion of the Captain of the Training Establishment concerned. Failure to qualify for third class rating entails remaining as R.C.3 (P) or R.P.3 (P), the names of such ratings being reported to the Admiralty. Ratings who fail to qualify may not be recommended again for course until 12 months after the date of failure.

(ii) Radar ratings who fail to qualify will remain as C.P.O., P.O., L.S., or A.B. (Radar) R.C. (P.) or R.P. (P).

7.—(i) *Selection and Training.*—The standards of knowledge required by R.C. and R.P. ratings, and the duties they will carry out at sea are laid down in Appendix "E" to this Order; the authorities empowered to grant non-substantive ratings and the qualifications required for examining officers are as stated in Appendices "A," "B," and "D."

(ii) In the early stages R.C.1's qualified from Petty Officer Radar are unlikely to achieve the full standard of gunnery knowledge laid down in Appendix "E" due to their lack of previous experience and may be required to carry out a re-qualifying course in gunnery to bring them up to the full standard after at least one year's experience as R.C.1 or Petty Officer (Radar) (R.C.).

8. New entry ratings who are selected for Radar Control will undergo a Radar course in H.M.S. "Valkyrie" and a Fire Control course in Home Port Gunnery Schools before being drafted to sea. New entry ratings selected for Radar Plotting will, for the time being, undergo both Radar and Plotting courses in H.M.S. "Valkyrie". On completion of courses successful candidates will be rated A/R.C.3 or A/R.P.3. R.P.3 ratings selected for small ships will be given, in addition, 14 days' training in the Radar Training Flotilla.

9. Ratings serving at sea will, in general, undergo qualifying courses in Radar, Fire Control or Plotting for R.C.3 or R.P.3 in their own ships. In cases where, for any reason, such courses cannot be given onboard, administrative authorities should endeavour to arrange for a temporary exchange with another ship, or for ratings to be sent to the nearest Gunnery School or Fighter Direction Centre.

10.—(i) *Reports.*—As a first step in compiling central records for R.C. and R.P. ratings, ships are to report to their administrative authority by 1st April, 1944, the name, port division, official number, substantive and non-substantive rating of every Radar rating borne. These reports are to be collated by administrative authorities and forwarded to (a) Commodore of man's port division,* (b) Captain, Radar Training, (c) if abroad, the local drafting authority. Exceptionally, ships on isolated stations, where considerable delay might otherwise occur, should forward these reports direct to the three authorities concerned, copy to administrative authority where applicable.

* In the case of R.C. ratings this should be done through the Port Gunnery School.

(ii) The Captain, Radar Training, will require reports of recommendations for course for higher R.C. or R.P. ratings. Such recommendations are to be rendered on form S.1303 on the 1st of each quarter and at any particularly suitable time (e.g., commencement of refit), to the authorities named in (i) above. It is pointed out that such recommendations can be forwarded at any time.

At home, C.R.T. will arrange with the Commodore of the R.N. barracks concerned, and with the Gunnery or Plotting Schools, for recommended ratings to be relieved in ships as required for course. Abroad, where instructional facilities are available, this will be arranged by the local drafting authority, who is to inform Commodore of R.N. barracks concerned, and the Captain, Radar Training, of all ratings who have undergone courses, reporting name, official number, present substantive and non-substantive rating, course taken, and result.

(iii) It is also important that ships training third class R.C. or R.P. ratings at sea should report to Commodore of the R.N. barracks concerned the details required by the last sentence of paragraph (ii) above, immediately after completion of a training class.

11. *Badges.*—Instructions regarding badges for Radar Control and Radar Plot ratings will be issued shortly.

APPENDIX "A"
Radar Control Ratings—Rates of Non-Substantive Pay and Qualifications Required for Selection for Courses.

Non-Substantive Rating.	Open to	Special Qualifications.	Where Course Carried Out.	Authority to Give Rating.	Examining Officers.	Rate per diem.	Remarks.
R.C.1 (Radar Control Rating 1st Class).	C.P.O., P.O. and L.S., R.C.2.	(a) Recommended by C.O. (b) One year's service as R.C.2 ashore or afloat (see Note). (c) A total of 1 year's service as R.C.3 and/or R.C.2 must have been served afloat (see Note).	(a) Radar School. (b) Gunnery School	Captain of Gunnery School on completion of both courses.	Officers of Radar and Gunnery Schools.	1s. 6d.	Not payable with any other non-substantive rating except Diver.
R.C.2 (Radar Control Rating 2nd Class).	L.S. and A.B. R.C.3, C.P.O. and P.O., ex- R.C.3.	(a) Recommended by C.O. (b) 6 months' service as R.C.3 afloat or ashore (see Note). Service ashore will only count as qualifying time during the period of the present hostilities. Recommended by C.O.	(a) Radar School. (b) Gunnery School	Captain of Gunnery School on completion of both courses.	Officers of Radar and Gunnery Schools.	P.O.s 6d. L.S. or A.B. 9d.	Not payable with any other non-substantive rating except Diver.
R.C.3 (Radar Control Rating 3rd Class).	L.S., A.B. or Ordinary Seaman.	Recommended by C.O.	At sea or in Radar and "G" Schools	C.O. of Ship or Captain of Gunnery School.	Qualified Radar and Gunnery Officers at sea, or Officers of Radar and Gunnery Schools.	3d.	Not payable with any other non-substantive rating except Diver or P.R.T.I. Ordinary Seaman can only hold the Acting rating of R.C.3 and will only be paid when actually filling a vacancy in complement.

Note.—Time as R.C.3 (P.) or A.B. (Radar) counts as service as R.C.3.
Time as R.C.2 (P.) or L.S. (Radar) counts as service as R.C.2.

APPENDIX "B"

Radar Plot Ratings—Rates of Non-Substantive Pay and Qualifications Required for Selection for Courses

Non-Substantive Rating	Open to	Special Qualifications	Where Course Carried Out	Authority to Give Rating	Examining Officers	Rate per diem	Remarks
R.P. 1 (Radar Plot Rating 1st Class).	C.P.O., P.O. and L.S., R.P.2.	(a) Recommended by C.O. (b) 1 year's service as R.P.2 ashore or afloat (see Note). (c) A total of 1 year's service as R.P.3 and/or R.P.2 must have been served afloat (see Note).	(a) Radar School. (b) Plotting School	Captain of Plotting School on completion of both courses.	Officers of Radar and Plotting Schools.	1s. 6d.	Not payable with any other non-substantive rating except Diver.
R.P.2 (Radar Plot Rating 2nd Class).	C.P.O. and P.O., ex-R.P.3, L.S. and A.B. R.P.3.	(a) Recommended by C.O. (b) 6 months' service as R.P.3 afloat or ashore (see Note). Service ashore will only count as qualifying time during the period of the present hostilities.	(a) Radar School. (b) Plotting School.	Captain of Plotting School on completion of both courses.	Officers of Radar and Plotting Schools.	P.Os. 6d., L.S. or A.B. 9d.	Not payable with any other non-substantive rating except Diver.
R.P.3 (Radar Plot Rating 3rd Class).	L.S., A.B., Ordinary Seamen.	Recommended by C.O.	At sea or in Radar and Plotting Schools.	C.O. of ship or Captain of Plotting School.	Qualified Radar and F.D. or N. Officers at sea, or Officers of Radar and Plotting Schools.	3d.	Not payable with any other non-substantive rating except Diver or P.R.T.I. Ordinary Seamen can only hold the acting rating of R.P.3, and will only be paid when actually filling a vacancy in complement.

Note.—Time as R.P.3 (P) or A.B. (Radar) counts as service as R.P.3.
Time as R.P.2 (P) or L.S. (Radar) counts as service as R.P.2

APPENDIX "C"

Status and Pay of Radar Ratings during transition to the R.C. and R.P. Branches

(a) Present Rating	(b) Pay per diem		On 1st March, 1944	(c) Pay per diem		When qualified in Seamanship only	(d) Pay per diem		When qualified in Fire Control or Plotting only	(e) Pay per diem			
	(1) Substantive	(2) Allowance		(1) Substantive	(2) Allowance		(1) Substantive	(2) Non-Sub.		(1) Substantive	(2) Allowance	(1) Substantive	(2) Non-Sub.
C.P.O. (Radar) ...	s. d. s. d. 7 6 0 3		C.P.O. (Radar) R.C.(P) or C.P.O. (Radar) R.P.(P)	s. d. s. d. 7 6 0 3		C.P.O., R.C.1(P) or C.P.O., R.P.1(P)	s. d. s. d. 7 6 1 6		C.P.O. (Radar) R.C. or C.P.O. (Radar) R.P.	s. d. s. d. 7 6 1 0		C.P.O., R.C.1 or C.P.O., R.P.1	s. d. s. d. 7 6 1 6
P.O. (Radar) ...	6 0 0 3		P.O. (Radar) R.C.(P) or P.O. (Radar) R.P.(P)	6 0 0 3		P.O., R.C.1(P) or P.O., R.P.1(P)	6 0 1 6		P.O. (Radar) R.C. or P.O. (Radar) R.P.	6 0 1 0		P.O., R.C.1 or P.O., R.P.1	6 0 1 6
Ldg. Seaman (Radar)	4 4 0 3		L.S. (Radar) R.C.(P) or L.S. (Radar) R.P.(P)	4 4 0 3		L.S., R.C.2(P) or L.S., R.P.2(P)	4 4 0 9		L.S. (Radar) R.C. or L.S. (Radar) R.P.	4 4 0 6		L.S., R.C.2 or L.S., R.P.2	4 4 0 9
Able Seaman (Radar)	3 0 0 3		A.B. (Radar) R.C.(P) or A.B. (Radar) R.P.(P)	3 0 0 3		A.B., R.C.3(P) or A.B., R.P.3(P)	3 0 0 3		A.B. (Radar) R.C. or A.B. (Radar) R.P.	3 0 0 3		A.B., R.C.3 or A.B., R.P.3	3 0 0 3
Ord. Seaman (Radar)	2 0 0 3		Ord. Sea. (Radar) R.C.(P) or Ord. Sea. (Radar) R.P.(P)	2 0 0 3		Ord. Sea., A/R.C.3(P) or Ord. Sea., A/R.P.3(P) (See Note 2)	2 0 0 3		Ord. Sea. (Radar) R.C. or Ord. Sea. (Radar) R.P.	2 0 0 3		Ord. Sea., A/R.C.3 or Ord. Sea., A/R.P.3 (See Note 2)	2 0 0 3

Notes

- Existing Leading Seamen (Radar) are not required to undergo Radar course for 2nd class rating.
- The non-substantive rating of R.C.3 or R.P.3 can only be held by Ordinary Seamen on an acting basis; if otherwise qualified, they will be confirmed on advancement to A.B., but see the third sentence of paragraph 3 of this Order.
- Only basic rates of substantive pay are shown. Progressive pay is payable as for Seamen ratings (App. XVII, part I, K.R. and A.I.) but seniority as Ldg. Sea. (Radar), P.O. (Radar) and C.P.O. (Radar) does not count as seniority as Ldg. Sea., P.O. and C.P.O.
- R.C.1s qualified from P.O. (Radar) may carry out a requalifying course in gunnery after 12 months (see paragraph 7 (ii)).

APPENDIX "D"

Radar Ratings not Qualified as Seamen—Pay and Qualifications Required for Selection for Courses.

Substantive Rating.	Open to	Special Qualifications.	Where Course Carried Out.	Authority to Give Rating.	Examining Officers.	Pay per diem (See Note 1) Subst've All ce	Remarks.
Chief Petty Officer (Radar) R.C. or R.P.,	P.O. (Radar) R.C. or R.P.	(a) Recommended by C.O. (b) 5 years service as P.O. Radar or L.S. Radar. Passed for P.O. Radar.	—	Commodore of Port Division.	—	7s. 6d. 1s.	
Petty Officer (Radar), R.C. or R.P.	L.S. (Radar) R.C. or R.P.	(a) Recommended by C.O. (b) One year's service as L.S. Radar (R.C.) or (R.P.) ashore or afloat. (c) A total of 1 year's service must have been served as L.S. Radar and A.B. Radar afloat.	(a) Radar School. (b) Gunnery School or Plotting School.	C.O. of Gunnery School or Plotting School on completion of course.	Officers of Gunnery or Plotting Schools.	6s. 1s.	
Leading Seaman (Radar) R.C. or R.P.	Able Seamen (Radar) R.C. or R.P.	(a) Recommended by C.O. (b) Six months' service as A.B. Radar.	(a) Radar School. (b) Gunnery School or Plotting School.	C.O. of Gunnery School or F.D.C. on completion of course.	Officers of Gunnery or Plotting Schools.	4s. 4d. 6d.	
Able Seaman (Radar) R.C. or R.P.	Ordinary Seamen (Radar) R.C. or R.P.	(a) Recommended by C.O. (b) Nine to 12 months' service as Ordinary Seaman Radar (A.F.O. 400/40) or Ord. Seaman	—	Commanding Officer.	—	3s. 3d.	

Note 1.—Only basic rates of pay are shown. Progressive pay is payable as for Seaman ratings. (App. XVII, Part I, K.R. and A.

Note 2.—P.O.s Radar (R.C.) may carry out a requalifying course in gunnery after 12 months (see para. 7 (ii).)

APPENDIX "E"

Standards of Knowledge and Duties of R.C. and R.P. Ratings

Rate	Knowledge Required	Duties to be Performed at Sea
R.C.3	<p>A.—After four weeks training in a Radar school :</p> <p>(i) An elementary conception of the fundamentals of Radar and its operational application.</p> <p>(ii) A general knowledge of display technique, calibration and the use of the operators controls on a Radar set.</p> <p>(iii) A good knowledge of the operational and communication drill on a basic gunnery set.</p> <p>(iv) A good knowledge of sweeping, reporting and gyro and relative bearings.</p> <p>(v) An elementary knowledge of I.F.F. and Beaconry.</p> <p>B.—After three weeks gunnery training :</p> <p>(i) Ability to drill in the ranks in squad, rifle and platoon drill.</p> <p>(ii) An elementary knowledge of the principles of L.A. Fire Control, terms used, the standardised method of passing orders and communication drill.</p> <p>(iii) A thorough knowledge of the duties of a deflection spotting operator, range spotting operator and tube operator.</p> <p>(iv) An elementary knowledge of the principles of H.A. Fire Control, the terms used and the standardised method of passing orders.</p> <p>(v) A thorough knowledge of the duties of an F.K.C. operator in regard to enemy course and speed, enemy travel unit, and deflection. A thorough knowledge of the duties of a deflection screen operator at the H.A.C.S.</p> <p>(vi) A general knowledge of the operation of Radar sets used in conjunction with Bofors and Pom-Pom directors.</p>	<p>Following a working-up period in his own ship, any one of the following :</p> <p>(i) Assistant operator of all gunnery and T.I. sets generally fitted.</p> <p>(ii) T.I.U. operator.</p> <p>(iii) Clock operator of A.F.C.C. or enemy course and speed operator of F.K.C.</p> <p>(iv) Deflection spotting handle operator at A.F.C.T.S.</p> <p>(v) Range spotting handle operator at A.F.C.T.S.</p> <p>(vi) F.K.C. enemy travel unit operator.</p> <p>(vii) F.C.B. operator, when no F.K.C. is fitted.</p> <p>(viii) H.A.C.S. deflection screen operator.</p> <p>(ix) F.K.C. deflection screen operator or A.F.C.C. deflection operator.</p>
R.C.2	<p>A.—After 6 weeks training in a Radar school :—</p> <p>(i) A good knowledge of the fundamentals of Radar and its operational application with particular reference to its use in fire control and for target indication.</p> <p>(ii) A good knowledge of display technique as applied to sets used for gunnery purposes, including P. P. I. presentation.</p> <p>(iii) A good knowledge of the operational and communication drill on all gunnery sets in common use in the Service.</p> <p>(iv) A general knowledge of I.F.F. and beaconry, R.C.M. and jamming, Radar policies, anti-D/F measures.</p>	<p>Following a working up period in his own ship, any one of the following :—</p> <p>(i) Action operator of any type of gunnery or T.I. set in current use in the Service.</p> <p>(ii) Senior rating of T.I. room in destroyers and below.</p> <p>(iii) Speed across plot operator of A.F.C.T.</p> <p>(iv) Enemy rate plot operator of A.F.C.T.</p> <p>(v) Clock unit operator of A.F.C.T.</p> <p>(vi) H.A.C.S. plot operator and/or spotting plot operator for A.F.C.C.</p>

Rate	Knowledge Required	Duties to be Performed at Sea
R.C.1	<p>B.—After 5 weeks gunnery training :—</p> <p>(i) Ability to take charge of a squad in rifle and platoon drill.</p> <p>(ii) A good knowledge of the L.A. fire control problem.</p> <p>(iii) A good knowledge of the lay-out of a cruiser's fire control system.</p> <p>(iv) A thorough knowledge of drill at the A.F.C.T. with special reference to the duties of plot operator (other than spotting plot operator), clock unit operator and spotting plot operator at the A.F.C.C.</p> <p>(v) A thorough knowledge of the target indicating system and sets used for this purpose.</p> <p>(vi) A good knowledge of the H.A. control problem.</p> <p>(vii) A good knowledge of the H.A. control system as fitted in destroyers and cruisers.</p> <p>(viii) A good knowledge of all operators duties at the H.A.C.S. and F.K.C., and a thorough knowledge of the duties of plot operator and range operator.</p> <p>(ix) A good knowledge of the operation of Radar sets used in conjunction with bofors and pom-pom directors.</p> <p>A.—After 12 weeks training in a Radar School :—</p> <p>(i) A good knowledge of Radio Theory vide Admiralty Handbook of Wireless Telegraphy Vol. I, Chapters 1, 2, 3, 5, 7 and Vol. II Section B, paras. 1-26, Section D, paras. 1-16, Section H, paras. 1-10, Section F, paras 1-17.</p> <p>(ii) A fair knowledge of Radar theory and of standard Radar circuits in simplified form.</p> <p>(iii) A good knowledge of the simple care and maintenance of the gunnery sets generally fitted. Ability to use the fault-finding chart, to locate common faults and make minor adjustments.</p> <p>(iv) A thorough knowledge of operating procedure on all types of gunnery and T.I. sets generally fitted and ability to take charge of a watch on such sets.</p> <p>(v) A general knowledge of special types of Gunnery and Target Indication Radar.</p> <p>B.—After 8½ weeks Gunnery Training :—</p> <p>(i) Ability to take charge of a squad in rifle and platoon drill.</p> <p>(ii) A good knowledge of the L.A. Fire Control problem and the L.A. Fire Control arrangements in a modern 6-in. cruiser.</p>	<p>(vii) F.K.C. range operator and/or spotting plot operator for A.F.C.C.</p> <p>Following a working-up period in his own ship any one of the following :—</p> <p>(i) To act as Senior Rating in a Main Armament T.S., H.A.C.P. or T.I.R. and to take charge when no officer is allowed.</p> <p>(ii) To carry out any of the duties specified for an R.C.2 or R.C.3.</p> <p>(iii) To take charge of and drill a watch in the main types of T.I., G.A., G.S. and G.C. sets in service.</p>

Rate	Knowledge Required	Duties to be Performed at Sea
R.C.1	<p>(iii) A good knowledge of the Control Procedure in a 6-in. cruiser, including blind fire, bombardment and concentration. Ability to carry out the duties of and instruct any number at the A.F.C.T., Mark VI or A.F.C.C. Mark VI, including Radar panels.</p> <p>(iv) A good knowledge of the H.A. Fire Control problem and of the H.A. Fire Control arrangements in a modern 6-in. cruiser.</p> <p>(v) A thorough knowledge of the drill at H.A.C.S., Mark IV and Transit system and the control procedure for all forms of air attack. Ability to take charge of a H.A.C.P. and to carry out the duties of and instruct any number.</p> <p>(vi) A good knowledge of the layout of the Target Indicating Room and the drill at the T.I.U. Ability to take charge of a T.I.R. and to carry out the duties of any operator.</p> <p>(vii) A general knowledge of a cruiser's organisation for all degrees of readiness, allocation of Gunnery ratings, damage control organisation, divisional drill and training.</p> <p>(viii) A general knowledge of the director system, sights, firing circuits and transmission systems.</p> <p>(ix) A knowledge of the use of trigonometrical ratios, circular measure, etc. Ability to solve simple problems in relative motion.</p>	<p>Following a working up period in his own ship, any one of the following :—</p> <p>(i) Assistant operator of all Warning sets generally fitted</p> <p>(ii) M.A.D.P. Plotter</p> <p>(iii) Interceptor Plotter</p> <p>(iv) Ops. Room Teller/Plotter</p> <p>(v) Bridge Plot Teller/Plotter</p> <p>(vi) R.T. Logger.</p>
R.P.3	<p>A.—After 4 weeks training in a Radar School :—</p> <p>As for R.C.3 except that operational and communication drill will be taught on a basic Warning set</p> <p>B.—After 3 weeks Plotting Training :—</p> <p>(i) A general knowledge of the Action Information Organisation.</p> <p>(ii) A good knowledge of Standard R/T procedure and Allied R/T Fighter Code. Standard method of tuning R.T. receivers. Ability to send and receive telephone messages without repetition.</p> <p>(iii) A good knowledge of plotting on Spider's Web diagrams. Standard colours, printing, marking and trimming. Plotting symbols. Air and Surface Radar reporting codes.</p> <p>(iv) A good knowledge of practical logging.</p> <p>(v) A good knowledge of the special application of plotting to A/S operations including use of the Gladstone protractor.</p>	

Rate	Knowledge Required	Duties to be Performed at Sea
R.P.2	<p>A.—After 7 weeks training in a Radar School :—</p> <p>(i) A good knowledge of the fundamentals of Radar and its operational applications to Warning sets.</p> <p>(ii) A good knowledge of display technique as applied to Warning sets, including P.P.I. and skiatron.</p> <p>(iii) A good knowledge of operational drill and communication on all Warning sets in common use in the service.</p> <p>(iv) A knowledge of polar diagrams, horizontal and vertical.</p> <p>(v) A general knowledge of I.F.F. and beaconry, R.C.M. and jamming, interrogators, Radar policy and anti-D.F. measures.</p> <p>(vi) A good knowledge of fighter direction/plotting organisation.</p> <p>B.—After 6 weeks plotting training :—</p> <p>(i) A thorough knowledge of the R.P.3 syllabus.</p> <p>(ii) A good knowledge of elementary chartwork, gyro and magnetic courses and bearings, application of variation.</p> <p>(iii) A good knowledge of plotting instruments, including Craig Computer, use of air speed conversion graph, A.R.L. tables.</p> <p>(iv) Ability to plot all forms of reports and keep a track, to act as assistant filterer, and to act as teller (but not to give an appreciation).</p> <p>(v) A good knowledge of R/T channels and their use, together with the ability to operate any R.T. channel.</p> <p>(vi) A good knowledge of enemy reporting, to be able to encode and decode enemy reports.</p> <p>(vii) A good knowledge of A.I.O. internal communication channels, an elementary knowledge of aircraft direction technique, the organisation of the Fleet, Convoy Escorts and Triphibious operations.</p> <p>(viii) A good knowledge of search schemes applicable to A/S operations contained in C.B.4097(4), C.B.4097 (A.S.F.) and C.B.04234 (2).</p>	<p>Following a working up period in his own ship any one of the following :—</p> <p>(i) Action operator of all Warning sets generally fitted.</p> <p>(ii) Senior rating of a watch of Warning set operators.</p> <p>(iii) Senior rating of a watch of Plotters or Loggers.</p> <p>(iv) Air/Surface Plotter/Teller.</p> <p>(v) Height filterer.</p> <p>(vi) F.D.Os. assistant.</p> <p>(vii) Senior rating in A/S ships other than S.Os. of groups.</p> <p>(viii) Working of Craig Computer, C.S.C. and I.C.A.N.</p>
R.P.1	<p>A.—After 12 weeks training in a Radar School :—</p> <p>(i) A good knowledge of Radio theory vide Admiralty Handbook of Wireless Telegraphy, Vol. I, Chapters 1, 2, 3, 5, 7. Vol. II, Section B, paras. 1-26, Section D, paras. 1-16, Section H, paras. 1-10, Section F, paras. 1-17.</p> <p>(ii) A fair knowledge of Radar theory and standard Radar circuits in simplified form.</p>	<p>(i) To take charge of and drill a watch on the principal types of W.A., W.C. and W.C.H. sets in current use in the Service.</p> <p>(ii) To act as :—</p> <ol style="list-style-type: none"> 1. Deputy F.D.O. 2. Senior Rating of Ops. Room and Bridge plot. 3. Senior Rating of R.D.R. 4. Senior Rating in charge of all Warning set operators.

Rate	Knowledge Required	Duties to be Performed at Sea
	<p>(iii) A good knowledge of the Radar sets used in the Fighter Direction/Plotting Organisation and their use in relation to the A.I.C. and plotting positions.</p> <p>(iv) A general knowledge of specialised types of Warning and Navigational Radar.</p> <p>(v) A good knowledge of the simple care and maintenance of the Warning sets generally fitted. Ability to use the faultfinding chart, to locate common faults and make minor adjustments.</p> <p>(vi) A thorough knowledge of operating procedure on all Warning sets in current use in the Service.</p> <p>(vii) A general knowledge of A.I. organisation.</p> <p>B.—After 6 weeks in a Plotting School :—</p> <p>(i) A thorough knowledge of and ability in R.P.2 syllabus less Section (vii).</p> <p>(ii) A good knowledge of speed triangles and their application to Plotting, ability to carry out all forms of D.R. plotting. Ability to carry out the duties of Telling and Filtering.</p> <p>(iii) A good knowledge of Conduct of the Fleet, Chapter XVII and all forms of enemy reporting.</p> <p>(iv) A good knowledge of R.P.2 syllabus, Section (vii). Simple interception, organisation of Fleet communication, methods of conducting Plotting Exercises.</p>	

(C.A.F.O. 1815/42 and A.F.O. 5195/43.)

798.—Radio Mechanics—Use of Abbreviated Title

(N. 224/44.—17 Feb. 1944.)

Confusion has been caused by the use of the abbreviations R.M., R/M, etc. for "Radio Mechanic" in signals and written correspondence. The short title R.M. is well established as an abbreviation for "Royal Marines", and this and similar abbreviations are not to be used for Radio Mechanics in future.

2. Attention is drawn to the instructions in A.F.O. 6295/43.

(A.F.O. 6295/43.)

*799.—Temporary Engineering Commissions—Selection of Ratings from the Lower Deck

(C.W. 55707/43.—17 Feb. 1944.)

The following instructions amend and consolidate the previous Orders issued for the selection of engineering ratings for temporary commissions as Engineer Officers.

(A) GENERAL

2. All R.N. (H.O.) Chief and E.R.As., O.As., equivalent ratings of the R.N.R. and R.N.V.R., and Chief and Enginemen (Patrol Service) and Chief and Motor Mechanics, are eligible to be recommended for temporary

Engineering commissions in the R.N.V.R. T.124 ratings are not eligible. Equivalent H.O. and Reserve ratings of Dominion Navies serving in R.N. ships are eligible to be recommended under these arrangements. Equivalent Foreign Naval ratings, including Section Belge ratings and ratings of foreign extraction, who are serving on R.N. "Hostilities Only" engagements, provided they possess a very good knowledge of English, are also eligible for recommendation.

3. To meet the greatly increased requirements for temporary Engineer Officers, it is essential that Commanding Officers ensure that all potentially suitable ratings of the above categories are recommended. *It is the duty of all officers to see that no potentially suitable candidate is overlooked, and the fact that his removal from his ship or establishment may cause some inconvenience must not be allowed to influence the question of his recommendation.*

4. Commanding Officers must also ensure that as soon as the period of qualifying service is completed, ratings are sent to appear before the Admiralty Selection Board if they are considered to be suitable. If it is considered desirable that they should serve for a further period, the question of their suitability to appear before the Engineer Officers' Selection Board is to be kept under constant review. Unless Commanding Officers ensure that C.W. candidates are made available for the Selection Board with the minimum delay, it will be impossible to provide the large number of officers required to meet new commitments.

5. Intelligent men who can quickly absorb instruction and who have attained a satisfactory technical standard and have the required character, personality and powers of leadership should be recommended, irrespective of set standards of education such as the School Certificate.

6. For the future Forms C.W.1(T) (commonly known as White Papers), supplies of which can be obtained from the Admiralty (C.W. Branch), may be started in Training Establishments and the Home Ports. (See paragraph 10 below as to the starting of Forms C.W.1(T) during a rating's service career.) This form is to be completed in triplicate and disposed of as follows:—

- (a) The original is to accompany the rating from ship to ship or establishment under separate sealed cover from the Service Certificate; it should not be kept with the Service Certificate in view of the danger of it being overlooked.
- (b) The duplicate is to be sent to the Secretary to the Admiralty (C.W. Branch).
- (c) The triplicate is to be sent to the Captain (E), Engineer Officers' Selection Board, Portsmouth, who will, after making the necessary extracts, forward this copy to the rating's depot.

When candidates are discharged for interview by the Selection Board it is essential that they should be accompanied by their Form C.W.1(T) and Service Certificate, and also Medical History Sheet completed to date of discharge.

7. In addition to the authorities quoted in paragraph 10 below, Forms C.W.1(T) may be started by the following:—

E.R.As.

The Engineer Rear-Admirals on the Staffs of the Commanders-in-Chief, the Home Ports.

Motor Mechanics

The Engineer Rear-Admiral on the Staff of the Commander-in-Chief, Portsmouth. The Commanding Officer, H.M.S. "Attack," and Engineer Captain, Mechanical Training Establishment, Chatham, through Commodore, R.N. Barracks, Chatham.

Enginemen

The Commodore, Patrol Service Central Depot, Lowestoft.

O.As.

The Captain, H.M.S. "Excellent," Captain (G), Chatham, Captain (G), Devonport.

In recommending O.As., consideration should be given to their pre-service experience, e.g., internal combustion, electrical or marine engineering.

8. All E.R.A. and Enginemen candidates should be drafted to sea immediately on completion of their rating courses and should, if still recommended, appear before the Selection Board on completion of six months' sea experience. Similarly, Motor Mechanics should appear before the Selection Board on completion of six months' experience afloat in Major Landing Craft or similar vessels. For the purpose of reckoning the qualifying period of sea service only time spent in a sea-going ship, other than a depot ship, employed on sea-going duties, including Combined Operations ships and craft and Coastal Forces Vessels, will count. Periods during which ships are refitting or repairing will not count, and where it is anticipated that the repair or refit will take more than three weeks, C.W. candidates are to be sent to their depot at once for redrafting to sea to complete their sea time.

9. The Form C.W.1(T) may be destroyed if at any time the rating is considered to have fallen below the standard required of a Temporary Officer. The destruction of a Form C.W.1(T) is to be reported at once to the Admiralty (C.W. Branch) and the Selection Board, together with an explanation of the reasons.

10. Ratings of the categories detailed in paragraph 2 who are not in possession of a Form C.W.1(T) may be recommended by Commanding Officers of H.M. ships and establishments at any time. They must be interviewed by an Engineer Officer of not less than Lieutenant-Commander's rank who is to provide a detailed statement of their technical knowledge and experience. This statement should be furnished in triplicate, a copy being attached to each copy of Form C.W.1(T), which should be disposed of as indicated in paragraph 6 (a), (b) and (c), except that for Chief and Enginemen (Patrol Service) the triplicate copy of Form C.W.1(T) and accompanying statement of technical knowledge and experience should be forwarded to the Captain (E), Engineers' Selection Board, Portsmouth, through the Commodore, Patrol Service Central Depot, Lowestoft. Ratings serving on shore for whom a Form C.W.1(T) has been started should be drafted to sea at an early date.

11. Candidates under paragraph 10, who have completed six months' sea service, other than Patrol Service ratings, are to be discharged immediately to R.N. Barracks, Portsmouth, without awaiting instructions from the Admiralty; where a relief is required this should be obtained direct from the depot. Arrivals in depot should be communicated weekly to the Admiralty (C.W. Branch). Candidates should be accompanied by their C.W. Forms, statement of their technical knowledge and experience, Service Certificates, and also Medical History Sheets, and should take their full kit. The Commodore, Patrol Service Central Depot, Lowestoft, will give instructions for the discharge from their ships of Patrol Service ratings who have completed six months' sea service.

Arrangements will then be made for their interview at Portsmouth by the Admiralty Selection Board, the attendance of Patrol Service ratings being arranged with the Commodore, Patrol Service Central Depot, Lowestoft.

12. All successful candidates will be medically examined in Portsmouth Barracks before acceptance for training.

(B) SELECTION AND TRAINING FOR SEA-GOING DUTIES

13. Ratings who are considered by the Engineer Officer's Selection Board to be immediately fit for sea-going appointments in Temporary Commissioned rank will be promoted in accordance with the rules laid down in paragraph 17 and appointed to a one week's "Charge" Course and a Divisional Course at Portsmouth.

Officers may be required in addition to undergo short specialised courses before taking up their appointments.

14. Selected candidates who require intensive technical training will be drafted to the R.N. Engineering Training Establishment, St. Marks, Chelsea (H.M.S. "Shrapnel"), to undergo a course of six months' duration, to fit them for service in small vessels.

(C) COASTAL FORCE MAINTENANCE DUTIES

15. Candidates considered fit for these duties will be appointed to H.M.S. "Attack" additional for three months' training.

(D) COMBINED OPERATIONS MAINTENANCE DUTIES

16. Those considered fit for these duties will be appointed to H.M.S. "Rosneath" additional for three months' training.

(E) PROMOTION

17. On satisfactory completion of the technical courses laid down under (B), paragraph 14, (C) (D) above, and recommendation, candidates will be promoted to Temporary Midshipmen (E), R.N.V.R., if under the age of 19½, and Temporary Acting Sub-Lieutenant (E), R.N.V.R., if over 19½, and appointed to the Divisional Course at Portsmouth.

Candidates who have attained the rating of E.R.A., 4th Class, or O.A., 4th Class (confirmed), Acting Chief Engineman or Acting Chief Motor Mechanic, or higher rating, will be promoted direct to the rank of Temporary Sub-Lieutenant (E), R.N.V.R. Care should therefore be exercised in ensuring that the candidate's correct rating is reported.

Further promotion will be in accordance with the regulations laid down in A.F.O. 6000/42.

18. Successful candidates as at (B) above on completion of courses and on promotion will then be appointed additional for training to vessels, similar to those in which they will subsequently be employed, for a period not exceeding six months. Such appointments will normally be to Sloops, Frigates, Corvettes, Minesweepers and L.S.Ts., although appointments may be made to other types of vessels from time to time.

During this period of training afloat and when the officer is considered fit in every respect, the Commanding Officer is to award a certificate, to be known as the Small Ship Certificate, as follows:—

"(Rank) (Name) is considered fit to carry out the duties of the Engineer Officer of (a) a small steam or Diesel ship:"
or (b) a small steam ship:"
or (c) a small Diesel ship:"

in whichever form is applicable having regard to the officer's training and experience. (a) denotes that the officer has experience of both steam and Diesel ships and is equally competent to serve as the Engineer Officer in either type.

A copy of the certificate is to be forwarded at the same time to the Admiralty (C.W. Branch).

If at the end of the six months' period the Commanding Officer does not consider that the certificate can be awarded a report on the officer is to be forwarded to the Admiralty.

19. Candidates who fail to attain a sufficiently high standard at the end of any of the above courses or who show they are unsuitable for promotion during the courses will revert to their previous duties.

20. Ratings who fail to pass the Engineer Officers' Selection Board may not be recommended again until they have completed a further twelve months' service. A new Form C.W.1(T) should not be started until the rating has completed the additional period of qualifying service and is considered to have developed officer-like qualities to an extent well up to the average of C.W. ratings.

21. Where, however, a rating has shown exceptional zeal and improvement, a new Form C.W.1(T) may be started and the rating sent before the Engineer Officers' Selection Board any time after six months' further service. The Form C.W.1(T) should bear a reference to this paragraph of this A.F.O.

(A.F.O. 6000/42.)

(A.F.O. 1888/43 is cancelled.)

800.—Royal Canadian Naval Ratings Serving in the R.N.—Rates of K.U.A.

(N. 1642/44.—17 Feb. 1944.)

With reference to A.F.O. 2998/35, Section B, Part III, paragraph 15 (xi), ratings of the R.C. Navy who are serving in the R.N. should be credited with K.U.A. at R.C.N. rates, as follows:—

	Dollars	Per Annum Sterling Equivalent	
		£	s. d.
C.P.Os. and confirmed P.Os. of all branches	60.00	13	8 4
P.Os. and men dressed as seamen	40.00	8	19 0
P.Os. not confirmed, and men not dressed as seamen	56.00	12	10 4

2. As the accounts of personnel serving with the R.N. are adjusted when necessary by Naval Service H.Q., Ottawa, no adjustments are necessary in respect of K.U.A. already credited on ships' ledgers.

(A.F.O. 2998/35.)

801.—Q.A.R.N.N.S.—Climate Pay

(C.E. 17427/43.—17 Feb. 1944.)

Members of Queen Alexandra's R.N. Nursing Service and Queen Alexandra's R.N. Nursing Service (Reserve) may receive Climate Pay at the rate of 1s. 6d. a day under the general conditions otherwise applicable to Naval personnel as prescribed in A.F.O. 5337/43.

(A.F.O. 5337/43.)

802.—Q.A.R.N.N.S. and Reserve and V.A.Ds.—Issue of Certificates on Discharge or Temporary Release

(M.D.G. 59308/43.—17 Feb. 1944.)

The instructions given in A.F.O. 4668/43, as modified by A.F.O. 5848/43, are to be regarded as applicable to members of Q.A.R.N.N.S. and Reserve and V.A.D. Commandants and Assistant Commandants. Certificates will be issued by the Medical Director General.

2. With regard to other V.A.D. members the arrangements promulgated in A.F.O. 3679/43 and A.F.O. 5848/43 are to be followed.

(A.F.Os. 3679/43, 4668/43 and 5848/43.)

*803.—Royal Canadian Naval Nursing Service

(N.L. 18949/43.—17 Feb. 1944.)

A case has been reported in which some embarrassment was caused to two Canadian Naval nursing sisters, owing to a misunderstanding of their status which is that of a commissioned officer. These officers are, therefore, entitled to the marks of respect accorded to Naval commissioned officers.

2. For the information of all Naval personnel, the following details are promulgated concerning the uniform worn by this service. The approved uniform consists of:—

A head dress of close fitting dark navy blue felt hat with a narrow brim and with a Naval officers' cap badge sewn to the front of the hat band. For summer wear—a white panama hat with cap badge, as above.

Dress: this consists of a tunic either in Navy dress wool or blue Tudor twill or, in hot weather, Navy Celanese silk. The uniform includes a belt of black leather with officer's gold buckle, white linen Eton collar, with round corners, and white linen cuffs.

The tunic has six Naval gold buttons on each side, similar to those worn on an officer's mess jacket. Shoulder straps of the same material as the tunic, with a small gold button and R.C.N. gold lace of the rank held. Nursing sisters wear maroon distinction cloth, physiotherapists, dietitians and Home sisters wear green distinction cloth. The skirt is of the same material as the tunic.

Black Oxford shoes are worn, but white Oxfords may be worn with a white panama hat.

The greatcoat consists of a heavy dark navy blue broadcloth or Melton cloth, double breasted with gold lace of rank or distinction cloth and a double row of regulation Naval buttons on the front.

Raincoat when worn is of navy blue burberry pattern, single breasted without badges of rank.

804.—W.R.N.S.—Certificates of Service—Procedure

(N. 31693/43.—17 Feb. 1944.)

The W.R.N.S. Certificate of Service (Form S.1517) serves for W.R.N.S. ratings the same purpose that the naval certificate (Form S.459) serves for Naval ratings and, subject to the following instructions, the procedure laid down in K.R. & A.I. is to be applied, the same care being exercised for W.R.N.S. certificates as is expected for the certificates of Naval ratings.

2. A Certificate of Service is not to be prepared before enrolment. It is to be made out by the W.R.N.S. Enrolling Officer at the time of enrolment and is thereafter to be subject to the same control as that applied to the Certificate of Service of a Naval rating.

3. Although not prepared until the time of enrolment, the Certificate of Service is to be regarded as commencing on the date of entry and particulars of the period of probation should be inserted before the certificate is passed for custody to the appropriate Naval authority.

4. A probationer who is released before enrolment and is consequently without a Certificate of Service is to be provided with the special form of release (S.1541),

5. The disposal of a W.R.N.S. rating's Certificate of Service on discharge from the Service is to conform with usual Naval practice, except that special arrangements apply in the case of deserters. (A.F.O. 272/44.)

6. A W.R.N.S. rating who is discharged and subsequently offers herself for re-entry must produce her original Certificate of Service. (K.R. & A.I., Article 605 (1).)

7. The Certificate of Service of a W.R.N.S. rating who is recommended for promotion to officer rank is to be retained in custody until the appointment to officer rank is announced in the C.W. List of Appointments. The certificate is then to be assessed in accordance with A.F.O. 2605/43 and forwarded direct to the newly appointed officer for retention.

8. It has been brought to notice that, although the foregoing instructions were originally promulgated in A.F.O. 3504/42, unauthorised notations, alterations, etc., are still frequently made on W.R.N.S. Certificates of Service. Attention is therefore drawn to the more common irregularities as follows:—

(a) *Cause of Discharge Column.*—(i) This is wrongly utilised to record transfers from ship to ship and other unauthorised information. No entry in the column is required for transfers from one ship to another without break of time or pay or for changes in rating, except as now indicated in the following sub-paragraph, and the notations at present authorised are given in A.F.Os. 5646/42 and 2486/43.

(ii) The following notations are to be made when ratings are reverted:—
For unsuitability Reverted.
At own request Reverted at own request.

(b) *Establishment column* is incorrectly completed. Notations should be made in accordance with K.R. & A.I., Article 605 (3).

(c) *Dates of service* should be entered as shown in K.R. & A.I., Article 606 (3), and must be consecutive.

(d) *Erasures or Alterations.*—K.R. & A.I., Article 608 (3), applies, except that A.F.O. 2605/43, paragraph 7, permits reassessment of character awards by Commanding Officers in certain circumstances.

(C.-in-C., *Western Approaches*, 4181/702 P, 22 Dec., 1943.)

(K.R. & A.I., Articles 605, 606 and 608.)

(A.F.Os. 5646/42, 2486/43, 2605/43, 5709/43 and 272/44.)

(A.F.O. 3504/42 is cancelled.)

805.—W.R.N.S. Book Correctors and Chart Correctors—Scale for Leading Rates and Above

(N. 941/44.—17 Feb. 1944.)

The following is the approved scale for the provision of leading rates and above in staffs of W.R.N.S. Book Correctors. The duties of Book Correctors are not confined to work in C.Bs. and S.Ps. They should, in addition, undertake corrections to all other official publications, except charts.

Number in staff	Grading			Wren
	Chief	P.O.	Leading	
1	—	—	1	—
2-3	—	—	1	1-2
4-5	—	1	—	3-4
6-9	—	1	1	4-7
10	—	1	2	7
11-12	1	1	1	8-9
13-14	1	1	2	9-10

After 14 add 1 higher rating for every six additional staff (i.e., at the 20th, 26th, etc.) in the order—1 Leading Wren, 1 Leading Wren, 1 P.O. Wren, and so on.

2. Previous instructions that vacancies for supervisory ratings in these staffs might be filled by transfers from Writer (General) category are cancelled.

3. The scale of higher rates for W.R.N.S. Book Correctors should also be applied to W.R.N.S. Chart Correctors.

(A.F.Os. 4308/40, 3223/42, 1057/43 and 3400/43 are cancelled.)

806.—Complement Amendments

Harbour Defence Motor Launches

(N. 3201/44.—17 Feb. 1944.)

The following amendment is to be made to the scheme of complement of harbour defence motor launches, issued with Admiralty Letter N/D.P.S. 157/42/M of 8 Mar. 1943:—

Reduce:—1 Steward (P.S.).

Delete:—1 P.S.G.L.
1 P.S.S.G.

From note (a) the words "and 1 Steward (P.S.)".

Insert:—(c) P.S.G.L.

(e) P.S.S.G.

New note (e) to read:—

(e) Gunnery non-substantive ratings are allowed (without substantive increase) in accordance with A.F.O. 1352/42.

(A.F.O. 1352/42.)

See AFO 5060/40. 807.—Small Arms—Pistols—Personal Issues

(AS.18131/43.—17 Feb. 1944.)

When the personal issue of a pistol has to be made to an individual on semi-permanent detached duty it is to be recorded in the loan clothing page of the pay book, and the pistol written off charge in the Naval Armament Account by a voucher suitably endorsed.

2. The name of the issuing establishment, or ship, and the voucher number are to be quoted against the entry in the pay book.

3. The pistol on its return to a Naval Armament Accounting Unit is to be brought on charge by a voucher suitably endorsed and the return recorded in the pay book, the name of the receiving establishment, or ship, and the voucher number being quoted.

4. The responsibility for making entries in the pay book rests with the officer making the issue or recovering the pistol, and not with the Accountant Branch.

808.—Small Arms—Pistols—Safeguarding of

(A.S./N.L.20539/43.—17 Feb. 1944.)

With reference to A.F.O. 276/44, paragraph 6, the vocabulary rate of £6 6s. 0d. shown against Pistol, revolver, Smith and Wesson, 0.38-in., should be amended to read £5 2s. 0d.

(A.F.O.276/44)

*See AFO 14 39/46.***809.—Stores—Care of
Ships under repair, etc.**

(N.L. 20540/43.—17 Feb. 1944.)

All possible precautions are to be taken to avoid losses of stores by theft when ships are under repair while in commission with stores on board, or refitting, etc.

2. Portable valuable stores that are particularly liable to misappropriation, e.g. binoculars, watches, telescopes, electrical instruments, etc., are to be kept in a place of security. A locked drawer or cupboard in an officer's cabin is *not* considered to provide sufficiently secure stowage against theft while the vessel is in dockyard or contractor's hands for refit, nor, in connection with navigational watches, is the locked compartment provided in the chart room (in certain classes of ships) for stowing chronometers and watches, regarded as adequate.

3. If workmen are likely to be employed in compartments where such valuable stores are normally stowed, alternative arrangements should be made for the stores to be removed to a safe place on board or ashore.

4. Apart from valuable articles, Victualling stores which are subject to Customs Duties or rationing restrictions are also particularly liable to pilferage and Commanding officers are to ensure that satisfactory arrangements are made to safeguard all stores and particular attention should be given to:—

- (a) the arrangements for custody and issue of keys of storerooms;
- (b) posting of sentries in accordance with K.R. & A.I., Article 738, and in storerooms when work is being carried out in those compartments;
- (c) arrangements for special police supervision at the dockside when practicable.

5. In cases of theft or suspected theft, the time factor is important. A preliminary notification should therefore be made to the police (Dockyard or local) as early as possible.

6. It is desirable, whenever possible, that stores should be landed during refit. Base accountant staffs cannot undertake to assist in de-storing as their complements do not allow for this, but the local Base Accountant Officer, Victualling Store Officer or Naval Store Officer should endeavour to make a lay-apart store available in which the ship can deposit the stores, at the ship's risk, and hold the key.

(K.R. & A.I., Articles 738, 1068, 1922, 1937 and 1938.)

(C.A.F.O. 2333/42.)

(A.F.O. 414/44 is cancelled.)

810.—Royal Fleet Auxiliaries—Lodgment Ashore, prior to Sailing, of a Statement of Receipts and Payments

(D.N.A. 20937/43.—17 Feb. 1944.)

To facilitate reconstruction of accounts in the event of their being lost, instructions have been issued to Masters of Royal Fleet Auxiliaries for a statement in the following form to be lodged at each port, before sailing, with a local authority,

viz., Cashier or Base Accountant Officer, or if such officers are not available, the local representative of the Ministry of War Transport, or the British Consul:—

Date	Description of Transactions	Receipts		Payments	
		£	s. d.	£	s. d.
	Balance of cash at close of cash account for previous month, viz., on				
	Subsequent transactions:—				
	Receipts				
	Payments				
	Totals	£	(a)	£	(b)

Balance on date of sailing, viz., on £.....
((a) less (b))

Signature of Master.....

Date.....

2. These statements should be retained by the local authority until called for by the Director of Navy Accounts. They may, however, be destroyed after 18 months.

811.—Troops Victualled by the Royal Navy—Spirit Ration and Grog Money

(D.N.A. 37/44.—17 Feb. 1944.)

Troops victualled by and serving with the Royal Navy for duty, including those accommodated and victualled in H.M. ships while training for, and when taking part in, combined operations, may receive the spirit ration or payment of grog money in lieu under the same conditions as Naval ratings, *vide* K.R. & A.I., Article 1818 (4).

2. Troops are to be entered by numbers in the ledger, mess book and on gangway victualling and check sheets, e.g. "250 other ranks" instead of nominally.

3. Officers in charge of troops are to provide Accountant Officers with lists of "temperance" men, separated according to commands in which borne for pay. It is essential that each soldier's Army number and regiment should be stated, and, in addition, for troops belonging to the Royal Artillery it will be helpful if the branch of the Royal Artillery is indicated, i.e., Field Branch, Heavy Anti-Aircraft, Light Anti-Aircraft, Searchlight or Coast.

4. On disembarkation of the troops, Accountant Officers are to note on the above lists the amount of grog money due to each soldier, and to forward the lists to the Inspector General of Pay Services, War Office, F.9(b), Whitehall, London, S.W.1 No remittance is to accompany the lists.

5. Officers in charge of troops are to provide Accountant Officers with nominal lists of all troops carried, for enclosure with the ledger and provision accounts, and brief daily states, while on board, quoting numbers victualled each day and numbers who are "grog".

6. A certificate is to be furnished by officers in charge of troops to Accountant Officers showing the number of spirit rations issued, to enable Accountant Officers to take credit in their provision accounts.

7. The foregoing does not apply to members of the *Maritime Anti-Aircraft Regiment* serving in merchant ships, who are credited with grog money by the Regimental Paymaster, Maritime Anti-Aircraft Regiment, R.A., for each day embarked.

(K.R. & A.I., Article 1818, Clause 4.)

(A.F.O. 4172/43 is cancelled.)

812.—Customs Privileges for Major Landing Craft

(N.L. 20877/43.—17 Feb. 1944.)

Henceforth certain types of major landing craft will be eligible to receive duty-free mess and canteen stores under precisely the same conditions as apply in the case of other H.M. commissioned seagoing ships.

2. Eligibility is at present confined to all types of L.C.T., L.C.F., L.C.I.(L), L.C.I.(S), L.C.G., L.C.H., and L.C.S.(L), Mark II. *L.C.S.(L), Mark I, are not eligible for this privilege.*

3. Notification of the entitlement of such of these craft as are actually seagoing and commissioned should be forwarded in accordance with the procedure laid down in A.F.O. 345/42.

(A.F.Os. 345/42 and 5170/43, paragraph 10.)

(A.F.O. 565/44 is cancelled.)

***813.—Loss of Effects—War Risks Insurance—Revised Rates of Premiums**

(N.L. 15506/43; N.L. 2250/44.—17 Feb. 1944.)

Notice is given that in respect of risks attaching on and after the 1 Feb. 1944, the special rate applicable to insurance of the personal effects of Naval personnel *on a voyage basis* has been reduced to 30s. per cent. This rate still applies where the insured value does not exceed £150, and for values *in excess* of £150 the current scheduled voyage rate (plus 5s. per cent. if cover is desired during transit in the United Kingdom) is payable.

2. The following schedule rates for insurance of cargoes to or from the United Kingdom will apply as from the 17 Jan. 1944, and should be substituted for those shown in A.F.O. 2024/43.

	Per cent.
<i>United Kingdom, to or from :—</i>	s.
Canada (Atlantic) and/or United States (Atlantic) not South of Cape Hatteras	30
United States (Atlantic), south of Cape Hatteras and/or United States Gulf	40
West Indies (including British and Dutch Guiana, Venezuela, North Coast of Colombia, Central America (Atlantic) and Mexico (Atlantic)	40
Azores—direct	40
Canada and/or United States and/or Central America (Pacific)	50
South America, Atlantic or Pacific	70
Portugal and Spain (Atlantic) and Gibraltar	60
Spanish Mediterranean Ports	80
Africa, West Coast not south of River Congo	70
Africa, West Coast, south of River Congo, and ports in South Africa, not north of Delagoa Bay	80
Africa, East Coast (south of Red Sea and north of Delagoa Bay), including Madagascar and Mauritius	90
North African Mediterranean ports in Morocco, Algeria and Tunisia, including Malta	80
Other North African Mediterranean ports and ports in Egypt and Palestine	90
Cyprus, Syria and Turkey (ex Black Sea), including transshipment at a Mediterranean port, if incurred	100
Red Sea ports	90
Aden	90
Australia (Newcastle/Fremantle Range), New Zealand and Tasmania	90
Ports in the East, east of Aden, but not east of India	110
United Kingdom to United Kingdom, and/or Eire	10
West Coast, United Kingdom, to West Coast, United Kingdom, and/or Eire	10
Iceland (c)	30
Faroe Islands	30

Shipments to or from the following for which no rates are indicated above, if protected by Open Cover, are held covered at rates of premium to be agreed; if not protected by Open Cover rates will be quoted on application :—

Ports in Sweden, not east of Malmo.

Black Sea.

White Sea and Murmansk.

Ports in Australasia and the East—so far as not included in the above Schedule.

(A.F.O. 2024/43.)

(A.F.O. 5721/43 is cancelled.)

Cancelled 814.—Instructional Film "Spreads" (Serial Number A.139)

AFO 3326/46.

(T.S.D/G.D. 066/44.—17 Feb. 1944.)

With reference to A.F.O. 4251/43, an instructional film entitled "Spreads" has now been completed and copies will be distributed without demand in accordance with paragraph 4 below.

2. The film consists of two reels and has a running time of approximately 16 minutes and is primarily designed to show the whole of the personnel involved in the Long Range armament, the cause and remedy of "large spreads". It shows the necessity for a normal spread, and how, in action, good drill at the Director, T.S. and guns, together with careful preparation and frequent drills, are vitally necessary if straddles are to be obtained which will include a large percentage of hits.

3. This film should be shown near the end of the course, to all officers and ratings qualifying in gunnery with the exception of A.A.2 and A.A.3 courses, and, in ships, to the whole of the Long Range armament personnel at frequent intervals, particularly before Low Angle firing practices.

4. Distribution will be as follows :—

Command Instructional Film Libraries :—	No. of copies	
	35 mm.	16 mm.
Scapa	6	8
Glasgow	7	5
Rosyth	1	3
Liverpool	4	5
Chatham	5	3
Portsmouth	6	3
Devonport	5	3

A.F.O. 4251/43, paragraph 10 refers

Authorities :—

F.O., Gibraltar and Mediterranean Approaches... ..	2	3
F.O., W. Mediterranean, Algiers	4	5
F.O., Malta	2	4
R.A., Alexandria	1	—
F.O., Levant and Eastern Mediterranean	2	3
C.-in-C., South Atlantic	3	2
F.O.C., West Africa	1	2
S.B.N.O., Western Atlantic	4	3
F.O., Ceylon... ..	5	5
C.-in-C., Eastern Fleet	3	5
H.M.I.S., Himalaya	1	—
F.O.C., R.I.N.	3	3
S.N.O., Aden	2	2
S.N.O., Persian Gulf	1	1
F.O., East Africa	2	2
R.A.T.E., Durban	2	2
N.O.I.C., Trinidad	1	1
A.C., Iceland (C)	1	1
N.S.H.Q., Ottawa	—	—
N.Z.N.B.	—	—
A.C.N.B.	—	—
B.A.D. Washington	—	—

Duping prints

5. Application for copies of this film should be made to the Authorities and Libraries referred to in paragraph 4 above, in accordance with A.F.O. 4251/43, paragraph 10.

(A.F.O. 4251/43.)

815.—Instructional Films—Naval Censorship (Serial Number A.143)

(T.S.D. 2361/43.—17 Feb. 1944.)

With reference to A.F.O. 4949/43, number 4 of the Censorship series of films has now been completed and copies will be distributed without demand in accordance with the scale of distribution set out in A.F.O. 4949/43 (paragraph 3).

2. Application for loan of copies of this film should be made to the Authorities and Libraries referred to in paragraph 3 of A.F.O. 4949/43, in accordance with A.F.O. 4251/43, paragraph 10.

(A.F.Os. 4251/43 and 4949/43.)

*†816.—Rehabilitation, Training and Resettlement Arrangements

(P.M. 1678/43.—17 Feb. 1944.)

The Ministry of Labour and National Service will assist all personnel to obtain employment on discharge from the Navy. Any discharged person who wishes advice on the question of employment should make enquiries at the local office of the Ministry—details of facilities at present available are given below.

2. The arrangements indicated below relate primarily to personnel invalided from the Service, many of whom will be to some extent disabled. Further and wider schemes are, however, in process of production, and will be available for the training and resettlement of all service personnel on demobilisation. Details will be published as they become available.

Particulars of arrangements by the Ministry of Labour and National Service for Training and Resettlement of Invalided and Disabled Personnel.

3. The Ministry have arranged a scheme for the training (where training is required to fit a man for employment) and resettlement of disabled persons, the object of which is to enable such persons, civilians as well as members of the Forces, to take up employment of a kind suited to their disability.

4. The local offices of the Ministry of Labour and National Service keep in close touch with all hospitals from which service personnel are being invalided, and arrangements are made for the Disablement Rehabilitation Officer to interview before discharge any person who is disabled and needs advice and help to find suitable employment.

5. The choice of training or employment will depend on the person's own preference, the nature of the disablement and the opportunities for employment in particular trades. Details of training will be arranged by the Ministry as soon as the patient is ready to start.

6. The courses cover a number of occupations and are designed to enable the disabled person to learn a new occupation through which he can enter employment suitable to his disability. The training is provided free by the Ministry, and includes payment by wages or maintenance allowances during the period of the course. Full details of these allowances, and of the various courses of training are set out in the Ministry of Labour and National Service Leaflet P.L. 93/44, a copy of which can be obtained in all Naval Hospitals, or on application to any office of the Ministry of Labour and National Service.

7. A special scheme has also been introduced to provide employment under sheltered conditions, for persons whose disablement is of so serious a nature as to prevent their employment under ordinary conditions.

Industrial Rehabilitation Centre.

8. A special residential centre has been set up at Egham, Surrey, with the object of assisting the return to work of men who, following a period of

hospital or other medical treatment, are not immediately fit to take up employment or full-time vocational training. The object of the Centre is to restore confidence and mental and physical fitness through healthy indoor and outdoor occupation. The Centre has workshops fitted with machine and other equipment, which can be used to test suitability for different occupations. The course, which is free, lasts from 6-8 weeks; men attending the course will be paid allowances, information of which can be obtained from the Ministry of Labour and National Service Leaflet P.L. 137/43.

Further Education and Training.

9. The Government has approved a scheme under which financial assistance can be provided in respect of courses of further education and training beyond the secondary school standard, to persons whose studies and training have been interrupted or prevented by work of national importance during the war. The scheme is designed to come into full operation after the war. In the meantime applications can be considered from persons who satisfy the ordinary conditions of eligibility under the scheme, provided they have been discharged from their war service through disablement or on medical grounds, and are not required by the Ministry of Labour and National Service to undertake other forms of National Service.

10. Full particulars of the scheme and of the conditions which have to be satisfied by applicants for awards are given in a Ministry of Labour and National Service leaflet P.L. 120/43, copies of which will be available in Hospitals. These leaflets should be brought to the notice of all personnel who appear eligible for consideration. It is especially important to note that this particular scheme only covers courses which represent a standard of education beyond that of the secondary school. In this connection, particular attention should be given to paragraph 12 of the leaflet. Paragraph 22 of the leaflet states what steps should be taken by those who wish to apply for awards.

Appointments Department of the Ministry of Labour and National Service.

11. This department has been created to meet the need for an organisation to supply persons to fill posts of an administrative, managerial, professional, or technical character and, so far as possible, to ensure that persons having qualifications or experience which would be useful in such posts are used to the best advantage in the national interest. A Ministry of Labour and National Service Leaflet—P.L. 102/42—gives particulars of the work of the Appointments Department and the addresses of its offices in London and the provinces.

12. All persons who possess the necessary qualifications for appointments of this sort should apply in the first instance in writing to the Appointments Office nearest to their home.

13. The courses for vocational training formerly held at home ports are still in abeyance, but see A.F.Os. 1525/43 and 1526/43 as regards arrangements within the naval service in the meanwhile.

(A.F.Os. 1525/43 and 1526/43.)

(A.F.O. 5641/41 is cancelled.)

817.—Aliens' Registration Certificates—Return to Original Owners

(N.L. 20893/43.—17 Feb. 1944.)

It is no longer necessary for Allied personnel who join the British Navy to surrender Police Registration Certificates which have been issued to them.

2. Police Registration Certificates which were surrendered in accordance with A.F.O. 4139/41 should now be returned to their owners.

3. In the case of an alien becoming a fatal casualty while still serving in the Navy, the Police Registration Certificate suitably endorsed should be returned to the Police Office of origin.

(A.F.O. 4139/41 is cancelled.)

818.—Rail Travel on Duty—Necessity of Close Scrutiny and Avoidance of Peak Travel Periods

(N. 2874/44.—17 Feb. 1944.)

Owing to the ever increasing demands on the railways for the transport of war material and for troop movements it is essential that every effort should continue to be made to avoid unnecessary journeys.

2. Their Lordships appreciate that Flag and Commanding Officers have already given close attention to this subject, and that there is little scope for further major reduction in duty journeys. They do, however, look to the officers concerned to continue to exercise the closest scrutiny in this matter, and it should be borne in mind that one unnecessary journey by Naval Personnel on official duty may receive considerable publicity, thereby damaging the reputation for efficiency of the Naval service as a whole, besides discounting the effect of appeals to the general public to refrain from rail travel.

3. Attention should be given to the avoidance of duty travel at peak periods such as Easter, Whitsun, August Bank Holiday and Christmas. As far as possible dates of courses should be arranged so that they do not necessitate officers and men travelling at these periods either to join courses or on dispersal from them.

819.—Services and Supplies to the French Armed Forces—Accounting—REPORTS

(W.G.F. 614/42.—17 Feb. 1944.)

Attention is drawn to A.F.O. 885/44 in Section 4 of this issue.

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

820.—Guns, B.L., 14-in., Mark VII—Testing of Locks

(A.S. 15477/43.—17 Feb. 1944.)

Gauge representing high diameter tube G.2773 has been introduced to facilitate the checking of boxes, slide AB, as described in A.F.O. 2031/43.

2. Supply will be made to certain R.N. Armament Depots only. Component and spare boxes, slide AB, in H.M. ships should be checked with gauge G.2773 during periodical inspection of guns.

(A.F.O. 2031/43.)

821.—Gun Mountings—General—Cable Leading-in Gear—Trough Platform System—Method of Arresting Wear on Flameproof Braiding

Ships concerned

(E.F.O. 209/43 ; D. 6509/42.—17 Feb. 1944.)

The following *amendment* is to be made to A.F.O. 6115/43 :—

“ Paragraph 3, last line. *Delete* the words “ now embodied in B.R. 962 ”.

A.F.O. 3376/42 still applies for all mountings fitted with the trough platform system.

(A.F.Os. 3376/42 and 6115/43.)

822.—Gun Mountings—2 pdr., Mark XVI—Protection of Right-Hand Elevating-ram

Coastal Force Bases, H.M. Dockyard, Portsmouth

(G. 6207/43.—17 Feb. 1944.)

20 lb. D.I.H.T. plating protection for the R.H. elevating ram cylinder of the above mounting will shortly be available.

2. Sets of protection are to be obtained on demand from M.E.D., H.M. Dockyard, Portsmouth, and should be fitted in accordance with A.F.O. Diagram 46/44 (G.R. 6493).

3. The work of fitting is to be carried out by Coastal Force Base Staffs.

(*This order is to be retained until complied with.*)

823.—Gun Mountings—20 mm., Twin, Mark V C, and 0.5-in., Mark V C, Mountings—Fitting of Drain-Plug to Slip-Ring Box

A.F.O. 2405/44 *Ships and Coastal Force Bases concerned*

(G. 147/44.—17 Feb. 1944.)

Reports have been received which indicate that there is still a tendency for oil to leak past the rotating service joint top seal, on the above Marks of mountings, even after the modification referred to in A.F.O. 4572/43 has been carried out.

2. A drain plug should therefore be fitted to the bottom of the slip-ring compartment, and a drill instituted whereby leakage is drained off periodically before it builds up to a level which is detrimental to the electrical connections inside the box.

3. The drain hole is to be drilled and tapped $\frac{3}{8}$ -in. Whitworth, at the most convenient position in the bottom of the compartment. The drain plug, complete with sealing-washer, is to be fitted from the outside, and provided with a butterfly head.

4. The work is to be carried out by ships' staffs and Coastal Force bases.

(A.F.O. 4572/43.)

824.—Ammunition Pyrotechnics—Cartridges, Signal 1-in. Green, Mark XT, Lot 24, filled W.F.B. 10/40—Withdrawal

(A.S. 05146—43.—17 Feb. 1944.)

Cartridges, Signal 1-in. Green, Mark XT lot 24, filled W.F.B. 10/40 on board H.M. Ships are to be returned to store at the first opportunity and others demanded in lieu.

2. Stocks at N.A. depots together with those returned are to be dumped.

825.—Ammunition—3-Pdr.—3.7-in.—Cartridges, Q.F., 12-Pdr., 12 cwt.—Plastic Lids—Method of Identification

(A.S./C.I.N.O. 1670/43.—17 Feb. 1944.)

Plastic lids for Q.F., 12-pdr., 12 cwt. cartridges, which will be known as Mark IX, will shortly be introduced into Naval Service.

2. Cartridges fitted with plastic lids will be recognised by the following marks :—

Cartridges, Q.F., 12-pdr., 12 cwt.—

2 lb. 11 oz., N.H. 033, with tube group	...	...	III Foil
2 lb. 11 oz., N.H. 033, with No. 26 II primer	...	...	IV Foil
2 lb. 12 oz., N.F.Q. 059, with No. 26 I primer	...	...	V Foil
2 lb. 12 oz., N.F.Q. 059, with No. 26 II primer	...	...	VI Foil
2 lb. 12 oz., N.F.Q. 059, with tube group	...	...	VII Foil
1 lb. 1 oz. 4 drms., N.F.Q. 029, with No. 26 I primer	...	...	IV Foil
1 lb. 1 oz. 4 drms., N.F.Q. 029, with No. 26 II primer	...	...	V Foil
1 lb. 1 oz. 4 drms., N.F.Q. 029, with tube group	...	...	VI Foil

Cartridges, Q.F., 12-pdr., 12 cwt.—

2 lb. 1 oz. 8 drms., S.C. 061, with tube group ...	VII Foil
2 lb. 1 oz. 8 drms., S.C. 061, with No. 26 I primer ...	VIII Foil
2 lb. 1 oz. 8 drms., S.C. 061, with No. 26 II primer ...	IX Foil
13 oz. 3 drms., HSCT/134-055, and 13 oz. 12 drms., H.S.C.T/K.134-055, with tube group ...	V Foil
13 oz. 3 drms., HSCT/134-055, and 13 oz. 12 drms., H.S.C.T/K.134-055, with No. 26 I primer ...	VI Foil
13 oz. 3 drms., HSCT/134-055, and 13 oz. 12 drms., H.S.C.T/K.134-055, with No. 26 II primer ...	VII Foil

3. Cartridges, Q.F., 12-pdr., for future supply, may be issued from stocks fitted with existing type of metal lid or with the new plastic lid, as available, except that, pending further instructions, cartridges fitted with plastic lids are not to be issued to ships supplied with 12-pdr., H.E., IV N.T. shell and tracers, No. 2, since the plastic lid may affect the functioning of the tracer. This is being investigated.

826.—Ammunition—0.50-in. Browning—Season Cracking—REPORTS

(G. 011424/43.—17 Feb. 1944.)

Certain lots of American 0.50-in. Browning ammunition of incendiary M.1, tracer M.2 and A.P.M.2 types, have been issued which are liable to develop cracks in the neck after storage, and in particular if they are kept exposed after opening the hermetically sealed box.

2. The lots concerned are as follows:—

(a) Cartridge, incendiary, calibre 0.50, M.1:—

F.A.1 to 136	L.C.12000 to 12199
L.C.12286	U.16000 to 16132
U.16134, 16136, 16165	D.M.20000 to 20156

(b) Cartridge, tracer, calibre 0.50, M.2:—

F.A.1 to 7

(c) Cartridge, A.P., calibre 0.50, M.2:—

F.A.634 to 767	T.W.18000 to 18416
R.E.M.5006 to 5475	D.M.20000 to 20159
S.L.7000 to 8441	W.R.A.22000 to 22092
S.L.8551 to 8601	M.29000, 29001, 29002
S.L.8801 to 8943	K.S.30000 to 30086
S.L.9201, 9208, 9211, 9212	K.S.30088
L.C.12117 to 12728	K.S.30090 to 30117
U.16000 to 16276, 16278, 16279, 16283, 16286, 16290, 16292, 16295, 16305	K.S.30119 to 30136 K.S.30138, 30139, 30144, 30149 L.M.31000 to 31041

3. Later lots have had this fault corrected to a large extent, but season cracking may still develop in a small percentage of cases.

4. The effect of season cracking is that the bullet will become loose in the cartridge case, resulting in:—

- Failure of the transporter to pick up the round.
- Stoppages with the barrel short of fully run out owing to the split neck failing to seat properly in the chamber.
- Cross feeds and jams in the feed way.
- Loose bullets dropped and left in the feed way.

5. When using 0.50-in. Browning ammunition of American manufacture of all types, the following is to be done:—

- Sealed boxes are not to be opened before the ammunition is required for use.
- Ammunition supplied loose is to be examined at the neck for any signs of cracks before belting. This is to be tested by applying a small sideways pressure to the bullet and looking for longitudinal cracks in the neck of the case.
- Belted ammunition is to be examined when first removed from the box for the same fault.
- Ammunition of the gun, in tanks of aircraft or in R.U. positions, and all exposed ammunition, is to be examined as frequently as possible.

6. Any rounds with loose bullets found in examinations at (b), (c) and (d), are to be returned to the nearest Naval armament depot, suitably labelled.

7. All 0.50-in. Browning (Colt) ammunition of the types and lot numbers shown in paragraph 2 that are on board, is to be returned to the nearest Naval armament depot at the earliest opportunity and ammunition of other lot numbers demanded in lieu. Ammunition of the types and lot numbers enumerated above in stock or subsequently received at Naval armament depots is to be set aside pending further instructions, and should not be held on "serviceable" charge. A report showing the total quantity held of each nature restricted by this order is to be forwarded to D.A.S. (Branch B) on 1 Apr. 1944. Nil reports are not required.

8. D.E.M.S. staff officers are to inform merchant ships.

(A.F.O. 4190/34 is cancelled.)

827.—Ammunition—0.5-in. and below—Cartridges S.A. 0.303-in. Ball Mark VII, R.L. 30-11-42B—Restriction

(A.S.227/44.—17 Feb. 1944.)

Cartridges S.A. 0.303-in. ball Mark VII of R.L.30-11-42B manufacture are suspected of hangfires and are therefore not to be fired from aircraft synchronised guns.

2. All packages in stock or on board containing 0.303-in. ball Mark VII ammunition of this make and date are to be stencilled "Not to be fired from synchronised guns," other markings being amended accordingly.

828.—Ammunition Supply—Ready-use and Magazine Lockers—Lockers for 2-in. Rocket Flares—As. and As.

H.M. Ships, Dockyards and Authorities concerned

(G. 010730/43.—17 Feb. 1944.)

The above lockers are at present supplied for vertical stowage only.

2. Where it is difficult to stow and unstow flares because of the excessive height of the locker, steps secured to the front or sides should be fitted. For new construction the work should be done by shipbuilders.

3. Alternatively, a portable stool may meet requirements, in which case it should be made by ships' staff.

4. In certain ships it may be preferable and even necessary to arrange for horizontal stowage, and in future lockers suitable for horizontal stowage will be made available. Demands for these lockers (Pattern 7786) should be made to D.C.W.(S), Admiralty, Bath.

5. A number of lockers have been issued in which the flares have rested on the bottom of the locker, with subsequent damage to the ballistic caps. Local arrangements should be made, if practicable, to raise the flares by fitting a distance piece under the fins. If satisfactory arrangements cannot be made, new lockers should be demanded.

6. Commanding Officers of existing ships affected should insert an item, Classification "A," in their current lists of As. and As. to cover the work involved in fitting steps or new lockers, as necessary.

7. Attention is drawn to paragraph 4 of C.A.F.O. 164/43, which states that two of the four lockers provided must be stowed in the vicinity of the projectors.

(C.A.F.O. 164/43.)

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

829.—Aircraft-Ammunition Appliances—Modification of Briggs Baskets to take Bombs 8½lb. practice, break up

Aircraft Carriers

(G. 016893/43.—17 Feb. 1944.)

Owing to the introduction of bombs 8½lb. practice, break up, minor modifications to Briggs baskets are necessary so that these bombs will have a secure stowage when placed in the baskets.

2. The modifications are shown in A.F.O. Diagram 44/44 and consist of:—

- (i) A recess $\frac{3}{16}$ inch deep and $\frac{1}{2}$ inch wide, cut in upper plate of the basket diametrically opposite the lug recess to give clearance to the securing screw of suspension band.
- (ii) Two small retaining lugs which fit over fixed threaded studs on the basket; wing nuts hold the retaining lugs in place and a coil spring under the wing nuts acts as a securing device.

3. The work is to be carried out by ship's staff.

830.—Aircraft—Guns, Hispano, 20 mm., Returned by R.N. Air Stations

(A.S. 505/44.—17 Feb. 1944.)

The following items are used with Hispano 20 mm. guns for transit purposes only:—

- Guns Hispano 20 mm.
- 7G/478 Packing-piece, piston guide.
- 7G/169 Plates, slave.
- 7G/128 Excluders, dust cocking cylinders cap.
- 7G/129 Mounting units front:—Protectors, piston, ring.

Frequent instances have occurred of guns being returned to R.N. Armament Depots from R.N. Air Stations and Ships, deficient of some of these items. Screws, 7G/66, which are used with plates, slave, 7G/169, are likewise not returned. R.N. Air Stations and H.M. Ships are to ensure that guns returned to Armament Depots have the above items fitted.

2. The following component parts are also frequently deficient:—

- 7G/97 Pistons.
- 7G/98 Rings, pistons.
- 7G/100 Washers, piston.

Similar action to ensure return of these items should also be taken. Parts required by the ship or station for replacement purposes are not to be removed from guns but should be demanded from the appropriate R.N. Armament Depot in the approved manner.

831.—Anti-Ship Fire Control and Anti-Aircraft Fire Control—Director Control Towers and Roll Correctors—Vickers Gyros, Marks I, I*, II, II* and II**, IV, IV*, V, VI and VII—Interchangeability, Maintenance, Procedure for Obtaining Replacements, Stripping, Repair and Assembly—Gun Mountings—40-mm. Bofors, Mark IV—Destroyers HA/LA—Directors (F.K.C.)

Ships concerned and all Dockyards

(G. 011012/43.—17 Feb. 1944.)

The following amendments should be made to A.F.O. 6194/43:—

(a) *Title.*—Amend as shown above.

Part II.—(b) Delete paragraph 12 (a) and substitute the following:—

“In cases where more than one gyro in a ship has been fed from the same A.C. supply, failures have occurred due to one phase of the supply having been earthed at one gyro and another phase earthed at other gyros. This results in blown fuses in one or more of the earthed lines and may cause single phase running with the attendant danger of overheating.

It will be noted that practically all danger of burn outs from purely electrical causes is removed if all three phases of each gyro and the supply lines are insulated from earth, for this reason every opportunity for “unearthing” gyros should be taken.”

(c) *Add* new paragraph 12 (b) as follows:—

“Single-phase running will occur with one line broken from any cause, e.g. a broken pigtail, but in practice almost all such cases have been the result of earth faults on gyros working on supplies with one phase earthed. In this connection it should be noted that when gyros, Marks I*, II*, II**, IV*, V, VI or VII are installed in ships still using a supply with line 3 earthed, it is essential to earth phase 3 of the gyro to obtain continuity of this phase, and in these circumstances earth faults on the other phases will produce single phase running as for the earlier gyros referred to above.”

(d) *Add* new paragraph 19 as follows:—

“If one of the main fuses supplying the gyro panel blows, all gyro wheels supplied from that panel will single phase.

As each phase lead to each individual gyro is fused, and the supply panel is adjacent to the alternators, this risk is not justified by any additional protection the main fuses may give to the alternators. The main fuses are, therefore, to be replaced by links.

This modification to be carried out as an interim measure until the gyro protective relays are fitted.”

(A.F.O. 6194/43.)

832.—Small Arms—Carbines, Machine, Lanchester, 9 mm.—Allowance of Spare Parts

(A.S. 16785/42.—17 Feb. 1944.)

As supplies are now becoming available, spare parts for Lanchester machine carbines may now be issued in the following proportions (in lieu of the additional carbines allowed with oil-bottles, pullthroughs and magazines, by A.F.O. 272/43) to all classes of H.M. ships in Naval Proportion Book, Parts I and III, and to the following classes in Part V: A/A Ships, Fighter Direction Ships and Armed Merchant Cruisers:—

Item	Allowance
Bars, trigger, Mark II	1 per 10 carbines.
Block, breech, assembly	1 per 10 carbines.
Cap end, breech, assembly	1 per 10 carbines.
Ejectors	1 per 10 carbines.
Extractors, Mark II	4 per carbine.
Pins, axis, sear	1 per 5 carbines.
Pins, firing, assembly	1 per carbine.
Screws, barrel, Mark II	1 per 5 carbines.
Screws, ejector	1 per 10 carbines.
Sears	1 per 5 carbines.
Springs, return	1 per carbine.
Springs, trigger	1 per carbine.

2. Issue will be made by R.N. Armament Depots without demand.

3. In cases, however, where carbines without interchangeable parts are already held, any spare carbines, etc., supplied in accordance with A.F.O. 272/43 need not be surrendered when spare parts as detailed in paragraph 1 above are received on board.

4. For ease of reference, the allowance of tools and ancillaries to all H.M. Ships and Establishments is also set out below:—

Item	Allowance
Bayonets, No. 1, Mark I	1 per carbine.
Bottles, oil	1 per carbine.
Brushes, cleaning, bristle head ...	1 per 5 carbines.
Brushes, cleaning, phosphor bronze head	1 per 10 carbines.
Fillers, magazine	1 per carbine.
Magazines	9 per carbine.
Pullthroughs, single	1 per carbine.
Rods, clearing, Mark I	1 per carbine.
Scabbards, bayonet, No. 1, Mark II	1 per carbine.
Tools, combination	1 per 5 carbines.

5. Proportions of N.A. Stores, Parts I, III and V, will be amended.

(A.F.Os. 272/43 and 310/44.)

833.—Training-Non-Substantive Rates—Training at Sea

(G.D. 024/44.—17 Feb. 1944.)

Attention is called to amendments to the Gunnery Training Manual, Vol. III, issued in A.F.O. P. 70/44.

2. Courses for ratings being trained at sea should conform to these amended courses as closely as practicable.

834.—Torpedoes—18-in., Mark XII—XV Blowing Heads—Defect in Kingston Valve
(T. 08603/44.—17 Feb. 1944.)

Examinations carried out in accordance with A.F.O. 6000/43 have shown that the defect described therein is more prevalent than was suspected.

2. No blowing head of the types affected is to be used for practice running until it has been dealt with in accordance with paragraph 3 of the above quoted A.F.O.

(A.F.O. 6000/43.)

835.—Torpedoes—21-in., Mark VIII—Alteration to Starting Position of Propellers**
(T. 09545/43.—17 Feb. 1944.)

Leakage of fuel from torpedoes in submarine tubes may shorten the torpedo's running range or even cause a cold run.

2. As one measure to reduce the chance of this leakage of fuel, the starting position of the propellers in 21-in. Mark VIII** torpedoes is to be altered to one in which all injection fuel ports are closed. (This modification has already been adopted for 21-in. Mark IX type torpedoes—*vide* A.F.O. 478/43).

3. It is realised that there is a possibility of the propellers moving from the starting position when the tube is flooded, but it is not believed that this happens sufficiently often to neutralise the effect of the new starting position.

4. The modification consists in altering the position of the arrows indicating the starting position on the forward and after propeller bosses.

5. Twenty-one inch Mark VIII** torpedoes will be modified under classification D. (i) of A.F.O. 3169/43 as they pass through Torpedo Depots, but torpedoes afloat are not to be landed specially for this modification to be carried out. New production torpedoes will be dealt with during manufacture as soon as production permits.

6. This modification will not be carried out on 21-in. Mark VIII-VIII* and VIII*E torpedoes.

7. The modification will be noted in Torpedo History Sheets under Torpedo Depot Instruction No. 1846.

(A.F.Os. 478/43 and 3169/43.)

836.—Extractors, Insulated, for use with H.R.C. Fuses

(N.S. 36949/43.—17 Feb. 1944.)

The reference to capital ships ("King George V" and later), as shown in the Appendix to A.F.O. 5101/43 should read:—

"Capital ships (except "Royal Sovereign" class and "Malaya")."

2. A.F.O. 5101/43 is to be amended accordingly.

(A.F.O. 5101/43.)

(C.-in-C., H.F., 10 Dec., 1943, No. 1893/H.F. 403/67.)

837.—Searchlight Resistances—44-in. and 36-in.—Protection of

H.M. Cruisers

(T. 3066/43.—17 Feb. 1944.)

It has been reported from sea that in certain instances spray has affected the insulation of 44-in. S/L resistances where these are sited on the structure underneath the S/L Platform and are not suitably protected.

2. In Cruisers of recent construction the resistances are sited under the S/L Platform, inside the spaces formed by the platform supporting girders and protected by casings designed to maintain efficient ventilation and at the same time prevent the access of spray. No adverse reports have been received from Cruisers so fitted. Diagram No. 47/44 shows a typical arrangement.

3. Commanding Officers of Cruisers in which the resistances are sited on the structure underneath the S/L Platform but not positioned and protected as indicated in paragraph 2 above, are to insert an item, Classification B, in the next list of As. and As. worded as follows:—

"To site the 44-in. and/or 36-in. S/L resistances inside the "supporting girders under the S/L platform and modify existing or fit new design protective casings on the lines of Diagram No. 47/44."

838.—B.Y.M.S.—Prevention of Fire

(T. 05040/44.—17 Feb. 1944.)

A fire has been caused in the electrical store of a B.Y.M.S., due to the controller of the minesweeping winch motor being inadvertently moved from the "OFF" position.

2. The current which passed, although insufficient to move the motor, heated up the starting resistance which set fire to inflammable material which had been stored on the top of the resistance.

3. To obviate further accidents from this cause:—

(a) An expanded metal guard is to be fitted round the space between the top of the resistance and the deck head, to prevent the former being used as a shelf. Work to be done by ship's staff.

(b) The main double pole control switch is always to be in the "OFF" position when the winch is not in use.

(c) No inflammable materials should be stored in the electrical store and the cage round the resistance is to be kept clear.

833.—Closing Down of Admiralty Chart Depot, Taunton, Somerset

(H.C. 6474/43.—17 Feb. 1944.)

The Admiralty Chart Depot, South Street, Taunton, has been closed down and in consequence initial issues, to major war vessels, of chart folios containing charts corrected for both permanent and temporary notices to mariners will, in future, be made from either the Dunfermline or Iron Bridge Chart Depot.

2. The necessary amendments to Sections 4 and 26 (b) of the Hydrographic Supplies Handbook (H.51) have been incorporated in the revised pages (October, 1943) which are now being issued to H.M. ships and R.N. establishments.

(Hydrographic Supplies Handbook—H.51.)

840.—Turbo Generators—Thrust Blocks

(D. 1821/44.—17 Feb. 1944.)

Failure of the thrust block in turbo generators has been attributed to the presence of water in the steam supply to the turbine.

2. Small quantities of water in the steam would not normally be expected to cause failure of the thrust block and it is possible that such failures are due to insufficient oil clearance between the thrust collar and the pads resulting in oil starvation of the thrust bearing.

3. The axial clearances for the thrust blocks recommended by various makers are shown below:—

Messrs. W. H. Allen & Sons	...	...	0.006 in.
Messrs. English Electric Co.	...	...	0.006 in. to 0.008 in.
Messrs. Peter Brotherhood	...	...	0.015 in.
Messrs. Metropolitan Vickers	...	...	0.008 in. to 0.012 in.
Messrs. The General Electric Co.	...	...	0.010 in. to 0.012 in.

4. Attention is also drawn to the possibility of the oil supply being restricted by partial choking of the oil pipes and passages and particular attention should be paid to these when examinations are carried out.

841.—Turbo Generators—Governors

(D. 1821/44.—17 Feb. 1944.)

The satisfactory working of governors of the oil operated type is dependent on the maintenance of the designed clearances in certain parts. These clearances are not in all cases shown on the drawings or in hand books and the following information is issued for guidance.

2. (i) *Messrs. W. H. Allen, Sons & Co.*

Oil relay cylinders—

4 in. diameter,	0.0015 in. to 0.0045 in. clearance.
3½ in. diameter,	0.0016 in. to 0.0044 in. clearance.
2¾ in. diameter,	0.0012 in. to 0.0038 in. clearance.
1¾ in. diameter,	0.0003 in. to 0.0024 in. clearance.

The makers do not expect that any difficulty should be experienced if these clearances increase up to 0.010 in. as long as the leakage does not appreciably affect the pressure in the system.

Wear in the fulcrum pins of the governor weights or in the rollers engaging with the governor collar will cause difficulty should it become considerable. All pins in connection with the lever mechanism should be perfectly free but there should be no appreciable lost motion.

(ii) *Messrs. The English Electric Co.*

- Clearance between the oil relay cylinder and piston of the throttle valve—
0.0025 in. to 0.005 in.
Clearance between the oil relay cylinder and piston of the full-load valve—
0.002 in. to 0.004 in.
Clearance between the spindle and guides for relay cylinders—
0.0006 in. to 0.0023 in.

A critical clearance in the oil relay system of the governor gear is that between the speed-adjusting sleeve and the pilot valve and is designed to be 0.006 in. minimum and 0.008 in. maximum.

(iii) *Messrs. Brotherhood*

Oil relay cylinders—

- $3\frac{1}{2}$ in. diameter piston clearance 0.009 in. to 0.010 in.
 $2\frac{1}{2}$ in. diameter piston clearance 0.005 in. to 0.006 in.

Spindles on relay cylinders—0.0015 in. to 0.002 in. between spindle and bush.
Throttle valve spindle—0.002 in. between spindle and bush.
Oil pilot valve above governor weights—0.002 in. between valve and sleeve.

(iv) *Messrs. The General Electric Co.*

Governor.—The weights should have side play along the pins up to 0.015 in., but there should be no slack in the ball bearings. The pilot should be set in accordance with the instructions when the governor is $\frac{11}{16}$ in. from the shut position. The governor bobbin should be free and can have up to 0.015 in. end play but only 0.002 in. side play and it must move smoothly on the spindle. The thrust pads and pins must be clean and nicely bedded.

Pilot links and pins.—There should be 0.002 in. clearance on the pins and 0.010 in. side play in the links. The link between the governor lever and the throttle valve spindle should have about $\frac{1}{32}$ in. side play.

Relay cylinder.—The clearance of the piston is not critical but the piston must move quite freely without binding.

Emergency gear.—With those sets which have enclosed pilot levers with the relay gear mounted on top of the governor it is essential to have $\frac{1}{32}$ in. clearance below the collar on the pilot valve sleeve otherwise the emergency triggers cannot be engaged.

Throttle valve spindles.—The spindle clearance should be 0.002 in. to 0.003 in. and the valves must move smoothly and not bind in their seats.

Setting of automatic overload valve.—With normal steam supply pressure and normal speed, increase the load until the pressure on the first throttle gauge nearly reaches the maximum which will be shown by the speed falling. Then screw down the adjustment on the overload valve until a small pressure appears on the overload valve pressure gauge. Now with the same steam pressure, normal speed and the same load, set the overload valves so that the same pressure appears on the overload valve pressure gauges of the other sets. The valve lift given on the drawings may not be suitable exactly for all sets.

Overhead valve gear.—Slack in the bearings or lever keys or any binding should be corrected as these cause irregular paralleling.

(v) *Messrs. Metropolitan Vickers Electrical Co.*

- Clearance at governor between pilot valve and liner—0.004 in. to 0.006 in.
Clearance at governor between liner and casing—0.002 in. to 0.003 in.
Clearance at power cylinder between piston and cylinder—0.002 in. to 0.003 in.
Clearance at power cylinder between piston and cover—0.002 in. to 0.003 in.
Clearance at governor valve between spindle and bush—0.003 in. to 0.004 in.
Clearance at oil emergency piston spindle and cover—0.001 in. to 0.002 in.

842.—Hoses for Emergency Repairs of Steam Pipes, etc.

(D. 440/44.—17 Feb. 1944.)

Flexible metallic hoses carried on board ship for emergency repairs of steam pipes are tested to a pressure of 250 lbs./sq. inch and are not suitable for use for higher pressures nor for temperatures above 500°F. They should not therefore be used for repairs to superheated steam systems unless special arrangements can be made to limit the pressure and temperature. They may be used for saturated steam systems when the pressure is below 250 lbs./sq. inch and for exhaust steam and water systems.

843.—Intermediate Signalling Lantern—Pattern W.2174—Cold Weather Attachment

(S.D. 17/44.—17 Feb. 1944.)

It has been found in practice that the operation of the intermediate signalling lantern, Pattern W.2174, is difficult in very cold weather when thick mittens or gloves, etc., are being worn.

2. To overcome this difficulty the cold weather attachment shown in A.F.O. Diagram 48/44 (1-2) (A.S.E. Drawing 37698) has been devised.

3. (a) The fitting of the attachment necessitates a longer handle and in the case of existing lanterns, Pattern W.2174, this should be provided either by fitting a suitable extension piece or a new handle of the required length.

(b) The work involved should be carried out by ship's or depot ship's staff.

4. Future deliveries of lanterns, Pattern W.2174, will be fitted with longer handles.

(A.F.O. 1791/42.)

844.—W/T. Weston Selective Analyser and Super Oscillator for Testing W/T. Equipment—Supply of Pattern W.1257/A Weston Socket Selector, Type 1B/16 for American Valves, Model 666

(N.S. 10019/44.—17 Feb. 1944.)

In view of the increasing use of sets fitted with American valves in ships, it has been decided to allow to each Service supplied with Pattern W801, Weston Selective Analyser, Model E665, in accordance with the provisions of A.F.O. 5114/43, paragraph 5(a), (b), (c), (d) and (e), the following:—

Pattern No.	Description	Quantity	Remarks
W1257/A	Weston Socket Selector, Type 1B/16 for American valves, Model 666.	1	For each Pattern W801 Selector supplied.

2. Supply will be made to the Services concerned, without demand, by Superintending Naval Store Officer, Haslemere, when supplies become available.

3. The necessary amendments to Establishment List No. E.506, dated 1st May, 1943, for Testing Outfits TOA, TOB, TOC and TOD will be promulgated in due course.

(A.F.O. 5114/43.)

845.—Asdic Installation, Type 134C—Establishment List

(N.S. 022606/43.—17 Feb. 1944.)

Establishment List No. A/S 102, dated 7 Jan. 1944, of Naval Stores, comprising Asdic Installation, Type 134C, has been prepared and copies will be distributed to the Services concerned by the Superintending Naval Store Officer, R.N. Store Depot, Copenacre, Hawthorn, Wiltshire.

846.—Aircraft—Aero-Engine Fuels and Lubricants

(A.M.R. 20053/44.—17 Feb. 1944.)

The following amendment is to be made to the Table of approved Fuels and Lubricants in A.F.O. 455/44 :—

In column (3), *against* "Merlin XII and higher Marks", *amend* "T or X" to read "T or Y".

(A.F.O. 455/44.)

847.—Corsair Aircraft—Colouring of Washers for Identification Purposes

(A.M.R. 14/44.—17 Feb. 1944.)

Washers used in Corsair aircraft will in future be coloured for the purpose of identification of the material. The colouring is carried out after zinc chromate painting and will be applied as detailed in the following table :—

Washers	Tint	(2) Coats Paint
A1. Alloy	Purple	Zinc chromate
Steel	Brilliant	Zinc chromate
	Green	
Brass	None	None
St. Steel	None	None

848.—Queen Bee Aircraft—Disposal

(A.E. 3858/44.—17 Feb. 1944.)

Queen Bee aircraft are no longer required as pilotless targets. Any such aircraft held, are in future to be called Tiger Moths, and used as such. Any special radio or other equipment peculiar to their use as target aircraft should be returned to store depots.

849.—Sparking Plugs for Aero-Engines—Approved Types

(A.M.R. 519/43.—17 Feb. 1944.)

The following amendments are to be made to A.F.O. 3967/43 :—

(a) Mercury XX and 30.

Add "A.C. Sphinx type, R.Z.14R, Stores Ref. 37B/5018".

(b) Perseus XII

(i) Add "Lodge type, R.S.4/1R, Stores Ref. 37B/5039".

(ii) Amend "A.C. Sphinx type, R.Z.4R.2" to read "R.Z.4/2R".

(c) Taurus XII

(i) Add "Lodge type, R.S.4/1R, Stores Ref. 37B/5039".

(ii) Amend "A.C. Sphinx type, R.Z.4R.2" to read "R.Z.4/2R".

(d) Add "engine Hercules VI" after "Taurus XII" with details as follows :—

(i) No. of plugs, 28.

(ii) Lodge type, R.S.4R, Stores Ref. 37B/5030.

(iii) A.C. Sphinx types, R.Z.4R.M.-1, Stores Ref. 37B/5034.
R.Z.4/2R, Stores Ref. 37B/5036.

(e) Gypsy VI, Series II

Gypsy Major II

Gypsy Queen II

Add "Lodge type, R.S.9R, Stores Ref. 37B/5014".

(f) Engines with maximum permissible boost not exceeding plus 12½ lb./sq. in.

Merlin II, III, VIII, XX :

(i) Add "K.L.G. type, R.C.5/3, Stores Ref. 37B/5038".

(ii) Add "Lodge type, R.S.5/5, Stores Ref. 37B/5035".

Merlin 30 :

(i) Add "K.L.G. type, R.C.5/3, Stores Ref. 37B/5038".

(ii) Add "Lodge type, R.S.5/5, Stores Ref. 37B/5035".

(g) Engines with maximum permissible boost plus 12½ to plus 16 lbs./sq. in.

Merlin III, XX, 45, 46, 47, 50, 55 :

(i) Add "K.L.G. type, R.C.5/3, Stores Ref. 37B/5038".

(ii) Add "Lodge type, R.S.5/5, Stores Ref. 37B/5035".

Griffon II :

(i) Place a dagger (†) alongside all existing types of sparking plugs quoted.

(ii) Add "K.L.G. type, R.C.5/3, Stores Ref. 37B/5038".

(iii) Add "Lodge type, R.S.5/5, Stores Ref. 37B/5035".

(h) Add the following note at the end of the A.F.O. :—

"† These plugs may be used until stocks are exhausted."

(A.F.O. 3967/43.)

(A.F.O. 6267/43 is cancelled.)

850.—Allowance of Brushes for Firehearth

M.F.Vs. and H.S.Ls.

(N.S. 33125/43.—17 Feb. 1944.)

One wire brush, Pattern 305 (Subhead E Item 11), for cleaning galley stove pipes, is to be issued to Motor Fishing Vessels and Harbour Service Launches of the types detailed below, viz :—

90-ft. M.F.Vs.	...	...	...	...	Nos. 1501 et seq.
75-ft. M.F.Vs.	...	...	...	...	Nos. 1001 et seq.
61½-ft. M.F.Vs.	...	...	...	...	Nos. 1 et seq.
45-ft. M.F.Vs.	...	...	...	...	Nos. 609 et seq.
52½-ft. H.S.Ls.	...	...	...	...	(Steam and Diesel)

2. Demands for vessels in commission should be forwarded to the nearest storing yard or depot. Supply to vessels of new construction should be arranged by the storing yard or depot in the usual manner.

3. The list of consumable stores in the Sea Store Establishment Lists concerned should be amended accordingly.

851.—Anchor Equipment—Landing Barges

L.B.E., L.B.F., L.B.O., L.B.V.(2) L.B.W.

(N.S. 36237/43.—17 Feb. 1944.)

In consequence of approval to fit two hand winches to each mechanised landing barge of the above types, the anchor equipment is now to be as follows :—

Anchors, M.Q., stocked, 2½ cwt.	...	...	...	2 No. (a)
Shackles, anchor, ¾-in.	...	...	...	4 No.
Rope, F.S.W., 1½-in., 25 fms. length	...	...	...	2 lengths (b)
Chain rigging, ¾-in., 4 fms. length	...	...	...	2 lengths

(a) All barges should already be provided with one anchor of approximately 2½ cwt.

(b) The thimble at the outer end of F.S.W. rope should be large enough to take a ¾-in. shackle.

2. Bases concerned should forward demands to storing yards for any additional stores required for attached barges.

3. The equipment list will be amended.

Capt. L.Bs., L.B.61, 6 Dec. 1943.

(A.F.O. 5766/43 is cancelled.)

852.—Armament—Fitting of Sided Oerlikons*Converted Trawlers, Whalers and Yachts*

(D/G. 018846/43.—17 Feb. 1944.)

Where it has been approved to fit sided Oerlikons, Mark VIIA, mountings in the above-mentioned classes of vessels, the necessary stiffening and platform should in future be in accordance with drawing D.N.C. 24A/A.254, modified.

2. Where additional Oerlikons are fitted aft they should be in accordance with drawing Fly to D.N.C. 24A/A.362.

(C.A.F.Os. 579/43, 1097/43 and 2058/43 and A.F.O. 3939/43.)

853.—After Steering Position*“Saumarez” to “Crescent” Classes*

(P. 22608.—17 Feb. 1944.)

Owing to the replacement of single Oerlikon mountings by twin powered mountings on the searchlight platform of the above vessels, the after compass position has deteriorated in regard to non-magnetic radius.

2. Arrangements have accordingly been made to offset the compass to port, as indicated on Drawing D.N.C. 16B/146, in all vessels under construction where delay in completion is not involved.

3. Commanding Officers of completed ships in which this alteration has not been carried out should raise an A. and A. item, classification “A,” to cover the re-arrangement of the platform in accordance with Drawing D.N.C. 16B/146, copies of which will be supplied on application to D.N.C. Department, Admiralty, Bath.

854.—Alterations and Additions—Procedure*“Kil” Class Escort Vessels*

(D. 02231/44.—17 Feb. 1944.)

Alterations and additions for “Kil” Class escort vessels are to be dealt with by class list.

2. All correspondence concerning alterations and additions for these ships is to be forwarded to the Captain (D), Gibraltar, who is the co-ordinating authority.

(C.in-C., Med., 14 Jan., 1944, No. 216/Med., 822/24/4.)

855.—C. and S.S. Mica—Supply Position

(N.S. 34925/43.—17 Feb. 1944.)

The supply position of C. and S.S. Mica, Grade 4, and up (Patterns 9183 to 9189 inclusive), as compared with Grade 5, has become critical and the strictest economy in use is to be observed.

2. (S) *Naval Store Officers only.*—All demands received for Patterns 9183 to 9189 inclusive of C. and S.S. Mica should be specially scrutinised and the possibility of Pattern 9182 being used instead suggested to the demanding officer.

856.—Cables, Electric, Pattern 13482 and 13483—Introduction

(N.S. 13611/44.—17 Feb. 1944.)

The cables, electric, Pattern 13482 and 13483, detailed on the following table, for use on D.G. Fixed Ranges, have been added to the Rate Book of Naval spares under Subhead F1C, Part 1, page 1363 (New Edition).

2. Pattern 13482 has rubber insulated cores, and a tough rubber sheath, whilst Pattern 13483 has polyvinyl-chloride insulant and sheath. Pending further experience with the latter type of cable, its use is to be restricted to ranges in the United Kingdom.

3. The undermentioned purchases of these cables, have been arranged to meet anticipated requirements during 1944.

Pattern	Yards	Contract	To be delivered to :—
13482	37500	Scottish Cable, CP.98909/43	A.S.D.G., Helensburgh
13483	12500		
13482	14000		
13483	28000	Scottish Cable, CP.112798/43	S.N.S.O., Severn Area

Addition to Table 18 (a)
S.E.S. No. 14

Multicore Flexible Cables

Pattern No.	No. of cores		No. and diameter (ins.) of wires in Conductor		Diameter over Conductor	sq. ins.	Nominal Sectional Area	Current carrying capacity	Radial thickness of rubber insulant	Radial thickness of P.V.C. insulant	Diameter over insulant	Diameter over laid up cores	Radial thickness of T.R.S.	Radial thickness of P.V.C. sheath	Diameter overall	Minimum insulation resistance for 1,000 yds. at 60° F.	Maximum conductor resistance per 1,000 yds. at 60° F.	Dielectric strength test pressure	Length on coil or drum	Service	D.G. Ranges	
	5	16/.012	5	16/.012																	ins.	amps.
13482	5	16/.012	0.057	0.0017	5	5	0.035	—	0.035	—	0.127	0.344	0.078	—	0.500	1200	14.1	1,500	—	—	1,000	—
13483	5	16/.012	0.057	0.0017	5	5	—	0.035	0.035	0.035	0.127	0.344	0.078	0.078	0.500	0.50	14.1	1,000	—	—	1,000	—

For identification purposes the cores shall be coloured as follows : Two cores white, two black, one blue. In the case of Pattern 13482 the alternative of a parti-colour—black/white—is permitted in lieu of blue.

The rubber insulant shall comply with G.D.E.S. No. 16, Amendment No. 3.

The P.V.C. shall comply with G.D.E.S. No. 18—Grade 1002 for the insulant and Grade 1001 for the sheath.

857.—Circulators and Portable Electric Ventilating Fans—Allowance

*Flotilla Leaders and Destroyers, "Flower" Class Corvettes, Twin-screw Minesweepers
Shallow-draught Gunboats, Depot Ships and Bases concerned*

(N.S. 15710/43.—17 Feb. 1944.)

The following classes of ships are at present allowed a circulator, Pattern 2780a or 2781a (subhead F1), for ventilating double bottoms, tanks, etc., and boilers during cleaning operations :—

- (a) Flotilla Leaders and destroyers "A" and later classes, including "Hunts."
- (b) Twinscrew minesweepers.
- (c) Certain shallow-draught gunboats.

In future a portable electric ventilating fan (subhead F.1) of appropriate voltage will be allowed for this purpose in lieu of the circulator.

2. Replacement of the circulator at present held on board ships concerned, in commission, should not be effected until the circulator is defective or beyond economical repair. Supply of the portable electric ventilating fan to vessels under construction to which a circulator has not already been supplied should be arranged by warrant and supplying yards or depots, in the usual manner. Four leather hoses 6 in. int. dia. and 8 ft. long, complete with connections, etc., are required for use with the portable electric ventilating fan. The canvas hoses and adaptors supplied with the circulator should be returned to store by any ship exchanging the circulator, when defective, for the portable electric ventilating fan. A set of spares will be allowed with each fan.

3. Portable electric ventilating fans of appropriate voltage, or circulators, Pattern 2780a or 2781a, are also to be allowed for ventilating boilers during cleaning, to bases and depot ships for every three or less Flotilla Leaders and destroyers of all classes and "Flower" class corvettes attached. The minimum number of fans or circulators to be held at any base is three. Circulators already supplied to bases or depot ships for this purpose should be retained until defective or beyond economical repair. Demands from bases or depot ships to complete to this allowance should be forwarded to storing yards for supply of either a fan or circulator, whichever is available. Each circulator should be supplied with the following :—

Subhead & Item	Pattern No.	Description.	Quantity.	Remarks.
B.8	2346	Hoses, canvas, ventilating 4½ in. by 8 ft.	2	—
B.9	—	Adaptors for connecting No. 4 size hoses to hoses Pattern 2346.	1	To be obtained by local purchase or yard manu- facture.
F.2B	4462	Plugs	1	—
F.IC	6061	Cable, Electric	20 yds.	—

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

(C.-in-C., W.A., 7 Mar., 1942, No. W.A. 734/1149M.)

(A.F.O. 4153/42.)

(A.F.O. 200/43 is cancelled.)

858.—Davis Submerged Escape Apparatus

(N.S. 02201/43.—17 Feb. 1944.)

Paragraph 3 of A.F.O. 4994/43 is to be amended as follows :—

Line 2. After "extended" insert "for a further two years."

(A.S., Portsmouth Y.L., No. 33.—3 Jan. 1944.)

(A.F.O. 4994/43.)

859.—Dough Kneading Machines and Wet Steam Ovens—As. and As.

Converted merchant ships

(D/V. 25148/43.—17 Feb. 1944.)

Electrically-driven dough-kneading machines fitted in merchant ships prior to and retained after conversion, are to be fitted with a safety device so as to interlock electrically the cover of the mixing chamber with the starter so that the motor cannot be started until the cover is closed, and the motor stops when the cover is opened.

2. Similarly, the wet steam ovens fitted in merchant ships prior to and retained after conversion are to be fitted with safety devices such that—

- (a) the door cannot be opened until steam has been shut off and the oven exhausted to atmosphere,
- (b) steam cannot be turned on nor vent closed until door is securely shut,
- (c) a safety clip of the design shown in A.F.O. Diagram No. 49/44, is also to be provided.
- (d) a warning plate inscribed in the following sense is to be fixed to the door.

WARNING

Door is not to be opened immediately steam is shut off. Sufficient time must be allowed to ensure thorough venting.

3. The Commanding Officers of such vessels in commission are to include an item in their next As. and As. list, classification "B" to cover the work involved.

4. When vessels with commercial type apparatus are in hand for conversion arrangements should be made for the steam ovens and dough kneading machines to be inspected and safety devices fitted.

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

860.—Dynamos, Turbo and Diesel—Supply of Spare Bearings

Light Fleet Carriers

(D. 02627/44.—17 Feb. 1944.)

With reference to A.F.O. 4473/43, paragraph 4, H.M.S. "Colossus" and class have been added to the list of vessels for which provision of spare dynamo bearings has been arranged.

2. Details of the relevant bearings are given below, together with the numbers by which the quantities specified in A.F.O. 4473/43 have been supplemented :—

Hoffman L.810	...	...	...	1 in No.
Ransome and Marles S.M.M.R.J.S. 4-in....	...	...	...	2 in No.
Ransome and Marles S.M.M.R.J.S. 4E	...	...	...	3 in No.
Ransome and Marles S.L.L.R.J.S. 4-in.	...	...	...	2 in No.

(A.F.O. 4473/43.)

861.—Footholes in Bridge Casing—Provision of—As. and As.

"U" Class Submarines

(D./P. 0573/44.—17 Feb. 1944.)

Additional footholds are to be provided on the port side of the bridge casing in the above-mentioned submarines opposite to those now fitted on the starboard side between 65-66 frames.

2. An item is to be included in the lists of As. and As. to ships in service for the work involved to be carried out by Depot ships' staffs.

(Admiral (S), 8 Jan. 1944. No. SM. 473/251.)

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

862.—Lagging of Wireless and Radar Offices

(S.D. 04149/43.—17 Feb. 1944.)

With reference to paragraph 2 of A.F.O. 6420/42 "Celotex" is not readily obtainable and is not considered satisfactory as a fire resisting material. For these reasons its use is to be discontinued.

2. There are disadvantages in the use of sprayed asbestos for W/T and Radar offices, the most important being that there is a risk of damage to electrical instruments and connections if the moisture used in the application is not thoroughly dried out.

3. For these reasons in new construction ships, subject to no delay in completion or disturbance of existing work, lagging or soundproof lining where required for W/T and Radar offices is in future to be ¾-in. paxfelt

tiles fixed with clips, cleats and Bostick C adhesive compound. The face and joints of tiles are to be covered with scrim cloth and care is to be taken that the paxfelt is firmly pressed to the steel structure.

4. Yard officers, P.S.Os. and P.E.R.Os. are to ensure that early steps are taken to provide the fire-resistant alternative.

5. When ordering Paxfelt which is obtainable from Messrs. Newalls Insulation Co., Washington Station, Co. Durham, it should be stated that the material required is $\frac{3}{4}$ -in. thick Paxfelt compressed from $1\frac{1}{2}$ -in. (A.F.O. 6420/42).

6. This Order is also to apply in the case of new W/T and Radar offices being built in existing ships and where major alterations are being carried out in offices at present lined with Celotex and re-lining with Paxfelt can conveniently be done.

(A.F.O. 6420/42.)

863.—Methyl Bromide Extinguishers—Refills for

(N.S. 19053/43.—17 Feb. 1944.)

Service refills for methyl bromide extinguishers, will be introduced, as a stock item under subhead B8. This type of fire extinguishing apparatus is fitted in Coastal Force craft and certain landing craft and motor boats, and allowances of spare refills, where applicable, are already included in the appropriate establishments of naval stores.

2. Purchase of the following sizes has been arranged under Contract dated 19 Oct. 1943, C.P. 7B/102104/43, with Messrs. National Fire Protection Co., Ltd., for early distribution as shown:—

Code No. of Cylinders	Rosyth	Mersey Area	Severn Area	Alexandria	Malta	Ceylon	Gibraltar	Total
3	45	20	10	25	25	50	20	195
4	20	10	5	10	10	20	20	95
4A	100	50	50	75	75	150	20	520
5A	40	20	20	30	30	60	20	220
6	80	40	40	60	60	120	20	420
6A	140	80	40	100	100	200	20	680
6B	250	150	100	200	200	400	20	1,320
6C	140	80	40	100	100	200	20	680
6D	45	20	10	25	25	50	20	195

3. First deliveries will not commence for a few weeks, and the order will take some time to complete. Contractors are being pressed for deliveries, and as all yards and depots will be supplied as soon as possible, requirements should not be hastened.

4. Direct shipment from Contractors' works of the quantities shown for yards abroad will be arranged by the Superintending Naval Store Officer, Park Royal.

864.—Oerlikon Guns—Ammunition Lockers

(N.S. 13316/44.—17 Feb. 1944.)

Demands for ammunition lockers for *Oerlikon* guns are frequently sent to Director of Contract Work (Supplies) Bath, instead of Director of Stores, London.

2. With a view to facilitating supply arrangements, the attention of P.S.Os., E.R.Os. and other authorities concerned is directed to the procedure detailed in A.F.O. 1413/43, Part II, Paragraph 10, whereby demands for these lockers should be addressed to:—Director of Stores, Admiralty, London.

(A.F.O. 1413/43.)

865.—Petrol-Engined Craft—Precautions when paid off or taken in Hand for Repair (Petrol-engined Craft, Ships and Bases concerned, Dockyards and Emergency Repair Overseers)

(D. 2410/43.—17 Feb. 1944.)

In many petrol-engined craft it is impracticable to comply strictly with the instructions contained in the Engineering Manual, Articles 341 and 354(b). In such cases the following instructions are to be rigidly adhered to in order to minimise the risk of fire.

2. When petrol-engined craft are paid off for repairs, or in the case of ships' boats, landed, whether the work involved is carried out by dockyard, contractor or base staff, the following precautions are to be taken before the boat or craft is paid off and/or handed over:—

(i) All petrol, as far as possible, is to be discharged.

(ii) All petrol pipes, pumps, filters, etc., between the tanks and the engines are to be completely drained. (Any additional drain plugs which are required in the system to ensure complete draining are to be fitted at the first available opportunity, the work being treated as a defect.)

(iii) All petrol tanks are to be either flushed through with water or, where this is not practicable, C.O.₂ protection is to be used—see paragraphs 9 and 10.

(iv) All bilges are to be examined to ensure that there are no traces of petrol, and the engine room is to be well ventilated.

(v) The Commanding Officer is to supply the Dockyard Officer or Emergency Repair Overseer, when concerned, with a certificate to the effect that requirements at (i), (ii), (iii) and (iv) have been complied with.

3. When C.O.₂ protection is employed, and work is being carried out on board, the charge is to be renewed completely every 14 days. An item is to be inserted in the defect list for the supply of the necessary quantity of CO₂ for the initial charge and for the renewal of the charge every 14 days. CO₂ refrigerant gas in Admiralty 40lb. cylinders is available for supply on demand from the S.N.S.O., Park Royal.

4. On all occasions of carrying out repairs to petrol tanks the tanks are first to be removed from the boat. When necessary to remove petrol tanks for any reason the precaution laid down in paragraph 2 (iii) should be adopted where practicable before the work of removal is commenced.

5. When, as the result of enemy action or accident, damage to petrol tanks is known or suspected, all petrol remaining in the tanks is to be disembarked and bilges cleared of petrol at the earliest opportunity. The fullest precautions against explosion and fire are to be taken until this has been done and the craft thoroughly ventilated. If, owing to casualties, no responsible officer remains to supervise this work, the local base staff must accept this responsibility.

6. When motor craft are to remain in commission during the period of slipping, docking or repairs, or in the case of ships' boats will remain on board a ship in commission, petrol may be retained on board provided the repairs do not involve the removal of petrol tanks. When petrol or vent pipes can be shut off from the fuel or vent systems and removed from the vessel for minor repair or modification, the removal of the petrol tanks should not normally be necessary.

7. When petrol is retained on board during the period of slipping, docking or repairs, the following instructions are to be rigidly adhered to:—

(i) The bilges of all compartments are to be examined twice daily by a ships or base staff officer to ensure that they are free from petrol.

(ii) Except in the case of ships' boats, a fire party provided by base or ship's officers is to remain on board and he is to be provided with suitable means for summoning assistance in the event of an outbreak of fire. In cases where a number of craft are in close proximity, one party may, at the discretion of the Administrative Authority, be detailed to keep watch over more than one boat.

- (iii) No naked lights are to be allowed in the petrol tank compartments or in the engine room under any consideration.
- (iv) No naked lights are to be allowed in any part of the boat until the inspection referred to in (i) above has been carried out, and then may be permitted only in those parts of the craft as may be approved.
- (v) The petrol tank compartments are to be kept locked and the keys of these compartments are not to be issued without the permission of the Commanding Officer, who is to satisfy himself that all possible precautions are taken against fire—see paragraph 8.

Note.—The term "Petrol Tank Compartment" covers any enclosed compartment in which petrol tanks are fitted.

8. When petrol has been retained on board, or CO₂ protection has been employed, and repairs necessitate the presence of men in the petrol tank compartment, the following procedure is to be carried out :—

- (i) The compartment is to be ventilated by opening the hatch on the upper deck and running the exhaust fan for two hours. A portable fan with flexible hose to be employed where for any reason the exhaust fan cannot be used.
- (ii) Where petrol tanks are fitted in open compartments ventilation is to be arranged to ensure that all fumes are dispelled from the bilges.
- (iii) The compartment is to be examined to the satisfaction of a responsible base or ship's officer before any work is commenced therein, who should provide a certificate on similar lines to paragraph 2 (v) above.

9. The procedure for clearing a tank of petrol vapour with water is as follows :—

- (i) Empty and isolate the tank.
- (ii) Fill the tank with fresh water and allow it to overflow until all traces of the fuel are removed. Care must be taken that there is no risk of fire from petrol floating on the water from the tank.
- (iii) Empty and dry the tank.
- (iv) Circulate air through the tank until there is no smell of petrol.

10. The procedure for protecting a tank with CO₂ is as follows :—

- (i) Empty the tank and shut and lash petrol supply cocks.
- (ii) Admit CO₂ through a pipe led to the bottom of the tank at a rate not exceeding 10lb. per hour. The quantity of gas admitted is to be one lb. of gas for every 5 cu. ft. or part thereof of tank space.
- (iii) Seal all openings; one vent is to be fitted with a plug or cap having a $\frac{3}{8}$ -in. hole drilled through it to allow for the expansion or contraction of the gas due to changes of temperature.

11. Before carrying out repairs to a petrol tank it is to be assured that it is free from petrol vapour by adopting either of the following procedures :—

- (i) That laid down in paragraph 9, or
- (ii) Open all vents, filling connection and other openings, invert the tank and place it on suitable supports in the open air for a period of not less than 24 hours. For the first 8 hours of this period, air, preferably at a temperature of approximately 70°F, is to be blown through continuously, the supply being led to the upper part of the tank. Blowing through is to be repeated for the last quarter of an hour of the 24-hour period. Should it then be possible to smell petrol, the process is to be repeated.

12. When boats or craft are laid up in material reserve or to await disposal, the petrol tanks are, where practicable, to be emptied and cleared or vapour by the procedure laid down in paragraph 9. If circumstances do not permit of this being done or of the tanks being rendered and kept safe by CO₂ protection, as much petrol as possible is to be removed from the boat or craft and a warning notice is to be displayed in a prominent position :—**Danger—Petrol Tanks Empty but Not Gas-Free.**

(A.F.O. 5570/42 is cancelled.)

866.—Precautions Against Fire or Explosion when in Service—

See AFO 4353/46. **Petrol and/or Paraffin-engined Craft**
" 6017/46. (D. 2410/43.—17 Feb. 1944.)

Investigations as to the cause of fires, which have occurred in coastal auxiliary craft using petrol and/or paraffin as fuel, indicate the necessity for more detailed orders for the prevention of fire. The explosion and fire risks associated with petrol cannot be over emphasised. It is imperative that all possible precautions shall be taken, and that crews shall be made to realise that the smell of petrol means DANGER and calls for immediate remedial action and the exercise of the most stringent precautions. A copy of the poster supplied by the Director of Small Vessels Pool for requisitioned craft using petrol as fuel is to be displayed in a prominent position in all such craft with petrol or paraffin engines. The risk of explosion and fire with paraffin is less than with petrol but paraffin-engined craft use petrol for starting and in general the same precautions are desirable.

2. It is impossible to issue a single set of concise orders to cover every type of such craft now on Naval Service, and Administrative Authorities are to arrange for the matter to be investigated carefully in all craft under their command. Each craft is to be inspected by a responsible officer and where found to be unsatisfactorily fitted or equipped the matter is to be treated as a defect and dealt with at the first opportunity. Major modifications must, however, be referred to the Admiralty in accordance with the authorised procedure for As, and As.

3. Existing orders on fire prevention are to be examined and brought up to date. It is the Commanding Officer's responsibility or Coxswain's where no officer is borne to ensure that the crew are thoroughly conversant with them.

Note.—In Coastal Force Craft and Combined Operations Craft, no alteration to the standard layout or fittings of the engine room, tank compartments, or fuel system are to be made unless such alterations are covered by an approved A. and A. item.

4. The following instructions are issued for the guidance of inspecting officers :—

Material.—In the construction and general layout of hull, engines and fittings, there may be certain features which have been shown by experience to be inherent sources of danger and the following in particular should receive immediate attention :—

- (i) Petrol tank vent pipes are to be led outside the boat, turned down and fitted with gauzes.
- (ii) Petrol tank filling pipes are to be connected to deck filling connections.
- (iii) Ready use petrol tanks are to be connected to main storage tanks by a closed circuit. Vents from ready use tanks are to be led outside the boat, terminating above the level of both main and ready use tanks, and are to be turned down and fitted with gauzes. Portable deck tanks, if fitted, are to be connected to the main fuel supply system on the engine side of the main tank shut off cocks.
- (iv) Petrol shut off cocks are to be situated in accessible positions near the entrance to the engine room.
- (v) Flame traps to carburettors are to be fitted wherever practicable.
- (vi) Crank case fume extractors are to be fitted with gauzes.
- (vii) Carburettor drip trays are to be fitted with a venturi pipe to carburettor air intakes.
- (viii) In craft with totally or partially enclosed engine rooms, 3-in. or larger exhaust vent trunks are to be fitted and led to the four corners of engine room bilges. Where two, three or more engines are fitted, trunks are to be led from between each pair of engine bearers.
- (ix) When engines are situated in compartments not readily accessible and of such a size that a permanent watch cannot be kept on them, arrangements to switch off the engines from outside the compartments are to be provided.
- (x) Bottled gas equipment for cooking and heating is to be removed and paraffin or other approved types of radiators and stoves are to be supplied in lieu.

5. **Instructions for Boat Crews.**—The precautions given below should be used as a guide for drafting orders for the various boat crews :—

- (a) **General.**—(i) All bilges are to be kept clean and free from fuel, oil and water. This is particularly important in craft with a common bilge. When practicable all bilges should be inspected daily.

- (ii) Smoking, the use of matches or any naked light should not normally be permitted in any part of the craft except in living spaces at such times and under such conditions as laid down by the Commanding Officer, and under no circumstances whatever in the engine room, or any compartment containing part of the fuel system or inflammable stores. Where the use of heating or cooking stoves is essential, these should only be permitted in compartments which are remote from engine rooms and petrol tank compartments and which are well ventilated.
- (iii) Automatic petrol lighters or matches other than safety matches are not to be brought on board.
- (iv) Heating and cooking stoves which are not permanent fixtures are to be filled on the weather deck.
- (v) No rags are to be left lying about, proper stowage should be provided for clean rags and all dirty rags should be put in a bucket and disposed of at the first opportunity.
- (vi) On no account is petrol to be used for cleaning purposes or wiping down machinery.
- (vii) Light shale oil or approved substitute is to be used for cleaning filters, engine parts, etc., this and the oil for cooking and heating should be kept in an approved stowage.
- (viii) Spare cans of fuel should not be kept on board unless essential for operational reasons, when they should be of a type with screw stoppers and be stowed in a well ventilated position preferably well aft. On no account are they to be kept in the engine room.
- (ix) The efficiency of the insulation of electric circuits is to be maintained to the highest possible degree; every possible precaution should be taken to guard against sparking when electrical repair work or maintenance is in progress.
- (x) All fire fighting equipment is to be maintained in the highest possible state of efficiency; all personnel must know the stowage positions of portable extinguishers and how to operate them.
- (xi) All personnel are to be taught how to shut off the petrol supply to the engines.
- (b) *Petrol Leakage, etc.*—It is of the utmost importance that all possible steps should be taken to guard against a leakage of petrol and particular attention should be paid to the following :—
- (i) Leaky petrol systems, pumps, filters, carburettors, etc., are to be reported at once and the defects made good or isolated immediately.
- (ii) Joints on petrol systems are not to be broken without the permission of the Commanding Officer (or Coxswain where no officer is borne) of the craft. All engines are first to be stopped and where practicable the craft is to be rendered electrically dead and batteries disconnected. When extensive repairs to a petrol system are being made the shut off cocks in the system are to be lashed shut.
- (iii) Any smell of petrol is to be reported and investigated immediately. Whenever petrol vapour can be smelt the precautions laid down to be taken in paragraph 5 (c) (i) to (ii) and (xiii) are to be brought into force as far as existing conditions permit.
- (iv) Except in emergency, engines are to be stopped by closing the fuel cocks nearest the fuel tank, and they are to remain shut while the engines are not in use. When an engine is to be started and the petrol supply cock is opened the whole petrol system between the cock and the engine is to be examined for leakage before the engine is started; before this inspection it is to be ensured that the system is filled completely, hand priming pumps being used where applicable.
- (c) *Fuelling and De-Fuelling.*—The Commanding Officer, or where no officer is borne, the Coxswain of the craft, is to be on board during fuelling or de-fuelling, and is responsible that the following precautions are taken before fuelling or de-fuelling is commenced:
- (i) All main and auxiliary engines are to be stopped and the petrol supply cocks shut.
- (ii) In the boat concerned, and in any other boat in the immediate vicinity, all naked lights are to be extinguished, no smoking is

- to take place in any part of the boats, galley stoves are to be put out.
- (iii) The boat is to be rendered electrically dead with battery leads disconnected. W/T transmission is to be stopped, and no electrically operated tool or equipment connected to shore supply is to be in use on board or in any other boat in the immediate vicinity.
- (iv) All scuttles or ports in the boat concerned, or any other boat in the immediate vicinity, are to be shut.
- (v) The petrol tank compartment is to be examined to ascertain that it is free from petrol vapour before fuelling or de-fuelling commences, and that no leakage of fuel takes place during the operation.
- (vi) Petrol tank breathing pipes are to be inspected to ensure that gauzes are clean and undamaged.
- (vii) When practicable the fuel is to be embarked or disembarked through a closed system.
- (viii) The connections of fuelling hoses must be in efficient metallic contact with the hose in the case of metallic hoses, or with both armouring wires in the case of armoured hoses.
- (ix) Fuelling or de-fuelling is not to be carried out at the same time as ammunitioning or de-ammunitioning.
- (x) When practicable danger signals are to be hoisted.
- (xi) Tanks are not to be filled in excess of 95 per cent. of their capacity; when nearing this condition suitable precautions are to be taken to guard against over-filling.
- (xii) On completion of fuelling the whole petrol system is to be examined carefully for leaks.
- (xiii) On completion of fuelling the whole boat is to be ventilated thoroughly, where vent fans are fitted they are to be run for at least ten minutes; engines are not to be started and no relaxation of the precautions laid down in paragraph 5 (c) (ii) is to be permitted until the Commanding Officer (or Coxswain where no officer is borne) is personally satisfied that the whole boat is free from petrol vapour.
- (d) *Ventilation.*—Petrol vapour is heavier than air, and while any person entering a compartment might consider it to be free from petrol vapour, there may be small pockets of dangerous concentrations of vapour in the bilges. The following precautions should be taken to guard against an explosion :—
- (i) Ventilation of those parts of the boat, wherein it is liable to accumulate, is to be carried out at routine times.
- (ii) Petrol tank compartments are to be inspected daily and if petrol leakage is found or suspected action as in paragraph 5 (b) (iii) is to be taken. Thorough ventilation of the compartment is to be carried out at least once a week and while this is in progress similar precautions are to be taken.
- (iii) On all occasions before starting engines the compartment in which they are situated is to be ventilated thoroughly; where vent fans are fitted these are to be run for at least 10 minutes before starting engines.
- (iv) Whenever possible full advantage is to be taken of windage to ventilate the whole craft, this is particularly important in craft with a common bilge.
6. *Fire Fighting Equipment.*—The types of extinguishers already supplied may not be of approved Admiralty patterns but generally the C.T.C. and foam types should be satisfactory and should be retained. Soda acid extinguishers are not recommended, owing to the dangers arising from carrying acid for refills, and they should be exchanged for Nuswift extinguishers. The fire extinguishers in all craft are to be inspected and where found to be unsatisfactory, or inadequate, demands are to be forwarded as necessary to bring the equipment up to an adequate standard.

(a) Except in Coastal Force craft and Combined Operations craft, where an adequate scale is already laid down, the following should be used as a guide to the numbers and types of extinguishers, etc., which should be provided:—

Engine Rooms.—One 1-quart C.T.C. type for each main engine, to be fitted adjacent to engines. One 2 gallon foam type, to be fitted adjacent to the engine room hatch inside the engine room.

On Deck.—One 2-gallon foam type to be fitted adjacent to the engine room hatch outside the engine room. One Nuswift. (In craft over 50 ft. in length.)

Accommodation Spaces.—One 2-gallon foam type in each main accommodation compartment. (In craft which do not have a common bilge, a Nuswift extinguisher should be supplied in lieu, in compartments not adjacent to petrol tank compartments and not having in them a paraffin cooking or heating stove.)

W.T. Offices, etc.—One 1-quart C.T.C. type.

(b) Breathing apparatus, Pattern 230, complete with two 30 ft. lengths of hose and strainer should be provided for decked-in craft of 50 ft. in length and above, provided that suitable stowage can be arranged for it under cover above the weather deck. The supply of breathing apparatus to these vessels will be given equal priority with the ships quoted in A.F.O. 3906/42.

(c) Arrangements are to be made for responsible Officers of base staffs to carry out routine examinations of all fire fighting equipment, and for the periodical test of C.T.C. and foam type extinguishers on the lines of the instructions given in the Engineering Manual, article 520.

(d) All crews are to be given full instructions on the dangers arising from the use of C.T.C. extinguishers in enclosed spaces and on the limitations of the service respirator. Briefly the facts are as follows:—

(i) C.T.C. gas is itself toxic and when the liquid strikes hot metal the lethal gas phosgene may also be generated.

(ii) After using a C.T.C. extinguisher in an enclosed space the operator should withdraw and until the compartment has been well ventilated it should not be re-entered by anyone, unless wearing a breathing apparatus.

(iii) The service respirator provides protection against C.T.C. and phosgene and also against smoke for a very limited period but it does not provide protection against carbon monoxide or lack of oxygen, both of which may be experienced in the vicinity of a fire.

(A.F.Os. 1624/41, 3074/41, 4772/41, 807/42, 1033/42, 2651/42, 5570/42 and 484/43 are cancelled.)

(A.F.O. 3906/42.)

867.—Revised Establishment of Airborne Cameras for Aircraft

(N.S. Air/A.C.R.D. 1587/43.—17 Feb. 1944)

The Appendix to this Order shows the revised allowances of certain airborne cameras, for R.N. air stations and ships carrying aircraft. The cameras concerned are F. 24 cameras, and cameras hand held, Patterns 5720, 2420 and 5701.

2. Outstanding demands, based on former allowances, whether raised by the Services concerned, the store depots or the Admiralty, prior to the date of this Order, are to be cancelled. Demands, S134d, or reports of survey, S. 331, are to be raised by the depots or Services as appropriate to conform to the new allowances, this Order being quoted as the authority. It is important that on receipt of K. 20 cameras all F. 24 equipment in excess of revised allowances be returned to store at earliest practicable date.

3. Demands rendered in compliance with this Order are to show the number of cameras and their accessories actually on charge at the date of the demand. Issues to new Services will be made with their initial outfit of stores.

4. Cameras, Pattern 2420 (or their replacement, Mark II, Pattern 5701) are in short supply, and hastening action by Services should not be taken. Cameras, Pattern 5720, 2420 and 5701 should be demanded from S.N.S.O., Severn Area, only.

5. The appropriate establishments will be amended in due course, meanwhile, Services concerned should note the revised allowances in manuscript.

APPENDIX

Admiralty Pattern or R.A.F. Reference	Description	Denomination	Allowances									
			Fleet Carriers	Light Fleet Carriers	Escort Carriers	Seaplane Carriers	Catapult Ships	M.A.C. Ships	R.N. Air Stations			
									Large*	Small*	Observer Schools	School of Photography
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
<i>Section 14A</i>												
1526 or 2361 or 2604	Cameras, F.24:— Mark XVII, 12-volt	No.	2	2	Nil	Nil	Nil	Nil	2	2	10	10
991	Adaptor, magazine, test, F.24	No.	1	1	Nil	Nil	Nil	Nil	1	1	5	5
744	Bags, canvas, for F.24 ...	No.	2	2	Nil	Nil	Nil	Nil	2	2	5	5
1055	Bags, carrying, for magazine...	No.	2	2	Nil	Nil	Nil	Nil	2	2	10	10
779	Cases, storage, for magazine ...	No.	2	2	Nil	Nil	Nil	Nil	2	2	10	10
745	Covers, body, canvas, F.24 ...	No.	2	2	Nil	Nil	Nil	Nil	2	2	10	10
729	Covers, protective, metal, F.24	No.	2	2	Nil	Nil	Nil	Nil	2	2	10	10
778	Holdings, for storage ...	No.	1	1	Nil	Nil	Nil	Nil	1	1	4	6
1532	Unit, lens and cone, 5-in. ...	No.	2	2	Nil	Nil	Nil	Nil	2	2	8	6
1533	Unit, lens and cone, 8-in. ...	No.	2	2	Nil	Nil	Nil	Nil	2	2	6	6
1534	Unit, lens and cone, 14-in. ...	No.	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1	4
2055	Gear box, type C, 12-volt ...	No.	1(A)	1(A)	Nil	Nil	Nil	Nil	1(A)	1(A)	2(A)	2(A)
2056	Gear box, type D, 24-volt ...	No.	3(A)	3(A)	Nil	Nil	Nil	Nil	3(A)	3(A)	11(A)	Nil
2500	Gear box, type E, dual voltage	No.	1(D)	1(D)	Nil	Nil	Nil	Nil	1(D)	1(D)	2(D)	1
730	Magazine, type A, F.24 ...	No.	2	2	Nil	Nil	Nil	Nil	2	2	10	10
2209	Controls, No. 7, 12-volt ...	No.	2	2	Nil	Nil	Nil	Nil	2	2	4	4
2210	Controls, No. 8, 24-volt ...	No.	2	2	Nil	Nil	Nil	Nil	2	2	4	Nil
884	Push switch for controls ...	No.	2	2	Nil	Nil	Nil	Nil	2	2	10	10
650	Drives, camera, 3 ft. 6 in., F.24	No.	2	2	Nil	Nil	Nil	Nil	2	2	10	10
535	Motor, 12-volt ...	No.	2	2	Nil	Nil	Nil	Nil	2	2	10	10
988	Motor, 24-volt ...	No.	2	2	Nil	Nil	Nil	Nil	2	2	5	Nil
2028	Mounting, type 21, F.24 ...	No.	2	2	Nil	Nil	Nil	Nil	2	2	7	8
2030	Mounting, type 25, F.24 ...	No.	2	2	Nil	Nil	Nil	Nil	2	2	10	10
526	Indicator, pilots', F.24 ...	No.	1	1	Nil	Nil	Nil	Nil	1	1	4	4
<i>Subhead F.3</i>												
5720	Cameras, aerial type, K.20, 5 in. × 4 in.	No.	6	6	6	2	2	2	3	2	6	6
2420 or 5701	Cameras, aerial, hand held, 2½ in. × 3½ in.	No.	12	8	6	4	(a)	2	3	2	6	4

Notes.—(a) = 1 per aircraft.

* = Classified for photographic purposes.

(A) = Allowance when Ref. 1526 or 2361 only are held.

(D) = Allowance when Ref. 2604 only is held.

(C.A.F.O. 1630/41, A.F.O. 3203/43.)

868.—Ring Main Switchgear—Hand Switches in Combined Ring Main Switchgear Units.—Modification for Remote Operation from Deck Above—As. and As.

(Cruisers of "Kent" Class and all subsequent Classes, and H.M.S. "Emerald".)

(D. 019300/43.—17 Feb. 1944.)

An item, classification "B", is to be inserted in the next lists of As. and As. to the above mentioned ships, as follows:—

"To extend the operating shafts of ring main hand switches, which are fitted in the same cases as dynamo fuse release switches, to control positions on that deck above the ring main on which the upper emergency system is installed."

(Commdr. Commdg., 12th C.S., 5 Jul. 1943, No. 20/240/3.)

(To be retained until complied with)

869.—Ships Operating in Arctic or Cold Weather Conditions—Additional Naval Stores

(N.S. 25276/43.—17 Feb. 1944.)

The naval stores required to be carried in addition to normal allowances in ships fitted out for (a) Arctic operation or (b) cold weather operation, are detailed in the Appendix to this order.

2. To enable these stores to be available when required they should be carried at all times in ships specially fitted for (a) and (b) above, irrespective of the stations on which such ships are actually employed. Vessels not specially fitted for either Arctic operation or cold weather operation but likely to be employed in cold climates should embark these stores only if and when actually required.

3. Ships concerned in commission and operating from the United Kingdom, not already provided with these stores should forward demands to storing yards or depots as necessary to complete to the allowances in accordance with paragraph 1 above. Ships concerned in commission but at present operating abroad, should not forward demands until their return to the United Kingdom.

4. Supply to ships under construction, if fitted for Arctic operation or cold weather operation, should be arranged by the warrant yards and supplying yards and depots.

5. Spare electric heaters as detailed in the Appendix should be carried in addition to similar articles permanently fitted.

6. Arrangements should be made for these additional stores to be stowed as low as possible in ships concerned.

7. The Sea Store Establishments will be amended as necessary.

APPENDIX

Patt.	Description	Denom.	Quantity						Remarks
			Capital Ships and Aircraft Carriers	Cruisers and Repair and Depot Ships	Flotilla Leaders and Destroyers	Frigates, Corvettes, Sloops, Fleet Minesweepers and Cutters	Trawlers, Whalers, Drifters, Boom Defence Vessels and other small steam vessels	90 ft. M.F.Vs.	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
4730	Executive Stores <i>Permanent</i> <i>B8</i> Extinguishers, fire, Pyrene, 1 quart, charged with low freeze liquid for temperatures to minus 40°F.	No.	A	A	A	A	A	A	A.—Sufficient to replace each extinguisher Pattern 4723, normally carried. (Note. "Foam" type extinguishers cannot be replaced by equivalent extinguishers specially adapted for cold weather conditions. They should not therefore be stowed in exposed conditions. For use when steam is not available. H.—"Flower" Class Corvettes only.
—	Paraffin warming stoves.	"	—	—	—	12H	10	—	
4451	<i>B10</i> Sprayers for insecticide powder.	"	1	1	1	1	1	—	Only to ships operating in or proceeding to Arctic waters but not if already on board.
C756B	<i>B11</i> Shovels, square-mouthed. Grubbing mattocks (5 lb. handled).	"	12	12	3	3	3	3	B.—One to be carried as spare for each destroyer flotilla either in flotilla leader or depot ship.
330	<i>F3</i> Log, "Trident", non-electric.	"	—	—	B	—	—	—	
394	Governor for ...	"	—	—	B	—	—	—	
—	Magnetic compasses	—	—	—	—	—	—	—	Ships fitted with compasses of normal patterns should, when required to proceed to cold climates, demand "O" series patterns (i.e., equivalent patterns filled with stronger spirit) in lieu from Naval Store Officer, Slough.

Patt.	Description	Denom.	Quantity						Remarks
			Capital Ships and Aircraft Carriers	Cruisers and Repair and Depot Ships	Flotilla Leaders and Destroyers	Frigates, Corvettes, Sloops, Fleet Minesweepers and Cutters	Trawlers, Whalers, Drifters, Boom Defence Vessels and other small steam vessels	90 ft. M.F.Vs.	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
4731	<i>Consumable</i> B8 Refills, 1 quart for low freeze Pyrene extinguishers.	No.	C	C	C	C	C	C	C.—2 as spare for each fire extinguisher, Pattern 4730.
5017	B10 Sprayers for liquid insecticide.	"	6	6	6	6	6	—	See remarks for Pattern 4451 (B.10 Permanent).
2433	B11 Marlinspikes ...	"	—	—	3	3	3	—	
—	K Oil, pool burning (paraffin).	gals.	—	—	—	26H	20	—	For paraffin warming stoves (to be stowed in an approved position on the upper deck.)
—	E7 Insecticide, liquid ...	"	10	10	10	6	6	—	} Only to ships operating in or proceeding to Arctic waters.
20	E13 Insecticide powder	tins	1	1	1	1	1	—	
—	F3 Assman thermometers, 0° - 100°F. (M.O. Ref. No. 176).	No.	2	2	—	—	—	—	If provided with a meteorological organisation. (For psychrometer, Pattern 547, in lieu of thermometers, Pattern 2706).
1596	<i>Engineering Stores</i> <i>Permanent</i> B8 Airing stoves ...	No.	—	—	—	—	—	—	Ships fitted with water tube boilers. 100 per cent. additional to normal allowances. <i>Other ships</i> 50 per cent additional to normal allowances.
—	Safety lamps, paraffin (for warming motor boat engines).	"	2	2	2	2	2	—	For each motor boat. (Stocks of these safety lamps are available at Portsmouth, Devonport and Chatham only).
2905	Blow lamps ...	"	6	4	2	1	1	—	

Patt.	Description	Denom.	Quantity						Remarks
			Capital Ships and Aircraft Carriers	Cruisers and Repair and Depot Ships	Flotilla Leaders and Destroyers	Frigates, Corvettes, Sloops, Fleet Minesweepers and Cutters	Trawlers, Whalers, Drifters, Boom Defence Vessels and other small steam vessels	90 ft. M.F.Vs.	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
1718	<i>Engineering Stores</i> <i>Permanent</i> —contd. K Reducing piece, G.M.	No.	—	—	1E	—	—	—	E.—Additional requirements for fuelling in "A" and "B" class destroyers and "Amazon".
—	Adaptor, plain flange, 14½ in. to 5 in. male.	"	—	—	1E	—	—	—	
—	Clamps, bar, for plain flange adaptor.	"	—	—	2E	—	—	—	
	<i>Consumable</i> B6 Copper tubing:—								
	1 in. × 80 W.D.G.	Ft.	40	30	—	—	—	—	
	¾ in. × 92 W.D.G.	"	60	45	—	—	—	—	
	½ in. × 72 W.D.G.	"	75	60	30	15	10	10	
3994	B7 Spelter, brazing ...	lbs.	15	10	5	3	2	—	
	B8 Pipe connections for—								
921	1 in. piping ...	No.	2	2	—	—	—	—	
919	¾-in. piping ...	"	4	4	—	—	—	—	
917	½-in. piping ...	"	8	6	6	3	2	2	
	B9 Thermometers—								
58A	10° to 260° F. ...	"	30	10	—	—	—	—	
61A	10° to 100° F. ...	"	20	10	—	—	—	—	
62A	80° to 100° F. ...	"	10	10	10	5	3	—	
	K Oil, Admiralty compound mineral or—Admiralty I.C.E.	gals.	—	—	—	F	F	—	F.—As required for vessels in which oil lubricated stern tubes and "A" bracket bearings are fitted.

Patt.	Description	Denom.	Quantity						Remarks
			Capital Ships and Aircraft Carriers	Cruisers and Repair and Depot Ships	Flotilla Leaders and Destroyers	Frigates, Corvettes, Sloops, Fleet Minesweepers and Cutters	Trawlers, Whalers, Drifters, Boom Defence Vessels and other small steam vessels	90ft. M.F.Vs.	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
	<i>B12</i> Brazing metal flanges:— 7 in. dia. × $\frac{5}{8}$ in. thick, for— 1-in. piping ... $\frac{3}{4}$ -in. piping ... 4½ in. dia. × $\frac{5}{8}$ in. thick, for— 1-in. piping ... $\frac{3}{4}$ -in. piping ... $\frac{1}{2}$ -in. piping ...	No. " " " "	5 10 — — —	— — — 4 4 6	— — — — — —	— — — — — —	— — — — — —	— — — — — —	
18	<i>E2</i> Asbestos sheeting, $\frac{1}{8}$ in. thick.	lbs.	224	112	28	14	9	—	
33	Asbestos rope— 1 in. dia. ...	"	84	56	—	—	—	—	
33	$\frac{3}{4}$ in. dia. ...	"	56	56	25	12	8	—	
30	Asbestos millboard...	"	84	56	—	—	—	—	
	<i>E7</i> Oil, mineral, lighting	gals.	200	100	100	50	30	—	Additional to normal stowage in ships not fitted with electric automatic secondary lighting.
712	<i>E8</i> Glycerine ...	...	—	—	—	—	—	—	Ships should complete to sufficient for two charges for each system.
—	Kilfrost paste ...	lbs.	224	224	56	28	16	—	<i>Note.</i> —Oils, greases, etc., should be supplied in containers of sizes suitable for convenient handling on board.
—	Railway lubricating paste (Kilfrost manufacturing Co.).	lbs.	224	168	56	28	21	—	
—	<i>E9</i> Oil, mineral, non-freezing ...	gals.	100	50	12	12	8	—	
T822	<i>E10</i> Felt, boiler, 20 in. × 34 in.	shts.	100	50	—	—	—	—	
	<i>E12</i> Gloves, asbestos ...	prs.	100	50	12	6	4	—	

Patt.	Description	Denom.	Quantity						Remarks
			Capital Ships and Aircraft Carriers	Cruisers and Repair and Depot Ships	Flotilla Leaders and Destroyers	Frigates, Corvettes, Sloops, Fleet Min sweepers and Cutters	Trawlers, Whalers, Drifters, Boom Defence Vessels and other small steam vessels	90 ft. M.F.Vs.	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
	Gunnery Stores <i>Consumable</i> <i>D1</i> Canvas, R.N. Grey No. 4 (unpainted).	yds.	—	—	—	—	—	—	As required for extra gun covers, etc. (not to ships of new construction where the necessary covers have been supplied by ship-builders).
712	<i>E8</i> Glycerine ... Grease, anti-freezing, D.T.D.143C.	gals. lbs.	24 448	12 336	18 224	10 112	5 112	— 10	Until D.T.D.143C is available in sufficient quantity, Coopers grease No. 4 may be used in temperatures down to minus 30°F.
—	<i>E9</i> Oil, anti-freezing, D.T.D. 44D.	gals.	70	50	30	20	6	1	
	<i>K</i> Oil, mineral, vapourising (paraffin).	—	—	—	—	—	—	—	As required for 50/50 mixture with oil D.T.D.44D for machine guns and small arms in temperatures below 0°F.

Patt.	Description.	Denom.	Allowance and Remarks.
			<i>All classes :—</i> As required for first fitting on gun barrel casings of C.R. weapons (when stationed in climates where heating is not required, these heaters can be dismantled and stored below deck). <i>Spare heaters (of suitable patterns) are allowed as follows :—</i> <i>For 8-barrel pom-poms, Mk. V & VI.</i> 1 of each type where 1 mounting is fitted. 2 of each type where 2 or 3 mountings are fitted. 3 of each type where 4 or more mountings are fitted. <i>For 4-barrel pom-poms, Mk. VII.</i> 1 of each type per 2 mountings fitted. (Minimum one of each type). <i>For single-barrel pom-poms, Mk. VIII.</i> 1 for each 10 or less mountings fitted. <i>For 4-barrel M/C guns, Mk. I, II and III.</i> 1 for one mounting fitted. 2 where 2 or 3 mountings are fitted. 3 where 4 or more mountings are fitted. <i>For 2-barrel M/C guns, Mk. IV.</i> As for Mk. I, II and III. <i>For 2-pdr. guns, Mk. II and II*C.</i> 1 per gun barrel fitted. 1 spare for every four or less heater fitted (minimum one spare). For use (fixed or portable, as required) in gun wells and adjacent to mechanisms or sight pedestals of all transferable gun mountings, H.A., H.A./L.A., and R/F directors and A.D.O./Star Shell Sights, as follows :— 500 watt heaters. 2 for each gun mounting, 2-pdr. multiple and above, and for each director. 1 for each smaller weapon, including single pom-poms and multiple 0.5, and for each A.D.O./Star Shell Sight. <i>One as spare for each 6 or part of 6 heaters supplied on the above scale.</i> <i>Basis of allowance for other purposes.</i> 500 100 Searchlights, watt watt 36 and 44 in. ... 1 — Searchlights, 24in. — 1 Signalling projectors (carbon arc type) ... — 1 Searchlight sights... — 1 Cranes (Aircraft and boat) ... 2 — T.B.I.s and similar instruments ... — 1 Motor boats ... 1 — One as spare for every spare or part of 6 heaters allowed for the above purposes.
	Electrical and Torpedo Stores— Permanent. F2B.		
19557	Heaters, 220 v., 1.2 kW. ...	No.	
19558	Heaters, 110 v., 1.2 kW. ...	No.	
19559	Heaters, 220 v., 2 kW. ...	No.	
19560	Heaters, 110 v., 2 kW. ...	No.	
19561A	Heaters, 220 v., 500 watts ...	No.	
19562A	Heaters, 110 v., 500 watts ...	No.	
19564 or 19565	Heaters, 220 v., 2 kW. ... Heaters, 110 v., 2 kW. ...	No. No.	
19566	Portable heaters, 220 v. 500 watt ...	No.	
19567	Portable heaters, 110 v., 500 watt...	No.	
19568	Portable heaters, 220 v., 100 watt...	No.	
19569	Portable heaters, 110 v., 100 watts...	No.	

Note.—As an interim measure, two portable electric heaters are to be fitted in supports or under deck heads under armament S/L projectors until steam heating is fitted.

Patt.	Description	Denom.	Allowance and Remarks
19476 19477	<i>Heating elements for torpedo tubes :—</i> 220 v., 500 watt ... 110 v., 500 watt ...	No. No.	As approved for first fitting for torpedo tubes. Spare elements are allowed on the following basis :— <i>Spare per mounting</i> Pentad tubes ... 5 Quadruple tubes ... 4 Triple tubes ... 3 Double tubes ... 2 (A separate A.F.O. will be issued concerning supply of these elements.)
514A and 228A	Radiators, non-luminous, watertight	No.	As required for warming motor boats, engines when inboard (only if portable electric heaters are not available).
7886	Radiators, luminous type ...	No.	Additional number as required for fitting in living spaces, etc. in accordance with approved specification for fitting for Arctic Service.
19538	Heater panels 1 kW. (220 v.) ...	No.	
19540	Heater panels 1 kW. (110 v.) ...	No.	
	<i>Consumable.</i> ES		<i>All classes where applicable :—</i>
	Grease, anti-freeze, D.T.D. 143C ... "Kilfrost" paste ...	Lbs. Lbs.	As necessary for torpedo tubes and depth charge equipment in addition to normal requirements (Kilfrost paste should not be used on bare steel).
	<i>E9</i> Oil, T.L.U. ...	Pts.	Requirements for each torpedo, 21 in. Mk. II-V (all types) carried. <i>First Outfit</i> <i>Emergency Stock</i> "Renown" and Cruisers 32 8G Submarine depot ships } 24 8G Destroyers } G.—To be carried on board at all times in addition to normal requirements. Requirements for each torpedo 18-in., Mark VIII-VIII*, F.A.A.3 and 4, for 50/50 mixture with Heavy Torpoyl in temperatures below 35° F. <i>First Outfit</i> <i>Emergency Stock</i> Aircraft carriers 6 2G G.—To be carried on board at all times in addition to normal requirements. As required to replace light Torpoyl in Mark V Searchlight Control Units.
	Oil, anti-freezing, D.T.D. 44D ...	Galls.	

Patt.	Description.	Denom.	Allowance and Remarks.
5009	F.2.B. Elements for radiator Pattern 514	} No.	As considered necessary for replacements for fitted radiators, etc. Note.—The allowance to 90-ft. M.F.Vs. is one element, Pattern 19535.
6246	Creda bars for Radiator Pattern 7886 (220 v)		
6248	Spiral for Radiator Pattern 7886 (220 v)		
19535	Elements for 1 kW. heater panel ...		
19544	Spirals for 1 kW. heater panel ...		
5021	Elements for Radiator Pattern 228...		
6249	Elements for Radiator Pattern 7886 (110 v)		
6250	Spirals for Radiator Pattern 7886 ...		
19537	Elements for 1 kW. heater panels ...		
19545	Spirals for 1 kW. heater panels ...		

A.F.Os. 2813/40, 1816/42, 1949/42, 5652/42 (P.163/43), 5945/42, 6305/42, 6309/42, 6430/42, 1024/43, 1025/43, 1413/43, 3553/43 (P.677/43) and 3951/43
C.A.F.Os. 1460/43, 1778/43, 1961/43 and 126/44.

870.—Troop Deck Heads—Instructions for Use of W.Cs.

L.C.I.(L)

(D/D.C.O.M. 0508/43.—17 Feb. 1944.)

The pumps fitted to the underwater W.Cs. in L.C.I.(L) are not so robust as the Admiralty type, and are designed for very careful use.

2. The following instructions for using these pumps are promulgated for the information of all concerned and copies for exhibition on site at the craft on a basis of four per ship are being supplied without demand:—

- The pump handle should be operated by long, slow, easy strokes.
- Liberal pumping should be given to ensure that the discharge pipe is totally cleared.
- Particular care should be exercised to ensure that the W.Cs. are used only for purely sanitary purposes.
- Careful attention should be given to the lubrication of these pumps.
- The clack valve fitted on the inboard side of the rubber non-return valve should be made watertight.

3. Flotilla officers of L.C.I.(L) flotillas are being supplied direct from Admiralty (E.F.O.) with additional copies of the instructions contained in paragraph 2 above. These instructions should be exhibited in the troop deck heads in each L.C.I.(L) in which pumps of this type are fitted.

4. If it is not possible to make the clack valve referred to at paragraph 2(e) above watertight, an Admiralty type non-return flap valve should be fitted in place of the rubber valve, this item being treated as a defect.

(Capt., M.L.C., 15 Nov. 1943, No. M. 702/15.)

871.—Telephone Spares—Revised Allowances

Sloops (including R.I.N.), Fleet Minesweepers, Corvettes ("Guillemot" and "Kingfisher" Classes) and Surveying Vessels

(N.S. 014539/43.—17 Feb. 1944.)

The allowances of spares to be carried on board each ship of the above-mentioned classes for the maintenance of fitted telephones have been revised and the quantities shown in the appendix to this Order are to replace all allowances of telephone spares at present shown for these ships in the Establishment of Naval Stores for Sloops, Fleet Minesweepers, etc., B.R. 368.

2. Ships concerned in commission should forward demands as necessary to the appropriate storing yard or naval store depot to complete to these allowances. Supply to ships under construction should be arranged by the warrant yards and supplying yards or depots in accordance with the revised allowances.

3. The Establishment of Naval Stores, B.R. 368, will be amended.

APPENDIX Allowances of Telephone Spares

Pattern No.	Description	No. of spares per ship						
		1	2	3	4	5	6	7
<i>Permanent Stores</i>								
<i>Spares for 2-wire telephones</i>								
9254	Cover for Pattern 7951 telephone ...	—	—	—	1	—	—	1C
9255	Cover for Pattern 7952 telephone ...	—	—	—	1	—	—	1C
9256A	Handset for Pattern 7951 telephone	—	—	—	1	—	—	1C
9257A	Handset for Pattern 7952 telephone	—	—	—	1	—	—	1C
9263	Receiver, 50-ohms	—	—	—	2	—	—	2C
9291	Transmitter unit	—	—	—	2	—	—	2C
<i>Spares for sound-powered telephones</i>								
12500	Telephone, Mark X**	1	1	1	1	1	1	1
9874	Plug box, Mark II	1	1	1	1	1	1	1
9875	Plug, concentric	1	1	1	1	1	1	1
13249	Extra receiver, complete with stowage clip.	1A	—	1	1A	—	1A	—
13220	Handset	1	1	2	1	1	1	1
13221	Transmitter unit for all patterns except 1191 and 1192, receiver unit for all patterns.	8	8	17	8	8	4	8
13222	Transmitter unit for Patterns 1191 and 1192.	3	3	5	3	3	1	3
13318A	H.F. generator	1B	1	1	1	1	1	1B
13319	Transformer	1B	1	1	1	1	1	1B
<i>Telephones and reels for After Action communications</i>								
13152	Sound-powered field telephone ...	2D	2D	2D	2D	2D	2D	2D
—	Reels, Mark II, for D.3 twisted cable	1	1	1	1	1	1	1
<i>Consumable Spares (Emergency Stock Quantities)</i>								
<i>Spares for 2-wire telephones</i>								
9258	Bullseye	—	—	—	1	—	—	1C
8096	Lamp, 24-v. low-resistance (Subhead F.2A).	—	—	—	1	—	—	1C
9264	Condenser, 2-mfd.	—	—	—	1	—	—	1C
9267	Mouthpiece, I.R.	—	—	—	1	—	—	1C

Sloops: H.M.S. "Pelican", "Black Swan" and Later Classes, including R.I.N. Ships
Sloops: Earlier than H.M.S. "Pelican" and "Black Swan" Class
Minesweepers: "Algerine" Class
Minesweepers: "Bangor" Class
Minesweepers: "Halcyon" and "Aberdare" Classes
Surveying Vessels
Corvettes: "Kingfisher" and "Guillemot" Classes

Pattern No.	Description	No. of spares per ship						
		Sloops: H.M.S. "Pelican", "Black Swan" and Later Classes, including R.I.N. Ships	Sloops: Earlier than H.M.S. "Pelican" and "Black Swan" Class	Minesweepers: "Algerine" Class	Minesweepers: "Bangor" Class	Minesweepers: "Halcyon" and "Aberdare" Classes	Surveying Vessels	Corvettes: "Kingfisher" and "Guillemot" Classes
		1	2	3	4	5	6	7
	<i>Spares for sound-powered telephones</i>							
9196	Discs, mica	6	6	6	6	6	6	6
9266	Earpads, I.R., for general use ...	2	2	4	2	2	1	2
13237	Springs for handset clip of telephones, Pattern 1193/4/5, 13231/2/3.	1	—	2	1	—	1	—
13593	Moulded mouthpiece for breast transmitter.	1	1	2	1	1	1	1
13745	Moulded earcap	1	1	1	1	1	1	1
13746	Moulded mouthpiece	1	1	1	1	1	1	1
13747	Moulded retaining ring for mouthpiece	1	1	1	1	1	1	1
16085	Neon indicator lamp, 200/250-v., A.C., ½-watt, S.B.C.	1B	1B	1	1	1B	1	1B
—	<i>For After Action communications</i>							
	Cable, D.3, twisted (for use with field telephones, Pattern 13152).	100 yds.	100 yds.	100 yds.	100 yds.	100 yds.	100 yds.	100 yds.

"A"—Only to ships fitted with extra receiver, Pattern 13249.

"B"—Only to ships fitted with telephones, Mark XV, Pattern 13231.

"C"—Only to ships fitted with telephones, Mark II, Pattern 7951, or Mark II* Pattern 7952.

"D"—Handsets, Pattern 13220, in D.3, instruments or telephones, Pattern 1191, already supplied for this service should not be exchanged for Pattern 13152 until defective.

See AFO 911/46.

872.—Wiremen (J)—Tool Kits

(N.S. Air 2685/44.—17 Feb. 1944.)

Experience shows that certain alterations are now desirable to the tool kit list given in the Appendix to A.F.O. 5900/43. The following amendments are therefore to be made:—

1. E.12/763—Handles for files, quantity 3. *Amend to read* "quantity 4".
2. B.10/528A—Pots, pitch, 1 gall., quantity 1. *Delete* altogether.
3. B.10/528C—Pots, pitch, 3-gall., quantity 1. *Delete and substitute* "B.10/528G—Pots, pitch, ½-gall., quantity 2".
4. *Insert* "B.10/362—Handles, for pots, pitch, black, quantity 2".

5. *Insert* "Hooks, for pots, pitch, quantity 2".
6. *Under* "Lamps, paraffin vapour" *add* "in box with lock and key".
7. *Under* "Furnace, paraffin" *add* "in box with lock and key".
8. *Insert* "Pliers, 4-in., pair 1".
9. Stove, Primus. *Delete* "(in box with furnace)".
10. *Amend* "Desiccator hand and Desiccator hose and foot" *to read* "Desiccator (hand or foot) with hose and nozzles".
11. 5J/1251—Battery, dry, 6-volt, quantity 2. *Amend to read* "quantity 1".
12. 5L/2238—Lamps, filament, 2 volts 0.15 watts, quantity 2. *Delete and substitute* "5L/1385—Lamps, filament, 4 volt, 1.2 watts, quantity 2".
13. B.9/2899—Lamps, blow . . . burner. *Amend to read* "B.9/2900—Lamps, blow, with brass body and inclined burner.

(F.O.N.A.S. No. 487/625/7, 20 Jan. 1944.)

(A.F.O. 5900/43.)

Section 4 OTHER STORES—NAVAL STORES, VICTUALLING STORES, MEDICAL STORES, CONTRACTS

873.—Aircraft Ball Bearings

(N.S. Air 2266/44.—17 Feb. 1944.)

The Appendix to A.F.O. 5011/43 is to be *amended* as follows:—

<i>Section 27S</i>	<i>Existing Section and Reference Numbers.</i>
<i>Add:—</i> 65	27T/247
82	42S/52
84	42U/515
85	42Y/413
87	42Y/400
97	42U/603
99	42S/384, 42Y/102
223	37A/11280
225	37H/414
<i>Delete:—</i> 17	26A/2142

(A.F.O. 5011/43.)

874.—"Garnette" Degreasing Compound

(C.P. 30389/43.—17 Feb. 1944.)

"Garnette" compound degreasant, manufactured by Messrs. Sandeman Bros., Ltd., 50, Bilsland Drive, Glasgow, has been approved for use in H.M. Naval Service as a hand-applied surface degreasant. Orders for this material, as and when required, should be placed direct with the firm by officers of H.M. Dockyards and Naval Depots.

875.—Stores for H.M. Naval Base, Stornoway, Isle of Lewis

(N.S. 59/44.—17 Feb. 1944.)

Stores for H.M. Naval Base, Stornoway, Isle of Lewis, should be sent via the Kyle of Lochalsh, consigned to the Base Accountant Officer, H.M. Naval Base, Stornoway.

2. The following stores should be consigned to the Naval Officer-in-Charge, Kyle of Lochalsh, for onward despatch by H.M. Ships as necessary:—

(a) All explosives.

(b) Single packages exceeding 2½ tons but not exceeding 5 tons.

3. Single packages weighing over 5 tons should not be forwarded by rail to Lochalsh, but should be sent by all-sea route to Stornoway, provided the packages can be off loaded by ships own derricks.

(A.F.O. 1707/42 is cancelled.)

876.—Bedding—Naval Personnel Posted for Training at R.A.F. Establishments

(VI/2195/43.—17 Feb. 1944.)

The following ratings entered into Fleet Air Arm rates, viz., Air Fitters, Air Mechanics and Naval Airman 2nd Class candidates for T.A.G. training, are to be supplied with their personal hammocks and bedding on entry instead of using loan bedding during the preliminary period of training at their depots. When these ratings are drafted to R.A.F. schools for technical training they will take their personal articles of bedding with them and use them with the bedsteads provided at the R.A.F. establishments. Arrangements will be made for extra blankets to be issued to the men by the R.A.F. authorities as requisite during cold weather.

2. These arrangements will ensure that the men are in possession of complete kits and available for draft direct to R.N. air stations or H.M. ships at any time.

3. The issue of personal hammocks and bedding to Naval air apprentices, however, is to be deferred until completion of their training at R.N. aircraft training establishment, Newcastle-under-Lyme, and immediately before their departure to other ships or establishments.

(A.F.Os. 1616/43 and 5018/43 are cancelled.)

*877.—Chevrons for War Service

(V. 13/7305/43.—17 Feb. 1944.)

Supplies of Chevrons for war service are now available at Home Victualling Depots.

2. Demands from H.M. Ships and Establishments should be forwarded in accordance with A.F.O. 7/44, paragraph 10.

3. Initial supplies are being sent to Victualling Yards abroad which should demand replenishments from the Royal Victoria Yard, Deptford.

(A.F.Os. 231/43, 3747/43 and 7/44.)

878.—Loan Clothing—Vessels of the High Speed Target Service

(V. 2695/42.—17 Feb. 1944.)

The establishment of loan clothing for vessels of the High Speed Target Service is as follows:—

Weatherproof protective suits	1 per officer or man.
Frocks, white	2 per officer or man.
Gloves, fleece-lined	1 pair per man of the deck complement.
*Oilskin jackets	6 sets per vessel, or 1 set for every 2 persons in the complement, whichever is the less.
*Oilskin trousers	
Oilskin sou'westers	
Shoes, gymnastic	2 pairs per man.
Seaboots	1 pair per man.
Stockings, seaboot	2 pairs per man.
Gloves, oilskin, anti-gas	2 pairs per man.
Curtains, oilskins, anti-gas	1 for every steel helmet carried.

* Oilskin coats may be substituted for oilskin jackets and trousers, if desired.

(C.-in-C. Portsmouth No. 5968/P. 8113/40 of 16 Nov. 1943.)

(A.F.O. 4679/42 is cancelled.)

879.—W.R.N.S.—Issue of Towels on Repayment

(V. 2676/43.—17 Feb. 1944.)

W.R.N.S. officers and ratings who are not accommodated in Service quarters, or in "approved" lodgings or billets, where towels are provided or loaned under A.F.O. 483/44, are permitted to take up seamen's pattern towels on repayment from Service stocks, subject to the limitations set out in A.F.O. 210/43.

2. Officers and ratings not permitted to take up towels under the provisions of paragraph 1 may be allowed to take up from Service sources one towel on one occasion only on repayment, as an optional item of kit. This will enable them to be in possession of a towel when proceeding on leave, as indicated in A.F.O. 991/43.

3. All issues of towels are to be noted in the individual's pay book (S.43A), and in the case of issues under paragraph 2, care is to be taken that no further issue is made for this purpose.

(A.F.Os. 210/43, 991/43 and 483/44.)

(A.F.Os. 416/43 and 4008/43 are cancelled.)

880.—W.R.N.S.—Marking of Clothing

(V. 3650/42.—17 Feb. 1944.)

Sets of wood type letters are provided at establishments where W.R.N.S. ratings are entered, on the basis of one set for every 200 W.R.N.S. ratings.

2. Each set consists of the following number of letters, together with plywood strips:—

A	B	C	D	E	F	G	H	I	J	K	L
4	3	3	4	5	2	3	4	3	2	3	3
M	Mc	N	O	P	Q	R	S	T	U	V	W
4	1	4	4	2	1	4	4	4	2	1	3
			X	Y	Z	Full Stops					
			1	1	1	4					

3. Demands for sets of type letters on the above basis should be forwarded in duplicate by Accountant Officers to the Director, W.R.N.S., Admiralty, London, who will inform the officer demanding of the source from which supply will be made.

(A.F.Os. 5831/42 and 1130/43 are cancelled.)

881.—W.R.N.S.—Overalls, Navy, Tropical

(V. 1128/44.—17 Feb. 1944.)

For a short time certain sizes of Navy blue tropical overalls will not be available for issue, and as a temporary measure navy blue overalls, general service, will be issued in lieu. This temporary issue is to be withdrawn and replaced by navy blue tropical overalls as soon as supplies of the latter are received.

(A.F.O. 3748/43.)

882.—W.R.N.S. Tricorne Hat

(V. 5929/43.—17 Feb. 1944.)

When present supplies of ratings' pattern tricorne hats are exhausted only one quality will be stocked for issue to Officers, Chief Wrens and Petty Officer Wrens. This will be identical with the existing Officers' pattern hat. The hat will in future be described as "Hat, tricorne, W.R.N.S."

2. A.F.O. 3811/42 as amplified by A.F.O. 5008/43 is to be amended as follows:—

Section 1.		<i>s d.</i>
Delete.	Hat, tricorne, C.P.O. and P.O....	12 0
Insert.	Hat, tricorne, W.R.N.S.	14 2
Section 2.		
Insert.	Hat, tricorne, W.R.N.S.	18 11
Section 3.		
Delete.	Hat, tricorne	£1 0 4
Section 4.		
Delete.	Hat, tricorne	15 3

(A.F.Os. 1302/42, 3811/42, 328/43 and 5008/43.)

883.—Royal Naval Blood Transfusion Units—Supply to Service Afloat

(M.D.G. 20168/43.—17 Feb. 1944.)

Arrangements are now being made to distribute Blood Transfusion Units to R.N. Medical Store Depots for supply to H.M. Ships carrying medical officers in addition to the Dried Blood Serum Giving Sets already supplied.

2. These units contain the following items :—

- * Serum ... 5 M.R.C. bottles of dried human serum.
- * Saline ... 5 M.R.C. bottles of physiological saline solution.
- * Citrate ... 2 M.R.C. bottles each containing 100 c.c. of 3 per cent. di-sodium citrate solution.
- * 3 tins each containing 1 sterile transfusion giving set and swabs.
- * 1 tin containing 2 sterile donor taking sets and swabs.
- * Blood grouping equipment :—
 - 2 × 0.25 c.c. ampoules anti-A dried grouping serum.
 - 2 × 0.25 c.c. ampoules anti-B dried grouping serum.
- One 6-oz. bottle of distilled water.
- One 6-oz. bottle of 3 per cent. citrate solution.
- One 6-oz. bottle of physiological saline solution.
- 2 corked oxalated tubes.
- 3 × 5 c.c. empty screw cap bottles.
- 1 tile.
- 3 glass pipettes and rubber teat.
- 1 needle.
- 1 sterile syringe.
- 1 tourniquet (3 ft. of rubber tubing).
- 2 × 2 c.c. ampoules of 2 per cent. Novutox solution and file.
- One 1-oz. screw cap bottle of Dettol.
- 2 conical centrifuge tubes.
- 1 centrifuge attachment complete.

The centrifuge device has been designed for attachment to an A.P. table fan as shown in A.F.O., Diagram No. 45/44. Additional table fans will not be issued for this purpose.

When the centrifuge is required one of the ship's fans is to be used and the device fitted to the shaft extension in place of the fan blade assembly.

The centrifuge hub has been drilled $\frac{5}{16}$ -in. diameter and where necessary should be bushed or opened out to fit shafts of other diameter.

To prevent accidents during use, care should be taken to see that the fan base is firmly secured and the oscillating gear disconnected.

To enable the motor to run with its axis vertical, some table fans may require a support. Where this is necessary the support should be made up by ship's staff.

3. Supply will be made on the following scale :—

No. 1	No. 2	No. 3	Double No. 1	Double No. 2
2 No.	1 No.	1 No.	4 No.	2 No.

Medical officers carrying No. 3A units in ships of which the complement exceeds 200 No. should however demand 2 No. units.

4. Items marked * should be washed after use and returned to the most convenient Medical Store Depot from which they should be sent to the Medical Officer in Charge, R.N. Blood Transfusion Laboratories, Royal College Street, London, N.W.1. In the case of the M.R.C. bottles, the metal caps and rubber liners only should be returned. The giving and taking sets should be returned packed in their tin boxes.

5. Replacements of all component parts of the unit except the centrifuge device will be supplied in due course to medical depots.

6. Newly assembled units of medical stores being supplied should contain the appropriate number of blood transfusion units.

7. Demands from medical officers of ships already in commission should be forwarded in the usual manner.

884.—Trilene Trichlorethylene—Use as an Anaesthetic

(M.D.G. 7134/44.—17 Feb. 1944.)

Until the results of investigations being carried out by the manufacturers are known *Trilene* should not be used with a closed circuit.

885.—Services and Supplies to the French Armed Forces—Accounting—REPORTS

(W.G.F. 614/42.—17 Feb. 1944.)

A Mutual Aid Agreement with the French Committee of Liberation is now in force. It provides broadly that each party will furnish the other, free of cost, with all military assistance which it is best able to supply from the territories under its control. Accordingly, no charge will be made for facilities afforded to French Service personnel at H.M. Naval Establishments or Bases, wherever situated, for supplies, irrespective of their origin, issued, or for repairs or other services rendered to their warships.

2. Supplies should not, however, be made to the French, or services arranged, as a charge to Navy Votes if they involve local payments to third parties outside the United Kingdom and the Colonial Empire (e.g. in the Dominions and Foreign countries).

3. Receipts should, wherever possible, be obtained for any issue of stores or equipment, but no price should be inserted in any invoice or transfer document handed to French Service personnel. Receipts for repairs carried out should be obtained in the following form :—

This will acknowledge for and on behalf of the French Committee of Liberation completion to our entire satisfaction of work requisitioned on Requisition No. for refitting.....
.....(the name of the vessel).

4. A central record will be kept of all expenditure (including local payments to third parties in the United Kingdom and the Colonial Empire) involved in connection with supplies and services rendered to the French Armed Forces, and for this purpose (except as directed in paragraphs 6, 7 and 8) reports are to be forwarded quarterly to the Head of the Admiralty Department concerned, stating the value assessed on the basis applicable to Dominion Navies of all such supplies and services. An approximate value should be assigned in cases where difficulty or delay is experienced in assessing the actual cost.

5. Reports will not be required in connection with medical treatment, harbour facilities, cranes, transportation, etc., unless identifiable expenditure on account of stores issued, repairs to ships, etc., or cash expenditure paid locally to contractors or transport undertakings, etc., are involved. The sole occupation of requisitioned or rented premises for accommodation of personnel or stores should be reported to the Chief Surveyor of Lands. Supplies of water and electric current should be reported as stores.

6. *Vote 2—Supplies and Services.*—Copies of supply or receipt notes for all victualling stores issued from Victualling Yards, Depots, Supply Ships, Naval Establishments and H.M. Ships to or returned from French warships should be forwarded to the Director of Victualling. The value of the stores assessed on the basis in paragraph 4 above should be inserted. The vouchers may be forwarded at the time of supply, or monthly if the latter is more convenient. First reports from Victualling Yards and Depots should include supplies already made which have not been included on Forms V.108A.

7. *Vote 8—Supplies and Services.*—Expenditure on these incurred by Dockyards and Area Naval Store Bases with Expense Accounts staff is to be charged in the Cost Accounts to a separate item under Section A of Account 88, and reports of the amounts so charged, assessed on the basis applicable to Dominion Navies, are to be forwarded quarterly to the Director of Expense Accounts, Bath. Transactions not already reported on return D.72d should be included in the first report. The reports should not be cumulative, and nil reports should be forwarded in appropriate cases. The necessary record of issues from Supply Ships, Bases and Depots will be made by the Director of Expense Accounts, Bath, from the bundles of vouchers sent to him monthly under A.F.O.s 3964/39 and 1069/40. The

record of supplies from H.M. Ships and Establishments will be made in office from Forms S.549 forwarded to the Admiralty in accordance with Article 59 of the Naval Storekeeping Manual (B.R. 4).

Details and vouchers are not required and appropriate values, to include carriage, if applicable, may be used if precise repayment values are not readily obtainable.

8. *Vote 9—Stores and Services.*—Copies of unpriced vouchers for issues to and receipts from French warships and Armed Forces are to be forwarded by N.A. Establishments to D.A.S. (Branch E) in monthly schedule H. An estimate of the incidental expenses incurred (carriage, freight, etc.) and cost of any repair, etc., services rendered is to accompany the schedule. Transactions not already reported on Forms O.87A should be included in the first schedule.

Copies of vouchers for Naval Armament stores issued by H.M. Ships, A.S.I.Ss., Bases, etc., should be forwarded to D.A.S. (Branch E) as the transactions occur. The issue vouchers should bear evidence of receipt and a reference to the authority for supply.

9. Cash advances made to French naval vessels or personnel are recoverable from the French Committee of Liberation, and receipted vouchers which should bear the reference of the entry in the "Livret de Paiement" of the French warship in respect of all such advances should be forwarded to the Director of Navy Accounts (Branch 5) as soon as possible after the advance has been made.

10. Nothing in this Order should be regarded as affecting existing procedure for supplies and services to French Merchant Ships.

(A.F.Os. 3964/39 and 1069/40.)

(A.F.O. 2018/41 is cancelled.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

886.—Amendments to Books

(E.F.O.—17 Feb. 1944.)

The undermentioned amendments (A.F.Os. P. 85-99/44) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. Volume 1941, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

Demands from shore establishments in the Portsmouth Command should be sent to the Portsmouth Book Office, 54, Bedford Street, Leamington Spa, Warwickshire, and from those in the Plymouth Command to the Devonport Book Office, R.N. Port Library, Devonport. Demands from other shore establishments at home should be sent to R.N. Store Depot, Park Royal, London, N.W.10.

Amendments required for personal copies of the main books should be obtained from Distributing Authorities abroad, and from Park Royal when the Officer or rating is serving at home.

A.F.O. P.85/44.—O.U. 5225—Home Dockyard Regulations—Amendment.

***P.86/44.**—B.R. 378(Z)—Walrus A.S.E.—Amendment No. 19.

***P.87/44.**—B.R. 378(E)—Albacore A.S.E.—Amendment No. 22.

***P.88/44.**—B.R. 378(H)—Sea Hurricane—A.S.E. Amendment No. 6.

***P.89/44.**—B.R. 378(J)—Seafire—A.S.E.—Amendment No. 13.

P.90/44.—B.R. 278(2)—Pamphlet on Torpedo Drill for Internal Tubes in Submarines fitted with H.P. Firing Gear—Amendment No. 10.

P.91/44.—B.R. 278(3)—Torpedo Drill Book for Submarines with Low Pressure Firing Gear—Amendment No. 3.

P.92/44.—B.R. 278(4)—Torpedo Drill Book for External Tubes in Submarines—Amendment No. 2.

P.93/44.—B.R. 632C—Gunnery Training Manual, Volume III—Amendment No. 12.

P.94/44.—B.R. 669—Instructions for the Conduct of Cash Duties—Amendment.

P.95/44.—B.R. 732/1940—Instructions for the Disposal of Mines Washed or Brought Ashore—Amendment No. 22.

P.96/44.—B.R. 796/42—Handbook of Periodical Maintenance Routines for 21-in., Mark VIII**, Torpedoes—Amendment.

P.97/44.—B.R. 815—Handbook for Echo Sounding Sets, Types 762, 763 and 763A—1943—Amendment No. 1.

P.98/44.—B.R. 916 (formerly C.B. 4167), Handbook for 4.7-in., Mark XI, Gun on the Twin Mark XX Mounting, 1942—Amendment No. 4.

P.99/44.—O.U. 6387—Handbook of Microphone Mine Detector—Amendment No. 4.

* *Exceptionally A.F.Os. P. 86, P.87, P.88 and P.89 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherds Bush, W., who holds the stock of the parent book.*

(A.F.O. 755/44.)

887.—A.M.S.Is.

(E.F.O.—17 Feb. 1944.)

Admiralty Merchant Shipping Instructions, Nos. 12-17/44, are being distributed concurrently with this issue of A.F.Os.

(A.F.O. 756/44.)

888.—Removal of Part of the Directorate of Navy Accounts to London

(D.N.A. 2318/44.—17 Feb. 1944.)

On and after the dates shown, the address of the undermentioned branches of the Directorate of Navy Accounts will be:—

Northwick Park Hutments,
Watford Road,
Harrow, Middlesex.

D.N.A.4	(Officers' Pay and Allowances) ...	7th February, 1944.
D.N.A.4A	(Income Tax of Naval Personnel; Officers' Outfit Gratuities; Admiralty Pay List, etc.)	7th February, 1944.
D.N.A.1	(Admiralty Ledger)	14th February, 1944.
D.N.A.2	(Travelling and Subsistence Allowances)	14th February, 1944.
D.N.A.5	(Cash Accounts, Shore Establish- ments)	21st February, 1944.
D.N.A.5A	(Cash Accounts, H.M. Ships and Bases)	21st February, 1944.

2. The move to London will entail the loss of a large part of the trained staffs, and for a time some delays in dealing with communications addressed to the branches concerned is to be expected. Correspondence should be reduced as much as possible.

3. Applications, to arrive on or after 14th February, 1944, for Railway Warrants, Meal Orders, etc., should be made to D.N.A.2 at Harrow. Similarly, applications, to arrive on or after 21st February, 1944, for Imprests should be made to D.N.A.5 or 5A at Harrow.

4. The Railway Station for Mail consignments is:—

Harrow-on-the-Hill.

889.—O.U. and B.R. Publications—Distribution During January, 1944

(N.S. 139/44.—17 Feb. 1944.)

- B.R. 125—Supplements Nos. 11, 12 and 13, Lloyd's Register of Shipping, 1943-44.
- B.R. 155A—Use and Test of Breathing Apparatus (Revised).
- B.R. 222—Additional Pages, Notes on W/T Sets.
- B.R. 347 (Errata No. 1—Establishment of Naval Stores for Trawlers and D.116 } Corvettes ("Flower" Class). Errata No. 3—List of Particulars.
- B.R. 369—Errata No. 3—Establishment of Naval Stores for Controlled Mining Base.
- B.R. 640 (14E)—Combined Operations Pamphlet—R/T Procedure (Revised).
- B.R. 642 (F)—Summary of French Warships.
- B.R. 642 (R)—Summary of Russian Warships.
- B.R. 695—Annexe No. 43, Parts I and II, List of International Telegraph Offices.
- B.R. 834—Light Coastal Craft (Operating in the North Sea and English Channel).
- B.R. 837—Ozaki's New English-Japanese Dictionary.
- B.R. 838—Ozaki's Japanese-English Dictionary.
- B.R. 839—Omu's Japanese-English-German Dictionary.
- B.R. 840—Hashimoto's English-German-Japanese Dictionary.
- B.R. 849—Handbook for the 15-in. B.L. Mark I Gun on Twin Mark I and I/N Mountings.
- B.R. 869—Guard Book and Index—Gunnery Cameras and their Use.
- B.R. 869(1)—Photographic Marking of Low Angle Gunnery Practices.
- B.R. 869(2)—Cinematograph Marking of Long Range H.A. Practices.
- B.R. 869(3)—Dial, Recording Camera, Mark III.
- B.R. 901—Handbook of the Admiralty Fire Control Clock, Marks I and I*.
- B.R. 912—Guard Book and Index for Pamphlets of the Director Handbook, Vol. II, B.R. Series.
- B.R. 913—Guard Book and Index for the Handbook of the Fuzekeeping Clock and Associated Equipment, Vol. II, B.R. Series.
- B.R. 913 (10)—Handbook of the Fuzekeeping Clock and Associated Equipment—The Fire Control Box, Mark V.
- B.R. 919 (F) (1)—Addendum No. 1—Preliminary Pamphlet for the Gyro Rate Unit Deflection Oil Unit, Mark II.
- B.R. 980 (B)—Range Table No. 567, No. 568, for B.L. 4.7-in. Gun, Mark I.
- B.R. 980 (E) { Revised Page 1 to R.T. 430 } For Q.F. 2-pdr. Gun, Mark VIII.
 { Revised Page 1 to R.T. 431 }
- B.R. 980 (J)—Range Table No. 558, for B.L. 6-in. Gun, Mark VII.
- B.R. 980 (K)—O.B. Diagram No. 115, H.A. Trajectory Chart for Q.F. 4-in. Gun, Mark XIX.
- B.R. 980 (U)—Revised Page 14A to R.T. 193, for B.L. 16-in. Gun, Mark I.
- B.R. 980 (X) { Page 1A to Range Table No. 399 } For Q.F. 4.5-in. Marks I
 { Page 3A to Range Table No. 402B } and III.
 { Page 3A to Range Table No. 402C }
 { Page 1A to Range Table No. 423 }
- B.R. 980 (Z)—Range Table No. 560, for 2-in. Rocket.
- B.R. 985—Handbook and Drill for the Haszard R.M. Type Semi-Mobile 20-mm. Oerlikon Mounting.
- B.R. 992—Handbook for Ordnance Q.F. 6-pdr. 10 cwt. Mark I on Mounting 6-pdr. Mark I—Land Service, 1939.
- B.R. 1009—Handbook and Drill for Holman Projector, Mark III.
- B.R. 1017 (O.D. 3906)—Description of Train Power Drive, Mark IV, and Elevation Power Drive, Mark IV, for 40-mm. Twin Mounting, Mark I, Mod. 2, and 1.1-in. Quad. Mounting, Mark 2, Mod. 6.
- B.R. 1018 (O.D. 4408)—40-mm. Power Drive System, Mark V, Mod. 0, 1, 2, 3, 4, 5, 6, 7 and 8—Description and Instruction—Preliminary.
- O.U. 6092A—Errata No. 14—Proportion Book of Naval Armament Stores, Part I.
- O.U. 6353—November Supplement and Amendments—British Merchant Vessels Lost.
- O.U. 6353A—November Supplement and Amendments—Foreign Merchant Vessels Sunk and Damaged by the Enemy.

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

- A.F.O. "P" 703/43 to "P" 720/43 inclusive—see A.F.O. 6039/43.
- A.F.O. "P" 725/43 to "P" 727/43 inclusive—see A.F.O. 6166/43.
- A.F.O. "P" 729/43, "P" 730/43 and "P" 732/43—see A.F.O. 6166/43.
- A.F.O. "P" 733/43—see A.F.O. 6285/43.
- A.F.O. "P" 738/43 to "P" 742/43 inclusive—see A.F.O. 6285/43.
- A.F.O. "P" 746/43 to "P" 748/43 inclusive—see A.F.O. 6285/43.
- A.F.O. "P" 1/44 to "P" 18/44 inclusive—see A.F.O. 97/44.
- A.F.O. "P" 19/44 to "P" 25/44 inclusive—see A.F.O. 228/44.
- A.F.O. "P" 27/44 and "P" 28/44 inclusive—see A.F.O. 228/44.

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

- C.A.F.O. "S.C." 1/44—Correction Nos. 11-15 to B.R. 637.
- C.A.F.O. "S.C." 2/44—Correction No. 3 to B.R. 58/43.

Miscellaneous

- A.P. 1480I—Amendment List No. 21—Silhouettes of American Aircraft.
- A.P. 1480Z/2—Amendment List No. 2—D.E.M.S. Aircraft Recognition Handbook.
- A.P. 1927—Amendment List No. 29—Air Force Code.
- A.P. 1976—Amendment List No. 52—Performance Tables of Foreign Service Aircraft.
- A.P. 3023—Theory Notes for Radio Mechanics.
- Army Orders Nos. 205-223.
- Special Army Orders 205/43, 206/43 and 227/43.
- Aircraft Recognition Journal, Vol. II, No. 5.
- Air Force List (November).
- Large Wall Silhouettes (7 Additional).
- Medical Bulletin No. 6.
- Navy List Appendix (December, 1943).

(A.F.O. 234/44.)

890.—B.Rs. 825 (2), 825 (3) and 825 (4)—D.G. Manual

(S.D.G. 22/44.—17 Feb. 1944.)

In order that ships are supplied with copies of the D.G. Manual appropriate to their D.G. Equipment, A.F.O. 4237/43 instructs Commanding Officers to apply to their nearest D.G. Authority for copies of B.R. 825 (2), 825 (3) or 825 (4).

2. It is intended that this procedure should be followed notwithstanding the instructions laid down in A.F.O. 869/43, and this latter order is to be considered amended accordingly.

(A.F.O. 869/43 and A.F.O. 4237/43.)

891. { (A) B.R. 873—Distribution
(B) Nomination of "Visual Training Officers" }

(T.S.D. 2333/44.—17 Feb. 1944.)

Attention is drawn to A.F.O. 792/44 in Section 2 of this issue.

892.—B.R. 980(Z)—Provisional Trajectory Chart No. D.N.O.3, for 2-in. Rocket Target—dated October, 1943

(G. 014107/43.—17 Feb. 1944.)

The above-mentioned Trajectory Chart has been printed and copies will be issued shortly in accordance with the following establishment, viz. :—

	Copies
C.-in-C., Home Fleet	25
C.-in-C., Eastern Fleet	30
C.-in-C., Mediterranean	20
F.O., Levant and Eastern Mediterranean	10
C.-in-C., South Atlantic	6
F.O.C., Gibraltar	5
Commodore (D), Londonderry	4
Commodore, "Western Isles"	3
Captain (D), Belfast	3
Captain (D), Greenock	3

Copies

Captain (D), Rosyth	3
Captain (D), Liverpool	2
H.M.S. "Asbury"	3
H.M.S. "Malabar"	3
F.O., Force "J"	6
F.O., Force "S"	6
Commander, T.F.122	6
F.O., Force "L"	6
A.A. Range, Eastney	4
A.A. Range, Ainsdale	4
A.A. Range, Breakwater Fort	4
A.A. Range, Barton's Point	4
A.A. Range, Covehithe	3
A.A. Range, Bognor Regis	2
Northern A.A. Range	3
A.A. Range, Colombo	4
A.A. Range, Trincomalee	4
A.A. Range, Durban	4
A.A. Range, Malta	4
A.A. Range, Alexandria	3
A.A. Range, Algiers	2
R.M.S.A. School, Browdown	4
R.M.A.T.C., Burma Camp, Towyn	2
H.M.S. "Bee", Holyhead... ..	2
H.M.S. "Wasp", Dover	2
H.M.S. "Aggressive", Newhaven	2
H.M.S. "Cicala", Dartmouth	2
H.M.S. "Forte IV", Falmouth	2
H.M.S. "Attack", Portland	2
H.M.S. "Lucifer", Swansea	2
H.M.S. "Skirmisher", Milford Haven	2
H.M.S. "Fortitude", Ardrossan	2
H.M.S. "Bacchante", Aberdeen	2
H.M.S. "Lochinvar", Granton	2
H.M.S. "Calliope", North Shields	2
H.M.S. "Beaver", Grimsby	2
H.M.S. "Miranda", Yarmouth	2
R.I.N. Gunnery School, Manora	4
R.C.N. Gunnery School, Halifax	4
R.A.N. Gunnery School, Flinders	4

893.—Ballistics—List of Current Range Tables, Fuze Scales and Trajectory Charts, and Tables for Special Services

(G. 508/44.—17 Feb. 1944.)

A.F.O. 252/44 should be amended as follows:—

- Page 5. *Against* range table No. 384, in column 10, *add* "P.730/43".
- Page 14. *Delete* all reference to B.L. 6-in. guns, Mark XIII.
- Page 25. *Against* range table No. 380, in column 10, *for* "P.88/89" *read* "P.88/39".
- Page 27. *Against* range table No. 127A, in column 10, *add* "P.475/43".
- Page 36. *Against* range table No. 365A, in column 10, *add* "P.371/43".
- Page 37. *Against* range table No. 365A, in column 10, *add* "P.371/43".
Against range table No. 431, in column 10, *insert* "P.703/43".
 Third entry in first column. *For* "Q.F., 2-pdr., L.A., sub-calibre, Mark I", *read* "Q.F., 2-pdr., Mark XII, and L.A., sub-calibre, Mark I".
- Page 38. First entry in first column. *For* "Q.F., 2-pdr., H.A., sub-calibre, Mark II", *read* "Q.F., 2-pdr., Mark XI, and H.A., sub-calibre, Mark II".
- Page 42. *Against* range table No. 570, *delete* entry in column 9, and in column 8 *insert* "472".
- Page 45. *Delete* all reference to B.L., 6-in., guns, Mark XVII.
- Page 47. *Against* range table No. 275, in column 10, *add* "P.594/43".
- Page 52. *Delete* all reference to tables 103A and 104A.
- Page 63. *Delete* all reference to tables 103A and 104A.
- Page 64. *Delete* all reference to table 248.

(A.F.O. 252/44.)

894.—C.B.1804 N (X/1)—Degrading to B.R.

(N.I.D.—17 Feb. 1944.)

C.B. 1804 N (X/1) has been degraded to B.R. 1024 N (X/1) (Restricted). The C.B. number is to be amended accordingly on all copies and the existing warning notices are to be deleted and replaced by "For Official Use Only".

See A.F.O. 584/40. 895.—Returns D.690—Suspension—REPORT

(N.S. 1292/43.—17 Feb. 1944.)

The rendering of returns D. 690 is to be suspended for the duration of the war.

2. A record of receipt of packages is, however, required and the following action should be taken in future:—

Outward Shipments

- (i) An extra unstamped copy of the Bill of Lading in respect of all shipments endorsed "For receipt and return purposes" is to be forwarded direct to the consignee.
- (ii) All Yards, Depots and Establishments, etc., abroad should, as soon as possible after receipt of consignments, acknowledge receipt of packages by endorsement on the above mentioned Bill of Lading, showing details of any packages lost and/or damaged on outturn, and return this endorsed copy to the pertinent home shipping yard.
- (iii) On receipt of these endorsed Bills of Lading the home shipping yard should forward to the Director of Stores, (1F), Admiralty, a report in the following form:

Receipt from consignee is held for the following:—

<i>Vessel</i>	<i>Sailed</i>	<i>Destination</i>	<i>Requisition Nos.</i>
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Details of any discrepancies should be included in these reports.

Inward Shipments

- (i) A similar report, amended as necessary, to that referred to under paragraph 2 (iii) should be furnished by the Superintending Naval Store Officer, Park Royal, N.W.10, to the Shipping Yards and Depots abroad concerned, in lieu of Returns D. 690, a copy of the report being rendered by Superintending Naval Store Officer, Park Royal, to the Director of Stores (1F), Admiralty.

(A.F.O. 1524/43.)

(A.F.O. 1123/41 is cancelled.)

896.—Forms S.423—Rendering by M.A.C. Ships

(A.E. 3857/44.—17 Feb. 1944.)

M.A.C. ships are to show on Forms S.423 the serial numbers of all aircraft on board at the time of completing the form, together with the total airframe hours since new of each aircraft.

(A.F.O. 2725/42.)

897.—Form S.512—Institution

(Sta. 20772/43.—17 Feb. 1944.)

An "Official Paid" window envelope, for the despatch of cheques and postal orders forwarded with Form S.15, has been established as Form S.512, and supply will be made on demands addressed to the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10. Such demands are to be restricted to six months' estimated requirements.

2. Issue of this envelope is restricted to Bases and Depot Ships.

898.—Form S.1530—Revision—S.1530 (a)—Introduction

(C.W. 51963/43.—17 Feb. 1944.)

In order to reduce the number of certificates required on recommendation for promotion to officer rank, Form S.1530 has been revised and a new Form S.1530(a) introduced.

2. The revised Form S.1530 includes Medical and Typing Certificate. Form S.1530(a) includes statement regarding mobile and overseas service and claim for exemption from overseas service.

3. Both these forms may be obtained on demand from the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

899.—Forms S.1572, S.1573 and S.1574—Introduction

(A.U.D. 978/43.—17 Feb. 1944.)

The following forms have been allocated "S" numbers, for use in Reports of Proceedings of Escort Carriers and Merchant Aircraft Carriers :—

S.1572—Particulars of U-boats sighted and attacked.

S.1573—Time and duration of all sorties.

S.1574—Reports of Proceedings on Convoy.

2. As an initial supply 100 forms will be issued to escort carriers and 50 forms to merchant aircraft carriers without demand. Future demands should be addressed to the Superintending Naval Store Officer, Royal Naval Store Depot, Elveden Road, Park Royal, N.W.10.

Section 6.—SHORE ESTABLISHMENTS**900.—Admiralty Administrative Whitley Council—Composition for the Year 1943–44**

(C.E. 59397/43.—17 Feb. 1944.)

The composition of the Council for the year December, 1943, to November, 1944, is as follows :—

Official Side

Sir Henry V. Markham, K.C.B., M.C., Permanent Secretary.
Mr. C. A. Cooper, Head of Civil Establishments, Branch I.
Sir James S. Pringle, K.C.B., O.B.E., Director of Electrical Engineering.
Mr. E. Sawers, Director of Navy Accounts.
Vice-Admiral Sir Cecil P. Talbot, K.B.E., C.B., D.S.O., Director of Dockyards.
Mr. D. P. Walsh, Director of Establishments.
Mr. R. Walton, Under-Secretary, Bath.
Mr. R. W. Wharhirst, C.B., C.B.E., Director of Armament Supply.
Mr. E. S. Wood, C.B., Director of Stores.
Mr. J. V. Battersby, Civil Establishments, Branch I.

*Staff Side**Association of First Division Civil Servants*

No appointments notified.

Society of Civil Servants

Mr. J. C. Burton (Secretary's Department).
Mr. D. N. Charlish (Armament Supply Department).
Mr. F. A. Entwistle (Contract and Purchase Department).

Institution of Professional Civil Servants

Mr. G. R. Hayes (Hydrographic Department).
Mr. W. Killner (Admiralty Fuel Works, Haslar).

Civil Service Clerical Association

Miss H. B. Jack (Secretary's Department).
Mr. H. Jordan (Admiralty Works Office, Liverpool).
Miss M. Keith (Secretary's Department).
Mr. F. J. Martin.
Mr. C. Shorten (H.M. Dockyard, Chatham).
Miss D. Thompson (Secretary's Department).

Federation of Civil Service Professional and Technical Staffs

*Mr. T. J. Boulton (H.M. Dockyard, Portsmouth).
øMr. J. Hutley (H.M. Dockyard, Chatham).
†Mr. F. C. Ladd (Naval Ordnance Department).
†Mr. E. C. B. Lee (Naval Construction Department).
†Mr. G. A. Lush (H.M. Dockyard, Devonport).
Mr. C. Windebank.

* Royal Dockyards Professional Officers' Association.

ø Admiralty and Royal Dockyards Technical Officers' Association.

† Admiralty Draughtsmen's Association.

Transport and General Workers' Union

Mr. H. G. Ballantine (Established Messenger).
Mr. J. A. Lathen, J.P.

Officers of the Council

Chairman—Sir Henry V. Markham, K.C.B., M.C.

Vice-Chairman—Mr. G. R. Hayes.

*Joint Secretaries**Official Side*

Mr. J. V. Battersby, Secretary's Department (C.E., Branch I),
Admiralty, London.

Staff Side

Mr. E. C. B. Lee, Naval Construction Department, Admiralty, Bath.

2. In order to facilitate the transaction of the Council's business under war-time conditions, with the Admiralty Office divided between London and Bath, the duties of Assistant Secretary (Official Side) will be discharged as heretofore by Mr. H. A. Turner, M.B.E., Under-Secretary's Office, Bath.

3. Establishments should afford facilities to enable members to attend the meetings of the Council and Committees of the Council, and to perform any other duties in connection therewith in accordance with the Constitution of the Council.

901.—Adult Male Industrial Messengers—Rates of Pay*Admiralty Establishments at Home other than H.M. Dockyards, etc.*

(L. 16301/41.—17 Feb. 1944.)

The following rates of pay are appropriate to adult male Messengers in outport establishments at home where the authorised rate for ordinary Labourers is other than that laid down in B.R.669—Instructions for the Conduct of Cash Duties :—

Ordinary Labourer's basic rate as authorised for the establishment, plus leads of from 3s., rising by annual increments of 1s. a week to 7s. a week, plus Admiralty Industrial Bonus (at present 21/6d. a week).

2. These rates of pay will be for a 47 hour week ; overtime payments will be at the usual rates.

3. New entrants will receive the minimum lead of 3s. a week whilst increments will fall due upon the anniversary of each man's entry in the grade.

4. Duty pay to the Head Messenger supervising the whole of the messenger staff of an establishment may be paid, in addition to the rate authorised in paragraph 2 of this Order, as follows :—

When the total number of messengers supervised (adults and minors) is—
two, three or four 3s. a week
five or over 6s. a week

(A.F.O. 5694/41 is cancelled.)

902.—Civilians and Pensioner Civilians on Fleet Services—Increased Rates of Pay*Admiralty Establishments at Home*

(L. 858/41.—17 Feb. 1944.)

A.F.O. 5464/41 has now been brought up to date and is reprinted below for information. No changes in existing rates of pay are involved other than those arising from recent bonus alterations, including the transfer of 20s. from bonus to basic rate in accordance with A.F.O. 1997/43.

2. Civilians and pensioner civilians on Fleet services who, prior to the beginning of the first full pay period in December, 1941, were being paid basic rates of 35s. and 37s. a week and who became eligible for increased basic rates of 36s. and 39s. as from the date mentioned, are now eligible for basic rates of 56s. and 59s. a week. The basic rate of unskilled employees is 53s. a week.

*(A.F.O. 5464/41 is cancelled.)***903.—Balance of Civil Pay—Royal Observer Corps**

(C.E. 936/44.—17 Feb. 1944.)

Whole-time service as an Observer, Leading Observer or Chief Observer in the Royal Observer Corps may be regarded as Civil Defence service for the purposes of A.F.O. 1135/39.

2. Balance of civil pay may therefore be granted (with retrospective effect where necessary) to Civil Servants who are undertaking such service and who are otherwise eligible under A.F.O. 1135/39 and subsequent amending A.F.Os.

*(A.F.Os. 1135/39 and 3127/39.)***904.—Pensioners Employed as Civilians in Naval Establishments and****Required to Wear Uniform—Allowance**

(L. 8426/41.—17 Feb. 1944.)

The allowance payable to certain pensioners employed as civilians in Naval Establishments (excluding Naval Colleges), who are required to wear uniform as one of the conditions of their employment, is at present 12s. 2d. a quarter.

2. Payment of the allowance will be subject to periodical inspection of the uniform and to a certificate by the officer under whom the men are employed, that they have been clothed in a satisfactory manner throughout the quarter.

3. The amount of the allowance is subject to amendment from time to time, according to fluctuations in the cost of clothing. Alterations will be promulgated in Admiralty Fleet Orders.

4. The allowance is not in lieu of uniform and does not imply that the men are relieved of the obligation to provide themselves with uniform, but it is intended to encourage its maintenance in good condition by the men themselves.

5. No man borne as a Pensioner Civilian is to wear a uniform not readily distinguishable from that of a Chief Petty Officer, unless he was formerly entitled by his active service rank to wear such uniform and is now employed in a Naval Establishment for such duties as may be properly allotted to a C.P.O.

*(A.F.O. 2785/41 is cancelled.)***905.—Civilian Canteens at Outports—Inspection by Controller of Canteens' Representatives**

(L. 1390/44.—17 Feb. 1944.)

When occasion arises for Area Managers or other representatives of Controller of Canteens to visit an establishment for the purpose of inspecting civilian canteen arrangements, etc., arrangements for such visits will normally be made direct with the Officer-in-Charge of the establishment by the officer who is to make the inspection.

2. The necessary facilities are to be afforded to enable Controller of Canteens' representatives to carry out their duties.

*(A.F.O. 5933/43.)***906.—Transferred Workpeople and Workpeople on Detached Duty—New "Transfer Allowance", etc.**

(L. 15803/42.—17 Feb. 1944.)

With effect from 24th July, 1943, a new war-time allowance, to be known as "Transfer Allowance," will be payable to all Admiralty industrial employees who are or have been "transferred" from one district to Admiralty employment in another. The effect of this decision will be that every Admiralty industrial employee who is eligible for lodging allowance of 24s. 6d. a week, or continuing liabilities allowance, or removal of home (whether from Ministry of Labour and National Service or Admiralty), and those referred to in paragraph 5, will receive the transfer allowance in addition. The new allowance will not be payable to workers falling outside these categories.

2. Unmarried transferred workpeople, who are at present ineligible for payment of lodging allowance after an initial period of one week (A.F.O. 2712/42, paragraph 3 (b) (iii)), will nevertheless continue to be eligible thereafter to receive the transfer allowance.

3. The rate and conditions of payment are as follows:—

(a) The allowance consists of a flat payment of 5s. for each 7-day week.

(b) It is payable normally during the whole period in which the transferred worker is in employment.

(c) When, owing, for example, to absence without leave, or to commencement of duty at the new establishment in the middle of the week, it is necessary to pay, in a particular week, for less than 7 days, the payment is to be assessed at 9d. a day.

(d) It is payable irrespective of the number of hours worked on any particular day or shift.

(e) It is payable in respect of—

(i) Sundays and public holidays, whether worked or not, providing that if the worker was not at work he, or she, was not also absent without leave on the previous or following day; providing also that failure to work on such days when called on to do so, would not justifiably have been booked as absence without leave if the day had been an ordinary working day.

(ii) All periods of annual leave with pay.

(f) It is reckonable as earned income for the purpose of Income Tax, and is chargeable to the appropriate Wages Vote. It is also reckonable as earned wages for the purpose of calculating hurt pay and compensation.

(g) It is *not* payable—

(i) For any day or shift during which a worker may have been absent on unpaid leave.

(ii) During sickness (except to such workpeople as may enjoy some paid sick-leave privileges).

(iii) To persons transferred abroad.

(h) It is not reckonable for superannuation or for the calculation of balance of civil pay.

(i) The allowance is to be shown separately on all pay cards: it is not to be added to the basic rate of wages for any purpose.

4. Workpeople sent away from their normal place of employment on temporary detached duty will receive subsistence allowance (10s. 6d., 7s. 6d., etc., a night, or 4s. or 2s. a day) as hitherto, *without* the addition of the 5s. a week transfer allowance. Unmarried workpeople, who at present cease to receive nightly subsistence allowance after an initial period of one month (A.F.O. 820/41, Part I, paragraph 32 (d)), will, as from 24th July, 1943, receive subsistence allowance at the rate of 3s. a night for the second month (making two calendar months in all), and will thereafter be eligible for

payment of the 5s. a week transfer allowance for so long as they remain on detached duty. Any employees who, during a period of detached duty, are joined by their dependants, or who are deemed to have been transferred, will, in accordance with existing regulations, receive payment of "continuing liabilities" allowance up to a maximum of 21s. a week or lodging allowance of 24s. 6d. a week (pending removal of home and/or dependants) as the case may be; the transfer allowance of 5s. a week will be payable in addition.

5. Employees dispersed with their establishments, who travel daily from their homes at the previous station to the new station, and who may be eligible for payments under the terms of A.F.O. 2454/42, will be granted the 5s. a week transfer allowance *in addition*.

6. The new transfer allowance will *in future* be payable in substitution for any "dispersal bonus" that would have been payable under A.F.O. 5101/42, but any workpeople who may at present be in receipt of "dispersal bonus" under the terms of that Order will continue to receive it, as hitherto, *instead of* the 5s. a week transfer allowance, unless they make a special application to the Head of their Establishment before 31st March, 1944, to come within the new arrangements.

(A.F.Os. 820/41, 2454/42, 2712/42 and 5101/42.)

907.—Colonial and Foreign Service Allowances—Civilian Personnel provided with Accommodation

(C.E.111/44.—17 Feb. 1944.)

There appears to be misapprehension about the appropriate rates of Colonial and Foreign Service Allowance payable to civilian non-industrial and industrial staffs, who are required in present circumstances to accept accommodation of a standard below that normally available at stations abroad, or to those accommodated and messed from Service sources.

2. An impression exists in some instances, that the difference between the "unaccommodated" and "accommodated" rates constitutes a charge for the accommodation provided. This is not so; the two types of allowance are fixed independently of each other and the amount of the "unaccommodated" rate is irrelevant when accommodation is provided.

3. The following procedure should in future be carefully observed.

4. Persons occupying official accommodation of any description should be paid at the appropriate "accommodated" rate and no charge should be made for the accommodation provided. Those in accommodation which has been requisitioned by, or leased to, the Admiralty should be dealt with similarly, i.e., they should be paid the "accommodated" rate and should not be charged rent.

5. Persons accommodated and messed from Service sources should receive the "accommodated" rate and should pay for their own messing.

6. Where this procedure is not already in operation, it should be put into effect from the date of receipt of this Order.

7. Locally entered staff who are not eligible for Colonial or Foreign Service allowances are not entitled to rent-free accommodation.

908.—Crane Drivers Assisting Piece-Workers—Allowance

(L. 9248/43.—17 Feb. 1944.)

As from the commencement of the pay week immediately following 21st January, 1944, the allowance payable in certain circumstances to Crane Drivers employed with piece-work gangs and men employed working travellers, slinging and attending machines in shops where men are employed on piece-work, or with men employed on systems of "payment by results", (Article 86, Cash Duties Instructions) is to be increased from 6s. a week to 10s. a week; the allowance paid to boys employed upon the same duties is similarly increased from 4s. a week to 6s. a week.

2. The Cash Duties Instructions (Article 86) will be amended accordingly.

909.—Gas Defence and Gas Cleansing Stations—Forced Draught Ventilation of

(M. 0331/44.—17 Feb. 1944.)

Where forced draught ventilation without filtration is fitted to gas defence and gas cleansing stations, there is a danger of the ventilation being incorrectly operated in the event of gas being used.

2. Due to constant changes of personnel, the fans may be operated by persons not fully acquainted with the system, resulting in the fans being started up to clear the station of gas vapour from clothes, etc., while there is still gas in the vicinity of the intake.

3. A notice as follows is to be fixed to the wall close to the starter of each fan:—

DANGER

THIS IS NOT AN AIR FILTRATION PLANT

ITS PURPOSE IS TO DISPERSE GAS BROUGHT INTO THE
STATION ON CLOTHES OF PERSONNEL

IN EVENT OF GAS ATTACK

THIS FAN SHOULD NOT BE STARTED UNTIL ATMOSPHERE
IN VICINITY OF INTAKE IS PRESUMED FREE OF GAS.
OTHERWISE GAS WILL BE DRAWN INTO THE STATION

DANGER

910.—Orkneys and Shetlands—"Works" Questions

Cancelled
by AFO 6061/44. (C.E.-in-C.—17 Feb. 1944.)

In consequence of re-arrangement of duties, the Superintending Civil Engineer, Orkneys Mainland will take over responsibility for the Lyness District as from 9th February, 1944, and his title will become S.C.E. Orkneys and Shetlands.

911.—Priority Hospital Treatment for Key Workers in Vital War Factories—Note

(L.9053/43.—17 Feb. 1944.)

With reference to A.F.O. 4895/43, the Ministry of Health have requested that attention should be drawn to the fact that there is nothing in the Fleet Order that is intended to interfere with the normal arrangements for consultation with the patient's panel doctor nor with the ultimate responsibility of the latter for after treatment.

(A.F.O.4895/43.)

912.—Royal Fleet Auxiliaries—Lodgment ashore, prior to Sailing, of a Statement of Receipts and Payments

(D.N.A. 20937/43.—17 Feb. 1944.)

Attention is drawn to A.F.O. 810/44 contained in this issue.

(A.F.O. 810/44.)

913.—Thermos Flasks—Supply to Employees*Admiralty Establishments*

(L.12363/43.—17 Feb. 1944.)

Heads of establishments may receive from time to time requests from employees for assistance in obtaining thermos flasks. Limited supplies of such flasks are available for purchase without permits or formality through the ordinary retail channels, but, in case of difficulty, special arrangements exist for enabling workpeople who have a special need for such flasks to obtain them.

2. Industrial employees who consider they have a special need for a flask and cannot obtain one locally, should be advised to submit an application, stating the ground on which the flask is required, to their superior officer for transmission to the Secretary of the Admiralty (Labour Branch), Bath. Applications can only be considered from employees who have no other facilities for obtaining meals or hot drinks or, alternatively, have other exceptional reasons for special treatment (e.g., need for special diet), and Officers-in-Charge, before forwarding applications to the Admiralty, should arrange for the grounds of the application to be investigated, and add their recommendation.

3. Where applications are approved by the Admiralty, arrangements will be made for a flask to be made available to the applicant through a local supplier, whose name will be notified.

914.—Workpeople—Relaxation of Regulations concerning Entry—Medical Examination, etc.

(L. 434/44.—17 Feb. 1944.)

This Order consolidates the instructions promulgated in A.F.Os. 1991/40, 3319/42, 3838/42, 5983/42, and 1015/43, which are therefore superseded.

2. With a view to expanding the field of recruitment and expediting the entry of workpeople in Admiralty establishments, it has been decided that as a special measure, in existing circumstances, the provisions of Articles 302–307 H.D.R. are to be relaxed as follows:—

- (a) The requirements in Article 304 relating to the entry of bona-fide mechanics will be suspended so far as may be necessary to enable the authorised schemes for the dilution of skilled labour to be implemented.
- (b) The trade test required by Article 305 (4) is to be dispensed with.
- (c) While workpeople recruited from a distance and medically examined and certified fit for employment before transfer (in the manner described in H.D.R. 305 (10)) may be medically re-examined on their arrival at the establishment in which they are to be entered, if this is considered necessary for the satisfactory placing of the new entrants and for subsequent general medical supervision, no candidate may, in future, be rejected as medically unfit for employment as the result of such re-examination. Further, as a temporary arrangement and during the continuance of hostilities, the medical examination of workpeople which is carried out in connection with transfer to the hired list will be dispensed with except in those cases where the result of the medical examination carried out in connection with the first entries indicates the desirability of a second medical examination.
- (d) Re-vaccination, if necessary, should take place after entry.

3. In general, when candidates for employment are submitted for medical examination, it may be of assistance if particulars are supplied by heads of establishments to the examining doctor (or to the Ministry of Labour, for transmission to the examining doctor, in the case of candidates medically examined under arrangements made through the Ministry of Labour in accordance with H.D.R. 305 (10)) of the type of work which would be required of each candidate, where this is not obvious. Such action should prevent cases occurring where workpeople are urgently required and could be usefully employed, e.g., on light duties or on duties not entailing work at a height, and where at present, though quite suitable for such duties, they may nevertheless be rejected by the examining doctor through insufficient information as to the work for which they are required.

*(Articles 302–307 H.D.R.)**(A.F.Os. 1991/40, 3319/42, 3838/42, 5983/42 and 1015/43, are cancelled.)*