

HEAD OF "P" BRANCH

A.F.Os. 918—1047/44

(See A.F.O. Diagram Issue No. 8/44)

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

ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
24th 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,

J. 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

P1 *Mr. G. M. H. J.*
Mr. H. J.
Mr. G. J.

P2

P3

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ADMIRALTY FLEET ORDERS

- No. Subject.
- 24th February, 1944.
915. "On Arrival" Information for Ships Visiting Gibraltar. (*Issued separately on 17th February, 1944. 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.)*)
916. Hand Tools—Co-ordination of Common User Types. (*Issued separately on 17th February, 1944*)
917. Flying Regulations. (*Issued separately on 24th February, 1944.*)
- SECTION 1.—ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGN PORT REGULATIONS, ETC.
- (*Station Limits: Fighting Efficiency of Ships: Naval Aircraft Administration: Internal Organisation of Ships: Navigation and Seamanship: Fleet Exercises and Practices, etc.*)
918. R.N. Air Stations—Safety Precautions at Modern Aerodromes.
919. Standard Method of Designating and Indicating Landing and Take-off Directions at R.N. Air Stations—REPORTS.
920. L.S.D.—Stowage of Landing Craft for Ocean Passage.
921. Warship Weeks—Ships Adopted.
922. Air Crews—Dinghy Drills.
- SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.
923. Honours and Awards—"London Gazette" Supplement of 8th February, 1944.
924. Honours and Awards—"London Gazette" Supplement of 15th February, 1944.
925. Honours and Awards.
926. Honours and Awards—Clasp to the 1939-43 Star—Issue of Silver Rosette.
927. B.N.L.Os. serving in Norwegian, Greek and U.S. Vessels—Special Allowances.
928. Observer Duties—Officers Volunteering for—Standard of Proficiency at Buzzer Required.
929. Midshipmen, R.N., who fail in Seamanship and Astronomical Navigation Examinations.
930. Electrical Installation in Ships—Responsibility of Torpedo and Engineer Officers—Electric Galleys.
931. Acting E.R.As., 4th Class—Confirmation in Rating.
932. Artificers, 5th Class, and Acting 4th Class—Advancement in War-time.
933. Air Artificers—Advancement to Chief Air Artificer.
934. Diving Non-Substantive Ratings—Re-organisation.
935. Vision Standard—"Hostilities Only" Ratings—General Instructions.
936. Royal Australian Navy—Pay, etc.
937. Royal New Zealand Navy—Air Gunners—Amended Title and Revised Rates of Pay.
938. South African Naval Forces—Non-Compliance with Certain Provisions in A.F.O. 3022/43.
939. Transfers of Royal Naval Personnel to the S.A.N.F. (V) in War-time.
940. Telegraphists Trained in Private Wireless Schools—Advancement.
941. Special Entry of Navy League Sea Cadets—Advancement.
942. Goanese ratings serving in ships west of Suez—Special Bonus and Clothing Gratuity.
943. Accident caused by failure of Signal Cartridge to ignite—Use of two pistols.
944. Lott Naval Trust Fund—Awards to Inventors.
945. W.R.N.S.—Promotion of Third Officers.
946. W.R.N.S.—Recruitment of Officers.
947. W.R.N.S. Ship Mechanics (L.C.)—Qualifications of.
948. W.R.N.S.—Personnel Returning from Abroad—Procedure.
949. W.R.N.S.—Acceptance after Invaliding from W.R.N.S., A.T.S., or W.A.A.F.
950. W.R.N.S. Ratings—Discharge on Desertion.
951. Admiralty Surgeon and Agent.
952. Officiating Ministers of Religion.
953. Plain Clothes Gratuity.
954. D.E.M.S.—Central Pay Offices, H.M.S. "President III."
955. Purchases in North America—Settlement of Bills.
956. Services and Supplies to the Italian Armed Forces—Accounting—REPORTS (*See A.F.O. 1047/44.*)
957. Instructional Film "AA Gun Discipline" (Serial No. A.140).
958. Instructional Films—Radio Technician Training and Cathode Ray Tube—(How it works).
959. State Insurance—Forms U.I. 3XS and S.1034.
960. "Pay-as-you-Earn" system of Collection of Income Tax.
961. Cable Ship Agreement.
962. Coal Mines—Training for Underground Work.
963. Coal Mines—Training for Underground Work—Volunteers—REPORTS (*Notice Board only.*)
964. Services Musical Instrument Fund.

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

- Gunnery.—(*Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.*)
965. Guns—Q.F. 2-Pdr. Mark VIII, Outer—Modification to connecting blocks.
966. Guns—20mm. Hispano Belt Feed Mechanisms—Springs, retaining link chute cover Ref. 7G/744 and Pins, locking Ref. 28B/5412.
967. Guns—20mm. Oerlikon—Allowance of Lanwards Cocking.
968. Gun Mountings—General—Transferable Mountings removed from H.M. Ships—Return of Accessories.
969. Small Arms—Rifles and Lancheater Machine Carbines—Allowances.
970. Ammunition—0.5-in. and below—Cartridges 12-bore Tracer—Introduction.
971. Ammunition—0.303-in. and 0.30-in.—Periodical Proof of Ammunition in R.U. Position.
972. Ammunition—Pyrotechnics and Rockets, Signal—Star Shell—All Calibres—Minimum Ranges at which satisfactory Functioning can be expected.
973. Projectors (Rocket)—Adjustment of Spring Contacts in Rocket Flare Projectors (Rockets).
974. Aircraft—Bomb Hoist—Fitting of Jackstays.
- 974a. Aircraft—Guns, Automatic of all Types for Use in Aircraft—Stamping ↑ N.A./C.
975. Anti-Aircraft Fire Control—Close Range Weapons—Directors H.A. and H.A./L.A. Directors (H.A.C.S.)—Gyro Rate Units, Marks I and II—Instructions for packing.
976. Plastic Protective Plating.
977. Drawing Instruments for Gunnery purposes—Allowances.
- Torpedo.—(*Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.*)
978. Torpedoes—18-in., Mark XII—XV—Ignition Gear—Modification.
979. Torpedo Blowing Heads—Precautions with Holmes Lights.
980. Torpedo Stores—Levers St. No. T.553—Allowances.
981. Chests Associated with Depth Charges and Stores—Revision of Nomenclatures and Contents.
982. Main Controlling Switchboard, Type II—Spare Contacts and Springs for Control Units.
983. Gyroscopes, A.R.K. and A.R.K. (X)—Removal of Rectifying Clutches.
984. Night Illumination of Teleflex Bridge Order and Revolution Transmitters in Coastal Craft.
985. Dan Buoys—Alternative Method of Rigging and Laying.
- Navigation.—(*Navigation Stores, Sextants, Compasses, Charts, Anchors, Sails, etc.*)
986. Compass Corrector Coils—Adjustment.
987. Plotting Charts for Aircraft Navigation.
- Engineer.—(*Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.*)
988. Boiler Tubes, etc.
989. Boiler Tubes—Provision of Reserve Stock at Rosyth.
990. Circulating Pump Impeller Shafts—Dezincification of.
991. Bolts and Studs—High Tensile Steel.
- Signals.—(*W/T and V/S Apparatus, Radar, D.F., S.R.E., Wa/T and Stores.*)
992. Type 87 R/T Set—Fitting-Out Information.
993. W/T and Radar Apparatus—Technical Inspection.
994. R.A.F.—G.P. Set (12 Volts)—Emergency W/T Installation—Fitting-out Information.
- Naval Aircraft.—(*Technical.*)
995. Aircraft—Perspex Cockpit Hoods—Cleaning.
996. Aircraft—Procedure for reporting Defects.
997. Dinghy, K. Type—Introduction of Packs, Type A, Mark III.
- General.—(*Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.*)
998. Depth Charges—Improved Arrangement for Embarking and Distributing.
999. B.Y.M.S. Vessels—Defects in Backstays to Stump Mast.
1000. 70-ton Portable Electric Self-Priming Pumps.
1001. Boilers—Combustion Tubes and Supports of Heat Resisting Steel—Purchase and Maintenance of Stocks.
1002. Damage Control Stores—Supply.
1003. Valves for Inflatable Lifebelts.
1004. Fire gong, Pattern 82. Key Pattern 83 (Subhead F.2.B.)—Supersession.
1005. Bells, Pattern 2237B—Introduction.
1006. Binoculars, Pattern 12115—Supply.
1007. Binoculars, Pattern 1900C—Modifications to eye-pieces.

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

- 1008. Spanners and Wrenches—Allowances.
- 1009. Emergency Escape Arrangements.
- 1010. Petrol tank ventilating pipes.
- 1011. Combined Operations Craft—Summary of Arrangements for Supply of and Accounting for Naval Stores.
- 1012. Major Landing Craft and Barges—Victualling Arrangements.
- 1013. Rum Lockers.
- 1014. Propeller Rope Guards.
- 1015. L.C.T. (4)—Projections into Ramp Entrance.
- 1016. Heating of Mess Decks, etc.—As. and As.
- 1017. Green Paste for Camouflage Paints—A1/G.20, A1/B.15, A1/B.30 and A1/B.55—Local Purchase.

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

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

- 1018. Loan Clothing—Power Operated Mounting Maintenance.
- 1019. Loan Protective Clothing—Allowances.
- 1020. Compressed Yeast for Breadmaking.
- 1021. Coffee—3lb. Tins.
- 1022. Penicillin—Issue of.
- 1023. Economy in the Use of Adhesive Plaster, Elastic Adhesive Bandages, etc.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

- 1024. Amendments to Books.
- 1025. A.M.S.Is.
- 1026. Air Publications, etc., Distributed during December, 1943.
- 1027. Air Publications, etc., Distributed during January, 1944.
- 1028. Monthly Return of Air Work and Air Operations—(a) Non-receipt in Admiralty :
(b) Errors in Rendering.
- 1029. B.R.377 (Photographic)—Establishment of Photographic Equipment and Stores for R.N. Air Stations.
- 1030. B.R.874 (43)—Text Book of Air Gunnery Mathematics—Issue.
- 1031. Form O.6—Ammunition Labels—Additions.
- 1032. S.551 (Form of Receipt)—Abolition.
- 1033. R.N. Destroyer Base—Liverpool—Telephone Number.
- 1034. H.M.S. "Albatross" and H.M.S. "Abatos"—Incorrect Addressing of Correspondence.
- 1035. H.M.S. "Irwell" and H.M.S. "Orwell"—Confusion of Names.
- 1036. Office Machinery—Establishment of—REPORTS.
- 1037. Principal (Ship) Overseer, Sunderland—Telephone Number.
- 1038. Mails from H.M. Ships Landed at U.K. Ports—Acceleration of.

SECTION 6.—SHORE ESTABLISHMENTS

- 1039. Maintenance Men in Admiralty Industrial Establishments.
- 1040. Annual Paid Leave and Public Holidays, 1944—Workpeople.
- 1041. Home Guard and Army Cadet Force—Participation in the 1944 War Savings Campaign.
- 1042. Sick Leave during Annual Leave.
- 1043. "Pay-as-you-Earn" System of Collection of Income Tax—(see A.F.O. 960/44).
- 1044. National Health and Unemployment Insurance (War Occupations)—Payments of Contributions by Schedule.
- 1045. R.N. Store Depot, Carfin, Lanarkshire—Rail Traffic.
- 1046. Guns—Machine, Oerlikon, 20-mm.—Scrapping "B" Bronze, Sleeves, Barrel Spring Centre.
- 1047. Services and Supplies to the Italian Armed Forces—Accounting—REPORTS.

(Orders marked * have been reprinted for posting on Notice Boards; marked † may be communicated to the Press.)

Section 1
ADMINISTRATION OF THE FLEET, CEREMONIES,
FOREIGN PORT REGULATIONS, etc.

918.—R.N. Air Stations—Safety Precautions at Modern Aerodromes

(A. 02314/43.—24 Feb. 1944.)

All R.N. air stations built by the Admiralty, and all R.A.F. stations of recent construction, are planned on the flightway system. This method, necessitated by modern conditions, differs from the old type of aerodrome in that take-off and landings are restricted to predetermined flightways.

2. At a station designed on the flightway system a number of graded grassed landing strips, usually four in the case of R.N. air stations and three in the case of R.A.F. stations, are provided. The width may vary slightly in certain cases but is generally 200 yards, which is increased to 300 yards for a strip where beam approach may be installed. Permanent buildings are not normally sited within 50 yards of the sides of these strips, the rectangular areas thus left being called neutral areas. Neutral areas are not usually graded to make them suitable for landings or take-offs of aircraft.

3. In practically every case a hard-surfaced runway is provided down the centre of each landing strip, terminating about 50 yards short of the ends.

4. The approach areas to the strips are cleared as far as practicable of obstructions which would otherwise have projected above a certain angle measured from the end of the strip and the associated pair of neutral areas.

5. A flightway consists of the air space over the runway, grassed landing strip, the associated neutral areas on either side of the strip and the approach area at each end.

6. The areas left between the flightways are called building areas and are not graded or otherwise prepared for landing or take-off of aircraft. They are used for buildings or dispersal of aircraft.

7. From the above it is clear that no landings or take-offs at flightway-designed stations may be made except on the graded grassed landing strips and runways provided.

8. The simple rule for pilots is: "On a modern aerodrome, use the duty runway as indicated by the 'T' and the numbers on the control building. If the dumbell signal is not exhibited, and there is a particular reason for using the grassed landing strip instead of the runway, land or take-off as nearly parallel to the duty runway as possible but not further than 75 yards away from its centre line".

9. This Order should be read in conjunction with A.F.O. 4008/41.

(A.F.Os. 4008/41 and 919/44.)

(C.A.F.O. 1811/42 is cancelled.)

919.—Standard Method of Designating and Indicating Landing and Take-off Directions at R.N. Air Stations—REPORTS

(A. 02314/43.—24 Feb. 1944.)

Direction of landing and take-off is to be described by the magnetic course to steer, assuming zero wind, to approach and make good a landing, or to take off, down the centre line of the duty graded grassed landing strip (normally provided with a hard surfaced runway). The short title to be used for this direction is "Q.D.M."

2. Each end of a graded grassed landing strip is to be indicated on airfield plans by the first two numerals of its "Q.D.M." to the nearest ten degrees, e.g., a strip on which the magnetic courses to approach and make good landings are 013 and 193

respectively, would be marked as 01 at the south end and 19 at the north end. Where hard surfaced runways are provided, the marking on the plan should be placed on the runway ends and surrounded by a circle. Cleared approach areas are to be marked in on the airfield plans by the letters "Q.D.M." written above the appropriate three numerals, enclosed by a circle with an arrow showing the direction.

Note.—When selecting the runway number, regard should be paid to the following:—

To obtain the runway number when the last figure of the "Q.D.M." is 5, the "Q.D.M." should be corrected to the higher ten where the variation is west increasing, and the lower ten where it is west decreasing. Similarly, where the variation is east increasing the lower ten is used, and for east decreasing the higher ten. When the direction is north, the number "00," not "36", is to be used.

3. Plans of the airfield to a scale about 1 : 2,500, marked as described above, are to be displayed in the Flying Control Office and all other control positions and in all Squadron Offices.

4. To indicate the duty direction of landing to aircraft in the air, the standard "T" in the ground signal area is to be used. This should normally be reinforced by a small auxiliary "T" on the port side of the lee end of the strip. A further indication is given by the position of the Flying Control vehicle or windbreak when in use. In addition, the "Q.D.M." may be passed to the aircraft by R/T or W/T.

5. To indicate the duty direction of take-off to aircraft on the ground, the following aids are to be provided:—

(a) Panels displayed vertically on the control or other suitable building where they can be clearly seen from the perimeter taxi track, or perimeter of an all-grass airfield. These panels are to show the appropriate two numerals indicated on the airfield plan.

(b) Pyramid shaped markers, showing the appropriate two numerals indicated on the airfield plan, placed on the grass one on either side of all runway or strip ends inboard of the perimeter taxi tracks or grass taxi-way where they can be clearly seen from the track.

(c) Square shaped markers, showing the letters "MP" and the appropriate two numerals of the associated runway or strip end, placed on the grass alongside all marshalling points inboard of the perimeter taxi track or grass taxiway where they can be clearly seen from the track.

Note 1.—Marshalling points are normally to be 100 yards clear of the centre line of the associated graded grass landing strip.

Note 2.—By night, each of the two marshalling points at the lee end of the flare path are indicated by a pair of blue taxi track lights if Airfield Lighting (Naval) is fitted, or by a pair of blue glim lights if battery-operated lighting is in use.

Further indication is given by the position of Flying Control vehicle or windbreak when in use. In addition, the "Q.D.M." may be given by R/T or W/T, or the number of the duty strip obtained from Flying Control by telephone.

6. The above are illustrated in A.F.O. Diagram 52/44 (1-2) and this Order should be read in conjunction with A.F.O. 918/44.

7. In unserviceability signals and official correspondence individual strips and runways are to be referred to by the two pairs of numerals indicated on the plan e.g., runway 01/19.

8. A similar method of designating landing and take-off direction is being instituted by the Air Ministry for R.A.F. airfields.

9. All stations in commission are to make up panels, pyramids, auxiliary "Ts." and squares from local resources, to arrange with Dockyard officers for the supply of a standard "T", where this is not already provided, and to put into force the above arrangements, upon the receipt of this order, reporting by signal to the Administrative Authority and the Admiralty when they are completed. After this signal has been sent, two copies of the site plan of each station, marked as described in paragraph 3 above, are to be forwarded to the Admiralty.

(A.F.O. 918/44.)

(C.A.F.Os. 1811/42 and 2812/43 are cancelled.)

920.—L.S.D.—Stowage of Landing Craft for Ocean Passage

L.S.Ds. ("Eastway," "Highway," "Oceanway," "Swashway," "Portway," "Northway," "Waterway").

(M. 012951/43.—24 Feb. 1944.)

When making Ocean Passage with Major Landing Craft on board it will be necessary, in order to prevent transverse movement, for the craft to be stowed in chocks with stout shores well braced, fitted between the craft and the sides of the well.

2. When making Ocean Passage with Minor Landing Craft on board it will be necessary, in order to prevent transverse movement, for the craft to be stowed in chocks with spring wire or chain lashing fitted over the top of the craft to prevent any tendency to rise from its cradle.

3. Dockyard assistance should be obtained as necessary.

921.—Warship Weeks—Ships Adopted

(M. 011972/43.—24 Feb. 1944.)

The following ships have been officially adopted by the towns or districts specified, in connection with the Warship Weeks scheme:—

Name of Ship	Adopting Town or Area
H.M.S. "Arcturus" ...	Leominster and District.
H.M.S. "Barfleur" ...	Borough of Darlington.
H.M.S. "Barle" ...	Whitefield Urban District.
H.M.S. "Camperdown" ...	Borough of Poplar.
H.M.S. "Clinton" ...	Sittingbourne and Milton Rural District and Swale Rural District.
H.M.S. "Diadem" ...	Borough of Luton.
H.M.S. "Evenlode" ...	Borough of Dagenham.
H.M.M.S. 1030 ...	Borough of Haslingden.
H.M.S. "Myngs" ...	Borough of Tynemouth.
H.M.S. "Nairana" ...	Spenborough Urban District.
H.M.S. "Smilax" ...	South Kesteven Rural District.
H.M.S. "Storm" ...	Southwell Rural District.
H.M.S. "Tees" ...	Borough of Stockton.
H.M.S. "Thorough" ...	Inverness-shire.
H.M.S. "Tudor" ...	Bridgend Rural District.
H.M.S. "Upstart" ...	Borough of Pontefract.
H.M.S. "Whitehall" ...	Borough of Cheltenham and District.
H.M.S. "Zenith" ...	Sevenoaks and District.

2. Communication between ships and adopters is forbidden until one month after commissioning, and in special cases, of which the Commanding Officers concerned are informed, the period is longer.

3. A replica of the badge of H.M.S. "Storm" will be presented to her adopters, but no presentation will be made by the Admiralty in the other cases.

922.—Air Crews—Dinghy Drills

(A. 01415/42.—24 Feb. 1944.)

Flying accidents involving forced alightings on water indicate that the instructions promulgated in A.F.O. 5819/43 are not being generally observed, and on occasions a lack of familiarity with the equipment provided for the assistance of flying crews has been disclosed.

2. Familiarity with and confidence in the equipment can only be gained by regular practice. It is essential, therefore, that Commanders, Flying, and Commanding Officers of squadrons should arrange for air crews to witness or undertake either "wet" or "dry" dinghy drills at, if possible, not longer than fortnightly intervals. The drills should include the inflation of either "K" or multi-seater type dinghies; the use of emergency equipment and the correct procedure to be adopted at the time of forced alighting.

3. Officers fully qualified in this subject are borne on the Instructional Staff at R.N.A.S., Eastleigh, and are available to visit and lecture on board ships in Home Waters and Naval Air Stations at home. Requests for the services of these officers should be made to F.O.N.A.S. and a copy forwarded to the Commanding Officer, Eastleigh.

(A.F.O. 5819/43.)

(A.F.Os. 5360/42 and 5786/42 cancelled.)

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

*923.—Honours and Awards—"London Gazette" Supplement of 8th February, 1944

(H. & A.—24 Feb. 1944.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

8th February, 1944.

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

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

Commander Frederick John Dean, S.A.N.F.

For distinguished services in command of an operation which led to the clearance of an enemy minefield.

Lieutenant-Commander Richard Lawrence Vere Shannon, S.A.N.F.

For distinguished services in intercepting ships bound for enemy occupied territory, and in minesweeping operations.

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

Temporary Surgeon Lieutenant John Howard Lees Ferguson, M.B., B.Ch., M.R.C.S., L.R.C.P., R.N.V.R. (Southport).

For gallantry and great skill in rescuing and caring for wounded survivors from H.M.S. "Cromarty".

Temporary Lieutenant Stanley Frank Williams, R.N.R.

For gallantry in controlling a fire on board a merchant vessel, thus preventing the probable loss of the ship and her valuable cargo.

Lieutenant Herbert George Amor, S.A.N.F.

Lieutenant Stephen Benjamin Petzer, S.A.N.F.

For good services in detecting and shadowing ships bound for enemy occupied territory, and in minesweeping operations.

ADMIRALTY,

Whitehall,

8th February, 1944.

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

For conspicuous gallantry and leadership in driving off repeated attacks by the enemy on the road from Salerno to Naples, though he was wounded and his men outnumbered by the enemy:

To be a Companion of the Distinguished Service Order

Temporary Lieutenant Peter Hillyard Haydon, R.M.

For gallant and distinguished services in operations leading to the capture of Termoli:

To be a Companion of the Distinguished Service Order

Captain (Acting Lieutenant-Colonel) James Calvert Manners, R.M.

The Military Cross

Captain (Acting Major) Peter William Craddock Hellings, D.S.C., R.M.
Temporary Lieutenant (Acting Temporary Captain) John William Evance Bradley, R.M.

Temporary Lieutenant (Acting Temporary Captain) Lionel Guy Bradford Marshall, R.M.

The Distinguished Conduct Medal

Marine (Acting Temporary Sergeant) John James Convery, Ply/X.1394 (Gateshead).

The Military Medal

Temporary Corporal (Acting Temporary Sergeant) Basil McGonigle Aylett, Ch/X.1409 (Hanwell, London).

Marine (Acting Temporary Corporal) Frederick George Usher, Ch/X.104066 (Morden, Surrey).

For great courage, skill and undaunted devotion to duty in successful patrols in H.M. Submarines and the Polish submarine "Dzik":

Bar to the Distinguished Service Cross

Lieutenant-Commander Mervyn Robert George Wingfield, D.S.O., D.S.C., R.N., (Haslemere).

Lieutenant George Edward Hunt, D.S.C., R.N. (Moffat).

The Distinguished Service Cross

Lieutenant Barry Loraine Dudley Rowe, R.N. (London).

Temporary Lieutenant Paul Stamford Thirsk, R.N.R.

Temporary Lieutenant (E) Anthony Ernest Corlett, R.N. (Newcastle).

Bar to the Distinguished Service Medal

Acting Chief Petty Officer Ernest Alfred Thomas, D.S.M., C/J.99723 (Eltham).

The Distinguished Service Medal.

Acting Chief Petty Officer Harry Armstrong, C/JX.145754 (West Stanley).

Chief Engine Room Artificer Ronald Alfred Fisher, C/MX.49885 (Tealby).

Petty Officer Leonard Watts Baker, D/JX.134782 (Chippenham).

Petty Officer John James Trehwela, P/J.92052 (Brighton).

Stoker Petty Officer Joseph Bailey, D/KX.77768 (Warwick).

Temporary Acting Leading Seaman Robert Tallis Hunt, C/SSX.29701 (Henley).

Able Seaman Victor Bonsall, P/JX.183946 (Chesterfield).

Mention in Despatches

Lieutenant Stephen John Fovargue, R.N. (Portsmouth).

Temporary Lieutenant Gerald Anthony McCalvey, R.N.V.R.

Temporary Sub-Lieutenant John Frederic Gibson, R.N.V.R. (Guildford).

Petty Officer Frank Norman Offen, P/SSX.13875 (Hove).

Petty Officer Telegraphist William Harold Diggins, D.S.M., C/JX.137576 (Darleigh).

Electrical Artificer Fourth Class Jules Hamilton Sidey, C/MX.77275 (London).

Engine Room Artificer Fourth Class Douglas Norman Revell, P/MX.89132.

Leading Seaman Norman Albert Stewart, P/JX.139690 (Portsmouth).

Leading Telegraphist Joseph Ernest Irvine, P/JX.157306 (Dundee).

Acting Leading Telegraphist William Kenneth Morgan, D/JX.145775.

Leading Signalman Kenneth Sydney Bendell, C/JX.157177.

Leading Stoker Alfred Mercer, D/KX.91057 (Plymouth).

For courage, determination and resource in silencing a German mortar position single handed in an operation in Italy:

The Military Medal

Marine Frederick Philip Tyman, Ch/X.113132 (Wymondham, Norfolk).

For bravery and skill in minesweeping while serving in H.M. Trawlers "British," "Withernsea," "Courser," "Oku" and "Mount Keen":

The Distinguished Service Cross

Acting Temporary Lieutenant-Commander William Nowell Hall, R.N.V.R.
Temporary Skipper Arthur Garforth, 483 T.S., R.N.R.

The Distinguished Service Medal.

Second Hand Noel Burton, R.N.R., S.C.25
Leading Seaman George Ernest Lewis, R.N.P.S., LT/JX.167104.
Seaman Thomas Millar Wyse, R.N.P.S., LT/JX.242241.

Mention in Despatches

Temporary Lieutenant George Pawson, R.N.V.R.

For courage and resource in successful minesweeping operations:

The Distinguished Service Cross

Lieutenant William May Chesterfield, S.A.N.F.

The Distinguished Service Medal.

Chief Petty Officer Frank Gassner, 69572, S.A.N.F.

For courage and leadership in a successful action with enemy E-boats while in command of H.M. Ships "Pytchley," "Worcester" and Light Coastal Craft:

The Distinguished Service Cross

Lieutenant-Commander Robert Hugh Hodgkinson, R.N.
Temporary Lieutenant Patrick Noel Greer Edge, R.N.V.R. (Great Yarmouth).
Temporary Lieutenant Frederick Roger Lightoller, R.N.V.R. (Great Yarmouth).
Temporary Lieutenant Robert Michael Marshall, R.N.V.R.

Mention in Despatches

Lieutenant John Anthony Hodnot Hamer, R.N.

For bravery and resource while in forward observation posts in Italy, under heavy fire from the enemy:

The Distinguished Service Medal.

Telegraphist William John Dixon, D/JX.300289.
Ordinary Telegraphist Abraham Acton Parr, P/JX.232112.

For gallantry and undaunted devotion to duty in clearing Messina harbour of enemy demolition charges:

Mention in Despatches (Posthumous)

Temporary Lieutenant Anthony Reginald Joseph Firminger, R.N.V.R.
Mr. John Wesley Bratley, Gunner (T), R.N.
Able Seaman John Chard Flack, C/JX.145182.
Able Seaman Walter Henry Harding, C/JX.144659.
Able Seaman Malcolm Henry Haynes, C/JX.153497.

For gallant and distinguished services:

Mention in Despatches (Posthumous)

Acting Able Seaman Esrom May, P/JX.194562.

For good services in the operations which led to the capture of Sicily by Allied forces:

Mention in Despatches

Commander Jackson Whayman, D.S.C., R.D., R.N.R.

For good services in directing salvage operations in a damaged Merchant ship:

Mention in Despatches

Temporary Lieutenant John Edgar Leonard Brice, M.B.E., R.N.R. (Ash, near Canterbury).
Sub-Lieutenant (E) Arthur Frank Shearman, R.N.R. (Portsmouth).

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

A.F.O. 6074/43.

The Distinguished Service Medal.

Second Hand William Henry Martin, R.N.P.S., LT/JX.180293.

A.F.O. 1/44.

To be an Officer of the Order of the British Empire

Lieutenant-Commander Edward Walter Monckton, R.N.

The Distinguished Service Cross

Temporary Lieutenant James Ian Cruickshank, R.N.V.R.

The Distinguished Service Medal

Temporary Acting Petty Officer Raymond Silas William Harris, C/X.19125A.

Mention in Despatches

Chief Stoker Arthur Henry Capelin, P/K.46363.

Chief Stoker Leslie Stuart Copeland, D/KX.77105.

Chief Engineman William Munro, R.N.P.S., LT/KX.108393.

Petty Officer Alfred Victor Glanville, D/JX.131383.

Petty Officer Frederick Henry Leeder, D/JX.108445.

Engineman George Ernest Chaston, R.N.P.S., LT/KX.101821.

Petty Officer Emmenuelle Zahra, Malta/LX.20042.

Electrical Artificer Fourth Class Donald Montague Bale, D/MX.73830.

Leading Telegraphist Wesley Kenneth Hammond, D/SSX.24211.

Signalman Charles Frederick Richards, LT/JX.262919.

*924.—Honours and Awards—"London Gazette" Supplement of 15th February, 1944

(H. & A.—24 Feb. 1944.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

15th February, 1944.

The KING has been graciously pleased to approve the award of the George Medal to:

Temporary Acting Lieutenant-Commander Robert Selby Armitage, G.C., R.N.V.R.
Temporary Lieutenant Edward Timothy Cayley Tewson, R.N.V.R.

For gallantry and undaunted devotion to duty.

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

Chief Engine Room Artificer George Henry Gill, C/MX.46016.

Able Seaman Alan Kemp, C/JX.355316.

Able Seaman John Warden, D/JX.305376.

For services in the operations which led to the capture of Sicily by Allied Forces.

Engine Room Artificer Fourth Class Frank Percy Boulton, C/MX.73612 (Luton).
Temporary Acting Leading Stoker Arnold Kenneth Tunks, C/KX.106561 (West Bromwich).

Able Seaman William Albert Stone, C/JX.336880 (Hammersmith).

Stoker First Class John Jones, C/KX.135591 (Methil Hill, Fife).

Joiner Fourth Class Kenneth William Lake, P/MX.68695 (Redditch, Worcestershire).

For great courage and undaunted devotion to duty in fire-fighting and in rescuing the wounded after air attacks in Italy.

ADMIRALTY,
Whitehall.

15th February, 1944.

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

For gallant and distinguished services in hazardous operations:

To be a Companion of the Distinguished Service Order

Captain Charles Henry Duffett, R.N.

For great courage, resolution and skill while serving in H.M. Ships Wanderer and Wallflower on convoy escort duty:

The Distinguished Service Cross

Lieutenant-Commander Reginald Fife Whinney, R.N. (Maiden Newton).
Temporary Sub-Lieutenant Derek John Kidd, R.N.V.R. (Croydon).

The Distinguished Service Medal

Chief Mechanician Leonard George Harding Kissar, D/K.60487 (Torquay).
Acting Leading Seaman Edward George Cocks, CLD/X.5058 (Harlesden, N.W.10).
Acting Chief Petty Officer Leonard Arthur Merchant, C/J.113056 (Gravesend).
Able Seaman Nelson Edgar Herbert, P/JX.337481 (Romsey).

Mention in Despatches

Lieutenant George Richard Greaves, R.N.R. (Maidenhead).
Mr. Stewart Charles Warren, Temporary Gunner (T) R.N. (Lincoln's Inn, London).
Mr. William Albert Clarkson, Temporary Acting Warrant Engineer, R.N. (Carlisle).
Acting Chief Petty Officer Leonard Arthur Merchant, C/J.113056 (Gravesend).
Able Seaman Alfred Saunders, F/21091, R.A.N. (Collie, W. Australia).
Ordinary Seaman Keith John Starmer, C/JX.379120 (Northampton).

For bravery and leadership in reconnaissance operations:

Bar to the Distinguished Service Cross

Lieutenant Frank Measham Berncastle, D.S.C., R.N. (South Croydon).

Mention in Despatches

Lieutenant-Commander Herbert Nigel Clogstoun Willmott, D.S.O., D.S.C., R.N.
Lieutenant Nisbet Cunningham Glen, R.N.
Temporary Acting Lieutenant Donald Wagstaffe Hay, R.N.V.R. (Stockport).
Temporary Sub-Lieutenant Aubrey David Waters, R.N.V.R.
Petty Officer Motor Mechanic Donald Sheard, D/MX.79913 (Halifax).
Acting Leading Seaman Lewis Montgomery Bryden, C/TDX.1658 (Newcastle-on-Tyne).
Able Seaman Albert William Jackson, P/JX.274630 (Underwood).
Able Seaman Stanley George Stapleton, P/JX.326659 (March).
Able Seaman Sidney George Fryett, C/JX.196189 (Hellingly, Sussex).
Seaman John Calvert, LT/JX.240545 (Manchester).

For good services when the defensively equipped Merchant Ship in which he was serving was attacked from the air:

Mention in Despatches

Temporary Acting Petty Officer Allen George Brown, C/JX.210222 (London, N.10).

The KING has been graciously pleased to give unrestricted permission for the wearing of the Insignia of the following appointment made by King Peter of Yugoslavia:

To be a Commander of the Royal Order of the Crown of Yugoslavia

Captain (Commodore Second Class, R.N.R.) Bertram William Lothian Nicholson, D.S.O., R.N. (Ret.).

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

A.F.O. 5438/43

The Distinguished Service Cross

Temporary Lieutenant (now Acting Temporary Lieutenant-Commander) Peter Mason, R.N.V.R.

A.F.O. 6202/43

Mention in Despatches

Temporary Acting Leading Seaman William Henry Williams, D/X.7892C.

A.F.O. 1/44

The Distinguished Service Medal

Acting Leading Seaman William Allen, LT/X.9691B, R.N.R.

*925.—Honours and Awards

(H. & A. 2/44.—24 Feb. 1944.)

The King has been graciously pleased to approve the following award for outstanding gallantry and skill while in command of R. Nor. N.S. "Stord" in the action in which the German battleship "Scharnhorst" was sunk:

Second Bar to the Distinguished Service Cross

Commander Skule Valentin Storheill, D.S.C., R. Nor.N.

2. This award will not be gazetted.

*926.—Honours and Awards—Clasp to the 1939-43 Star—Issue of Silver Rosette

(H. & A. 21/44.—24 Feb. 1944.)

The following amendments are to be made to A.F.O. 661/44:—

Paragraph 1. *Add* "Two rosettes may be issued to each Officer and Man".

Paragraph 3. *For* "A.F.O. 5056/43, paragraph 4", *read* "A.F.O. 660/44, paragraph 9".

Paragraph 4. *For* "A.F.O. 5555/43, paragraph 2", *read* "A.F.O. 660/44, paragraph 2". *For* "H.M.S. 'Collingwood'", *read* "H.M.C.S. 'Collingwood'", *and omit* "H.M.S. 'Howe'".

(A.F.O. 661/44.)

927.—B.N.L.Os. Serving in Norwegian, Greek and U.S. Vessels—
Special Allowances

3375/A.F.O. 44.
See AFO 2033/46. (C.W. 19769/43.—24 Feb. 1944.)

In recognition of the extra expenses necessarily incurred by B.N.L.Os. serving in vessels of the Norwegian, Greek and U.S. navies, Their Lordships have approved payment of a special tax-free "liaison allowance" of 2s. a day, with effect from the 1st February, 1943.

2. In addition, victualling allowance at the current Naval rate should be credited on the ledger from the same date, to officers serving in Norwegian, Greek and U.S. vessels, who will then be responsible for meeting all messing charges. Credit of victualling allowance should be suspended during periods of leave, or on other occasions when officers are absent from their ships and in receipt of Provision or Subsistence Allowance.

3. D.M.S. is not payable in addition, except as provided for in K.R. and A.I., Article 617.

4. Instructions will be issued separately regarding B.N.L.Os. serving in Dutch vessels.

928.—Observer Duties—Officers Volunteering for—Standard of Proficiency at Buzzer
Required

(C.W. 55942/43.—24 Feb. 1944.)

The attention of Commanding Officers, and officers intending to volunteer for observer duties, is drawn to the fact that such officers must be able to read buzzer at ten words per minute on joining the course, and that failure to pass at fifteen words per minute at the end of Part I of the course may lead to their withdrawal from observer training.

(K.R. & A.I., Appendix XII, Part 4, Section 6.)

929.—Midshipmen, R.N., who fail in Seamanship and Astronomical Navigation

Examinations

(C.W. 47498/43.—24 Feb. 1944.)

During war-time, Midshipmen, R.N., who fail in their examination in Seamanship will not be put back four months and re-examined, provided they have obtained not less than 50 per cent. of the total marks and satisfied the Board of Examiners that their general standard is sufficiently high to enable them satisfactorily to undergo their Shore Courses as Acting Sub-Lieutenant. They will be awarded a pass certificate and will undergo courses with their contemporaries. They will incur the loss of one month's time. If circumstances permit, before leaving their ships they are to be given the opportunity for extra instruction in the subjects in which they have failed. K.R. and A.I., Article 263, Clause 2, should be regarded as being amended accordingly. Midshipmen who obtain less than 50 per cent. of the total marks or who fail to satisfy the Board of Examiners as above will be put back four months and re-examined.

2. Those failing in astronomical navigation will be given a refresher course of two weeks in H.M.S. "Dryad," on completion of their other courses, and will be re-examined in the subject. On passing they will count pass marks in Astronomical Navigation (125) which marks are to be added to those given in the Navigational Course in "Dryad." This will make them eligible for the award of a class certificate based on their aggregate marks; they will, however, incur a loss of one month's time.

3. Commanding Officers are to report specially on Midshipmen who fail in any subject, as to whether they are recommended to undergo courses. Full details of the marks awarded for each subject of these examinations should continue to be furnished by K.R. and A.I., Article 233, paragraph 1, Clause 3.

(K.K. & A.I., Article 263.)

930.—Electrical Installation in Ships—Responsibility of Torpedo and Engineer Officers—Electric Galleys

(N./T. 05024/44.—24 Feb. 1944.)

With reference to A.F.O. 711/38 and Article 1 of the Engineering Manual, the electrical maintenance of electric galleys will be the responsibility of the Torpedo Officer, as in the case of electric bakeries.

(A.F.O. 711/38.)

931.—Acting E.R.As. 4th Class—Confirmation in Rating

(N. 30588/43.—24 Feb. 1944.)

It has been reported that Acting E.R.As., 4th Class, who are attached to Landing Craft Maintenance Staffs have in some cases completed sufficient sea service to qualify, but are ineligible for confirmation in rating under the terms of A.F.O. 3799/41 because they have been engaged upon maintenance work for their own Landing Craft Flotillas and not employed in engine rooms of the craft in which they were borne. Nor have they been borne on the complement of the ships in which they have carried out their sea service.

2. Attention is therefore drawn to the fact that, if the duties upon which Act. E.R.As., 4th Class, are employed are not such as to entitle them to the award of the certificate referred to in paragraph 2 (A) (1) (c) (ii) of A.F.O. 669/44, it is imperative that they be drafted to a sea service billet as defined by A.F.O. 3799/41 for training at the earliest opportunity.

(A.F.Os. 3799/41 and 669/44.)

932.—Artificers, 5th Class and Acting 4th Class—Advancement in War-time

(N. 1899/44.—24 Feb. 1944.)

A.F.O. 3799/41 is to be amended as follows:—
Paragraph 2, last clause. Add:—

"In the absence of fully qualified Gunnery Officers, Auxiliary Vessels Gunnery Officers are authorised to render these certificates."

(A.F.O. 3799/41.)

*933.—Air Artificers—Advancement to Chief Air Artificer

(N. 31571/43.—24 Feb. 1944.)

The provisions of paragraph 1 of A.F.O. 668/44 are applicable to Air Artificers.
(A.F.O. 668/44.)

AFO. 6/38/44. 934.—Diving Non-Substantive Ratings—Reorganization

(N. 1705/44.—24 Feb. 1944.)

A.F.O. 4413/43 is to be amended as follows:—

Delete—First sentence of paragraph 4.

Substitute:—"Diver, 2nd class, will be the basic diving rating with non-substantive pay of 3*d.* a day, and will be open to Artificers, Shipwrights, Artisans and Mechanics of, or above the confirmed 4th class rating, Mechanics, Seamen holding any non-substantive rating, Stokers 1st class and higher Stoker ratings and Wiremen."

(A.F.Os. 4413/43, 4800/43, 6085/43 and 152/44.)

935.—Vision Standard—"Hostilities only" Ratings—General Instructions

(M.D.G. 48408/43.—24 Feb. 1944.)

The note under "Radar" in A.F.O. 5965/43 is to be amended to read:—

"Radar ratings who are drafted to small ships in which they will be required for look-out duties, must have Vision Standard 2 (L) and Colour Vision Grade 1".

(A.F.O. 5965/43.)

936.—Royal Australian Navy—Pay, etc.

(C.W. 7111/44.—24 Feb. 1944.)

With reference to A.F.O. 6307/43, Appendix II, the following note should be inserted immediately prior to paragraph 1:—

"Section E. 3 (a) specifies the occasions on which certain allowances, being Admiralty liability, are paid at R.N. rates".

2. With reference to Appendix IV, paragraph 7, the following rates of outfit gratuities are to apply from 1st January, 1944:—

	£	s.	d.
(a) Petty Officers dressed as Seamen on promotion to C.P.O.	13	3	0
(b) Petty Officers with one year's service as such, on change of uniform from Class II to Class III	12	15	0
(c) Other men or boys on transfer to ratings for which a change of uniform to Class III is required	12	13	0
(d) Men or boys on transfer to ratings for which a change of uniform to Class II is required	7	14	9

(A.F.O. 6307/43.)

937.—Royal New Zealand Navy—Air Gunners—Amended Title and Revised Rates of Pay

(N. 3446/44.—24 Feb. 1944.)

The New Zealand Naval Board have notified that the provisions of A.F.O. 4705/42 have been introduced into the R.N.Z. Navy with effect from 1st July, 1942.

2. A.F.O. 511/44, Part D, Section IV, No. 5a, should therefore be amended to read:—

No.	Allowance	Conditions of Payment, etc.	Rate Per Diem
5a	Telegraphist Air Gunner (with effect from 1st July, 1942):—		s. d.
	3rd Class	As laid down in K.R. & A.I.	3 3
	2nd Class	As laid down in K.R. & A.I.	3 9
	1st Class	As laid down in K.R. & A.I.	4 3

(A.F.Os. 4705/42 and 511/44.)

938.—South African Naval Forces—Non-compliance with Certain Provisions in A.F.O. 3022/43

(N. 3314/44.—24 Feb. 1944.)

Complaints have been received that the provisions of paragraphs 54, 55, 58 and 89 of A.F.O. 3022/43, relating to Forms S.161 and 165A, other entries on Service certificates, quarterly ledger extracts, and channel of communications, are not being carried out.

2. Failure to comply promptly with the procedure laid down in paragraphs 54, 55 and 58 causes difficulty in the maintenance of up-to-date local records, while failure to follow the procedure set out in paragraph 89 gives rise to delay in answering enquiries as exemplified in paragraph 90.

3. Authorities concerned are therefore requested to comply fully with the provisions of these paragraphs in the future.

(A.G.M. 485 of 12 Feb. 1944 is cancelled.)

(A.F.O. 3022/43.)

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

(C.W./N. 31039/43.—24 Feb. 1944.)

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

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

- Temporary R.N.R. officers.
- Retired R.N.R. or R.N.V.R. officers.
- Temporary R.N.V.R. (U.K.) officers.
- Ratings serving on "Hostilities Only" engagements.

3. Permanent R.N., R.N.R. and R.N.V.R. officers or ratings on the Active List are ineligible for transfer.

4. R.N. ratings who have completed 12 years engagement and are not re-engaging to complete time for pension, are to be regarded for this purpose only as if they were serving on a "Hostilities Only" engagement and will thus be eligible for consideration under paragraph 2 (d) above.

5. Applications for personnel in categories (a) to (d) of paragraph 2 above should be forwarded by Commanding Officers to the Commander-in-Chief, South Atlantic, copies being sent to Admiralty (in the case of officers), and the Commodore of the man's Port Division (in the case of ratings). Applications should contain the information required by paragraph 4 of A.F.O. 2715/43 and should state the original date of application for transfer.

6. Such transfer, if finally approved (unless effected under paragraph 4), will be made as from 1st May, 1943, or from the original date of application, whichever is the later. The date of transfer of ratings under paragraph 4 will be the date approved by the Union Authorities.

7. The final decision as to transfer rests with the Union Government.

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

(A.F.Os. 2715/43, 3022/43 and 5064/43.)

***940.—Telegraphists Trained in Private Wireless Schools—Advancement**

Cancelled by
AFO 7366/46 (N.20883/43.—24 Feb. 1944.)

Paragraph 2 (b) of A.F.O. 271/44 is to be amended to read as follows:—

"(b) If recommended by the Captain, H.M. Signal School, they will be rated Telegraphist on completion of their course, with seniority antedated to the date of entry into the Service or to the date of attaining the age of 18 years, whichever is the later. Should a man not have attained the age of 18 years on completion of his course, he is not to be advanced until that date is reached, although in other respects he may be fully qualified. Men not rated on completion of the course (or on attaining the age of 18 years) will be required to serve the normal time for advancement as laid down for H.O. ratings in the Telegraphist branch."

(A.F.O. 271/44.)

***941.—Special Entry of Navy League Sea Cadets—Advancement**

(N. 29927/43.—24 Feb. 1944.)

Boys belonging to the Special Entry of Navy League Sea Cadets are normally to be advanced to the Ordinary rate on attaining the age of 17½, if recommended.

2. These boys are distinguishable from other entries by their age and the difference in the engagement under which they are serving as shown on their Service certificates.

3. This order applies to "H.O." ratings only.

(A.F.O. 885/42 is cancelled.)

942.—Goanese Ratings Serving in Ships West of Suez—Special Bonus and Clothing Gratuity

Cancelled
see AFO 2946/46. (N. 22503/43.—24 Feb. 1944.)

Goanese ratings servings in ships west of Suez are to be granted the following extra emoluments:—

- A special bonus up to a maximum of half a rupee = 9d. a day, the amount to be limited by the overriding rule that the total pay of a Goanese rating shall not exceed that of a comparable British rating.
- A gratuity up to a maximum of £4 15s. 0d. for the purchase of additional clothing as follows. This sum represents the approximate cost at service issuing prices of an overcoat, serge jacket and trousers, and pullover, and payment of the whole or proportionate part of the gratuity may be made on production of evidence of purchase of all or some of the articles.

If an oilskin is purchased in lieu of a greatcoat, payment may be made in respect of the oilskin, but in the event of the subsequent purchase of an overcoat the maximum gratuity of £4 15s. 0d. is not to be exceeded.

2. The gratuity should be credited on the ledger and a statement showing details of the articles purchased forwarded to the Director of Navy Accounts as a ledger enclosure.

Payment of the gratuity should also be noted in ratings' paybooks.

943.—Accident Caused by Failure of Signal Cartridge to Ignite—Use of Two Pistols

(A/A.A.S. 1752/43.—24 Feb. 1944.)

An accident was recently caused at a Naval Air Station by the Red Signal Cartridge (fired by the Flying Control Officer of the Watch to denote refusal of permission to land) failing to ignite.

2. A.F.O. 4903/43, paragraph 7, allows for the provision of two signal pistols at the control position in use. Both these pistols should be ready loaded whilst flying is in progress to allow for the possible failure of one of the cartridges to ignite.

3. Regulations concerning the care and storage of pyrotechnics carried in aircraft are laid down in A.F.O. 186/44.

(A.F.Os. 4903/43 and 186/44.)

*** 944.—Lott Naval Trust Fund—Awards to Inventors**

(N/A.W.D. 713/43.—24 Feb. 1944.)

The following additional award has been approved:—
 Temporary Lieutenant (A) Peter Allen, R.N.V.R. Radar modification... £30
 (A.F.O. 421/44.)

945.—W.R.N.S.—Promotion of Third Officers

(C.W./N. 26297/43.—24 Feb. 1944.)

A.F.O. 550/44 is to be amended as follows:—
 Paragraph 9.

Add:—Staff Officers of Squadrons whose I.E. (Initial Equipment) is 30 or more, or whose T.S.A. (Training Squadron Aircraft) is 45 or more.

(A.F.O. 550/44.)

946.—W.R.N.S.—Recruitment of Officers

(C.W. 6696/44.—24 Feb. 1944.)

A.F.O. 4986/42 is to be amended as follows:—

Add new paragraph 5:

“When ratings are recommended for promotion to officer rank for Sub-Accountant duties, Section V of Form S. 1530 is to be completed and signed by the Senior Accountant Officer under whom they are serving.”

(A.F.O. 4986/42.)

***947.—W.R.N.S.—Ship Mechanics (L.C.)—Qualifications of**

(D.C.O.M. 334/44.—24 Feb. 1944.)

Doubt seems to exist as to the qualifications, and consequently the best method of employing W.R.N.S. Ship Mechanics (L.C.). The following information concerning this training is accordingly appended.

2. It comprises:—

- (a) 2 weeks' painting and signwriting instruction as applied to landing craft.
- (b) 2 weeks' oxy-acetylene cutting and welding.
- (c) 6 weeks' electric welding.
- (d) 2 weeks' wood machining and the making, on the bench, of simple wood joints suitable for craft.

3. The above course is as comprehensive as possible within practical limits of time. Arrangements should, therefore, be made for training to continue in the form of practical work as applied to such craft as may be available.

4. W.R.N.S. Ship Mechanics (L.C.) should only be employed on work as laid down above.

5. The standard of efficiency of these W.R.N.S. is high and best use of their ability can only be made by intelligent employment.

(A.F.O. 5706/43.)

948.—W.R.N.S.—Personnel Returning from Abroad—Procedure

(N. 16170/43.—24 Feb. 1944.)

The following amendment is to be made to A.F.O. 273/44:—
 Paragraph 1, line 11. *Delete* “H.M.S. ‘Cochrane’”, *insert* “H.M.S. ‘Cochrane II’”.

(A.F.O. 273/44.)

949.—W.R.N.S.—Acceptance after Invaliding from W.R.N.S., A.T.S. or W.A.A.F.

(M.D.G. 63964/42.—24 Feb. 1944.)

No officer, rating or other rank invalided from the W.R.N.S., A.T.S. or W.A.A.F., is to be re-entered, or accepted, in the W.R.N.S. without prior Admiralty approval. Approval will be sought before the applicant is called before a medical board and approval, if given, will be subject to the applicant being subsequently passed as medically fit for service.

(A.F.O. 6388/42 is cancelled.)

950.—W.R.N.S. Ratings—Discharge on Desertion

(N. 20098/42.—24 Feb. 1944.)

In future the discharge of ratings of the W.R.N.S. who have deserted may be authorised at home by the Commanders-in-Chief, The Nore, Portsmouth, Plymouth, Western Approaches and Rosyth, the Admiral Commanding Orkneys and Shetlands, and the Flag Officer Commanding, Dover. Overseas, discharge may be authorised by the Commanders-in-Chief, Eastern Fleet, Mediterranean and South Atlantic, the Flag Officer Levant and Eastern Mediterranean and the British Admiralty Maintenance Representative, Washington.

2. Discharges under this order will be reported by name to the Admiralty as soon as they are authorised. Reports from overseas will be made by signal.

(A.F.O. 5151/42 is cancelled.)

951.—Admiralty Surgeon and Agent (Keighley)

(C.E. 2122/44.—24 Feb. 1944.)

Mr. J. W. Alexander, M.D., Ch.B., of 1, Victoria Park View, Keighley, Yorks. (Telephone Keighley 3075) has been appointed Admiralty Surgeon and Agent for Keighley.

952.—Officiating Ministers of Religion

(C.E. 51363/44; C.E. 50188/43.—24 Feb. 1944.)

The following appointments have been approved:—

Roman Catholic.

H.M.S. Queen Charlotte, Ainsdale, Liverpool ...	Rev. J. Walsh, St. Joseph's, Freshfield, Liverpool.
Mill Hill Docks, Plymouth	Rev. S. McNamee, Bishop's House, Cecil St., Plymouth

Church of England.

W.R.N.S. Establishment, Great Baddow, Hampton, Chelmsford—
 Rev. D. P. McNeice, B.A., 9 Shewlands Close, Chelmsford.

2. The usual facilities are to be afforded.

953.—Plain Clothes Gratuity

(N. 9218/43.—24 Feb. 1944.)

“Hostilities Only” ratings with previous Naval service may be given Plain Clothes Gratuity again on discharge and the proviso in clause 4 of K.R. & A.I., Article 1602, that re-entries must have served for a further period of not less than two years is suspended for the duration of the war.

2. K.R. & A.I. will be amended in due course.

(K.R. & A.I., Article 1602.)

954.—D.E.M.S.—Central Pay Offices, H.M.S. "President III"

(C.W. 50060/43.—24 Feb. 1944.)

For administrative purposes the Accountant Officer, H.M.S. "President III" has also been appointed Paymaster Captain-in-Charge, H.M.S. "President III".

2. Routine correspondence on purely accountant matters should still be addressed to the Accountant Officer, H.M.S. "President III", Dedworth Manor, Windsor, Berks.

3. Correspondence which would normally be dealt with by the Commanding Officer of a ship or establishment, but which under the D.E.M.S. organisation is dealt with in "President III" should be addressed to The Paymaster Captain-in-Charge, H.M.S. "President III", at the above address.

*955.—Purchases in North America—Settlement of Bills

(N. 20693/43.—24 Feb. 1944.)

The effect on public opinion when British personnel leave unpaid bills may be serious and widespread.

2. The following orders are to be observed in the case of Canada, Newfoundland and the U.S.A. :—

- No private bills are to be incurred.
- Payment for all private purchases are to be strictly cash.
- Any bill which may be incurred for service purchases is to be under the supervision of a responsible officer who is to see that it is forwarded promptly to the appropriate Accountant Officer.
- At places where the clubs have the hit system the Commanding Officer is responsible for seeing that the accounts are obtained and settled monthly and before the ship sails.

3. This Order is also applicable to personnel standing by ships and not actually serving on board.

956.—Services and Supplies to the Italian Armed Forces—Accounting—REPORTS

(W.G.F. 29/44.—24 Feb. 1944.)

Attention is drawn to A.F.O. 1047/44 in Section 6 of this issue.

957.—Instructional Film "A.A. Gun Discipline" (Serial No. A.140)

Cancelled
AFO 3326/46. (T.S.D./G.D. 049/44.—24 Feb. 1944.)

With reference to A.F.O. 4251/43, an instructional film entitled "A.A. Gun Discipline" (serial number A. 140) has now been completed and copies will be distributed without demand in accordance with paragraph 5 below.

2. The film is in two parts, each of which is self-contained with a total running time of about 28 minutes. In each part some of the principles of Gun Discipline are demonstrated by contrasting performances of a "good" and "bad" crew on a four-barrelled Pom Pom.

3. It is not claimed that the performance of the "good" crew in the film is faultless and interest in the film may be increased if classes are encouraged to try and pick out mistakes in drill, etc., made by the "good" crew.

4. It is desired to assess the training value of a film of this nature, and, after experience has been gained in its use, any remarks or criticisms particularly dealing with the principle of instruction involved should be forwarded to H.M.S. "Excellent".

5. The distribution referred to in paragraph 1 above is as follows:—

		No. of Copies	
		35 mm.	16 mm.
Command Instructional Film Libraries:—			
Scapa	...	10	6
Glasgow	...	8	6
Rosyth	...	2	3
Liverpool	...	5	6
Chatham	...	6	3
Portsmouth	...	7	4
Devonport	...	7	3
A.F.O. 4251/43, paragraph 10, refers			
Authorities:—			
F.O., Gibraltar and Mediterranean			
Approaches	...	2	2
F.O., Western Mediterranean	...	7	6
F.O., Levant and Eastern Mediterranean	...	6	5
F.O., Malta	...	3	2
R.A., Alexandria	...	1	—
C-in-C., South Atlantic	...	3	4
F.O.C., West Africa	...	1	1
S.B.N.O., Western Atlantic	...	4	4
F.O., Ceylon	...	5	2
C-in-C., Eastern Fleet	...	8	8
H.M.I.S., Himalaya	...	1	1
F.O.C.R.I.N.	...	—	1
A.C.N.B.	...	3	3
N.S.H.Q., Ottawa	...	3	3
N.Z.N.B.	...	3	3
B.A.D., Washington	...	1	—

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

7. With reference to A.F.O. 5210/43, concerning the film "A.A. Fire Discipline and Distribution", it should be noted that the correct title of this film is "A.A. Fire Distribution" (serial No. A. 135).

(A.F.Os. 4251/43 and 5210/43.)

958.—Instructional Films—Radio Technician Training and Cathode Ray Tube (How it Works)

Cancelled by
AFO 3326/46. (T.S.D. 2066/44.—24 Feb. 1944.)

With reference to A.F.O. 4251/43, two Radar instructional films produced by the U.S. Naval Authorities are now available, and copies will be distributed without demand in accordance with paragraph 4 below.

2. The titles and serial numbers of these two films are as follows:—

- G.173—Radio Technician Training, Part I—Capacitance.
- G.177—Cathode Ray Tube—How it Works.

3. It should be observed that the film G.177, The Cathode Ray Tube, is intended as a substitute for A.74* Radar, Part 9, and the film "Radar Identification" will be produced as Part 9 in the A.74 Radar series of films.

4. The scale of distribution referred to in paragraph 1 above will be as follows:—

		No. of Copies	
		35 mm.	16 mm.
(a) Copies for re-issue on temporary loan:—			
Film Libraries:—			
Scapa	A.F.O. 4251/43, paragraph 10, refers	2	2
Rosyth		2	2
Glasgow		2	2
Liverpool		2	2
Chatham		2	2
Portsmouth		2	2
Devonport		2	2
London		1	1

Authorities:—	No. of Copies	
	35 mm.	16 mm.
C.-in-C., Eastern Fleet	2	2
F.O., Ceylon	1	1
S.N.O., Aden	1	1
S.N.O., Persian Gulf	1	1
F.O., East Africa	1	1
C.-in-C., South Atlantic	1	1
F.O., Levant and Eastern Mediterranean	2	2
F.O., Western Mediterranean, Algiers	2	2
V.A., Malta	1	1
F.O., Gibraltar and Mediterranean Approaches	2	2
F.O.C., West Africa	1	1
N.O.I.C., Trinidad	1	1
S.B.N.O., Western Atlantic	1	1
(b) Copies on permanent loan:—		
The Captain, H.M. Signal School	1	1
A.S.E. Extension, Sherbrooke House	—	1
H.M.S. "Valkyrie"	1	—
R.A.T.E., Durban	1	1
F.O.C.R.I.N.	1	—
H.M.S. "Canopus"	—	1
R.N.A.S., Yeovilton	—	1
Rutherford College, Newcastle	—	1
Manchester College of Technology	—	1
Chelsea Polytechnic	—	1
Northampton Polytechnic	1	—
Guildford Technical College	—	1

5. Application for copies of these films on temporary loan should be made to the Libraries and Authorities referred to in paragraph 4 (a) above in accordance with A.F.O. 4251/43, paragraph 10.

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

959.—State Insurance—Forms U.I.3XS and S.1034

(P.M./D.N.A. 20128/43.—24 Feb. 1944.)

Experience has shown that the arrangements for the rendering of Forms U.I.3XS and S.1034 are not functioning as satisfactorily as they should. This is particularly so in invaliding cases, instances having occurred in which neither form has been rendered and in others two sets of forms have been rendered, one from the hospitals, etc., and the other by Accountant Officers.

2. Henceforth the *final responsibility* for rendering all such forms devolves upon the Accountant Officer who settles the final pay account of the person concerned. Forms S.1034 (including those applicable in invaliding cases) should be prepared and despatched direct to the Ministry of Health by the Accountant Officer concerned. Forms U.I.3XS for all cases, other than invaliding cases (but see paragraph 3) should similarly be prepared by the Accountant Officer concerned and sent to The Ministry of Labour and National Service, C. & R.O., Acton, London, W.3, for action. K.R. & A.I., Appendix XXIX, paragraphs 10-12 are modified accordingly.

3. In *invaliding cases* when the person invalided is in a naval or naval auxiliary hospital, or in naval sick quarters, it is the responsibility of the officer in charge of the medical establishment concerned, to arrange for the Form U.I.3XS to be completed as far as possible (particularly with the officer's or rating's signature, address on discharge, etc.) and sent to the appropriate Accountant Officer. The latter will then complete the form and send it on to The Ministry of Labour and National Service, C. & R.O., Acton, London, W.3. In cases where the person concerned is in a medical establishment other than those enumerated above, or in cases where the Accountant Officer has not received the Form U.I.3XS by the cease pay date of the officer or rating concerned, the Accountant Officer should arrange for the preparation of the Form U.I.3XS so far as possible and send it to The Ministry of Labour and National Service, C. & R.O., Acton, London, W.3.

4. When rendering Form U.I.3XS to the Ministry of Labour and National Service, Accountant Officers should indicate their ship or establishment in the "Certificate to be signed by ship's Accounting Officer or Officer I/C Records".

5. Accountant Officers should ensure that Forms U.I.3XS and S.1034 are rendered to the Ministry of Labour and National Service and the Ministry of Health respectively, without delay, as otherwise the person's State Insurance position may be prejudiced, and delay in the issue or benefit, etc., occasioned. The forms should be despatched even prior to the date of cessation of pay, provided such date is *definitely* known (e.g., in invaliding cases). In any event the forms should be prepared in advance of the cease pay date, wherever practicable, in order that they can be despatched as soon as this information is available.

6. It has been notified by the Ministry of Labour and National Service that it is now very important for that Ministry to have information whether a person in respect of whom a Form U.I.3XS has been issued, has been—

- finally discharged,
- transferred to Reserve, or
- released for civilian employment.

7. Some prints of Form U.I.3XS already provide these details (allowing for inapplicable alternatives to be deleted), but in other cases Accountant Officers should amend the Form U.I.3XS in manuscript, to give the desired information.

8. The instruction contained in paragraphs 6 and 7 *does not affect* cases in which Form U.I.3XS is being rendered in respect of "Promotion to Officer", where the existing procedure regarding notation should be adhered to.

9. Forms U.I.3XS will in future be printed in two series only: NORE for male, and ARK for female personnel. All other code names are now obsolete.

10. Forms in the obsolete series may be used until stocks are exhausted, but the key word will be altered by the Ministry of Labour and National Service when received in their Record Office, Acton.

(K.R. & A.I., Appendix XXIX, paragraphs 10-12.)

(A.F.Os. 3606/40, B.5, D.4 (i), 569/43, 1664/43, 1902/43, 2252/43, 3919/43.)

See AFO 760/240.—"Pay-as-you-Earn" System of Collection of Income Tax " " 1024/45. (D.N.A. 1902/44.—24 Feb. 1944.) See AFO 7288/46

The new scheme applies to all emoluments assessable to Income Tax under Schedule E, other than pay, pensions or other emoluments payable in respect of service in or with the Armed Forces of the Crown. The emoluments of all Crown Servants, other than those received in respect of service in or with the Armed Forces will, therefore, be dealt with under the new scheme, which will also apply to "balance of civil pay" cases. The scheme will operate in respect of *all payments of emoluments made on or after the 6th April, 1944*, notwithstanding that the emoluments may be in whole or in part emoluments for some other year, including a year before the year 1944/45.

2. The new scheme provides for the deduction of tax at the time of payment, so that the total amount of tax recovered at any time is precisely the tax appropriate to the actual aggregate earnings from the beginning of the year up to the date for which payment is made. The procedure may be summarised in stages as follows:—

- The Inspector of Taxes concerned (*see* paragraph 3) will ascertain the allowances due to each employee whose earnings exceed £110 per annum or are £110 or less if there is likely to be tax liability. Having ascertained the total of the allowances due to be set against an employee's earnings for the year the Inspector will—
 - allocate the Code No. appropriate to those allowances, e.g. Total of Allowances £41 to £50—Code No. 6; £166 to £170—Code No. 29. (*Note*.—A full list of the Code Nos. is contained in Appendix to this Order);
 - notify employees of their allowances and Code Nos. (Form P.2);
 - notify the Paying Officer of each employee's Code No. on Tax Deduction Cards (Form P.9);
 - issue Tax Tables to the Paying Officer.

(b) The Paying Officer will—

- (i) deduct or refund tax in accordance with the tax tables for the particular Code Nos. (*Note.*—The tax tables will show for each Code No. the “cumulative tax” on any given aggregate amount of taxable earnings up to the end of each week or month of the year. In dealing with any particular week or month the Paying Officer will find in the tables under the Code No. appropriate to each employee the “cumulative tax” up to the end of that week or month on the amount of the employee's aggregate taxable earnings to date (*see* paragraph 8). The Paying Officer will then deduct or refund the difference between the “cumulative tax” up to the end of that week or month and the aggregate tax deducted previously);
- (ii) deduct tax in every case where emoluments exceed £110 per annum whether or not the Inspector has issued a Tax Deduction Card with a Code No. (*Note.*—In cases where a Tax Deduction Card has not been received the Paying Officer will immediately send a Form P.46 to the Inspector of Taxes concerned. He will also prepare an Emergency Card (Form P.13) and deduct tax in accordance with the directions given on that card);
- (iii) notify the Inspector of new entrants and discharges as they occur, continuity of deductions being provided for by a “Leaver's” certificate (Form P.45) to be given by the old employer to an employee who is discharged for production by the employee to his new employer. (*See* paragraphs 11 and 12.)
- (iv) periodically pay over to the appropriate Collector of Taxes the total tax deducted. (*Note.*—Further instructions will be issued regarding these payments);
- (v) make an annual return to the Collector of the total wages paid and tax deducted for each employee.

3. The Chief Inspector of Taxes, Departmental Claims Branch, will continue to deal with Admiralty non-industrial employees at home and abroad, and also with established industrial employees abroad. Industrial employees and Admiralty Civil Police at home will continue to be dealt with by local Inspector of Taxes. In the event of Paying Officers at establishments abroad not receiving the necessary instructions from the Chief Inspector of Taxes to enable the new scheme to be brought into operation on the 6th April, 1944, provisional deductions of tax should be made under existing arrangements.

4. As at present, no tax deductions should be made from unestablished staff serving at establishments abroad unless specific instructions to the contrary are received from the Chief Inspector of Taxes.

5. *Weekly paid personnel.*—The Tax Deduction Cards (Form P.9) provide for the following particulars to be recorded each week:—

- (a) Pay Day;
- (b) Gross pay in the week (*see* paragraph 8);
- (c) Total gross pay to date (*see* paragraph 8);
- (d) Total tax due to date as shown by Tax Tables;
- (e) Tax deducted in the week;
- (f) Tax refunded in the week.

It is unnecessary, however, for the cards to be completed each week and it will suffice if the particulars are inserted for the 52nd week only. (In the event of there being a 53rd pay day in the year all the particulars for that week should be inserted in addition to those for the 52nd week). It will be necessary, however, for the following particulars in respect of each person to be recorded each week in the Muster and Pay Book:—

- (a) Tax deducted or refunded;
- (b) Total gross taxable earnings to date (*see* paragraph 8);
- (c) Total tax due to date on (b) as shown by the Tax Tables.

Items (b) and (c) should be inserted in Muster and Pay Books in red ink in spaces A and B as shown hereunder. The Code Nos. should also be inserted in Muster Books.

The diagram shows a rectangular card divided into several sections. At the top, there are two rows of five small boxes each. Below these is a large rectangular area divided into two horizontal sections labeled 'A' and 'B'. Section 'A' is the upper part of this area, and section 'B' is the lower part. To the right of section 'B', there are several vertical lines and diagonal hatching patterns, suggesting a grid or specific recording format for tax data.

6. Some Paying Officers may find it convenient to set up an arrangement under which the clerk calculating wages will, after assessing the gross taxable pay to date, insert the amount on the Tax Deduction Card and pass it to another clerk who will complete the card for the week and return it to the wages clerk for the latter to assess the net amount due for payment, but as the Tax Deduction Cards will be forwarded to the Inspector of Taxes at the end of the year (*see* paragraph 13), it will still be necessary for the total gross taxable earnings and the total tax due to date to be inserted in the Muster and Pay Book each week.

If an employee is away sick without pay a refund of tax may become due. The refund should be made to the employee while he is still away if he makes arrangements to collect it, otherwise the refund should be made after return to work. It will be necessary for amounts not claimed to be dealt with in the same manner as unpaid wages.

Arrangements should be made for payment of overtime worked by weekly paid personnel to be made with wages.

7. *Monthly Paid Personnel.*—Instructions regarding the procedure to be observed will be issued as soon as possible.

8. *Taxable Earnings.*—Care must be taken to ensure that deductions of tax are made only from taxable emoluments and that taxable emoluments only are inserted on Tax Deduction Cards under the heading of “Gross Pay”. Items which are not taxable where specific authority to this effect has been received from the Chief Inspector of Taxes should not be included on the cards, e.g. hurt pay and mulcts for late attendance.

9. *Change of Code No.*—In the event of a change in the circumstances of a person affecting the allowances to be set against earnings (*see* paragraph 2 (a)), the revised Code No. will be communicated to the Paying Officer on Form P.6 by the Inspector concerned. Until the revised Code No. is notified the Paying Officer should continue to make deductions of tax in accordance with the Code No. previously communicated.

10. *Tax Tables* will be printed in two separate series:—

- (a) For employees paid weekly.
- (b) For employees paid monthly.

The tables will be available in the following parts:—

<i>Weekly Tables.</i>	<i>Codes.</i>	<i>No. of separate parts.</i>	<i>Range.</i>
(a) Main tables in 52 weekly parts ...	1-60	52	Up to £12 per week
(b) Supplementary tables, single code ...	1-60	60	£12 per week and over
(c) Supplementary tables, single code ...	61-100	40	Up to £29 per week
<i>Monthly Tables.</i>			
(d) Main tables in 12 monthly parts ...	1-60	12	Up to £125 per month

The main table provides for the ordinary type of case where the Code No. is 60 or less. Supplementary single-code tables will be required for any weekly-paid employee in receipt of more than £12 per week, or for any employee, whether paid weekly or monthly, coded above 60. A separate part is provided for each Code No. and shows the cumulative pay and tax for all weeks or months in the year. At establishments where there are a considerable number of employees with the same Code No. it may expedite the work if the single-code Tables are used.

Supplies of Tables for use in connection with industrial employees will be issued to Paying Offices by the local Inspectors of Taxes. Supplies for use in connection with non-industrial employees will be issued by the Director of Navy Accounts (Branch 5) who should be communicated with if, in the light of experience, a larger supply is required in connection with non-industrial employees.

Supplies for use at establishments abroad will also be issued by the Director of Navy Accounts.

11. *New Entrants*.—If a "Leaver's" Certificate (Form P.45) is not produced by a new entrant the Paying Officer should act in accordance with the instructions contained in paragraph 2 (b) (ii).

12. *Transfers and Cessations*.—When an employee is transferred to another establishment at home, a "Leaver's" certificate (Form P.45) is to be completed in triplicate giving:—

- (a) Total taxable earnings to date of discharge.
- (b) Total tax deducted to date.
- (c) Tax Code No.

Part I of the form is to be forwarded to the appropriate Inspector, i.e., the Chief Inspector of Taxes (Departmental Claims Branch) or the local Inspector of Taxes, and Parts 2 and 3 are to be forwarded to the new Paying Officer. The new Paying Officer will retain Part 2 and create a new *Tax Deduction Card* and forward Part 3 to the appropriate Inspector. The original Tax Deduction Card will be retained at the old establishment and it is very important that there should be no delay in forwarding the certificates to the new Paying Officer. If necessary the certificates should be handed to the employee for production to the new Paying Officer. When any employee is discharged from Admiralty service, Parts 2 and 3 of the certificate are invariably to be handed to the employee for production to his new employer.

When an *established* employee is discharged to an establishment abroad, Part 1 of the Certificate will be forwarded to the appropriate Inspector, Part 2 will be attached to Form D.135 and Part 3 will be handed to the employee with the duplicate Form D.135 (see A.F.O. 115/44).

When an *unestablished* employee is discharged to an establishment abroad, all three parts of the certificate will be forwarded to the appropriate Inspector attached to the existing form of notification.

When an *established* employee is discharged to this country from an establishment abroad, Part 1 of the certificate will be forwarded to the Chief Inspector of Taxes, Departmental Claims Branch, Part 2 will be attached to Form D.135 and Part 3 will be handed to the employee with the duplicate Form D.135 (see A.F.O. 115/44). The Paying Officer at the home establishment should create a new Tax Deduction Card and forward a copy of the certificate to the appropriate Inspector.

When an *unestablished* employee returns to this country the new Paying Officer should take immediate steps to obtain the Code No. under which tax is to be deducted—see paragraph 2(b)(ii). In any case where information as to the appropriate Code No. has not been received by the Paying Officer by the date on which the first payment is due to be made, he must prepare an Emergency Tax Deduction Card (Form P.13) and deduct tax in accordance with the directions given on that card.

Further instructions will be issued regarding the procedure to be followed in connection with persons transferred to other Government Departments or Superannuated.

13. *Disposal of Tax Deduction Cards*.—At home establishments the Cards for all industrial and non-industrial employees are to be forwarded to the local Collector of Taxes at the end of the year. At establishments abroad the Cards are to be forwarded to the Chief Inspector of Taxes, Departmental Claims Branch.

14. *Balance of Civil Pay*.—Code Nos. will be issued as for other emoluments and deductions of tax will be made.

15. *Arrears of tax at 31st March, 1944*.—These are to be ignored by Paying Officers in commencing deductions under "Pay-as-you-Earn". Further instructions will be issued in due course regarding the recovery of arrears of tax.

16. *Arrears of Pay*.—As stated in paragraph 1, the new scheme of collection of tax will become operative on all payments made on or after the 6th April, 1944. Any arrears of pay, etc., that may be issued on or after that date will be subject to deduction of tax at time of payment, but a record should be kept of any "pay-ups" relating to the previous year in order that they may be noted on the Tax Deduction Cards.

17. *Miscellaneous Payments*.—These payments fall into two classes, viz. :—

- (a) Emoluments for services which can be considered as appertaining to an employment or office, i.e., where it can be said that there is a contract, either written or implied, between the Crown and the person remunerated of the same nature as that between master and servant. In this class are included such payments as fees or honoraria to a chairman or member of a committee, commission or panel, or fees to a professional man such as a doctor who while remunerated on a capitation basis is nevertheless retained by the Department in a specific office or to hold a specific position. Remuneration paid on a basis where the Crown is in a position, not only to say what work is to be done, but the manner in which it is to be done, is also within this class.
- (b) Fees for casual services, e.g., consultations, medical examinations.

Where the recipients of such payments (classes (a) and (b)) are Admiralty employees and are borne on the books of an establishment, tax should be deducted before payment. In the case of weekly paid employees payment should be made with wages and tax charged accordingly. In the case of monthly paid personnel the procedure should be as laid down in instructions to be issued (see paragraph 7).

Where the recipients are not Admiralty employees, Tax Deduction Cards (Monthly) should be prepared and forwarded *immediately* to the Chief Inspector of Taxes, Departmental Claims Branch, Room 102, The Hydro, Llandudno, Caernarvonshire, in all cases under Class (a) where payments for the year 1943/44 exceed or are likely to exceed £110. These cards will be returned in due course and any payments during the year 1944-45 should be paid under deduction in accordance with the Code Nos. or if the Card is marked "Not taxable" ("N. T.") should be paid in full. New cases which arise after 5th April, 1944, will need prompt treatment and whenever possible should be referred in advance to the Chief Inspector of Taxes giving the full name and private address of the person concerned. Instructions will be issued showing whether payment is to be made in full or under deduction of tax. If instructions do not reach Paying Officers in time the general emergency provisions which will be applicable to all employees should apply (see paragraph 2 (b) (ii)). When forwarding Tax Deduction Cards to the Chief Inspector of Taxes in these cases "Misc" should be inserted in the space headed "Nature of Employment." Payments under Class (b) to persons who are not Admiralty employees should be made in full, unless exceptionally a Tax Deduction Card has been received. Such payments should not be entered on a Tax Deduction Card, but should be reported annually on Form 251 D.C.B.

18. *Decentralisation of Accounting Arrangements*.—The "Pay-as-you-Earn" system of collection of Income Tax necessarily involves decentralisation of responsibility for the collection and accounting for Income Tax to the Paying Officers on whose books civilian personnel (both industrial and non-industrial) are borne for pay. Any Paying Officer who has not previously been so responsible and is in doubt as to the correct procedure should obtain advice from the Inspector of Taxes concerned.

APPENDIX

LIST OF CODES

Code	Total Allowances to be set against pay	Code	Total Allowances to be set against pay	Code	Total Allowances to be set against pay	Code	Total Allowances to be set against pay
	£		£		£		£
1	0	26	151—155	51	301—310	76	551—560
2	1—10	27	156—160	52	311—320	77	561—570
3	11—20	28	161—165	53	321—330	78	571—580
4	21—30	29	166—170	54	331—340	79	581—590
5	31—40	30	171—175	55	341—350	80	591—600
6	41—50	31	176—180	56	351—360	81	601—610
7	51—60	32	181—185	57	361—370	82	611—620
8	61—65	33	186—190	58	371—380	83	621—630
9	66—70	34	191—195	59	381—390	84	631—640
10	71—75	35	196—200	60	391—400	85	641—650
11	76—80	36	201—205	61	401—410	86	651—660
12	81—85	37	206—210	62	411—420	87	661—670
13	86—90	38	211—215	63	421—430	88	671—680
14	91—95	39	216—220	64	431—440	89	681—690
15	96—100	40	221—225	65	441—450	90	691—700
16	101—105	41	226—230	66	451—460	91	701—710
17	106—110	42	231—235	67	461—470	92	711—720
18	111—115	43	236—240	68	471—480	93	721—730
19	116—120	44	241—245	69	481—490	94	731—740
20	121—125	45	246—250	70	491—500	95	741—750
21	126—130	46	251—260	71	501—510	96	751—760
22	131—135	47	261—270	72	511—520	97	761—770
23	136—140	48	271—280	73	521—530	98	771—780
24	141—145	49	281—290	74	531—540	99	781—790
25	146—150	50	291—300	75	541—550	100	791—800

(A.F.O. 115/44.)

961.—Cable Ship Agreement

(N/A/SM. 116/44.—24 Feb. 1944.)

The following amendment is to be made to A.F.O. 251/44 :—

Paragraph 36, top of Page 7. Cancel lines three and four and substitute —“ Duplicate to be forwarded to the Accountant Officer at the base from “which the vessel concerned is operating (see paragraph 50 (i)). Triplicate “to be retained on board and/or in the Cable Ship Depot.

“ Form S.543 is to be used in all cases of transfer of personnel, in accordance with A.F.O. 5321/43.”

(A.F.Os. 5321/43 and 251/44.)

***962.—Coalmines—Training for Underground Work**

(N./D.P.S. 113/44.—24 Feb. 1944.)

In view of the number of ex-coalminers who are applying for release under A.F.O. 418/44 it has been necessary to restrict the number of volunteers who can be released for training under A.F.O. 417/44, and the following additions should be made under paragraph 2 of A.F.O. 417/44 to the categories of men who cannot be permitted to volunteer :—

(n) All personnel borne on the books of “ Copra ”.

- (o) All ratings, and other ranks R.M., who will be under 35 years old on 31st May, 1944, except those who will still be undergoing Part I and Part II training on 1st March, and those who are permanently unfit for sea and yet qualify medically under paragraph 3 of A.F.O. 417/44.
- (p) All Communication ratings who will have completed Part II New Entry training by 1st March, 1944.
- (q) All Royal Marine M.T. Drivers.

2. Applications already forwarded which do not conform to the revised conditions are to be regarded as cancelled.

(A.F.Os. 417/44 and 681/44.)

***963.—Coal Mines—Training for Underground Work—Volunteers—REPORTS**

(E.F.O/N. 28953/43.—24 Feb. 1944.)

(Included in Notice Boards Issue only.)

964.—Services Musical Instrument Fund

(N.—24 Feb. 1944.)

The above fund is in the process of being closed down owing to the fact that musical instruments are practically impossible to obtain.

2. A few second-hand reconditioned instruments occasionally become available and any applications for such should be sent to the R.N. War Amenities Fund 614, Queen Anne's Mansions, London, S.W.1.

(A.F.O. 3989/40 is cancelled.)

Section 3.—G., T., N., E., etc., & STORES ; HULL, EQUIPMENT & FITTINGS**965.—Guns—Q.F., 2-pdr., Mark VIII, Outer—Modification to Connecting Blocks**

(A.S. 10476/43.—24 Feb. 1944.)

The following modification is approved :—

Gun	Q.F. 2-pdr. Mark VIII—outer.
Nature of modification ...	Removal of front and rear upper runners in cartridge gangways.
Purpose	To provide clearance for ammunition in the event of connecting blocks bulging.
Drawing	Instructional Print N.O.D. 2191/165.
To be done by	R.N. Armament Depots.
Urgency	As opportunities offer.

2. The internal machining of the connecting blocks of outer guns which is also shown on N.O.D. 2191/165 will only be done at the makers when guns are returned for repairs.

966.—Guns—20 mm., Hispano, Belt Feed Mechanisms—Springs, Retaining Link Chute Cover, Ref. 7G/744 and Pins, Locking, Ref. 28B/5412

(A.S/G. 4276/43.—24 Feb. 1944.)

A new design of spring retaining link chute cover, Ref. 7G/744, and pin locking, Ref. 28B/5412, for 20-mm. Hispano belt feed mechanisms has been introduced and will replace the existing spring retaining link chute cover, 7G/452.

2. Retrospective action should be taken to fit the new type spring and locking pin to all 20-mm. Hispano belt feed mechanisms in service. R.N. armament depots should fit the new springs before issue of belt feed mechanisms.

3. Pins locking are normally a Director of Stores item, but arrangements have been made for these to be issued with the springs from R.N. armament depots and stocks of both items are held at the following R.N. armament depots :—

Superintending Armament Supply Officer, Priddy's Hard.
Superintending Armament Supply Officer, Crombie,

Deputy Armament Supply Officer, Kingswinford,
Deputy Armament Supply Officer, Lincoln,
and ships and R.N. air stations at home should demand accordingly. Ships
and stations abroad should demand on the nearest R.N. armament depot.

Supplies are being distributed to:—

Naval Armament Supply Officer, Gibraltar
Naval Armament Supply Officer, Simonstown
Naval Armament Supply Officer, Kilindini
Naval Armament Supply Officer, Colombo
Naval Armament Supply Officer, Levant
Naval Armament Supply Officer, Trincomalee
Deputy Armament Supply Officer, Freetown.

4. An allowance of springs and pins up to 10 per cent. of belt feed
mechanisms held, in addition to those required for exchange, may be dem-
anded for station stocks.

5. Allowances will be promulgated later in C.B.(R) 4252/42.

967.—Guns—20 mm. Oerlikon—Allowance of Lanyards Cocking

(A.S. 16347/43.—24 Feb. 1944.)

The issue as a first supply, of lanyards cocking for 20 mm. Oerlikon guns is
to be discontinued for all ships except D.E.M.S.

2. The Naval Proportion Book will be amended.

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

968.—Gun Mountings—General—Transferable Mountings Removed from H.M. Ships—Return of Accessories

(G. 420/44.—24 Feb. 1944.)

In a very large number of cases, when transferable gun mountings are
removed from H.M. ships consequent upon alterations to armament, the
mountings are returned to store deficient of certain accessories. It must be
borne in mind that such mountings have almost inevitably to be re-allocated
for other services for which such accessories are essential.

2. This applies particularly to range dials, of which a complete set,
as laid down in the handbook of the mounting, is supplied with each
mounting in the first place. In addition, each mounting is supplied
initially with a set of "A" spares, as laid down in B.R. 226 and this set
should also be returned with the mounting.

3. It should be noted that the whole interceptor and its brackets, despite
the fact that half of the assembly is carried on the gun, is a component of
the mounting and should be returned with it.

4. Ships from which gun mountings have been removed should check
through their spare gear and gun mounting accessories on board and return
any surplus items, as indicated above, where possible, to the Gun Mounting
Store to which the relevant mounting was returned. The gear should be
suitably labelled with the Mark and Register Number of the mounting to
which it belonged.

5. In cases where disposal of mountings is not known, the gear should
be consigned to the nearest Gun Mounting Store, which should, in cases of
doubt, request disposal instructions from D.N.O., Admiralty, Bath, quoting
the particulars of mounting reported.

(B.R. 226.)

969.—Small Arms—Rifles and Lanchester Machine Carbines—Allowances

(A.S./G. 256/44.—24 Feb. 1944.)

Table of Allowances in A.F.O. 2854/43 is to be amended as under:—

Class of Ship	Interim Allowance	
	Rifles	Lanchester
For Sloops, Escort Vessels and Fleet Minesweepers	20	16
Read Sloops and Fleet Minesweepers ...	20	16
After Convoy Escort Vessels	8	6
Add ("Antwerp" and "Malines")		

(A.F.O. 2854/43.)

970.—Ammunition—0.5-in. and below—Cartridges, 12-bore Tracer— Introduction

(A.S./G. 5246/43.—24 Feb. 1944.)

Cartridges, 12-bore tracer, are being introduced for use at all training
ranges at which clay pigeon shooting facilities are provided.

2. These cartridges are of the ordinary commercial shotgun pattern, but
in addition to shot they contain a tracer pellet which lights up on firing and
gives a visible trace for a distance of about forty yards.

3. Demands for 12-bore tracer ammunition, on a basis of 20 per cent. of
the quarterly shotgun ammunition requirement, should be forwarded to the
nearest Naval Armament Depot.

4. D.E.M.S. Staff Officers should take any necessary action regarding
D.E.M.S. ranges.

(C.A.F.O. 2398/43.)

971.—Ammunition—0.303-in. and 0.30-in.—Periodical Proof of Ammunition in R.U. Position

(G. 015157/43.—24 Feb. 1944.)

Trials have shown that 0.303-in. and 0.30-in. ammunition even when
greased, will become unserviceable, if subjected to severe weathering. To
avoid ammunition becoming unserviceable the instructions set out below
should be followed.

2. All ammunition in R.U. positions should be lightly coated with
D.T.D. 143C or Cooper's grease but with no other substance.

3. Whenever circumstances permit check firings should be carried out
by firing a few rounds immediately on going to sea and then at weekly
intervals until arrival back in harbour, as laid down in paragraph 14 of
Section V of A.F.O. 1024/43.

4. Ammunition should not be permitted to remain on a gun for longer
than two months and in addition, ammunition which has been removed from
its air tight box and stowed in ready use positions should be replaced by
new ammunition every three months. Every endeavour should be made to
expend the old ammunition for practice, but if this is not possible it should
be returned to a Naval Armament Depot.

(A.F.O. 1024/43.)

972.—Ammunition—Pyrotechnics and Rockets, Signal—Star Shell—All Calibres— Minimum Ranges at which satisfactory Functioning can be expected

(G. 02040/44.—24 Feb. 1944.)

Several cases have recently been reported in which the parachutes of star shell
have failed resulting in too rapid descent of the star. On some of these occasions
enquiry has shown that the shell had been set to burst at so short a range that
satisfactory functioning could not be looked for.

2. Two natures of parachutes are to be found in shell. The original type and
a much stronger type recently introduced and now in production. Shell containing
this latter are marked with a green star on a white background in place of the normal
red star on a white background.

3. The following table shows for each calibre and for each of the types of para-
chute the minimum range for correct functioning. If fuzes are set to burst below
these ranges parachute failures will be common.

Equipment.	Old type	New type
	parachute Yards.	(Green Star) Yards.
Q.F., 5.25 in., Mark I	6,200	2,600
Q.F., 4.7 in., Mark XI	4,200	1,100
Q.F., 4.7 in., Marks IX and XII	1,800	1,000
Q.F., 4.5 in., Marks I, III and IV	3,200	1,000
Q.F., 4 in., Mark XIX	1,000	1,000
Q.F., 4 in., Mark XVI	1,700	1,000
Q.F., 4 in., Mark V	1,000	1,000

(A.F.O. 5995/43 is cancelled.)

973.—Projectors (Rocket)—Adjustment of spring contacts in Rocket Flare Projectors (Rockets)

Frigates, Corvettes, Destroyers and Sloops concerned

(G. 09186/43.—24 Feb. 1944.)

Reports have been received of missfires of 2-in. rocket flares owing to the spring contacts on the projector not making a good connection with the contacts on the round.

2. This is probably caused by an error which has been discovered in the alignment of the contacts. To ensure that these are correctly positioned on the projector, the left-hand contact should be raised 0.125 in. and the right-hand contact 0.0625 in., as indicated in A.F.O. Diagram 50/44. The knife edges should then be in the same horizontal plane, and the initial tension on each spring will be correct when the round is placed in position.

3. The adjustments are to be carried out by plugging or welding the existing holes in the blocks carrying the firing contacts and re-drilling them to the new measurements.

4. No attempt must be made to adjust the firing contacts by bending.

5. The adjustment should be carried out by base or depot ship staffs at the earliest opportunity.

974.—Aircraft—Bomb Hoist—Fitting of Jackstays

"Tracker" and "Smiter" Classes

(G. 015919/43.—24 Feb. 1944.)

To steady bombs during hoisting or lowering in a seaway, wire jackstays, with running lizards, should be fitted in the bomb hoist.

2. The ends of the jackstays should be fitted with slips so that the jackstays can be quickly cast loose in event of urgency to close watertight hatches.

3. Work of making and fitting the stays should be carried out by ship's staff.

974a.—Aircraft—Guns, Automatic, of all Types for Use in Aircraft—Stamping \blacktriangle N.A/C.

(G. 014587/43.—24 Feb. 1944.)

In future it is intended that all guns for use in aircraft will be inspected by Chief Inspector of Naval Ordnance at a Royal Naval Armament Depot before issue to service.

2. When sentenced by Chief Inspector of Naval Ordnance as acceptable for Naval aircraft they will be stamped " \blacktriangle N.A/C." If on subsequent inspection such sentence is revoked the stamping will be barred out with a chisel.

3. Until full facilities for this work become available, guns may be issued from R.N. Armament Depots which, although not bearing this stamp are to be considered fully serviceable.

4. Guns received in aircraft, not having passed through a Royal Naval Armament Depot are to be dealt with in accordance with existing procedure. Arrangements are in hand for these to be exchanged for guns which have been inspected as soon as stocks permit.

5. Wherever possible belt feed mechanisms and spare parts will also be stamped " \blacktriangle N.A/C."

975.—Anti-Aircraft Fire Control—Close Range Weapons—Directors H.A. and H.A./L.A. Directors (H.A.C.S.)—Gyro Rate Units, Marks I and II—Instructions for Packing

H.M. Ships concerned

(G.017281/43.—24 Feb. 1944.)

A number of G.R.U.s., Marks I and II have been returned to the manufacturers for repair insecurely packed; this has resulted in extensive damage causing delay and unnecessary expense in the repair of the instruments.

2. All G.R.U.s. that have to be transported should be packed in the G.R.U. cases in which new instruments have been delivered, care being taken that the instrument is secure within the case and the gyroscope is in the caged position.

3. These cases are usually available at H.M. Dockyards. When suitable cases are not available, they should be obtained on loan from the manufacturers of the units.

976.—Plastic Protective Plating

(M.W.D. 0185/43.—24 Feb. 1944.)

A new substitute material termed plastic protective plating (short title P.P.P.) has been developed for use in place of mild steel and other plating when supplies of the latter are not available and subject to the following information and restrictions.

2. P.P.P. consists of a bullet-resisting plastic enclosed in a metal case which is backed by a ductile backing plate. It is effective as a protective material against small calibre A.P. and H.E. projectiles and against bomb splinters. Comparative weights of P.P.P., heat treated protective plating, and mild steel for the same protective performance are given in the following table.

SCHEDULE II
Plastic Protective Plating

Total weight of P.P.P. per sq. ft. super, including backplate, but excluding fastenings.	Weights of heat-treated protective and mild steel for equal protection.		Total thickness of P.P.P., including backplate.		Thickness of backplate only.		Weight reduction per sq. ft. super if caseplate is fitted in place of backplate	
	Heat-treated.	Mild steel.	Standard	Non-magnetic (non-ferrous).	Standard	Non-magnetic (non-ferrous).	Standard	Non-magnetic (non-ferrous).
37 lb.	25 lb.	40 lb.	2 $\frac{1}{2}$ in.	2 $\frac{13}{16}$ in.	$\frac{3}{16}$ in.	$\frac{1}{4}$ in.	6 lb.	9 lb.
29 lb.	20 lb.	32 lb.	2 in.	2 $\frac{7}{16}$ in.	$\frac{3}{16}$ in.	$\frac{1}{4}$ in.	6 lb.	9 lb.
20 lb.	10 lb.	16 lb.	1 $\frac{7}{16}$ in.	1 $\frac{1}{2}$ in.	$\frac{1}{8}$ in.	$\frac{3}{16}$ in.	3 $\frac{1}{2}$ lb.	6 lb.
Col. No. (1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)

3. P.P.P. is manufactured in the standard weights and thicknesses shown in the table and is subject to a manufacturing limit, without special arrangement, of 7ft. for the maximum length of plate and 18 sq. ft. as the maximum superficial area of any one plate.

P.P.P. is supplied as a complete plate from the manufacturers, i.e., there is no further work required on the plate other than that of fixing it to the member requiring protection.

4. Plates may be manufactured for fixing by means of bolts, studs, clamps or welding. Where bolts or studs are employed their position must be specified when ordering the plate. It is not possible to drill the finished plate. It is possible to cut a finished plate by oxy-acetylene flame or hammer and chisel without destroying the protective qualities, but in such case care must be taken to make good the outer metal casing so that the plastic is not exposed.

Non-magnetic P.P.P. may be cut without destroying either its non-magnetic or protective qualities.

If welding is employed as a means of fixing, it will not destroy the protective value of the plate, but it is important that the welding amalgamates with the metal of the back plate and not with the thinner metal of the tray.

5. The complete metal enclosure of the plastic is called the "case". The portion of the metal enclosure other than the backplate is the "tray". The backplate will be recognised on examination as a solid piece of metal of the thickness given in the table.

In certain circumstances the backplate may be omitted in manufacture and replaced by a caseplate. The caseplate is of much thinner metal than a backplate.

This will not be done unless the plates are definitely ordered to be supplied with "caseplates and not backplates".

6. P.P.P. supplied without backplate may only be used when it can be mounted against an existing smooth continuous flat plate of not less than $\frac{3}{16}$ in. mild steel, $\frac{1}{4}$ in. brass or $1\frac{1}{2}$ in. wood. In this method the existing plate, which may be the side of a wheelhouse or the enclosure of an Oerlikon Zareba, performs the function of a backplate. P.P.P. without a backplate, either integral or forming part of a supporting structure, is useless as a protective material.

When a separate backplate is used it must be in contact with the P.P.P., and, for this reason, wheelhouse sides built with overlapped plates are not suitable, but sides with butted plates and countersunk rivets may be used. The object in using an existing structure as a backplate is to save weight and steel.

7. P.P.P. has considerable structural rigidity, being that of a filled metal box of the total depth given in the table, but its strength in tension is limited to that of the strength of the backing plate. The thickness of these plates is given in the table. The material of the backplate is mild steel for standard plates and commercial quality brass for non-magnetic plates (or $1\frac{1}{2}$ in. wood where it is desirable to economise in the use of brass).

8. Non-magnetic P.P.P. is available in reasonable quantities, but must be specially specified as "non-magnetic plate" when ordering. Non-magnetic plate has the same protective qualities as the standard plate, but is approximately 10 per cent. heavier.

9. P.P.P. for the same protective value, enables a considerable saving in steel to be made as against heat treated or mild steel protective plating, and on this account should be used when circumstances permit. Its limitations are that it is heavier than heat treated steel, structurally not as strong in tension or shear, and is not able to stand up as well to a high concentration of fire. It has, however stood up to the concentration actually experienced in attack by air and shore, defences.

10. When ordering P.P.P. the following minimum information is required:—

- The standard weight and thickness of plate required from the table.
- Whether the plate is to be standard or non-magnetic.
- A drawing or template giving the outline dimensions of the plate and the size and position of the fixing holes.
- A special instruction, if it is desired that the plate shall be supplied without backplate and with caseplate instead of backplate (see paragraph 5 above).
- The number of plates of each size required.
- The usual consignment instructions.

11. Shipbuilders and repairers requiring P.P.P. will requisition from the W.P.S., P.E.R.O., Dockyard Officer or other Admiralty official concerned. If the requisition is approved, the Admiralty official concerned will send written despatch instructions to the P.P.P. manufacturer. (In cases of urgency, despatch instructions may be telephoned if followed up immediately by a written confirmation.) The names of firms to whom despatch instructions may be sent are shown in Schedule I below.

12. It is important to note that the present methods for the ordering and application of and payment for in situ Mark I Plastic Armour remain unchanged.

13. Admiralty officials and departments concerned have been informed of the names of firms to whom despatch instructions may be sent.

14. The allocation of P.P.P. for pre-fabricated Oerlikon and 12-pdr. gun seatings is made by the Admiralty in accordance with the distribution of the seatings.

15. Other details of manufacture, supply, technical performance and development are obtainable from D.M.W.D., Admiralty, London, or from local technical P.A. officers.

16. On receipt of despatch instructions, the P.P.P. manufacturer will make arrangements for despatch either from existing stock or immediately put in hand the necessary manufacture.

17. This procedure will apply for:—

- New construction merchant ships.
- Existing merchant ships.
- White Ensign ships.

SCHEDULE I

List of Firms to whom Despatch Instructions for P.P.P. may be sent

London ...	Allen & Greaves Ltd., Angel Road Works, Angel Road, Edmonton, N.18.	Tottenham 2834/5.
Southampton ...	L. Young & Co. Ltd., Totton, Southampton. (Acting on behalf of Allen & Greaves Ltd., London, above.)	Southampton 81441.
Newcastle ...	Steel & Co. Ltd., Crown Works, Sunderland.	Sunderland 3236.
Glasgow ...	Steel & Co. Ltd., 235, Bath Street, Glasgow.	Douglas 7341. (Glasgow)
Cardiff ...	R.T. Metal Productions Ltd., Cwm-felin Works, Swansea.	Swansea 4141.
Liverpool ...	Milners Safe Co. Ltd., Woodend Avenue, Speke, Liverpool, 10.	Hunts Cross 1281.

(C.A.F.O. 2369/42 and A.F.O. 3855/43 are cancelled.)

977.—Drawing Instruments for Gunnery Purposes—Allowances Aircraft Carriers, Flotilla Leaders and Destroyers.

(N.S. 35942/43.—24 Feb. 1944.)

The allowance of the drawing instruments detailed in the Appendix to this order has hitherto been applicable to capital ships, cruisers and repair and depot ships, provided that an Ordnance Officer is included in the complement. Supply to shore bases concerned was authorised in A.F.O. 1929/43. The allowance is now to be extended to aircraft carriers and flotilla leaders in which an Ordnance Officer is borne and the following ships of these types are at present concerned:—

Fleet carriers ("Illustrious" and later), Senior Officers' ships of "Tribal" class and Flotilla Leaders of "L," "M," "N," and 1942 "Battle" classes.

2. Ships concerned, in commission, not already supplied with these instruments, should forward demands to Superintending Naval Store Officer, Chatham. Supply to ships of new construction should be arranged in the usual manner. Supply to H.M.S. "Indomitable" has been arranged separately.

3. The Sea Store Establishments concerned will be amended.

Appendix

Pattern	Description	Denom-ination	Allow-ance
—	<i>E.4</i> Boards, drawing, 2 ft. × $1\frac{1}{2}$ ft.	No.	1
—	<i>E.12</i> "British Empire" standard case of drawing instruments. (Messrs. Harling Catalogue No. B.E. 110.)	No.	1
—	Boxwood scale rule, containing 8 scales, $\frac{1}{8}$ -in., $\frac{1}{4}$ -in., $\frac{3}{8}$ -in., $\frac{1}{2}$ -in., $\frac{3}{4}$ -in., 1-in., $1\frac{1}{2}$ -in. and 3-in.	No.	1
—	Squares, T, to suit drawing boards	No.	2
—	Squares, set, transparent, 45 degrees—6-in.	No.	1
—	Squares, set, transparent, 45 degrees—10-in.	No.	1
—	Squares, set, transparent, 60 degrees—5-in.... ..	No.	1
—	Squares, set, transparent, 60 degrees—8-in.	No.	1
—	Compass, proportional, 6-in. long	No.	1
—	Compass, beam, 2-ft. long	No.	1
—	Protractors, celluloid, 6-in. long	No.	1
—	Protractors, celluloid, 10-in. long	No.	1

(B.A.D. Washington, 5 Nov. 1943, No. S.R. 9303/43.)

(C.O. H.M.S. "Indomitable", 21 Oct. 1943, No. 8164/G.)

(A.F.Os. 3125/42 and 1929/43.)

978.—Torpedoes—18-in., Mark XII-XV—Ignition Gear—Modification

(T. 08639/44.—24 Feb. 1944.)

New 18-in., Mark XII-XV type torpedoes are now being fitted with ignition gear modified in accordance with A.F.O. 950/43 and springs, St. No. 5386B, are now available and are being distributed for retrospective action.

2. Due to the delay in obtaining supplies of the new springs new torpedoes issued since the date of T.D.I. 1438 (10th November, 1943) may be fitted with either type of spring and have no record of this T.D.I. on the history sheet.

3. The following information should enable ships' staffs to tell which type of spring is fitted:—

Spring, St. No. 5386A, is made of wire, 14 S.W.G., and diam. 0.081 in.

Spring, St. No. 5386B, is made of wire, 15 S.W.G. and diam. 0.072 in.

(A.F.Os. 950/43 and 1458/43.)

979.—Torpedo Blowing Heads—Precautions with Holmes Lights

(T. 08640/44.—24 Feb. 1944.)

If a Holmes' light (Lights, indicating, Torpedo, Pattern No. 813A) is allowed to remain in the blowing head at the end of a run after the pocket has ceased to be open to the wash of the sea, the heat generated is liable to run the soldered seam of the case.

2. This in turn increases the output of gas which gives out more heat and so on.

3. The result may be a mild explosion sufficient to burst the pocket. In any case the heat is liable to impair the sweating in its neighbourhood.

4. To minimise this risk Holmes' lights should always be removed from the heads at the earliest opportunity.

5. Apart from leaving Holmes' lights to burn out on deck the worst conditions are:—

(a) A combination of torpedo and head such that the pocket is well clear of the water at the end of the run when the weather is such that the torpedo is not pumping.

(b) When the torpedo is set to a short range and the Holmes' light is but little expended at the end of the run.

6. The above conditions seldom occur when running 21-in. torpedoes, and the troubles referred to in paragraphs 1 and 3 are therefore practically confined to 18-in. blowing heads.

980.—Torpedo Stores—Levers, St. No. T.553—Allowances

(A.S. 2116/44.—24 Feb. 1944.)

With reference to paragraph 5 of A.F.O. 2761/42, it has been decided to account for the lever referred to as follows:—

Section II—

Levers, torque test, depth setting gear for T ... St. No. T.553

2. Levers, St. No. T.553, will be allowed to fleet, light fleet and escort carriers and Naval air stations in the proportion of one to each ship or station.

3. Aircraft carriers, etc., concerned are to demand to complete to the revised allowance from the nearest torpedo depot.

4. C.B. 4252C/R will be amended in due course.

(A.F.O. 2761/42.)

981.—Chests Associated with Depth Charges and Stores—Revision of Nomenclatures and Contents

(T. 2262/43.—24 Feb. 1944.)

A.F.O. 315/44 is to be amended as follows:—

Paragraph 5. *Delete* "dated 25th Nov., 1943" and "dated 14th Sep., 1943". List "D". *For* "6588—Spanner, securing nut—22" *read* "6588—Spanner, securing nut—2".

(A.F.O. 315/44.)

982.—Main Controlling Switchboard, Type II—Spare Contacts and Springs for Control Units

Ships concerned

(N.S. 13259/44.—24 Feb. 1944.)

When spare contact fingers and springs are required for the control units on main controlling switchboards, Type II, the undermentioned Admiralty pattern contact fingers and springs for the auxiliary switch in Type V dynamo fuse release switches, which are similar, should be used:—

Pattern 13015. Contact finger for indicating switch in dynamo fuse release switch, Type V, and for control units in main controlling switchboard, Type II.

Pattern 13026. Spring for control finger, A.P.13015.

2. The title of the schedule drawing P.O. 1606 should be *amended to read*—
"Contact finger, Pattern 13015 for dynamo fuse release switch, Type V, and control unit of main controlling switchboard, Type II."

Sheet 13 of Schedule Drawing P.O. 1610 should also be included in Schedule Drawing P.O. 1606.

983.—Gyroscopes, A.R.K. and A.R.K.(X)—Removal of Rectifying Clutches

(T. 08638/44.—24 Feb. 1944.)

It is believed that gyro failures are occasionally caused by the vertical gimbal flexing under the shock of entry and fouling the lugs of the rectifying clutch.

2. Also, should the rectifying clutch become stiff to operate for any reason there is always the possibility that it may not disengage completely from the gimbals after rectification.

3. It has been decided, therefore, to dispense with the rectifying clutch in A.R.K. and A.R.K.(X) gyroscopes. This fitting is in any case a convenience and not an essential.

4. On receipt of this order ships and stations should remove the rectifying clutches as follows:— (Reference O.U.5428 Plates 6 and 7).

(i) Remove split pin, nut (815), spring (834) and bolt actuating clutch fork (1592). (Plate 6).

(ii) Remove nut (1431) and bolt (1186) and pivot screw (1191). (Plate 7).

(iii) Lift rectifying clutch into rectified position and remove it, turning vertical gimbal as requisite.

5. Parts removed are to be labelled with number of gyro and stowed in gyro box. They should be clipped or tied as requisite to prevent their being damaged while gyro is being moved in or out of its box.

6. Gyros in store will be modified before issue.

7. While cocking a gyro without a rectifying clutch, the system must be held central by hand until the centreing pin is entered. Proceed as follows:—

(i) Set gimbals at right angles, vertical gimbal in athwartships plane, and wheel counterpoise nuts aft.

(ii) Cock the gyro, noting that undue strain is not required. Observe first that the centreing pin enters truly in the wheel centre and

then that the wheel is turning which indicates that the starting sector is engaging the wheel correctly.

- (iii) Verify that gyro is properly cocked by seeing that gimbal system is rigid and wheel cannot be turned by hand.

8. When recocking in a torpedo, paragraph 6 (ii) above, can best be carried out from the port side of the torpedo.

9. In due course a dummy centreing pin will be supplied for holding the system rigid in the box for transport. In the meanwhile the rectifying clutch should be replaced for transport.

984.—Night Illumination of Teleflex Bridge Order and Revolution Transmitters in Coastal Craft

Electrical Repair Overseers, Coastal Force Bases

(C.F.M. 5338/43.—24 Feb. 1944.)

The fitting of night illumination to the bridge order and revolution transmitters was approved in principle for the following craft:—

“A” Class M.Ls. A and A Item No. 4 C.A.F.O. 348/43
 “B” Class M.Ls. (all vessels for A and A Item No. 14 C.A.F.O. 349/43 which Teleflex Telegraph on bridge are authorised).

“C” Class M.G.Bs. A and A Item No. 55 C.A.F.O. 351/43

“D” Class M.G.Bs. and M.T.Bs. A and A Item No. 89 C.A.F.O. 352/43

2. The equipment and methods to be adopted have now been investigated and the following fluorescent lighting system is approved to be fitted.

(a) An ultra violet miniature lighting fitting with supporting bracket is to be fitted over the bridge transmitters and directed to illuminate the indicator plates.

(b) The indicator plates of the transmitters should, in future, be treated with phosphorescent paint, white, paint, and protective varnish.

3. The detailed instructions and specification for carrying out this work will be promulgated by C.F.T.M. for Coastal Force Bases, and issued separately to Emergency Repair Overseers (Electrical) on application to Deputy Director of Dockyards, London.

4. This order is also to apply to other Coastal Force craft in which Teleflex type bridge order and revolution telegraphs are fitted.

(C.A.F.Os. 348/43, 349/43, 351/43 and 352/43.)

985.—Dan Buoys—Alternative Method of Rigging and Laying

“Isles” Class Danlayers

(T. 156/44.—24 Feb. 1944.)

A method of rigging and laying dan buoys has been devised, offering the following advantages:—

(a) Simplicity of rigging.

(b) Rapidity of operation.

(c) Elimination of chafe of elliptical floats.

Description.

(1) *Pendant*.—To the normal dan buoy fitted with dan stave, boat stave, flag and heel sinker, a pendant of 1½-in. F.S.W.R., 1 fathom in length is secured in the following manner:—

A small thimble (Pattern 5082) is opened out, passed through the lug on the dan buoy and closed round it. The wire pendant is then passed around the thimble and secured back along its own part with two bulldog grips (Pattern 723) —Plate 33A. 1, Fig. 2a. (A.F.O. Diagram 51/44.)

A large thimble (Pattern 1916) is fitted to the other end of this pendant.

(2) *Float Frame*.—The frame is fashioned from a rod of ½-in. mild steel as shown in Plate 33A. 1, Fig. 1 (A.F.O. Diagram 51/44). The rod holding the floats is screwed at either end. A nut is fitted on the one end and the thread rivetted over to prevent its withdrawal. The other end is fitted with a nut and ¼-in. split pin or a nut and lock nut.

(3) *Mooring Rope*.—A large thimble (Pattern 1916 or 5084) is fitted to both ends of a standard mooring rope. The rope is then wound on to a reel (Pattern 9); mooring ropes for a number of dans can be stowed on the reel, and they should be secured end to end, by a length of twine or spunyarn (Plate 33A. 1, Fig. 3) (A.F.O. Diagram 51/44).

(4) *Rigging the Dan*.—Fit three elliptical floats to the rod of the frame and secure the rod in place with nut and split pin or lock nut.

Using shackle, Pattern 5442, shackle the thimble eye of the float pendant and the mooring rope below the thimble eye to the eye in the base of the float frame, so that the mooring rope leads in the opposite direction to the pendant (Plate 33A. 1, Fig. 2) (A.F.O. Diagram 51/44).

Place the sinker in a position clear for laying, and shackle the bight of the mooring rope to it, using a shackle (Pattern 5444).

(5) *Laying the Dan*.—Stream the dan buoy and float frame, easing the brake on the reel so that the mooring rope pays out freely. As the end of the mooring rope approaches the shackle securing its bight to the sinker (Plate 33A. 1, Fig. 3) (A.F.O. Diagram 51/44) apply the brake on the reel so that the twine or spunyarn between the ends of the first and second mooring ropes will part. When the thimble eye takes up in the shackle at the sinker—the sinker will be pulled overboard.

(6) *Recovering the Dan*.—When weighing dans it sometimes happens that the ship falls off, placing such a strain on the mooring rope as to make it difficult to obtain sufficient slack to take it to the winch.

In such cases a short messenger fitted with a spring hook is employed. The hook is engaged in the thimble eye of the mooring rope—which can then be hove in through the shackle securing it to the float frame, the dan meanwhile being held on the gantline until the sinker is landed.

If desired a stray line can be shackled over the upper end of the mooring rope and rigged as in O.U. 6350 Plate 33. This line can then be used with or instead of the messenger.

(7) In a strong tideway where three elliptical floats prove insufficient two or more frames joined by short tacklines may be used.

(8) Items required per unit:—

Item.	Description.	Patt. No.	No.
1	Buoys, Dan, steel	8719	1
2	Staves, for Dan Buoy	8734	1
3	Flags, for Dan Buoys	—	1
4	Sinker, ½ cwt.	741	1
5	Floats, elliptical	8717	3
6	Mooring rope, F.S.W.R., 1½ in.	8796	1
7	Pendant, 1½ in. F.S.W.R. × 1 fm.	—	1
8	Sinkers, 1½ cwt.	247	1
9	Sinkers, 5 cwt.	246	
10	Reel, Non Purchase, with brake	9	1
11	Thimbles, iron, large	5084 or 1916	3
12	Thimbles, iron, small	5082	1
13	Shackles	5442	1
	Shackles	5444	1
14	Frame, ½ M.S. rod—for floats... ..	—	1
15	Bulldog grips	723	2

Note.—Items 7 and 14 to be made up on board by Ship's Staff as required.

986.—Compass Corrector Coils—Adjustment

(C.D. 99/44.—24 Feb. 1944.)

Instructions previously issued state that compasses should normally be corrected on the swinging ground for the condition D.G. off; and subsequently for the condition D.G. on. It was also indicated that a preliminary setting of the compass corrector coils before the ship sailed for compass adjustment would facilitate this operation.

2. It must, however, be appreciated that only in those cases where it is not safe to switch off the D.G. on the swinging ground is the harbour adjustment of compass corrector coils to be considered final. This harbour adjustment is of necessity only approximate and may be considerably in error due to the effect of induction of the D.G. coils in magnetic material in the vicinity of the ships, such as the reinforcing in concrete wharves, etc., and in fact a number of such cases have been reported.

3. When making programmes which include the adjustment of compasses, ample time should be allowed to enable complete swings to be carried out on the swinging ground, with both D.G. off and D.G. on, and only where the circumstances are such that it is not considered safe to switch off the D.G. should the harbour settings of the compass corrector coils be accepted.

(A.F.O. 53/43 is cancelled.)

987.—Plotting Charts for Aircraft Navigation

(H. 15371/42.—24 Feb. 1944.)

A series of eleven Plotting Charts for Aircraft Navigation numbered Misc. 532 to Misc. 542, has been prepared and will shortly be issued for inclusion in the Folio of Aircraft Plotting Charts (H. 403), to ships in accordance with paragraph 31 of Hydrographic Supplies Handbook (H. 51), revised edition dated October, 1943.

2. These charts are on a scale of 1/2,000,000 and provide for navigation in any part of the world between Latitude 63° N., and Latitude 63° S.

3. This series, necessitated by the increased range of Naval Aircraft, supplements the series previously issued on a scale of 1/1,000,000, numbered Misc. 251 to Misc. 271 (see A.F.O. 1063/1940).

4. Misc. 532 to Misc. 541, inclusive, have been designed for use in latitudes from 10° to 63° North or South. These charts are on a Mercator projection drawn to a scale of 1/2,000,000 at the mid-latitude of each chart; they cover belts of approximately 8° of latitude and have a 30 per cent. overlap one with another. The latitude degree figures are shown but the appropriate longitude degree figures should be inserted along the central parallel. For use in south latitudes these charts must be inverted and the inner rose of compass figures used.

5. Misc. 542 is a special chart on a scale of 1/2,000,000 designed to cover approximately any 8° of latitude between 12° North and 12° South. On this chart the appropriate degree notations must be inserted along both the central parallel and meridian as required, but the chart need not be inverted when used in south latitudes.

6. The insertion of fixed lettered positions is facilitated by the degree intersections which are shown.

7. The magnetic variation for any particular area must be obtained from the appropriate Admiralty chart.

988.—Boiler Tubes, etc.

H.M. ships "Dittany", "Flint", "Herschell" and "Porchester Castle"

H.M.C.S. "Vixen"

(N.S./P. 011300/43.—24 Feb. 1944.)

H.M.S. "Dittany" (P. 011300/43); H.M.S. "Flint" (P.21706/43)

Particulars of the boilers and tubes fitted in the ships shown under column "A" are identical with those published in the A.F.Os. quoted against those shown under column "B".

A.	B.	A.F.Os.
"Dittany"	"Potentilla"	1675/42
"Flint"	"Dochet", etc.	6255/43

H.M.S. "Herschell" (P. 21698/43.)

Type and No. of boilers	...	Multitubular Scotch Marine	...	1 No.
Total No. of tubes fitted	...	Generator	...	384 No.
		Preheater	...	266 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
Plain	in. 2 3/4	8 W.G.	ft. in. 7 11 1/2	270	All tubes are straight.
	Swelled to 2 7/8 in. at front end for a length of 3 in.				
Stay	2 3/4	7/16	8 0	2	
	Staved to 3 in. at front end for a length of 3 in. and screwed both ends for 3 in. 9 T.P.I.				
Stay	2 3/4	3/8	8 0	8	
	Staved to 3 in. at front end for a length of 3 in. and screwed both ends for 3 in. 9 T.P.I.				
Stay	2 3/4	1/8	7 11 1/2	50	
	Staved to 3 in. at front end for a length of 3 in. and screwed both ends for 3 in. 9 T.P.I.				
Stay	2 3/4	1/4	7 11 1/2	54	
	Staved to 3 in. at front end for a length of 3 in. and screwed both ends for 3 in. 9 T.P.I.				
Preheater Plain	2 3/4	12 W.G.	3 5 1/2	260	
	Not enlarged at either end but expanded and beaded in place.				
Stay	2 3/4	1/4	3 7	6	
	Upset at both ends to 3 in. external diameter for a length of 2 1/2 in. Threaded for 3 in. 9 T.P.I. Nuts fitted both ends.				

H.M.S. "Porchester Castle" (P. 421/44.)

Type and No. of boilers ... Water tube ... 2 No.
 Total No. of tubes fitted ... Generator ... 2908 No.

Row	Ext. diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1½	116	7 9 ³ / ₁₆	128	All tubes are bent.
B	1½	116	7 8 ⁷ / ₁₆	128	
C	1½	116	7 7 ³ / ₁₆	172	
D	1½	116	7 6 ⁷ / ₈	172	
E	1½	116	7 7 ¹ / ₈	172	
F	1	104	7 9 ¹ / ₂	196	
G	1	104	7 10 ¹ / ₈	192	
H	1	104	7 10 ¹⁵ / ₁₆	196	
J	1	104	8 0 ¹ / ₁₆	192	
K	1	104	8 1 ³ / ₈	196	
L	1	104	8 3 ⁵ / ₈	192	
M	1	104	8 5 ¹ / ₁₆	196	
N	1	104	8 7 ³ / ₁₆	192	
O	1	104	8 9 ⁵ / ₈	196	
P	1	104	9 0 ¹ / ₁₆	192	
Q	1	104	9 3 ⁷ / ₁₆	196	

H.M.C.S. "Vixen" (P. 1916/44.)

Type and No. of boilers ... Admiralty 3 Drum Small Tube 2 No.
 type with "Melesco" super-heaters.
 Total No. of tubes fitted ... Generator ... 8996 No.

Row	Ext. diam.	Thickness	Fitted length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1½	128	10 6½	288	All tubes are bent.
B	1¾	128	10 3½	284	
C	1½	116	10 0½	444	
D	1½	116	9 10 ⁷ / ₁₆	440	
E	1½	116	9 8 ⁷ / ₈	444	
E1	1½	116	9 7¼	16	
F	1	104	9 6½	500	
G	1	104	9 5¼	496	
H	1	104	9 5 ³ / ₈	492	
J	1	104	9 5 ³ / ₈	488	
K	1	104	9 5½	484	
L	1	104	9 5 ⁷ / ₈	480	
M	1	104	9 6 ³ / ₁₆	476	
N	1	104	9 7 ¹ / ₁₆	472	
O	1	104	9 8½	468	
P	1	104	9 9 ¹³ / ₁₆	464	
Q	1	104	9 11	460	
R	1	104	10 0¼	456	
S	1	104	10 2 ¹¹ / ₁₆	452	
T	1	104	10 4 ¹¹ / ₁₆	448	
U	1	104	10 7 ³ / ₁₆	444	

Records affected, D.354 and D.682 (Standard copy).

(A.F.Os. 1675/42 and 6255/43)

(This Order will not be reprinted.)

989.—Boiler Tubes—Provision of Reserve Stock at Rosyth

Rescue tugs

(N.S. 28365/43.—24 Feb. 1944.)

A reserve of lap welded boiler tubes will be maintained at Rosyth to meet possible requirements for rescue tugs.

2. Provision is on the basis of sufficient tubes to renew all the plain tubes and 50 per cent. of the stay tubes in four vessels.

3. The reserve will comprise the undermentioned tubes:—

Ext. dia., in.	Thickness	Length, ft.	in.	Quantity, No.
<i>Plain tubes</i>				
3	8 W.G.	8	2	1390
Swelled one end to 3½-in. for a length of 3 in.				
<i>Stay tubes</i>				
3	5 ⁵ / ₁₆ in.	8	2	200
3	3 ³ / ₈ in.	8	2	56
3	1 ¹ / ₁₆ in.	8	2	14

All stay tubes staved and screwed one end to 3½-in. for a length of 3-in., screwed 10 threads per inch for a length of 2½-in., and fitted with nuts. Nuts also provided for the plain ends, but not fitted to the tubes.

990.—Circulating Pump Impeller Shafts—Dezincification of

(D.032646/43.—24 Feb. 1944.)

H.M. *Frigates*.—"Barle," "Cuckmere," "Evenlode," "Findhorn," "Inver," "Lossie," "Parret," "Shiel."

H.M. *Corvettes*.—"Dittany," "Honesty," "Linaria," "Rosebay," "Smilax," "Static," "Willowherb."

H.M. "*Bangor*" *Class Minesweepers*.—"Fort York," "Parrsboro," "Qualicum," "Shippigan," "Tadoussac," "Wedgeport."

H.M. "*Algernine*" *Class Minesweepers*.—"Antares," "Arcturus," "Aries," "Clinton," "Friendship," "Gozo," "Lightfoot," "Melita," "Octayia," "Persian," "Postillion," "Skipjack," "Thisbe," "Truelove," "Welfare," "Mary Rose," "Moon," "Providence," "Regulus," "Sea Bear," "Serene," "Coquette," "Courier," "Felicity," "Flying Fish," "Golden Fleece," "Lioness," "Prompt," "Lysander," "Mariner," "Marmion."

H.M. "*Western Isles*" *Trawlers*.—"Dochet," "Flint," "Gateshead," "Herschell," "Porcher," "Prospect," "Texada."

The above-mentioned Canadian built vessels are fitted with main circulating pumps manufactured by Messrs. Darling Bros., Ltd., Ottawa, in which the impeller shafts are made from standard manganese bronze. During the last twelve months considerable trouble has been experienced owing to dezincification of similar manganese bronze spindles fitted in sister vessels of the R.C.N. and renewal has been necessary.

2. The main circulating pump impeller shafts fitted in these vessels are to be examined at an early date and at frequent intervals thereafter. If corrosion and/or dezincification has occurred arrangements are to be made to replace the impeller shafts. To meet possible requirements arrangements will be made for a small stock of impeller shafts of each size to be prepared and further instructions regarding demands, if and when replacements are found necessary, will be issued in due course.

(B.A.T.M., 14 Dec., 1943, No. 21.3.9.2.)

991.—Bolts and Studs—High Tensile Steel

(C.P. 116059/43.—24 Feb. 1944.)

It has now been decided to adopt high tensile bolts and studs throughout the superheated steam systems of new construction ships, and that to distinguish them from the normal bright bolts and studs the H.T. bolts and studs are to have B.S.F. threads. In addition to their higher tensile strength, these bolts are not susceptible to strain age embrittlement.

2. When it is necessary to replace bolts in the flanges of superheated steam systems of ships now in service, H.T. bolts should be used in preference as they become available on account of their superior properties, but it will not normally be possible to replace the studs in these systems by H.T. studs owing to the different screwing. In the smaller sizes, H.T. bolts are cheaper than bright bolts as well as being superior and may be used with advantage to replace the latter in all general services where bright bolts are now used.

3. These bolts are not to be used in positions where special fitting bolts are specified.

4. The H.T. bolts and studs are being ordered to a new schedule, 92A, and arrangements are being made for the supply of a small initial stock to each of the home dockyards. Standing Contracts for the supply of these bolts are being arranged and the procedure for obtaining further supplies will be the same as that for normal bright bolts and nuts.

(A.F.Os. 4227/40 and 4195/41 are cancelled.)

992.—Type 87 R/T Set-Fitting-Out Information

(R.E. 10023/44.—24 Feb. 1944.)

A.S.E. Preliminary Specification No. B.372/43 has been prepared to show the method of fitting and wiring Type 87 R/T Set.

2. Copies of the Specification have been forwarded to Commanders-in-Chief, Eastern Fleet and Western Approaches; Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Malta and Rosyth; Flag Officers, East Africa, West Africa and Ceylon; Director Combined Operations Material; Commodore, Algiers; Commodores Superintendent, Gibraltar and Simonstown; Commodores-in-Charge, Sheerness and Halifax; Commodore R.I.N., Bombay; Captain-in-Charge, Bermuda; Captains Superintendent, Alexandria and Durban; Naval Officer-in-Charge, Londonderry; Deputy Superintendent, Pembroke, Naval Secretaries, Wellington and Melbourne (for the Officers concerned at Melbourne, Sydney and Fremantle); Commanding Officers H.M. Ships "Helder," "Lizard," "Monck," "Northney," "Sea Serpent," "Squid," "St. Clement," "Tormentor," "Vectis," and "Westliff." Commanding Officer Combined Operations, Naval Unit, Calshot; Captain, Major Landing Craft; Captain G.S.I.; Secretary, Naval Board (N.D.A.), Ottawa; Chief Constructors-in-Charge, Corpach and Dunstaffnage, B.A.M.R., Washington.

3. Copies of the Specifications have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London, South Wales, Belfast, Scottish and North Eastern Areas, and to the Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Type 87 R/T Set are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.372/43 in accordance with the procedure laid down in A.F.O. 790/40.

4. It is to be noted that any advance fitting-out drawings, etc., which may already have been distributed are superseded by this specification and should be destroyed.

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

993.—W/T and Radar Apparatus—Technical Inspection

New Construction and Ships refitting or under Emergency Repair

(S.D. 05371/42.—24 Feb. 1944.)

DEFINITION OF RESPONSIBILITY (K.R. & A.I., ARTICLE 663.)

(A) *New Construction*

The Captain Superintendent, Admiralty Signal Establishment, is responsible for the technical inspection of the work of fitting W/T or Radar apparatus in new construction, reconstruction and ships undergoing large repairs.

(B) *Emergency Repairs and Refits*

2. Where ships are undergoing refit or emergency repair, this technical inspection is carried out by the Port W/T and Port Radar Officers on the staff of the local Flag or Senior Officer.

3. The responsibility for the inspection of W/T or Radar defects made good, rests with the Commanding Officer.

ORGANISATION

(A) *New Construction W/T and D/F*

4. The technical inspection of W/T and D/F apparatus is carried out by representatives of the Captain Superintendent, Admiralty Signal Establishment. They are referred to as W/T Shipfitting Officers. They operate from Newcastle, Birkenhead, Glasgow and Admiralty Signal Establishment. The areas for which they are responsible are as follows:—

Newcastle	... ..	Responsible for North Eastern England.
Birkenhead	... ..	Responsible for North Western England, Wales and Northern Ireland.
Glasgow	... ..	Responsible for Scotland.
A.S.E.	... ..	Responsible for Southern England.

Requests for their services should be addressed to the Warship Electrical Superintendent (W.E.S.) or direct to Captain Superintendent, Admiralty Signal Establishment.

(B) *Radar*

5. Owing to the large number of ports at which Radar equipment is fitted and to the nature of the work, it is necessary for the Captain Superintendent to delegate the work to the Port Radar Officer (PRADO) in the area concerned in accordance with the provisions of K.R. and A.I., Article 663, paragraph 18.

6. The technical staff of the Port Radar Officer is provided by Admiralty Signal Establishment and will be adjusted according to the commitments in hand and the staff available. They will work under the orders of the Port Radar Officer, who is responsible to the local Flag or Senior Officer for their local organisation and administration.

EMERGENCY REPAIRS

(A) *W/T and D/F*

7. A Port W/T Officer (P.W./T.O.) is attached to the staff of each of the following Flag and Senior Officers:—

Commanders-in-Chief	... ..	Portsmouth
		Devonport
		Chatham
		Rosyth
Flag Officers-in-Charge	... ..	Glasgow
		Newcastle
		Liverpool
		London
		Milford Haven
		Cardiff
		Belfast
		Falmouth
		Humber
Naval Officer-in-Charge	... ..	Lowestoft

8. The P.W./T.O. is responsible to the Admiral Superintendent, or F.O.I.C. or N.O.I.C. that all W/T and D/F equipment fitted in emergency repair jobs is tuned, tested and correct on completion and that the priority requirements are duly fulfilled.

9. The P.W./T.O. is authorised to communicate direct on all technical matters with the Captain Superintendent, Admiralty Signal Establishment, to whom he is to render a weekly report of the progress of all work in hand.

10. The P.W./T.O. at certain ports is provided with a staff specialised in D/F apparatus. These D/F specialists are officers of Admiralty Signal Establishment and their distribution will be adjusted by the Captain

Superintendent, Admiralty Signal Establishment, according to the commitments in hand. They will work under the orders of the P.W./T.O., who is responsible to the Admiral Superintendent or F.O.I.C. or N.O.I.C. for their local organisation and administration.

11. W/T Shipfitting Officers may call on the services of these D/F Specialists as required.

(B) Radar

12. A Port Radar Officer, or Senior Radar Fitting Officer, is stationed at the following Ports:—

Title	Home	Port
Port Radar Officer	...	Belfast
Port Radar Officer	...	Cardiff
Port Radar Officer	...	Chatham
Port Radar Officer	...	Devonport
Port Radar Officer	...	Glasgow
Port Radar Officer	...	Hull
Port Radar Officer	...	Liverpool
Port Radar Officer	...	London
Senior Radar Fitting Officer	...	Londonderry
Port Radar Officer	...	Lyness
Senior Radar Fitting Officer	...	Milford Haven
Port Radar Officer	...	Newcastle
Port Radar Officer	...	Portsmouth
Port Radar Officer	...	Rosyth
Port Radar Officer	...	Southampton
<i>Abroad</i>		
Port Radar Officer	...	Aden
Port Radar Officer	...	Alexandria
Port Radar Officer	...	Argentia
Port Radar Officer	...	Bermuda
Port Radar Officer	...	Bombay
Port Radar Officer	...	Colombo
Port Radar Officer	...	Durban
Port Radar Officer	...	Freetown
Port Radar Officer	...	Gibraltar
Port Radar Officer	...	Haifa
Port Radar Officer	...	Halifax
Port Radar Officer	...	Iceland (c)
Port Radar Officer	...	Kilindini
Port Radar Officer	...	Malta
Port Radar Officer	...	Simonstown
Port Radar Officer	...	St. Johns
Port Radar Officer	...	Trincomalee

13. The Port Radar Officer is responsible to the Admiral Superintendent or F.O.I.C. or N.O.I.C. that all Radar equipment fitted in emergency repair jobs is tuned, tested and correct on completion and that the priority requirements are duly fulfilled.

14. The Port Radar Officer is authorised to communicate direct on all technical matters with the Captain Superintendent, Admiralty Signal Establishment, to whom he is to render periodical progress reports on all work taken in hand.

(K.R. & A.I., Article 663.)

(A.F.Os. 3539/42 and 4649/42 are cancelled.)

994.—R.A.F.—G.P. Set (12 Volts) Emergency W/T Installation—
Fitting-out Information

(R.E. 10022/44.—24 Feb. 1944.)

A.S.E. Fitting-out Specification No. B.232/44 has been prepared to show the method of fitting and wiring the R.A.F.—G.P. Set (12 volts) Emergency W/T Installation.

2. Copies of the Specification have been forwarded to Commanders-in-Chief, Eastern Fleet and Western Approaches; Admirals Superintendent,

Chatham, Devonport, Portsmouth, Orkneys, Malta and Rosyth; Flag Officers, East Africa, West Africa and Ceylon; Director, Coastal Force Material Division; Director, Combined Operations Material; Commodore, Algiers; Commodore Superintendent, Gibraltar and Simonstown; Commodore-in-Charge, Sheerness and Halifax; Commodore, R.I.N., Bombay; Captain-in-Charge, Bermuda; Captains Superintendent, Alexandria and Durban; Naval Officer-in-Charge, Londonderry; Deputy Superintendent, Pembroke; Naval Secretaries, Wellington and Melbourne (for the Officers concerned at Melbourne, Sydney and Fremantle); Commanding Officers, H.M. Ships "Helder," "Lizard," "Monck," "Northney," "Sea Serpent," "Squid," "St. Clement," "Tormentor," "Vectis" and "Westcliffe"; Commanding Officer, Combined Operations Naval Unit, Calshot; Captain, Major Landing Craft, Captain G.S.1; Commanding Officers, H.M. Ships "Fox," "Midge," "Mantis," "Bee Hive," "Wasp," "Aggressive," "Hornet," "Attack," "Bee," "Dartmouth II," "Mosquito" and "Gregale"; Secretary, Naval Board (N.D.A.), Ottawa; Chief Constructors-in-Charge, Corpach; and Dunstaffnage and B.A.M.R., Washington.

3. Copies of the Specifications have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London, South Wales, Belfast, Scottish and North Eastern Areas; and to the Warship Electrical Superintendents, Scottish North Western, North Eastern, South Wales, London, South Western and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with R.A.F.—G.P. Sets (12 volts) are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.232/44 in accordance with the procedure laid down in A.F.O. 790/40.

4. It is to be noted that any advance fitting-out drawings, etc., which may have already been distributed are superseded by this specification and should be destroyed.

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

995.—Aircraft—Perspex Cockpit Hoods—Cleaning

(A./AWD. 771/43.—24 Feb. 1944.)

Tests have shown the very great importance of keeping perspex cockpit hoods properly cleaned and polished.

2. The following extracts from a report by the Flying Personnel Research Committee illustrate the importance of this subject:—

"It will be seen from the results that vision may be reduced up to 60 per cent at 10° and to about 43 per cent at 20° when spotting through dirty Perspex.

"It must be stressed as well that the angle of incidence of the sun's rays upon the surface of the panels under test influences to a great extent the ease of spotting. At 45°–70° the reflection of surrounding objects prevents the spotting of any small objects under test.

"Scratches and dirt on the panels seem to distract the attention of the spotter and his ability to spot. Eventually the spotter becomes tired and nervous, focusses on these blemishes and is unable to see objects outside the panel. Once he knows the scratches and spots of his panels, he ceases to pay attention to them and seems to improve his vision. There is, however, a danger of failing to note an approaching aircraft which may be taken for a spot on the panel if it happens to appear near one of them.

"Range loss through dirty Perspex is more than double that through cleaned and polished Perspex. The following recommendations are therefore made:—

- More attention should be paid to the cleanliness of vision panels on aircraft and a definite member of the ground crew should be made responsible for this care.
- The necessity of proper care for cleanliness should be impressed on the pupils in training units, so that crews would appreciate its importance at an early stage of their training.
- Vision panels should be cleaned after every flight and then enclosed in special covers to protect them from the harmful effects of dust and rain.

(d) Vision panels should be dusted before every flight.

(e) Units should be encouraged to demand and use the polishes and cleaning materials (e.g. Sinec kit) now available."

3. It is emphasised that it is absolutely essential to use the correct polish. This is included in Polishing Sets, Sinec, for Aircraft Windscreens, Stores reference number 33C/767. The set comprises:—

Reference	Description.	Detail.
(a) 33C/768	No. 1 ...	Abrasive in 4 oz. bottles—1 per set.
(b) 33C/769	No. 2 ...	Cleaners in 4 oz. bottles—1 per set.
(c) 33C/770	No. 3 ...	Polish in 2 oz. jars.
(d) 33C/773	Box ...	With handle complete with 3 compartments.
(e) 33C/771	Cloth, large ...	18 in. × 18 in.—4 per set for polishing.
(f) 33C/772	Cloth, Small ...	6 in. × 6 in., for application—24 per set.

It has been shown that Perspex cleaned with other polishes is very little better than dirty Perspex just dusted over.

4. An A.F.O. detailing the allowances of these Polishing Sets, and also furnishing instructions in regard to the rendering of demands on Store Depots, will be promulgated in due course.

996.—Aircraft—Procedure for Reporting Defects

(G. 010302/43.—24 Feb. 1944.)

The following amendment is to be made to A.F.O. 5929/42:—
Paragraph 2, add:—

In order to expedite action when defect signals and reports are rendered upon R.P. Equipment under the undermentioned headings, additional copies should also be sent by the Administrative Authority direct to D.N.O.

Installation (Stores attached to aircraft).

- (i) Electrical circuits.
- (ii) Blast Plate and mounting.
- (iii) Projector-beam, rails and shear lever assembly.

(A.F.O. 5929/42.)

997.—Dinghy, K Type—Introduction of Packs, Type A, Mark III

(A.E. 3668/44.—24 Feb. 1944.)

The undermentioned item, for dinghy, Type K, is hereby introduced into Naval Service:—

Stores Ref.	Nomenclature	Detail	Class of Store
	Packs:—		
	Type A:—		
27C/2088	Mark III ...	Complete with lanyard—for pilot, Type CII, parachutes. Issued with dinghy, Type K. (Stores Ref. 27C/1921).	A.

2. The pack, Type A, Mark III, enables aircrews to leave aircraft which have made forced alightings on water without the encumbrance of the parachute and harness, and embodies the following improvements as compared with the pack, Type A, Mark II (Stores Ref. 27C/1899):—

- (i) The pack, Mark III, is provided with a short harness to enable it to be carried attached to the life-saving waistcoat instead of to the parachute harness.
- (ii) The equipment panel has been slightly rearranged to provide uniformity with other types of K dinghy packs.

3. The method of using the pack, Type A, Mark III, is as follows:—

- (i) *Forced Alightings of Aircraft on Water.*—Before or when the aircraft has come to a standstill the parachute harness is to be released, but it is important that the Sutton (aircraft) harness be left fastened while the aircraft is in motion.

When the aircraft has come to rest, the user is to leave with the dinghy pack, release the two side quick-release hooks, and operate the dinghy in the normal manner.

(ii) *Parachute Descents.*—Normal procedure is to be followed until the water is reached, by which time the parachute harness should have been released. The two side quick-release hooks are then to be unfastened and the dinghy operated in the normal manner.

Important. In the event of parachute descents or of forced alightings of aircraft on water, the quick-release hook on the webbing lanyard attaching the dinghy pack to the life-saving waistcoat must not be released, as this provides the only connection between the dinghy and the wearer.

4. The contents of the pack, Type A, Mark III, and the method of packing it are the same as for the pack, Type A, Mark II, and are detailed in A.P.1182, Vol. 1, Part 3, Section 4, Chapter 5, paragraphs 13 to 36, and A.P.1182, Vol. I, Part 3, Section 3, Table 1.

5. Packs, Type A, Mark II (Stores Ref. 27C/1899), already held by units are to be converted to the Type A, Mark III design, in accordance with A.P.1182, leaflet B.38-W. That leaflet also details the method of fitting the pack to the life-saving waistcoat.

6. The relevant air publications will be amended.

998.—Depth Charges—Improved Arrangements for Embarking and Distributing 3rd-14th Emergency Flotillas

(P. 0503/43.—24 Feb. 1944.)

In order to facilitate the embarkation and distribution of depth charges between depth charge magazine, throwers and rails, the following alterations are required in the above vessels:—

- (1) Fit overhead rail in the after deckhouse from the D.C. magazine hatch to the after door of the deckhouse.
- (2) Fit an additional heel fitting P. and S. at the after end of the deckhouse to take the ammunition derrick to enable D.C.'s to be embarked aft. In completed vessels the overhead rail should only be fitted if it does not obstruct the headroom. Where not fitted the following alternative is required:—

Fit an eye plate to the deck over in way of the after door in deckhouse to facilitate the transfer of depth charges over the door sill and fit an eye plate to the superstructure over in way of the after D.C. throwers to assist the transfer of depth charges past these throwers from aft to the forward throwers.

- (3) Land the single drum ammunition hoist in the after deckhouse if fitted.

2. Commanding Officers of completed vessels of these classes should insert an item in their list of As. and As., Classification "A", to cover the work involved.

3. P.S.Os. of ships under construction are to arrange for this work to be carried out where no delay in completion is involved.

999.—B.Y.M.S. Vessels—Defects in Backstays to Stump Mast

(T. 05139/44.—24 Feb. 1944.)

A failure has occurred in a vessel of this class of the end attachment of a back-stay of the stump mast when hoisting flooded S.A. buckets, which resulted in stump mast snapping off just above deck level. The end attachments of the wire stays are made with cone-shaped socket fittings in place of thimbles and splicing, and examination of the defective socket showed that the wires were not splayed out to fill the socket basket before soldering and that the ends of wires were in dirty condition.

2. Commanding Officers of B.Y.M.S. vessels are to arrange for test and careful examination of all mast stay end attachments for signs of the drawing of the wire rope from the sockets. A static load of 4,000 lb. should be applied to the derrick for this purpose. If defects are found the rope socketing should be renewed or this type of end attachment replaced by thimbles, splicing and shackles. A copy of the method of socketing recommended in British Standards Institution Specification 463-1943 is given below.

Recommended Method of Socketing

The capping metal used should be in accordance with B.S.643, "Capping Metal for Steel Wire Ropes".

The rope to be socketed should be securely bound with annealed mild steel wire for a length of not less than two rope diameters at a distance from the end of the rope equal to the length of the "basket" of the socket less one-half of the diameter of the rope (plus allowance for turning over the wire ends to form hooks). Where the size of the socket permits, the individual wire ends should each be turned over to form equal hooks facing inwards towards the centre of the rope. The splay of the hooks should be such that the hooked ends of the wires fill the larger end of the socket "basket".

After threading the rope through the socket the rope end should be unlaid, the fibre core, if any, removed, and each individual wire separated out so that the rope end resembles a brush. Care should be taken that the outer wires are not bent too sharply over the end of the binding.

The "brush" end should be cleaned with petrol or other suitable solvent to remove all dirt and grease, care being taken to avoid saturating the remainder of the rope with solvent and thereby removing the internal dressing and exposing the wires to corrosion. The cleaning may be accomplished either by immersing the brush in solvent or by wiping the wires with cloths or waste soaked in solvent. In any case the individual wires should afterwards be wiped dry with clean cloths or waste.

The cleaned "brush" end should be drawn into position in the conical socket with a length of seizing equal to one-half the diameter of the rope projecting into the narrow end of the socket, and the ends of the wires flush with the end of the "basket". The ends of the wires should be even.

The socket complete with the rope in place should be clamped in a vertical position with the large end of the socket uppermost, and the rope should be in axial line with the socket for a distance not less than 24 rope diameters.

The junction of the rope and socket should be tightly served with asbestos yarn to prevent escape of the molten white metal.

The socket should be gradually and evenly heated all round the outside circumference by a blow lamp, care being taken to avoid undue local heating, and particularly any heating of the rope outside the socket. The socket should be at a uniform temperature of about 100° C. (212° F.)* immediately before pouring the molten white metal. Heating the socket is essential to the free flow of the molten metal; undue heating may impair the strength of the rope wires.

When the socket is at the correct temperature and immediately before pouring the molten metal powdered rosin should be dusted among the wires in the socket "basket".

The metal used shall be melted from new ingots of the composition laid down in the Specification. It shall be poured at a temperature of 350° C. \pm 15° C. (660° F. \pm 25° F.), *i.e.*, between 335° C. (635° F.) and 365° C. (685° F.). Dross should be removed from the surface of molten metal and clean bright fluid metal only poured into the prepared heated socket. The pouring ladle should be of sufficient capacity to hold the full amount of metal to fill the socket, and should be heated before use. The temperature of the metal should be taken when in the ladle immediately before pouring. Pouring should be continuous and uniform until the metal completely fills the socket and when the surface of the metal sinks in the centre, a little more metal should be poured in from the ladle. In no circumstances shall the metal stand proud of the top edge of the socket.

The temperature of the metal should be determined by a thermometer† and overheating of the metal must be avoided because excessive temperature will damage the rope wires and endanger the safety of the completed socket. On the other hand,

* This temperature is such that the socket will just melt a piece of rosin held in contact with its surface.

† A rough and ready method of gauging the temperature of the molten metal is the use of a piece of soft dry white wood such as a match-stick, and the temperature of the metal such that it will only slightly discolour or char the wood when immersed in the metal for a few seconds. If the wood stains rapidly with smoke or flame, the metal is too hot and must be allowed to cool to the correct temperature before pouring.

the metal must not be too cold when poured or it will fail to penetrate between the wires and make a satisfactory solid cone.

After pouring the metal the socket should be allowed to cool gradually and should remain undisturbed until the metal has fully set and the socket has cooled to air temperature. The rope adjoining the socket should then be carefully cleaned and treated with preservative dressing.

1000.—70-Ton Portable Electric Self-Priming Pumps

All Ships and Dockyards concerned

(D./P. 10164/43.—24 Feb. 1944.)

Each 70-ton portable electric pump supplied to H.M. Ships is complete with accessories consisting of portable discharge bend, suction hoses, low level strainer, portable stool and motor starter with cable. One set of pump spares and one set of small electrical spares, are also supplied to enable the ship's staff to maintain the pumps in serviceable condition.

2. Arrangements are being made to enable the complete pump to be exchanged for a new pump when major repairs are necessary.

3. Stocks of portable electric self-priming pumps with accessories and spare gear will be held for this purpose at the following bases:—

Lyness ...	4 No. 220 volt pumps and 2 No. 100 volt pumps.
Rosyth ...	4 No. 220 volt pumps and 2 No. 100 volt pumps.
Portsmouth ...	4 No. 220 volt pumps and 2 No. 100 volt pumps.
Devonport ...	4 No. 220 volt pumps and 2 No. 100 volt pumps.
Chatham ...	4 No. 220 volt pumps and 2 No. 100 volt pumps.
Ceylon ...	8 No. 220 volt pumps and 4 No. 100 volt pumps.
Gibraltar ...	4 No. 220 volt pumps and 2 No. 100 volt pumps.
Alexandria ...	4 No. 220 volt pumps and 2 No. 100 volt pumps.

4. When pumps are exchanged all accessories (excluding hoses), and electrical and pump spare gear appertaining to the defective pump are to be returned. Accessories and spare gear will be supplied with the new pumps.

5. Hoses are to be exchanged only if defective.

6. Arrangements are to be made by the base authorities to recondition the defective pumps for re-issue.

1001.—Boilers—Combustion Tubes and Supports of Heat Resisting Steel—Purchase and Maintenance of Stocks

(N.S. 36846/43.—24 Feb. 1944.)

Standard designs of Admiralty type combustion tubes and supports for oil fuel registers as fitted in the boilers of H.M. Ships are shown in A.F.O. Diagram 45/43 (A.F.O. 612/43).

2. In view of the expenditure of heat-resisting tubes and supports, arrangements are to be made to maintain stocks of these fittings in H.R. steel at dockyards and bases as follows:—

Combustion tubes and supports of heat-resisting steel for standard Admiralty type closed boiler fronts with air preheaters.

	For 17 $\frac{3}{4}$ -in. Registers	For 15 $\frac{3}{4}$ -in. Registers
Chatham ...	200	50
Portsmouth ...	200	50
Devonport ...	100	25
Rosyth ...	200	50
Mersey Area ...	125	35
Severn Area ...	125	35
Alexandria ...	200	50
Malta ...	200	50
Gibraltar ...	150	25
Simonstown ...	100	25
Durban ...	100	25
Trincomalee ...	100	25
Bermuda ...	25	5

3. These combustion tubes and supports are intended for general issue as required for H.M. Ships and arrangements should be made by Home Dockyard Officers and Superintending Naval Store Officers, Mersey and Severn Areas, to replenish stocks by local purchase as they fall below the quantities shown in paragraph 2.

4. The following combustion tubes and supports should be obtained by local purchase and shipped to the yards abroad :—

From	To	For 17 $\frac{3}{8}$ -in. Registers	For 15 $\frac{3}{8}$ -in. Registers
Mersey Area ...	Malta ...	200	50
	Simonstown ...	50	15
Severn Area ...	Durban ...	15	13
	Trincomalee ...	75	15

5. Yards abroad should forward demands to Director of Stores, Admiralty, to complete to the quantities authorised as issues are made.

6. The combustion tubes and supports should be obtained from the firms mentioned in paragraph 5 of A.F.O. 612/43.

7. The quantities of combustion tubes to be carried on board as spares are shown in A.F.O. 879/41. Unless otherwise ordered combustion tubes of heat resisting steel are to be supplied only where the boilers are fitted with air preheaters.

8. Requirements of mild steel aluminised combustion tubes should continue to be manufactured in the dockyards, when facilities exist, as at present.

(A.F.Os. 879/41 and 612/43.)

(A.F.Os. 4310/41, 2402/42 and 2899/42 are cancelled.)

1002.—Damage Control Stores—Supply
 “L.C.I.(L)”, “L.C.I.(S)” and “L.C.S.(L)(2)”
 (N.S. 23425/43.—24 Feb. 1944.)

The stores detailed in the appendix hereto are required to be carried on board each “L.C.I.(L)”, “L.C.I.(S)” and “L.C.S.(L)(2)” for effecting emergency repairs.

2. Demands should be forwarded to storing yards by bases to which craft are attached.

3. The establishments of stores will be amended.

Appendix

Pattern Number	Description	Denomination of Quantity	Allowance per L.C.I.(S) and L.C.S.(L)(2)	Allowance per L.C.I.(L)
<i>Consumable Stores</i>				
<i>A</i>				
—	Fir, 4 in. × 4 in. ...	Feet run	200	200
—	Deal, 12 in. × 2 in., in 2-ft. lengths ...	Lengths	20	20
10A	Wedges, beech ...	No.	24	24
—	Wedges, soft ...	No.	24	24
—	Deal, 6 in. × 1 in. ...	Feet run	—	30
<i>B.2</i>				
Plates, M.S. :—				
—	Circular, 18 in. diameter × $\frac{3}{8}$ in. ...	No.	2	2
—	Rectangular, 24 in. × 15 in. × $\frac{1}{4}$ in. ...	No.	2	2
—	Square, 12 in., with rounded corners × $\frac{1}{4}$ in. ...	No.	2	2
—	Bolts, black steel, 12 in. long, $\frac{5}{8}$ in. diameter, screwed full length, with nuts and washers.	No.	6	6
—	Strong backs, 2 ft. long ...	No.	4	4

Pattern Number	Description	Denomination of Quantity	Allowance per L.C.I.(S) and L.C.S.(L)(2)	Allowance per L.C.I.(L)
<i>B.7</i>				
—	Copper sheet sheathing, 4 ft. × 1 ft. 8 in. × 16 oz.	No.	3(A)	—
—	Copper sheet sheathing, 4 ft. × 1 ft. 8 in. × 12 oz.	No.	1 $\frac{1}{2}$ (A)	—
<i>B.10</i>				
1173	Copper tacks ...	lb.	1(A)	—
943	Copper nails, 1 in. long ...	lb.	3	—
<i>B.11</i>				
C. 692	Chisel, firmer, 1 $\frac{1}{2}$ -in. ...	No.	1	1
1398	Pliers, electrician's ...	Pairs	2	2
3601	Screwdriver, 6-in. ...	No.	2	2
3606	Spanner, adjustable ...	No.	2(A)	2
<i>D.1</i>				
—	Canvas, M.N.6 ...	Yards	25	25
<i>D.3</i>				
T. 54	Fearnought, 27-in. wide ...	Yards	9(A)	9
<i>E.2</i>				
Connections, rubber, for pipe repairs, 6-in. long, each fitted with two worm drive clips of following size :—				
—	$\frac{3}{4}$ -in. ...	No.	1	—
—	$\frac{7}{8}$ -in. ...	No.	—	1
—	1-in. ...	No.	1	1
—	1 $\frac{1}{2}$ -in. ...	No.	1	—
—	1 $\frac{3}{8}$ -in. ...	No.	—	1
—	1 $\frac{1}{2}$ -in. ...	No.	1	1
—	1 $\frac{5}{8}$ -in. ...	No.	1	1
—	1 $\frac{3}{4}$ -in. ...	No.	—	1
—	1 $\frac{7}{8}$ -in. ...	No.	—	1
—	2-in. ...	No.	1	1
—	2 $\frac{3}{8}$ -in. ...	No.	—	1
—	2 $\frac{1}{2}$ -in. ...	No.	—	1
—	3-in. ...	No.	1	—
—	4 $\frac{1}{2}$ -in. ...	No.	—	1
<i>E.6</i>				
2	Red lead, dry ...	Lb.	28	28
<i>E.8</i>				
—	Cement, rapid hardening, salt water (or cement, aluminous, or cement, 417), in tins, Pattern 52.	Cwt.	—	2
—	Sand, in hessian bags ...	Cwt.	—	4
<i>E.13</i>				
Plugs, soft wood :—				
—	$\frac{1}{2}$ -in.—1-in. × 3-in. long ...	No.	20	20
—	1-in.—2-in. × 6-in. long ...	No.	20	20
—	2-in.—3-in. × 8-in. long ...	No.	20	20
—	3-in.—4-in. × 9-in. long ...	No.	20	20
—	4-in.—6-in. × 12-in. long ...	No.	10	10

Pattern Number	Description	Denomination of Quantity	Allowance	Allowance
			per L.C.I.(S) and L.C.S. (L)(2)	per L.C.I.(L)
	<i>F.1C</i>			
13056	Cable, electric	Yards	25	25
546D	Cable, electric	Yards	25	25
13057	Cable, electric	Yards	50	50
13054	Cable, electric	Yards	25	25
	<i>F.2A</i>			
3901	Tape, insulating, $\frac{3}{8}$ -in.	Lb.	1(B)	1
257	Tape, rubber	Lb.	1	1
	<i>F.2B</i>			
9231	Henley's plastic compound	Lb.	4	4

- (A) These allowances are in lieu of those at present shown in establishment.
 (B) In addition to existing allowance.

1003.—Valves for Inflatable Lifebelts

(N.S. 15603/44.—24 Feb. 1944.)

In view of the poor condition of the valves for inflatable lifebelts which are returned to store, and of the improvement in the supply position of new valves, valves from condemned lifebelts should no longer be taken on ledger charge separately. Stocks at the dockyards and depots should be brought to produce.

(A.F.O. 1738/41 is cancelled.)

1004.—Fire Gong, Pattern 82, Key Pattern 83, Subhead F2B—Supersession

(N.S. 12408/44.—24 Feb. 1944.)

Fire gong, Pattern 82, and key, Pattern 83 (Subhead F2B), have been made obsolete and supplies are no longer available. Pattern 871A gong and Pattern 872A key will in future be utilised in lieu of the above patterns.

2. The Rate Book has been amended accordingly.

1005.—Bells, Pattern 2237B—Introduction

(N.S. 32996/43.—24 Feb. 1944.)

Certain modifications have been made to Bell, pattern 2237A, to render it more watertight.

2. The modified bell has been added to the authorised list of Naval Stores under Subhead F2B as follows:—

Pattern No.	Description
2237B	Bell, watertight, 15/20 volts, looping-in.

Pattern 2237A has been made obsolete.

3. Bells, pattern 2237A, will continue to be supplied until stocks are exhausted, but where watertightness is essential, the latest pattern should be fitted, the demands being worded accordingly.

1006.—Binoculars, Pattern 12115—Supply

Landing Barges

(N.S. 13078/44.—24 Feb. 1944.)

One pair of plastic binoculars, Pattern No. 12115, may be drawn by each Squadron Commander and Flotilla Leader of landing barges.

2. Demands should be forwarded accordingly to nearest storing dockyard or depot quoting this order.

(Commander-in-Chief, Portsmouth's No. 4402/X/0600/4/1, 30 Aug. 1943.)

1007.—Binoculars, Pattern 1900C—Modifications to Eye-pieces

Submarines and Dockyards concerned

(N.S./G.6785/42.—24 Feb. 1944.)

All binoculars, Pattern 1900C, supplied for use in submarines are now being manufactured with improved sealing arrangements in the eye-pieces to prevent moisture from entering the instrument. Some binoculars of this pattern are still in service, however, without this modification, and it is desired that they should be modified whenever possible, the necessary work being carried out by the makers. All unmodified binoculars in depot ships and submarines in Home waters should be returned to the nearest yard or depot for despatch to the makers for modification; local purchase orders should be placed accordingly by (S) N.S.Os.

2. At Yards abroad, where modified binoculars are available, unmodified glasses should be returned in exchange and despatched to the U.K. for modification.

3. The distinguishing feature is that the diameter of the casing below the eyecup is considerably greater in the modified instrument than in the unmodified one. A.F.O. Diagram No. 53/44 (1-2) of the two eye-pieces are issued to illustrate this distinction.

1008.—Spanners and Wrenches—Allowances

Flotilla Leaders and Destroyers

(N.S. 23263/43.—24 Feb. 1944.)

One "Record Stillson" wrench, Pattern 3537 (subhead B.11), is to be allowed to flotilla leaders and destroyers in lieu of one of the two "Thurley grip-all" spanners, Pattern 3535, at present allowed.

2. Ships concerned, in commission, should forward demands to their storing yards for one wrench, Pattern 3537, and, on receipt, return one spanner, Pattern 3535, to the nearest dockyard or naval store depot. The necessary adjustment in the first outfit of naval stores to ships under construction should be made by the warrant and storing yards or depots in the usual manner.

3. The Sea Store Establishments concerned—B.R. 332A and B.R. 373—will be amended.

(R.A. (D), H.F., 5 Nov. 1943, No. 909/H.D. 340.)

1009.—Emergency Escape Arrangements.

Converted Trawlers, Whalers, Drifters and Yachts on A/S, M/S and A/P Service

(D. 986/44.—24 Feb. 1944.)

Recent inspections of converted trawlers, whalers, drifters and yachts have shown that the emergency escapes provided are in some cases inadequate or need attention to make efficient or require to be rearranged to ensure a quick means of escape.

2. Administrative authorities, Admiralty fitting-out Officers, staffs of Maintenance Bases and Commanding Officers of the vessels concerned are to ensure that arrangements are adequate for the quick escape of all personnel and that those already provided are in an efficient working order.

3. All accommodation spaces for officers and ratings and the machinery space should be provided as far as practicable with an emergency escape in addition to the normal means of access, for example :—

Where escapes are not already provided, existing skylights and hatches should be used to accommodate the escape scuttles, which may be circular, or if preferred rectangular, depending upon the space available and any structure which may be in the vicinity of the escape scuttle.

Openings should be cut in the hatch cover or top of skylight and coamings welded to the edge, the top of the coaming being a minimum distance of 2 ft. 6 in. above the upper deck.

The scuttles should be formed of light steel hinged watertight covers fitted over the coamings and capable of being opened from either the inside or the outside with a single clip. If escapes are already provided in either end of skylights or hatch coamings (vertical scuttles) and are not efficient, they should be removed and the openings blanked over in all cases where an escape can be arranged in the top of the skylight or hatch cover.

4. In order to assist escape by the companion way during excessive trim or heel, iron pipe handrails should be fitted each side of the ladder if existing rails are considered unsatisfactory.

5. All escapes are to be as simple and as direct as possible upwards through the tops of the skylights or hatches.

6. Rope ladders or iron rungs on adjacent bulkheads are to be provided for escape purposes to supplement the normal means of exit from compartments by companionway ladders which may become dislodged or damaged when an emergency arises.

7. A 24 in. diameter scuttle hinged at the bottom should be fitted in the most suitable position on the bulkhead on the after end of the Commanding Officer's cabin under the wheelhouse as an escape hatch. If it is not possible to site the escape hatch in this position, it should be arranged port or starboard, as the case may be, on the opposite side to the normal means of access.

8. Typical layouts showing dispositions of emergency escapes for converted trawlers are indicated on drawings D.N.C. 24A/A.440, sheets 1, 2 and 3, which should be used for guidance in arranging the escapes on all the types of converted vessels referred to above.

9. In no case of fitting emergency scuttles to deck should essential girders or plating be cut which form part of the longitudinal strength of the vessel.

(A.F.O's. 150/41 and 398/43 are cancelled.)

1010.—Petrol Tank Ventilating Pipes

Minor Landing Craft

(N.S. 022335/43.—24 Feb. 1944.)

In certain cases, the petrol tank ventilating pipes in minor landing craft have been found to be blocked by paint and mud. A periodic inspection is to be carried out to ascertain that the pipes are clear of obstruction.

1011.—Combined Operations Craft—Summary of Arrangements for Supply of and Accounting for Naval Stores

(N.S. 022552/43.—24 Feb. 1944.)

The following amendments should be made to A.F.O. 5172/43 and put into effect forthwith :—

A.F.O. 5172/43, Appendix B :—

Delete paragraph 2 (h).

Delete paragraph 4 (b) and substitute new paragraph 4 (b) as follows :—

“(i) Whenever a flotilla or an individual landing craft is transferred for berthing or accommodation from one base to another, either permanently because of reallocation, or temporarily for a period expected to exceed 14 days, the base's copies of the relevant Naval store accounts are to be transferred to the Accountant Officer

of the craft's new base. Local administrative authorities are responsible for the issue of directions to transfer Naval store accounts, and that such instructions are received by :—

(a) The base at which the craft are berthed or accommodated when the movement is ordered.

(b) The base to which they are being transferred as above.

(c) The Flotilla or Commanding Officers of the craft concerned.

(ii) To facilitate reference to former bases on store matters, the names of the bases and the inclusive period of accommodation thereat should be noted as a continuous record on the cover of the S.1099D Naval store accounts for major landing craft and landing barges. Space is not available for such details on the Naval store accounts for minor landing craft, but Accountant Officers should ensure that all copies for the minimum and operational outfits are kept as a permanent record and transferred with the craft when directions are received from the local administrative authorities. The names of the former bases from which the vessels have been transferred should not be obliterated from any of the Naval store accounts.

(iii) The foregoing instructions also apply to transfer for embarking or accommodation of craft from one landing ship to another or to a base ; and are irrespective of whether the craft is in Unit Equipment of a flotilla or in Pooled Reserve. The same instructions apply to (Naval) landing barges.

(iv) In order that the base or ship's copies of Naval store accounts may reach a new base or ship as soon as possible, every endeavour should be made to despatch them in charge of the Flotilla or Commanding Officer of the craft being transferred. This procedure will ensure that the base or ship's copies are available for delivery to the responsible accountant officer should there be a permanent or temporary alteration in the programme of movement of the craft.

(v) Naval store accounts should not be retained at a base or by a landing ship when craft are being permanently transferred, and the new base or ship cannot be immediately furnished. The Naval store accounts should be given to the Flotilla or Commanding Officer as directed above with instructions to hand them over to the appropriate Accountant Officer at the destination.

(vi) Forms S.549 should be prepared for the Naval store accounts transferred by the responsible Accountant Officer and despatched with the Naval store accounts, which can be removed from charge by a temporary receipt from the Flotilla or Commanding Officer. The Accountant Officer of the new base or landing ship should acknowledge receipt on one copy of the Form S.549 and return it to the former Accountant Officer as soon as possible, who should attach it to the temporary receipt given by the Flotilla or Commanding Officer.

(vii) The same procedure should be followed when craft are transferred to a locality other than an L.C. base, e.g., to one of H.M. dockyards for refit.”

Appendix D

Delete “ Base to which the craft is allocated for service ” in paragraph 2 (b) and substitute “ Base at which the craft is berthed or accommodated ”.

Delete “ That to which the vessel is allocated for service ” in paragraph 2 (h) and substitute “ base at which the craft is berthed or accommodated.”

Appendix E. Amend paragraph 2 (c) to read “ The original copies of the accounts will be held at the base or by the ship by which the craft is accommodated or embarked ”. The duplicate, etc., etc. ”

(A.F.O. 5172/43.)

1012.—Major Landing Craft and Barges—Victualling Arrangements

(V/N.S. 022552/43.—24 Feb. 1944.)

A.F.O. 5170/43 is to be amended as follows and to be put into effect forthwith :—
Delete paragraph 15 (ii) and substitute :—

(ii) *Transfer of base copies of inventories.*—Whenever a flotilla or an individual landing craft is transferred for berthing or accommodation from one base to another, either permanently because of re-allocation or temporarily for a period anticipated to exceed 14 days, the base copies of inventories are to be transferred to the

Accountant Officer of the craft's new base. Local administrative authorities are responsible for the issue of directions to transfer inventories and that such instructions are received by:—

- (a) The base at which the craft are berthed or accommodated when the movement is ordered.
- (b) The base to which they are being transferred as above.
- (c) The Flotilla or Commanding Officers of the craft concerned.

(A.F.O. 5170/43.)

1013.—Rum Lockers

Major Landing Craft

(M/D.C.O.M. 0496/43.—24 Feb. 1944.)

With reference to A.F.O. 5170/43, it has been approved to issue to each major landing craft one steel locker with padlock capable of holding four 1-gallon jars of rum.

2. For new construction craft, the P.S.O. should forward delivery instructions for lockers to D.C.W.(S); demands for lockers for completed craft should be forwarded to the S.N.S.O. of the nearest storing dockyard.

(A.F.O. 5170/43.)

1014.—Propeller Rope Guards

L.C.I. (L)

(D. 17780/43.—24 Feb. 1944.)

Abnormal wear in the propeller stub shaft bearing of an L.C.I.(L) has been attributed to the accumulation of mud inside the rope guard.

2. To prevent this accumulation a series of $\frac{3}{8}$ -in. diameter holes at 2-in. pitch should be drilled circumferentially round the top and bottom halves of the guard at the next occasion of docking. The holes should be opposite the clearance space between the after end of the propeller boss and the forward end of the stub shaft bearing housing, approximately $2\frac{1}{2}$ -in. from the after end of the guard

1015.—L.C.T.(4)—Projections into Ramp Entrance

(M./D.C.O.M. 391/43.—24 Feb. 1944.)

Experience has shown that the clearance between the longitudinal bulkheads abaft the ramp in L.T.C. 4 is reduced to an unacceptable degree by the following items which project into the gangway:

- (1) The roller and bracket between stations 8 and 9 on the port side.
- (2) The stringers for tank securing gear.
- (3) The attachment of angle stanchions for inboard guard rails on forecastle deck to the longitudinal bulkheads of ramp entrance.

2. For craft in commission these items should be removed by base staffs, the guard rail stanchions in item 3 being fastened to the forecastle deck plating.

3. In new construction vessels, items 1 and 2 should be omitted and item 3 modified as required.

1016.—Heating of Mess Decks, etc—As. and As.

L.C.T.(3) and (4) and L.C.I.(L)

(D. 02165/44.—24 Feb. 1944.)

It has been approved to fit slow combustion stoves in lieu of oil radiators on the mess decks of all L.C.T.(3) and (4) and L.C.I.(L), and in the wardroom of L.C.I.(L), in craft in home waters.

2. An item, classification A, is to be included in the lists of As. and As. to the ships concerned to cover the work involved.

(F.O.C. Force S, message 141630/Jan.)

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

1017.—Green Paste for Camouflage Paints—A1/G.20, A1/B.15, A1/B.30 and A1/B.55—Local Purchase

(N.S. 35808/43.—24 Feb. 1944.)

Green paste is a constituent of camouflage paints, A1/G.20, A1/B.15, A1/B.30, and A1/B.55.

2. In view of the restriction in the use of chrome pigments, substitute green pigments, as generally used in the trade, should, where necessary, be obtained under existing local purchase regulations from recognised Admiralty paint contractors, who, when orders are placed, should be informed as follows:—

“If slight variation in the shade of the green is unavoidable, such variation should be on the side of blue rather than yellow; similarly, if the use of substitute pigments may result in fading of colour after exposure at sea, the fading should be towards blue or grey, and not towards yellow, i.e., a green pigment composed of blue and yellow ingredients is unacceptable if the blue is more fugitive than the yellow, but acceptable if the yellow is more fugitive than the blue.”

(A.F.Os. 3435/42 and 2106/43.)

Section 4

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

1018.—Loan Clothing—Power-Operated Mounting Maintenance

(V. 8/6909/43.—24 Feb. 1944.)

One pair of stokehold boots or clogs (Pattern T.424) may be supplied on personal loan to O.As., O.Ms., and Q.Os.(L.C.) who are regularly employed in the maintenance and repair of power-operated mountings in Coastal Force craft at Coastal Force bases or other naval establishments on which Coastal Force craft are based, and whose shoes are liable to become ruined by impregnation with hydraulic fluid.

2. W.R.N.S. personnel rated as Q.O.(L.C.) who are similarly employed may be supplied with clogs under the authority of A.F.O. 1018/44.

1019.—Loan Protective Clothing—Allowances

A/B Net Layers and Boom Carriers

(V. 8/191/44.—24 Feb. 1944.)

The following are the approved allowances of loan protective clothing for A/B Net Layers and converted Boom Carriers:—

	Quantity	
	Deck	Eng.
Suits, combination, blulette	5	15
Jackets, fearnought	19	15
Trousers, fearnought	—	15
Jackets, canvas	48	—
Trousers, canvas	48	—
Oilskin suits (jackets and trousers)	6	1
Oilskin sou'westers	25	—
Seaboots	25 pairs	1 pair
Stockings, seaboot	6 pairs	—
Boots, stokehold	—	8 pairs
Duffel coats	28	1
Blankets, marked	—	as necessary to

bring up the number in the kit of each rating sleeping in a bunk to two.

2. Articles required for these vessels to complete to the approved allowance should be demanded from the Victualling Yards by the Accountant Officers in the usual way.

1020.—Compressed Yeast for Breadmaking

(C.P. 15940/44.—24 Feb. 1944.)

Contract dated 28th July, 1942, C.P. 58177/42, with The Distillers Co., Ltd., 12, Torphichen Street, Edinburgh, and extension orders has been further extended by C.P. 15940/44 dated 17th February, 1944, to cover the period 1st February—31st July, 1944, for supply of compressed bakers' yeast to H.M. Naval establishments and H.M. ships at any port in England, Scotland, Wales, Northern Ireland and the Isle of Man, at the same price, *i.e.*, 6d. per lb., including delivery and packages (minimum consignment 2 lb.).

2. The contractor's distributing agents, to whom all orders should be addressed, are as follows :—

Zone 1.—The whole of Scotland and England down to the southern borders of Durham and Cumberland :—

The Distillers Co. Ltd., 8-12, Torphichen Street, Edinburgh.

The United Yeast Co. Ltd., Corporation Street, Newcastle-on-Tyne.

Zone 2.—South of Zone 1 to the southern boundary of Yorkshire, Nottingham, Cheshire, Shropshire and Montgomery, also the Isle of Man and Northern Ireland :—

The Distillers Co. Ltd., 271, Vauxhall Road, Liverpool.

The United Yeast Co. Ltd., 78-84, Miller Street, Manchester, 4.

The United Yeast Co. Ltd., Unecol House, York Street, Leeds, 9.

Star Yeast Co. Ltd., 26, Shaftesbury Square, Belfast.

Zone 3.—Derbyshire, Leicestershire, Staffordshire and Northamptonshire :—

The United Yeast Co. Ltd., Doe Street, Birmingham, 4.

Zone 4.—South Wales and the West Country, including on the north the counties of Cardigan, Radnor, Hereford, Worcester and Warwick, and on the east Gloucester, Wiltshire, Hampshire and the Isle of Wight :—

The Distillers Co. Ltd., Bristol Yeast Factory, Bristol.

The United Yeast Co. Ltd., 103, Temple Street, Bristol, 1.

Zone 5.—The counties of Lincoln, Norfolk, Rutland, Huntingdon, Cambridge, Suffolk, Bedford, Essex, Hertford, Bucks, Oxford, Berks, Surrey, Kent, Sussex, Middlesex and London Metropolitan Police Area :—

The United Yeast Co. Ltd., 10-14, White Lion Street, Islington, London, N.1.

3. To economise paper, the usual copies of the contract are not being sent to all the demanding authorities.

(A.F.O. 3861/43.)

1021.—Coffee—3 lb. Tins

(V. 10/6622/43.—24 Feb. 1944.)

In order to economise in the use of tinplate, coffee will be supplied in 3 lb. tins as soon as stocks in smaller size tins are exhausted. The issuing price for supplies in tins containing less than 7 lbs. will remain as at present, *viz.* 1s. 6d. lb.

1022.—Penicillin—Issue of

(M.D.G. 8652/44—24 Feb. 1944.)

Available stocks of penicillin do not admit of general issue.

2. No demands for this substance should be sent to R.N. Medical Depots or to the Medical Director-General until further instructions are given.

1023.—Economy in the Use of Adhesive Plaster, Elastic Adhesive Bandages, etc.

(M.D.G. 9857/44.—24 Feb. 1944.)

The most stringent economy in the use of all forms of adhesive plaster, elastic adhesive bandages, dressings, etc. is to be exercised. These materials contain rubber. Their use is to be reserved strictly for essential purposes.

2. Issue of adhesive plaster in the Scales for Service Afloat is to be made in the following quantities :—

Unit	No.		Dble.		No.		No.		No.	
	1	2	1	2	4	5	6	7	8	
Plaster, adhesive, $\frac{1}{2}$ -in., yds.	40	25	15	80	50	10	5	5	5	—
Plaster, adhesive, 1-in., yds.	40	25	15	80	50	10	5	5	5	—
Plaster, adhesive, 2-in., yds.	40	25	15	80	50	—	—	—	—	—

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE**1024.—Amendments to Books**

(E.F.O.—24 Feb. 1944.)

The undermentioned amendments (A.F.Os. P.100—131/44) 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.100/44.**—B.R. 377 (B)—Barracuda—A.S.E.—Amendment No. 1.
***P.101/44.**—B.R. 377 (A)—Swordfish—A.S.E.—Amendment No. 1.
P.102/44.— $\left\{ \begin{array}{l} \text{B.R. 93—Manual of Victualling—Amendment No. 13.} \\ \text{B.R. 93A—Manual of Victualling—Amendment No. 8.} \end{array} \right.$
P.103/44.—B.R. 270/41—Maintenance of Torpedo Tubes in Submarines with Low Pressure Firing Gear—Amendment No. 7.
P.104/44.—B.R. 274/43—Handbook and Drill for 20-mm., Oerlikon Machine Gun, Marks II, II U.S.N. and IV U.S.N. on Marks I, IIA, IIIA, IV U.S., V. U.S., VIIA and VIIIA, Mountings—Amendment No. 3.
P.105/44.—B.R. 275—Care and Maintenance of Above Water Tubes—Cordite Impulse—Amendment No. 13.
P.106/44.—B.R. 281/41—Regulations for Maintenance of D.R. VI (F and G), D.R. VII (F and I), T.R. IV, etc., Torpedo Tubes—Amendment No. 12.
P.107/44.—B.R. 624—Handbook Drill and Maintenance Regulations for U.S.A. Torpedo Tubes in Motor Launches—Amendment No. 13.
P.108/44.—B.R. 632C—Gunnery Training Manual, Volume III—Amendment No. 13.
P.109/44.—B.R. 635—Regulations for Maintenance of 18-in., Mark XI and XII, Type Torpedoes—Amendment No. 15.
P.110/44.—B.R. 669—Instructions for the Conduct of Cash Duties, 1932—Amendment.
P.111/44.—B.R. 772—Maintenance of Torpedo Tubes in Submarines Fitted with H.P. Firing Gear—Amendment No. 5.
P.112/44.—B.R. 799—Merchant Ship Description Code—Amendment No. 1.
P.113/44.—B.R. 826—Drill for the Fuze Keeping Clock and Fire Control Box—Amendment No. 4.
P.114/44.—B.R. 841—Maintenance Routines for U.S.A., 22.4-in., Mark XIII, Mods. 1 and 2—Amendment No. 2.

- A.F.O. P.115/44.**—B.R. 859—Regulations for Maintenance of 21-in., Mark VIII-VIII**, Torpedoes—Amendment No. 3.
- P.116/44.**—B.R. 861—Drill for the Fuze Keeping Clock, Mark II*, and Admiralty Fire Control Clock, Mark III*, 1943—Amendment No. 1.
- P.117/44.**—B.R. 924—Handbook for the Rocket Flare and Projector 1943—Amendment No. 3.
- P.118/44.**—B.R. 980 (E) (formerly O.U. 6090 (E))—R.T. No. 430—Amendment.
- P.119/44.**—B.R. 1001—(O.D. 3782)—Handbook of 40-mm., A.A. Gun Mount, Mark I (Twin)—Amendment No. 1.
- P.120/44.**—O.U. 5449—Regulations for Maintenance of 21-in. Marks II-V Torpedoes—Amendment.
- P.121/44.**—O.U. 5450—Regulations for Maintenance of 21-in., Mark IV* S. and S.O. Torpedoes and 21-in., Mark II, S.O. Torpedoes in Submarines—Amendment.
- P.122/44.**—O.U. 5451—Regulations for Maintenance of 21-in., Marks VII-VIIC, Torpedoes—Amendment.
- P.123/44.**—O.U. 5454—Regulations for Maintenance of Above Water Torpedo Tubes, Powder and Air Impulse—Amendment.
- P.124/44.**—O.U. 5458—Regulations for Maintenance of 21-in. Submerged and Fixed Above Water Torpedo Tubes—Amendment No. 8.
- P.125/44.**—O.U. 6259—Regulations for Maintenance of 18-in., Mark VIII*, F.A.A., M.T.B.T. and M.T.B., Mark VIII*S., Torpedoes—Amendment No. 39.
- P.126/44.**—O.U. 6304—Pamphlet on Regulations for Maintenance of Q.R., Marks IX, IX*, IX** and X, Torpedo Tubes—Amendment No. 16.
- P.127/44.**—O.U. 6332 (IV)—Regulations for Maintenance of 21-in., Marks X-X**, Torpedoes—Amendment No. 8.
- P.128/44.**—O.U. 6332 (V)—Care and Maintenance Routines of 21-in., "Q.R.E." Torpedo Tubes—Amendment No. 13.
- P.129/44.**—O.U. 6341 (2)—Regulations for Maintenance of 21-in., L.C., Marks I, II, II*, and Vosper L.C. Torpedo Tubes (Cordite Impulse) in M.T.Bs. and S.G.Bs.—Amendment No. 17.
- P.130/44.**—O.U. 6341 (3)—Regulations for Maintenance of 18-in., L.C., Mark II, Torpedo Tubes (Powder Impulse), in M.T.Bs. and 18-in. troughs—Amendment No. 8.
- P.131/44.**—O.U. 6378—Description of Torpedo Tube T.C. Arrangements and Tube Drill and Maintenance in Town Class Destroyers—Amendment No. 14.

*Exceptionally A.F.O's. P.100 and P.101 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. 886/44.)

1025.—A.M.S.Is.

(E.F.O.—24 Feb. 1944.)

There are no Admiralty Merchant Shipping Instructions for distribution with this issue of A.F.O's.

(A.F.O. 887/44.)

1026.—Air Publications, etc., Distributed during December, 1943

(N.S. Air 9397/43.—24 Feb. 1944.)

A.F.O. 360/44 is to be amended as shown below:—

B.R. No.	Title	As printed	Should read
377AZ ...	Defiant	377AZ	377AZ (provisional)
377BJ ...	Martinet	377BJ	377BJ (provisional)

(A.F.O. 360/44.)

1027.—Air Publications, etc., Distributed during January, 1944

(N.S. Air 9397/43.—24 Feb. 1944.)

The undermentioned Air Publications, Leaflets, etc., were distributed during January, 1944.

2. Any Service receiving more copies of any amendment list or leaflet than it needs should return such surplus copies to the Superintending Naval Store Officer, 191a, Askew Road, Shepherds Bush, W.12, with a statement of the actual number of copies required.

3. Services which have not received copies of amendment lists or leaflets referred to in this Order, and which hold copies of the parent publication, should demand the appropriate number of copies from the Superintending Naval Store Officer, Shepherds Bush.

General Publications

- | <i>Air Publication No.</i> | <i>Description</i> |
|----------------------------|---|
| A.P. (N) 1. | Establishment of Air Publications for Use in the Royal Navy—Amendment List Nos. 14 (P.731/43), 15 (P.745/43). |
| 1086.—Vol. I, Part 2D | Ground Equipment—Amendment List No. 1. |
| 1086.—Vol. I, Part 3A | Wireless, Telephone and Telegraph Stores—Sub-division 13. |
| 1086.—Vol. I, Part 3E | Aircraft Generators and Meters, Turbinlites—Amendment List No. 1. |
| 1086.—Vol. I, Part 4 | (Rev. Ed. 22 Nov. 1943) Instruments and Instructional Models—Initial Distribution. |
| 1086.—Vol. I, Part 5 | Armament Stores—Amendment List No. 1. |
| 1086.—Vol. I, Part 10A | Barrack Equipment, China, Woodware, etc.—Amendment List No. 3. |
| 1086.—Vol. I, Part 11F | Aircraft Hydraulic Equipment—Amendment List No. 1. |
| 1086C.—Book 8 | Propeller, Radiators, etc., and Miscellaneous Accessories—Initial Distribution. |
| 1086C.—Book 9 | Complete A/C, etc., Excess and Related Equipment—Initial Distribution. |
| 1095.—Vol. II, Part 1 | Electrical Equipment—Leaflet Nos. M.30, M.31. |
| 1095A.—Vol. I | Electric Equipment Manual and General (Airborne)—Amendment List Nos. 4-24, 25, 26. |
| 1095B.—Vol. I | Electrical Equipment Manual—Amendment List Nos. 9, 10, 11, 12. |
| 1095B.—Vol. II, Part 3 | Armament Electric Equipment—Amendment List No. 7. |
| 1095C.—Vol. I | Power Services (Airborne)—Amendment List Nos. 3-10, 11. |
| 1095H.—Vol. I | Meters and Testing Apparatus—Amendment List Nos. 1-6 inclusive. |
| 1095M.—Vol. I | Marine Craft—Amendment List Nos. 9, 10. |
| 1180A.—Vol. II, Part 1 | Equipment and Personnel Dropping Apparatus—Leaflet Nos. 14 (A.L. 1), 19. |
| 1181.—Vol. II, Part 1 | Starting Systems for Aero-Engines—Leaflet No. Z.16. |
| 1182.—Vol. II, Part 1 | Safety Equipment Manual—Leaflet No. B.39. |
| 1186.—Vol. II, Part 1 | R.A.F. Signal Manual, Part IV (Instruments)—Leaflet Nos. A.197, A.198, A.199, C.16. |
| 1186A.—Vol. I | R.A.F. Signal Manual, Part IV (V.H.F. Equipment)—Amendment List No. 37. |
| 1186A.—Vol. II, Part 1 | R.A.F. Signal Manual, Part IV (V.H.F. Equipment)—Leaflet No. A.30. |
| 1186D.—Vol. I | R.A.F. Signal Manual, Part IV (Electrical Equipment)—Initial Distribution with Amendment List Nos. 1-7 inclusive. |
| 1186E.—Vol. I | Electrical Ground Equipment—Initial Distribution and Amendment List Nos. 1-6 inclusive. |
| 1242.—Vol. II, Part 1 | R.A.F. Armament Training Manual, Part 1 (Machine Guns, Small Arms, etc.)—Leaflet No. M.19. |
| 1275.—Vol. II, Part 1 | Instrument Manual—Leaflet No. A.12, M.65. |

General Publications—contd.

- | <i>Air Publication No.</i> | <i>Description</i> |
|---|--------------------|
| 1275A.—Vol. I—Instrument Manual—General Instructions—Amendment List No. 5. | |
| 1355.—Vol. I—Photographic Equipment Manual—Amendment List Nos. 23, 24. | |
| 1355.—Vol. II, Part 1—Photographic Equipment Manual—Leaflet Nos. A.67, B.43 (A.L. 1), B.46, B.47. | |
| 1374.—Vol. II, Part 1—Aero-Engine Ignition Equipment—Leaflet Nos. H.19, H.21, H.23. | |
| 1374.—Vol. II, Part 2—Aero-Engine Magnetos—Amendment List No. 10. | |
| 1374.—Vol. II, Part 3—Aero-Engine Ignition Equipment—Amendment List No. 7. | |
| 1374.—Vol. III, Part 1D—Aero-Engine Ignition Equipment, B.T.H., Type "G"—Amendment List No. 7. | |
| 1374.—Vol. III, Part 1H—Aero-Engine Ignition Equipment, B.T.H., Type "CSE"—Amendment List No. 3. | |
| 1464.—Vol. II, Part 1—Engineering Manual for R.A.F.—Leaflet Nos. B.98, D.130 (A.L. 1), F.11, G.140. | |
| 1464A.—Vol. I, Part 3—Engineering Manual for R.A.F., General Principles, Workshop Lay-out and Practices—Amendment List Nos. 73, 74. | |
| 1464B.—Vol. I, Part 6—Engineering Manual for R.A.F. General Aerodrome Aircraft and Workshop Equipment—Amendment List No. 9. | |
| 1469A.—Vol. II, Part 1—Aeroplane Automatic Controls, Mark IV—Leaflet No. O.9. | |
| 1480I.—Vol. I—Silhouettes of American Aircraft—Amendment List Nos. 20, 21. | |
| 1480X.—Vol. I—Recognition Handbook of British Experimental Aircraft—Amendment List No. X.22. | |
| 1507A.—Vol. II, Part 1—A.B.C., Auxiliary Power Unit—Leaflet No. Z.7. | |
| 1512.—Vol. II, Part 1—"Queen Bee" Rigging and Maintenance Notes—Leaflet No. Z.23. | |
| 1519.—Vol. I—Air Pump Units—Amendment List Nos. 12, 13. | |
| 1519.—Vol. II, Part 1—Air Pump Units—Leaflet Nos. Z.7 (A.L. 1), Z.13. | |
| 1538.—Vol. II, Part 1—Adjustable and Variable Pitch Airscrews—Leaflet Nos. B.93, B.94. | |
| 1538B and D.—Vol. III, Sect. 25L, 4th Edition—Variable Pitch Propellers and Constant Speed Units—De Havilland—Initial Distribution with Amendment List No. 1. | |
| 1538C.—Vol. II, Part 3—Rotol Internal Cylinder Type Airscrew—Amendment List No. 1. | |
| 1538D.—Vol. II, Part 1—De Havilland Hydromatic Type Airscrew—Leaflet Nos. 30, 31. | |
| 1538E.—Vol. II, Part 1—Rotol External Cylinder—Variable Pitch Propeller—Leaflet No. 19. | |
| 1538E.—Vol. II, Part 3—Examination and Overhaul of the Propeller, Cover Unit, Spinner, etc.—Amendment List No. 7. | |
| 1641E.—Vol. I—Aircraft Machine Guns, Firing Control Mechanisms—Amendment List No. 20. | |
| 1641P.—Vol. II, Part 3—Small Arms—Amendment List No. 5. | |
| 1659A.—Vol. II, Part 1—Frazer Nash Gun Turrets—Leaflet Nos. H.6, M.38. | |
| 1659C.—Vol. I—Boulton Paul Gun Turrets—Amendment List No. 11. | |
| 1661B.—Vol. I—Bombs—Amendment List No. 71. | |
| 1661C.—Vol. I—Bomb Components—Amendment List Nos. 37, 38. | |
| 1661E.—Vol. I—Pyrotechnics—Amendment List Nos. 91, 92, 93, 94. | |
| 1664.—Vol. I—Bomb Carriers—Amendment List No. 38. | |
| 1664.—Vol. II, Part 1—Bomb Carriers—Leaflet No. M.12. | |
| 1664D.—Vol. I—American Bomb Winches—Amendment List No. 8. | |
| 1668C.—Vol. I—Instructional Equipment for Armament—Turretry—Amendment List No. 13. | |
| 1670.—Vol. III, Sect. 2, Chap 3—Technical Vehicles—Amendment List No. 5. | |
| 1670.—Vol. III, Sect. 8—Technical Vehicles—Amendment List No. 9. | |

General Publications—contd.

- | <i>Air Publication No.</i> | <i>Description</i> |
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| 1670.—Vol. III, Sect. 19—Technical Vehicles—Amendment List No. 5. | |
| 1670.—Vol. III, Sect. 21—Technical Vehicles—Amendment List No. 4. | |
| 1677.—Vol. II, Part 1—Hillman "Minx" Light Passenger Car and 5-10 cwt. Van—Leaflet No. E.2. | |
| 1697.—Vol. III, Part 1, Sect. 6L, Feb. 1943 (This supersedes March 1941 Issue)—Link Trainer—Initial Distribution. | |
| 1730A.—Vol. II, Part 3—Bomb Sights—Amendment List No. 20. | |
| 1766Q.—Vol. I—Airborne Radio Installations, 5025—Amendment List No. 4. | |
| 1803.—Vol. II, Part 1—Aeroplane Hydraulic Equipment—Leaflet No. Z.7. | |
| 1927.—Air Force Code—Amendment List No. 29. | |
| 1932A.—Standard, Technical Training Notes, Fitters II—Amendment List No. 2. | |
| 1934.—Vol. I—Standard Training Notes for Armourers—Amendment List No. 2. | |
| 2058A.—Vol. I—Provisional Ammunition Memoranda—Amendment List No. 19. | |
| 2106.—Vol. I and II, Part 3—American Manuals of Pioneer Instruments—Initial Distribution. | |
| 2110A.—Vol. II, Part 1—Curtiss Electric Propellers—Leaflet No. 12. | |
| 2121B.—Vol. II, Part 1—Hamilton Standard Airscrew—Leaflet Nos. 23, 24. | |
| 2152A.—Vol. II, Part 1—Carburettors—Leaflet Nos. 5, 6, 7, 8. | |
| 2156A.—Vol. II, Part 1—U.S. T/Os. Magnetos Accessories—Initial Distribution, consisting of Leaflet Nos. A.1, 2, 3, 4, 5. | |
| 2240.—Vol. II, Part 1—Aero-Engine Accessory Gear Boxes and Drives—Leaflet Nos. 8, Z.6. | |
| 2247.—Vol. III, Sect. 42FF—Generating Sets, 230 V-5-6 KWA, 50 Cycles—Amendment List Nos. 3, 4. | |
| 2247.—Vol. III, Sect. 42P—Generating Sets—Amendment List No. 3. | |
| 2247.—Vol. III, Sect. 42X—Generating Sets—Amendment List No. 3. | |
| 2274A.—Vol. II, Part 1—Radio Sets, U.S. Air Corps Technical Orders—Leaflet Nos. 3, 4, 5. | |
| 2285A.—Vol. I, Part 1—Aircraft Radio Instrument Trainers—Amendment List No. 4 (which cancels 2 and 3). | |
| 2286A.—Vol. II, Part 1—Interphone Equipment—Leaflet Nos. 9, 10, 11. | |
| 2307 (Reprint Oct. 1943)—Technical Notes for the Bristol Aero-Engine—Initial Distribution with Amendment List Nos. 1-4 and Technical Note J.22 incorporated. | |
| 2311.—Vol. I—Technical Notes for De Havilland Aero-Engine—Technical Note D.1. | |
| 2376A.—Tools Catalogue for Naval Models R.2600-6-8—Initial Distribution. | |
| 2457A.—Vol. I—Smoke Screening Equipment—Amendment List No. 20. | |
| 2457A.—Vol. II, Part 1—Smoke Screening Equipment—Initial Distribution, consisting of Leaflet Nos. A.1, A.2. | |
| 2486C.—Vol. I—Universal Ground Gun Mounting—Initial Distribution. | |
| 2486.—Vol. II, Part 1—Hispano 20-mm. Ground Gun Mountings—Leaflet No. Y.1. | |
| 2486D.—Vol. I—Tripod Mounting, Mark III, for 0-303-in. Browning Gun—Initial Distribution. | |
| 2495A.—Vol. I—Aircrew Torpedo Manual—Additional Distribution. | |
| 2533A.—Altimeter, Type AYD Series—Initial Distribution. | |
| 3024.—Flying Control in R.A.F.—Initial Distribution with Amendment List Nos. 1-4 inclusive. | |
| 3026.—British-U.S. Q Code—Amendment List No. 1. | |
| 3038.—The German Airforce in Maps and Diagrams—Initial Distribution. | |
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| 1449B.—Vol. II, Part 1—Tiger Moth II Aircraft—Leaflet No. Z.31. |
| 1451B.—Vol. II, Part 1—Pegasus II.L.3 Engine—Leaflet No. Z.60. |
| 1451D.—Vol. II, Part 1—Pegasus III, VI and XXX Engine—Leaflet Nos. H.10 (A.L. 1), Z.52. |

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| 1451F.—Vol. II, Part 1—Pegasus XX Engine—Leaflet No. D.23. | |
| 1451G.—Vol. II, Part 1—Pegasus XII Engine—Leaflet Nos. D.21, H.8, Z.44. | |
| 1451H.—Vol. II, Part 1—Pegasus XVIII Engine—Leaflet Nos. D.28, D.29, H.8, Z.37. | |
| 1491B.—Vol. II, Part 1—Mercury VIII and IX Engine—Leaflet Nos. D.34, D.35, Z.51. | |
| 1491C.—Vol. II, Part 1—Mercury XII Engine—Leaflet No. Z.39. | |
| 1491D.—Vol. II, Part 1—Mercury XV and XX Engine—Leaflet Nos. D.25, D.26, H.4, Z.34. | |
| 1500.—Vol. II, Part 1—Gipsy Major Engine—Leaflet No. Z.27. | |
| 1515A.—Vol. II, Part 1—Walrus I Aircraft—Leaflet Nos. M.34, Z.58. | |
| 1515A.—Vol. III, Part 1—Walrus I Aircraft—Supplement which amends this A.P. to read A.P. 1515A and B. | |
| 1515B.—Vol. II, Part 1—Walrus II Aircraft—Leaflet Nos. M.7, Z.15. | |
| 1517.—Vol. II, Part 1—Swordfish Aircraft—Leaflet Nos. H.12, M.43, Z.65 (A.L. 2), Z.72 (A.L. 1), Z.74. | |
| 1522G.—Vol. II, Part 1—Whitley VII Aircraft—Leaflet No. K.2. | |
| 1525.—Vol. II, Part 1—Anson Aircraft—Leaflet Nos. A.13, B.15, F.13, P.17, Q.18, Z.74 (A.L. 1), Z.77 (A.L. 2), Z.85 (A.L. 1), Z.83, Z.86. | |
| 1526A.—Vol. II, Part 1—Cheetah IX Engine—Leaflet No. Z.29. | |
| 1526B.—Vol. II, Part 1—Cheetah X Engine—Leaflet No. Z.21. | |
| 1530A.—Vol. I—Blenheim I Aircraft—Amendment List No. 7. | |
| 1530A.—Vol. II, Part 1—Blenheim I Aircraft—Leaflet Nos. Z.60, Z.61. | |
| 1530B.—Vol. II, Part 1—Blenheim IV Aircraft—Leaflet No. Z.50. | |
| 1530B.—Vol. III, Part 1—Blenheim IV Aircraft—Amendment List Nos. 8, 9. | |
| 1564B.—Vol. I—Hurricane IIA, IIB and IIC Aircraft—Amendment List No. 39. | |
| 1564B.—Vol. II, Part 1—Hurricane IIA, IIB and IIC Aircraft—Leaflet Nos. C.15 (A.L. 1), Z.40 (A.L. 1), Z.37 (A.L. 3), Z.61 (A.L. 1), Z.66. | |
| 1564A and B.—Vol. III, Part 1—Hurricane IA, IB and IC and Hurricane IIA, IIB and IIC Aircraft—Amendment List No. 2. | |
| 1565A.—Vol. II, Part 1—Spitfire IA and IB Aircraft—Leaflet Nos. M.16, Q.8, Z.45 (A.L. 1), Z.51 (A.L. 1). | |
| 1565B.—Vol. I—Spitfire IIA and IIB Aircraft—Amendment List No. 29. | |
| 1565B.—Vol. II, Part 1—Spitfire IIA and IIB Aircraft—Leaflet Nos. M.11, Z.39 (A.L. 1), Z.45 (A.L. 1). | |
| 1565A and B.—Vol. II, Part 2 (Issue 3)—Spitfire IA, IB and IIA and IIB Aircraft—Amendment List Nos. 3-8 inclusive. | |
| 1565E.—Vol. I—Spitfire VA, VB and VC Aircraft—Amendment List No. 41. | |
| 1565E.—Vol. II, Part 1—Spitfire VA, VB and VC Aircraft—Leaflet Nos. M.8, Z.60. | |
| 1565K.—Vol. II, Part 2—Spitfire XII Aircraft—Amendment List Nos. 4, 5. | |
| 1566C.—Vol. I—Sunderland III Aircraft—Amendment List Nos. 20, 21. | |
| 1578A.—Vol. II, Part 1—Wellington I, IA and IC Aircraft—Leaflet No. Z.65 (A.L. 1). | |
| 1580A and B.—Vol. I—Beaufort I and II Aircraft—Amendment List No. 60. | |
| 1580A.—Vol. II, Part 1—Beaufort I Aircraft—Leaflet F.8 (A.L. 1), H.7, Z.24 (A.L. 2), Z.69 (A.L. 1), Z.73 (A.L. 1). | |
| 1582C.—Vol. II, Part 1—Lysander III, IIIA, III T.T. and IIIA T.T. Aircraft—Leaflet No. Z.22. | |
| 1589B.—Vol. II, Part 1—Perseus X and XA Engine—Leaflet No. Z.32. | |
| 1589C.—Vol. II, Part 1—Perseus XII Engine—Leaflet No. Z.36. | |
| 1590B.—Vol. II, Part 1—Merlin II, III and V Engine—Leaflet No. Z.21. | |
| 1590C.—Vol. II, Part 1—Merlin IV Engine—Leaflet Nos. Z.19, Z.20. | |
| 1590D and M.—Vol. II, Part 1—Merlin VIII and XXX Engine—Leaflet Nos. K.2 (A.L. 1), Z.21. | |
| 1590E.—Vol. II, Part 1—Merlin X Engine—Leaflet Nos. C.15, Z.19. | |

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| 1590F.—Vol. II, Part 1—Merlin XII Engine—Leaflet No. Z.18. | |
| 1590G and N.—Vol. II, Part 1—Merlin XX and 21, 22, 23, 24 and 25 Engine—Leaflet No. Z.17. | |
| 1590J, L and T.—Vol. II, Part 1—Merlin 45 and 46 Engine—Leaflet No. Z.14. | |
| 1592A and B.—Vol. III, Part 1—Defiant I and II Aircraft—Amendment List Nos. 3, 4. | |
| 1593A.—Vol. II, Part 1—Gipsy Queen I Engine—Leaflet No. Z.19. | |
| 1593B.—Vol. II, Part 1—Gipsy Queen II Engine—Leaflet No. Z.14. | |
| 1593C.—Vol. II, Part 1—Gipsy Queen III Engine—Leaflet No. Z.11. | |
| 1596A.—Vol. II, Part 1—Oxford I and II Aircraft—Leaflet Nos. P.11, Z.30 (A.L. 1), Z.35 (A.L. 1), Z.48 (A.L. 1), Z.48 (A.L. 2), Z.72 (A.L. 1), Z.77 (A.L. 1), Z.79, Z.80. | |
| 1596A.—Vol. III, Part 1—Oxford I and II Aircraft—Amendment List No. 5. | |
| 1669A.—Vol. II, Part 1—Master I Aircraft—Leaflet Nos. Z.59 (A.L. 2), Z.63. | |
| 1669A.—Vol. II, Part 3—Master I Aircraft—Amendment List No. 9. | |
| 1669B.—Vol. I—Master II Aircraft—Amendment List Nos. 17, 19. | |
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| 1669B.—Vol. II, Part 1—Master III Aircraft—Leaflet Nos. C.4, C.5, F.12, A.11, G.6 (A.L. 1), K.9, N.9 (A.L. 1), P.19, Z.45 (A.L. 1), Z.48, Z.49, Z.50, Z.51, Z.52, Z.53, Z.54, Z.54 (A.L. 1), Z.55. | |
| 1707A.—Vol. II, Part 1—Taurus II, Mod. I and XII Engine—Leaflet Nos. Z.34, Z.35. | |
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| 1708A.—Vol. II, Part 1—Proctor I and II Aircraft—Leaflet No. Q.4. | |
| 1708C.—Vol. I—Proctor III Aircraft—Amendment List No. 11. | |
| 1721A, F and J.—Vol. I—Beaufighter Aircraft—Amendment List Nos. 30, 31, 32. | |
| 1721A, B and F.—Vol. III, Part 1—Beaufighter Aircraft—Amendment List No. 6. | |
| 1721B.—Vol. I—Beaufighter II Aircraft—Amendment List Nos. 22, 23. | |
| 1721B.—Vol. II, Part 1—Beaufighter II Aircraft—Leaflet Nos. C.6, M.10, M.11, Z.32 (A.L. 4), Z.64, Z.65. | |
| 1728D.—Vol. I—Hercules VI Engine—Amendment List Nos. 4, 5. | |
| 1760A.—Vol. I—Fulmar I and II Aircraft—Amendment List No. 32. | |
| 1760A.—Vol. II, Part 1—Fulmar I and II Aircraft—Leaflet Nos. J.22, P.17, Q.18, Z.25 (A.L. 1), Z.26 (A.L. 1), Z.28 (A.L. 1), Z.30 (A.L. 1), Z.32. | |
| 1763A.—Vol. II, Part 1—Dominie I Aircraft—Leaflet No. Q.3. | |
| 1792A.—Vol. II, Part 1—Gipsy VI-I Engine—Leaflet No. Z.12. | |
| 1807A.—Vol. II, Part 1—Havoc I I (Intruder) and I (Pandora) Aircraft—Leaflet No. Q.8. | |
| 1807B.—Vol. II, Part 1—Havoc II Aircraft—Leaflet Nos. F.9, P.11, Q.9. | |
| 1847B.—Vol. II, Part 1—Twin Wasp C.4 Engine—Initial Distribution with Leaflet Nos. M.1, M.2. | |
| 1847C.—Vol. I—Twin Wasp "C" Series Engine—Initial Distribution. | |
| 1847C.—Vol. II, Parts 2 and 3—Pratt and Whitney Engine—Initial Distribution. | |
| 2018A and B.—Vol. I—Barracuda I and II Aircraft—Amendment List Nos. 28, 29. | |
| 2018A and B.—Pilot's Notes—Barracuda Aircraft—Amendment List No. 3. | |
| 2018A.—Vol. II, Part 1—Barracuda I Aircraft—Leaflet Nos. A.7, A.8, B.15, B.17, C.12, F.1, F.2, F.3, M.9, M.9 (A.L. 1), M.15, P.8, Q.8, M.16, Z.25. | |
| 2018B.—Vol. II, Part 1—Barracuda II Aircraft—Leaflet Nos. A.7, A.8, B.16, F.1, F.2, F.3, M.8, M.8 (A.L. 1), M.15, P.8, Z.5 (A.L. 2), Z.11, C.12. | |
| 2018A and B.—Vol. II, Part 2 (Naval), Issue 2—Barracuda Aircraft—Initial Distribution. | |

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| 2018A and B. | —Vol. II, Part 4—Barracuda I and II Aircraft—Additional Distribution. |
| 2031B. | —Vol. II, Part 1—Wildcat II Aircraft—Leaflet No. Q.4. |
| 2031D. | —Vol. II, Part 1—Wildcat IV Aircraft—Leaflet No. Z.5 (A.L. 1). |
| 2031E. | —Vol. I—Wildcat V Aircraft—Initial Distribution. |
| 2031E. | —Vol. III, Part 1—Wildcat V Aircraft—Additional Distribution. |
| 2046B. | —Vol. II, Parts 2 and 3—Wright Cyclone 14 Engine—Slips re—"For Information Only". |
| 2102A. | —Vol. II, Part 1—Firefly I Aircraft—Leaflet Nos. D.1, F.1, K.1, Z.10. |
| 2140A. | —Vol. I—Merlin XX Power Plant, Mark I—Amendment List No. 2. |
| 2140A. | —Vol. II, Part 1—Merlin XX Power Plant, Mark I—Index 1942, K.3, Z.12. |
| 2209A. | —Vol. II, Part I—Sea Otter Aircraft—Leaflet Nos. Z.9 (A.L. 1), Z.10 (A.L. 1), Z.12. |
| 2233A. | —Vol. II, Part 1—Griffon II Power Plant—Leaflet Nos. Z.9, Z.10. |
| 2280A. | —Vol. II, Part 1—Seafire IB Aircraft—Leaflet No. Z.24. |
| 2280B. | —Vol. II, Part 1—Seafire IIC Aircraft—Leaflet Z.23, Z.24. |
| 2281A. | —Vol. I—Martinet Aircraft—Amendment List Nos. 10, 11. |
| 2281A. | —Pilot's Notes—Martinet Aircraft—Amendment List No. 2. |
| 2281A. | —Vol. II, Part 1—Martinet I Aircraft—Leaflet Nos. F.3, F.4, K.3, M.3 (A.L. 1), M.6, M.7, M.8, M.11, M.9, P.4, P.7, P.8, P.4 (A.L. 1), Z.25, Z.26, Z.27, Z.28, Z.29, Z.30. |
| 2281A. | —Vol. II, Part 2, Issue 2—Martinet Aircraft—Initial Distribution. |
| 2281A. | —Vol. II, Part 3—Martinet Aircraft—Amendment List Nos. 7, 8. |
| 2338A. | —Vol. I—Reliant Aircraft—Additional Distribution. |
| 2338A. | —Vol. II, Part 3—Stinson Reliant Aircraft—Additional Distribution. |
| 2339A. | —Vol. II, Part 1—Kingfisher Aircraft—Leaflet Z.21. |
| 2342A. | —Vol. I (Prov. Edition)—Seamew Aircraft—Additional Distribution. |
| 2342A. | —Vol. II, Part 1—Seamew I Aircraft—Leaflet Nos. Z.6, Z.7. |
| 2351A. | —Vol. I—Corsair Aircraft—Initial Distribution. |
| 2351A. | —Vol. II, Part 1—Corsair Aircraft—Leaflet Nos. Z.2, Z.3. |
| 2351A. | —Vol. II, Part 3—Corsair Aircraft—Initial Distribution. |
| 2379A. | —Vol. III, Part 1—Cirrus Minor Engine—Amendment List No. 1. |
| 2380A. | —Vol. II, Part 1—Avenger Aircraft—Leaflet No. Z.6. |
| 2382A. | —Vol. II, Part 1—Hellcat Aircraft—Leaflet Nos. Z.6, Z.7. |
| | Parts Catalogue for SGV-770C-1 Ranger Engine—Initial Distribution. |
| | B.A.C. Provisional Pilot's Notes F4U—Corsair Aircraft—Initial Distribution. |
| | Instruction Book for SGV-770C-1 Ranger Engine—Initial Distribution. |
| 1564A. | —Vol. II, Part 1—Hurricane IA and IB, and Sea Hurricane IA and IB Aircraft—Leaflet Nos. Z.60 (A.L. 1), Z.76, Z.77. |

Appendices "A"

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| 1189. | —Spitfire V Aircraft—Amendment List No. 105. |
| 1237. | —Oxford I Aircraft—Amendment List No. 53. |
| 1277. | —Beaufighter II Aircraft—Amendment List No. 74. |
| 1280. | —Seafire IB Aircraft—Amendment List Nos. 31, 32, 33. |
| 1306. | —Kingfisher I Aircraft—Amendment List No. 6. |
| 1308. | —Seafire IIC Aircraft—Amendment List Nos. 30, 32, 34, 35. |
| 1311. | —Firefly I Aircraft—Amendment List Nos. 35, 37, 38, 40. |
| 1318. | —Barracuda Aircraft—Amendment List Nos. 21, 22, 23, 24, 40, 73, 74, 75, 76, 77, 78, 79, 81. |
| 1324. | —Martinet I Aircraft—Amendment List No. 28. |
| 1327. | —Wellington XI Aircraft—Amendment List Nos. 109, 101. |
| 1345. | —Sea Hurricane Aircraft—Amendment List Nos. 12, 13, 14, 15, 16. |
| 1355. | —Anson Aircraft—Amendment List Nos. 4, 5, 9, 10. |
| 1367. | —Walrus Aircraft—Amendment List Nos. 7, 9. |
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| 1396. | —Dominie I Aircraft—Amendment List Nos. 3, 4. |
| 1418. | —Hurricane II Aircraft—Amendment List No. 16. |
| 1421. | —Hellcat I (British Conversion)—Initial Distribution. |
| 1428. | —Master I Aircraft—Amendment List No. 8. |
| 1452. | —Fulmar I and II Aircraft—Amendment List No. 21. |
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| 6005. | —Beaufighter Aircraft—Amendment List No. 3. |
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| 6015. | —Martinet I Aircraft—Amendment List No. 4. |
| 6022. | —Typhoon Aircraft—Amendment List No. 8. |
| 6024. | —Wellington Aircraft—Amendment List No. 3. |
| 6029. | —Lysander Aircraft—Amendment List No. 2. |
| 6034. | —Hudson Aircraft—Amendment List No. 1. |
| 6038. | —Battle Aircraft—Amendment List No. 1. |
| 6039. | —Mustang Aircraft—Amendment List No. 3. |
| 6041. | —Vengeance I Aircraft—Amendment List No. 1. |

Miscellaneous

- Alphabetical Index dated October, 1943, with revision sheets to Standard Aeronautical Material and Fittings—Initial Distribution.
- Standard Aeronautical Material and Fittings Catalogue Revision Sheets and Index 1st Nov. 1943—Initial Distribution.
- Index of Army and Navy Aeronautical Equipment, Vol. I—Initial Distribution.
- Service Data American Bosch Aviation Magnetos A1 Edt.—Initial Distribution.
- Operating Manual for Navy Model A.B.K. Series Aircraft Radio Receiving Equipment—Initial Distribution.
- R.A.F. Journal, 1944—Initial Distribution.
- Air Force Lists, November, 1943—Initial Distribution.
- Ordnance Pamphlet No. 949—Initial Distribution.
- Tee Emm, Vol. 3, No. 10, Xmas and New Year—Initial Distribution.

Air Diagrams

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| 1356. | —Jan. and Feb., 1944—Daylight and Moonlight Charts—Initial Distribution. |
| 2087. | —Voltage Regulators—Amendment List No. 3. |
| 2384. | —Sheet 1, Oct., 1943—Points to check before take-off—Initial Distribution. |
| 2806. | —Sheet 1—Aug., 1943—"Dammit Chaps—who remembered to bring this thing anyway?"—Initial Distribution. |
| 3980. | —Sheets 1, 2, 3—Sept., 1943—"K" Dinghy Seamanship—Initial Distribution. |

S.A.T.C.Ls.

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| 543. | —Oxford V Aircraft—Amendment List No. 1. |
| 712 | (supersedes No. 560)—Wellington XI and XIII Aircraft—Initial Distribution. |
| 717 | (supersedes No. 580)—Master I Aircraft—Initial Distribution. |

B.Rs.

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| 377. | —Aircraft Stores Establishment for R.N. Air Stations and Stores—Initial Distribution. |
| 378C. | —Firefly Aircraft—Amendment List No. 4 (P.744/43), No. 5 (P.29/44). |
| 378E. | —Albacore Aircraft—Amendment List No. 20 (P.738/43). |
| 378F. | —Fulmar Aircraft—Amendment List No. 4 (P.731/43), No. 5 (P.30/44). |
| 378H. | —Sea Hurricane Aircraft—Amendment List No. 3 (P.736/43), No. 4 (P.737/43), No. 5 (P.31/44). |
| 378J. | —Seafire Aircraft—Amendment List No. 10 (P.721/43), No. 11 (P.722/43), No. 12 (P. 32/44). |
| 378Z. | —Walrus Aircraft—Amendment List No. 17 (P.734/43). |
| 380C. | —Firefly Aircraft—Amendment List No. 1 (P.743/43). |
| 380G. | —Martlet IV Aircraft—Initial Distribution and Amendment List No. 1 (P.26/44). |

1023.—Monthly Return of Air Work and Air Operations—(a) Non-receipt in Admiralty: (b) Errors in Rendering

(A.E. 3842/44.—24 Feb. 1944.)

The appropriate Forms S.423 have not been received from the ships and squadrons detailed below for the months specified. Returns for each of the months outstanding are therefore to be prepared and despatched as prescribed in C.A.F.O. 1679/43, at an early date.

2. All ships and squadrons are to verify that all returns due have been despatched, any outstanding being rendered forthwith.

3. "Nil" returns are required but the Forms should not be used for this purpose.

(a)	Ship	1943
	"Argus"	March.
	"Attacker"	February, July, August.
	"Battler"	July.
	"Chaser"	May.
	"Formidable"	October, November (part).
	"Empire McAndrew"	July.
	"Khedive"	October.
	"Pretoria Castle"	October.
	"Slinger"	October.
	"Tracker"	August.
	"Unicorn"	March, April, May, June, July, August, September.
	"Victorious"	September.
Squadron		1943
	800	April.
	801	July, August.
	803	August, September (part).
	809	January, March, November.
	813	March, April, September, October.
	819	September.
	821	August (part).
	822	July.
	823	March, April, September.
	824	September.
	825	July, November.
	826	February, March, April, August (part).
	828	June.
	831	July, October.
	835	May.
	837	May.
	838	March, June, August (part).
	840	March, April, August (part).
	845	July.
	846	May.
	847	July.
	848	June, October.
	849	August, November.
	879	January, February, March, June, November.
	880	October.
	882	November.
	884	January, April, May.
	886	January.
	890	January.
	891	February, March.
	896	September.
	898	September, November.
	1830	June, August, November.
	1831	August, October, November.
	1833	August, October, November.
	1834	August, November.
	1835	August (part).
	1836	August (part).

4. In connection with the accurate rendering of S.423 returns the following are examples of common errors which should be avoided in the future. Corrected Forms S.423 for the following are to be rendered.

(b)	Squadron	
1835	...	S.423 for October, 1943.—Total number of hours flown are shown as 423.00 as against the individual total of 316.00 hours under columns 14 and 15.
1837	...	S.423 for October, 1943.—Total number of hours flown shown as 325.45. No break up under individual columns are shown.
1838	...	S.423 for October, 1943.—Total number of hours flown shown as 418.00. Individual totals (column No. 15) equal only 222.00.
1835/6/7/8	...	S.423 for October, 1943.—No. and type of aircraft omitted from October return.
1832	...	S.423 for November, 1943.—Martlet V—Individual flying for columns 15, 16, 17 total 69.55 hours, not 70.55 as shown on form received. Martlet IV—Individual flying for columns 15, 16, 17 total 43.00 hours (21.20, 13.55 and 7.45 hours respectively) as against a total of 50.15 shown on the form received.
809	...	S.423 for May, 1943.—(a) Total number of hours flown (shore-day) shown as 116 hours 55 minutes. The split under separate headings (columns 12, 15 and 16) totals 34 hours 35 minutes, a variation of 82 hours 20 minutes unaccounted for on this return. (b) Total number of hours flown (shore-night) shown as 6 hours 30 minutes—no split given under separate headings. (c) Type of aircraft, complement and average strength from column No. 2 are omitted.
848	...	S.423 for November, 1943.—The total of individual flying for columns 12, 13, 14, 15 and 16 comes to 241.55 hours (40.30, 58.15, 52.05, 16.40 and 74.25 hours respectively) as against a total of 246.10 hours shown on the form received.
1835 and 1837	...	S.423 for November, 1943.—It appears that the number of flights have been inserted in columns 14 and 15 instead of the hours flown as required.

5. Instances have come to notice that certain squadrons, principally those forming in U.S.A. are using the old types of Form S.423 (Established 1940). Squadrons are to ensure that the revised Form S.423 (revised August, 1942, is used in future—C.A.F.O. 1862/42.)

(C.A.F.Os. 1862/42 and 1679/43.)

1029.—B.R. 377 (Photographic)—Establishment of Photographic Equipment and Stores for R.N. Air Stations

(N.S.Air 1234/43.—24 Feb. 1944.)

Copies of B.R. 377 (Photographic), Establishment of Photographic Equipment for Royal Naval Air Stations, have now been distributed to Services in accordance with the allowances in A.P.(N)1.

2. Any provisional copies held by Services should be disposed of.

1030.—B.R. 874 (43)—Text Book of Air Gunnery Mathematics—Issue

(A.W.D. 1289/43.—24 Feb. 1944.)

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

F.O.N.A.S.	...	1 copy.
F.O.C.T.	...	1 copy.
R.A.A., E.F.	...	1 copy.
R.A.N.A.S. (North)	...	1 copy.
R.A.N.A.S., I.O.	...	1 copy.
C.O.M.N.A.S., E.A.	...	1 copy.
All Aircraft Carriers (Fleet, Light Fleet & Escort)	...	1 copy.
Naval Air Stations (other than satellites)	...	1 copy.
H.M.S. "Excellent"	...	6 copies.
*H.M.S. "Excellent"	...	144 copies.

* These copies are for personal issue to all Air Gunnery Officers.

1031.—Form O.6—Ammunition Labels—Additions
(A.S./Sta. 11737/44.—24 Feb. 1944.)

Serial No.	Description	Where used	Page in Form O.6	Sta. No.
	Cartridges, Q.F., 40 mm. :—			
N. 894	Practice, weighted and plugged shell (each in container No. 6).	In recess on lid of box C.219	13	11737/44
N. 895	Proj. practice, fuzed and shell filled, S.R.274 (each in container No. 6).	In recess on lid of box C.219	13	11737/44

2. Labels should be demanded, as necessary, from S.A.S.O., Finchfield House, Compton, Wolverhampton.

1032.—S.551 (Form of Receipt)—Abolition
(N.S. Fuel 2166/43.—24 Feb. 1944.)

Form of Receipt S.551 used for supplies of oil fuel or coal drawn by H.M. ships under contracts which provide for payment at the Admiralty will not be reprinted during war-time and when present stocks of this form are exhausted receipts should be given as follows :—

- (a) For supplies made from *Admiralty-owned* stocks. By completing the receipt at the foot of Form S.134d (supply Notes) or on Form S.149 (Counter Book) where applicable.
- (b) For supplies from the *Contractor's* stocks. By completing the Contractor's normal commercial form of receipt. In no case should receipts on Form S.134d be given for supplies made from Contractor's own stocks.

1033.—R.N. Destroyer Base, Liverpool—Telephone Number
(M./E.F.O. 34/44.—24 Feb. 1944.)

The telephone number of Captain (D), Liverpool, at Gladstone Dock, Liverpool, 20, is Bootle 1892.

2. A.F.O. 132/44 paragraph 2, should be amended accordingly.
(A.F.O. 132/44.)

1034.—H.M.S. "Albatross" and H.M.S. "Abatos"—Incorrect addressing of correspondence.
(M.01593/44.—24 Feb. 1944.)

Confusion has arisen owing to correspondence intended for H.M.S. "Abatos" having been addressed to H.M.S. "Albatross," and vice versa, and care is therefore to be taken when addressing correspondence to these ships.

1035.—H.M.S. "Irwell" and H.M.S. "Orwell"—Confusion of Names
(M./P. 01250/44.—24 Feb. 1944.)

Considerable delay in the delivery of mails to H.M. Ships "Irwell" and "Orwell" have occurred owing to the similarity of names. Special care is to be taken in the addressing of correspondence to these ships, and letters, etc., for H.M.S. "Irwell" should be addressed "H.M.S. Irwell, Birkenhead, Cheshire".

1036.—Office Machinery—Establishment of—REPORTS
"Captain" Class Frigates and Fleet Minesweepers built in U.S.A.
(Sta. 12125/44.—24 Feb. 1944.)

The establishment of office machinery laid down for "Captain" class frigates and fleet minesweepers is one typewriter.

2. All office machines on board vessels constructed in the United States of America surplus to this establishment are to be despatched to the R.N. Store Depot, Park Royal, London, N.W.10, and a report showing the makes and factory numbers of the machines returned forwarded to the Keeper of Stationery and Printing, Admiralty, S.W.1.

3. Attention is drawn to A.F.O. 5804/43 regarding the method of packing typewriters for transit.

(A.F.O. 5804/43.)

1037.—Principal (Ship) Overseer, Sunderland—Telephone Number
(D.N.C./C.E. 16826/43.—24 Feb. 1944.)

The telephone number of the Principal Ship Overseer, c/o Messrs. North Eastern Marine (Hendon Dock) Ltd., Sunderland, has been changed to Sunderland 56486.

(A.F.O. 106/44.)

1038.—Mails from H.M. Ships Landed at U.K. Ports—Acceleration of
(M. 01111/44.—24 Feb. 1944.)

In order to accelerate the delivery of mail from the larger H.M. Ships (i.e., those which censor their own mail) it has been arranged for H.M. Ships at U.K. Ports to consign their censored letter mail to the General Post Offices at Glasgow, Portsmouth, Plymouth, Belfast, Liverpool, Newcastle-on-Tyne and Rochester (for Chatham), whichever port is the most suitable, in addition to London and Edinburgh. The mail is to be made up into double sealed bags or covers as at present, inner bags labelled "Letters from H.M.S. for transmission", and the outer bags to the G.P.O. at whichever of the places mentioned above is most suitable.

2. Privilege envelopes are to be made into separate bundles and labelled "Privilege Envelopes from H.M.S." and enclosed in the inner bag.

3. The serial number of the mails will continue to run in sequence irrespective of the different Post Offices to which the mail may be addressed.

4. These arrangements will also apply to ships which normally do their own censoring but on which censorship has been withdrawn during leave periods, etc. In these cases the ships' letter bills are to be endorsed "Not to be censored" or "Censorship withdrawn". The endorsement must be signed and dated by the appropriate officer of the ship.

5. Owing to customs difficulties, the same facilities cannot be extended to parcel mail. Parcels should therefore be kept separate from letters.

6. Owing to the Customs Depot at the Parcel Section, G.P.O. London, being still out of action, parcel mails from the larger H.M. Ships in *Home Waters* are to be consigned to the G.P.O. Edinburgh.

(A.F.O. 5541/43 is cancelled.)

Section 6.—SHORE ESTABLISHMENTS

1039.—Maintenance Men in Admiralty Industrial Establishments

(L. 9256/43.—24 Feb. 1944.)

The scope of the instructions in A.F.O. 671/43 is extended to cover payment of the allowances for maintenance work to boilermakers and blacksmiths on that duty.

2. Men of these trades on maintenance work in Admiralty Industrial Establishments would accordingly be eligible for payment while so employed in the same way, and under the same conditions, as for fitters.

3. The above instructions will have effect as from the respective dates which were prescribed for fitters in paragraph 4 of A.F.O. 671/43.

(A.F.O. 671/43.)

1040.—Annual Paid Leave and Public Holidays, 1944—Workpeople

(L. 1120/44.—24 Feb. 1944.)

There will be no "closed week", in general, in Admiralty establishments this year.

2. Arrangements should be made for workpeople to be granted their annual leave during the period from mid-May to the end of September, according to the convenience of the Service and the wishes of individual workers. In exceptional cases, consideration may be given to requests for leave to be taken outside this summer period.

3. It is desirable that the six days' leave with pay, or such proportion as may be allowable (*see* Home Dockyard Regulations, Article 177a, paragraph 12), should be given on consecutive days.

4. Travelling facilities will be more restricted than ever in 1944 and it is therefore imperative that holidays should be staggered to the highest possible degree. Weekend travel should as far as possible be avoided. Transferred workmen, who wish to return to their homes for their holidays, and those workmen, who otherwise have equally good reason for travel, should be encouraged to arrange that their annual leave should begin and end in the middle of a week. In any case, heads of establishments should notify Admiralty Regional Officers, who are in contact with the Ministry of War Transport, of proposed holiday arrangements.

5. Rosters should be prepared and *made known* as early as practicable, the machinery of the Yard Committees being employed as necessary.

6. When leave in excess of six days is granted to workpeople of grades normally entitled to more than six days' paid leave annually, such additional leave may be treated as leave with pay up to the amount normally permitted (*see* Home Dockyard Regulations, Appendix I, Section C).

7. The public holidays on which leave of absence should be given to all workpeople whose services can be spared will be as follows:—Easter Monday, Whit Monday, August Bank Holiday, Christmas Day and Boxing day. (In establishments in Scotland, January 1st and January 2nd, 1945, will be observed as public holidays instead of Christmas Day and Boxing Day, except where special arrangements may be approved at individual establishments).

8. Good Friday will, for all purposes, be an ordinary working day.

9. In addition to the foregoing public holidays, Saturday, 8th April, Saturday, 27 May, and Saturday, 23rd December (or, in establishments in Scotland, Saturday, 30th December) will be closed days.

10. Paying arrangements for these public holidays will be as prescribed in Cash Duties Instructions, Appendix VII, Items 1, 2 and 3.

11. The provisions of Home Dockyard Regulations, Article 160, paragraph 1, concerning workpeople entitled to six public holidays a year, and paragraph 7 should be applied without modification during the leave year 1944-45.

12. It should be understood that the foregoing instructions may be subject to last-minute alterations or withdrawal in the light of the requirements of the war situation.

1041.—Home Guard and Army Cadet Force—Participation in the 1944 War Savings Campaign

(L(C). 10542/44.—24 Feb. 1944.)

War Office Memorandum No. 114/Gen/7928 (H.G.1) dated 27th January, 1944, is reproduced in full for the information of all authorities concerned:—

- (1) The 1944 War Savings Campaign "Salute the Soldier" will require considerable assistance from Army sources. Regular troops are, however, scarce in some parts of the country, and other more urgent duties may make co-operation difficult. The main burden of supporting the campaign in many parts of the country may, therefore, have to be borne by the Home Guard and the Army Cadet Force.
- (2) Authority is given for the Home Guard to take part in a limited number of parades in connection with the campaign, provided that training and duty for the performance of their proper role is not prejudiced.
- (3) These parades, and duties connected with them, will count as duty, as defined by Home Guard Regulations 1943, paragraph 6, but having regard to the purely local character of the parades and rehearsals, and the fact that they will be of comparatively short duration, no claims to travelling or subsistence allowances will be admissible from Army sources. Compensation for loss of earnings will not be granted.
- (4) While it is hoped that co-operation with the National Savings Organisations is given in the fullest measure, it is necessary to ensure that the man-power employed on ceremonial parades is kept to the minimum and that rehearsals are limited to those absolutely essential for the smooth running of the programme—not more than one or at the most two in any one locality. Care should be exercised in making local arrangements to see that no interference with essential work of national importance is caused and prior consultations with employers and workers' representatives should take place to this end, either direct or through local Savings Committees. Prior consultations should also take place with County War Agricultural Executive Committees wherever any appreciable number of agricultural workers may be involved.
- (5) County Cadet Committees are being asked to take steps to ensure the co-operation of the Army Cadet Force.
- (6) The concurrence of the National Production Advisory Council, who have been informed of the proposed participation of the Home Guard and Army Cadet Force in the Campaign, has been obtained conditionally on the implementation of the instructions contained in paragraph 4 above.

2. It should be noted that parades (but not rehearsals) which will take place principally on Saturday afternoons and Sundays will be regarded as part of the ordinary liability for Home Guard duty.

1042.—Sick Leave During Annual Leave

(C.E. 731/44.—24 Feb. 1944.)

In view of the present restricted allowance of annual leave, it has been decided that any days of sickness occurring during annual leave, and supported by a satisfactory medical certificate, may be regarded as sick leave, and not as annual leave, provided an application, supported by medical certificate, is made immediately an officer returns to duty.

1043.—"Pay-as-you-Earn" System of Collection of Income Tax

(D.N.A. 1902/44.—24 Feb. 1944.)

Attention is drawn to A.F.O. 960/44 in Section 2 of this issue.

**1044.—National Health and Unemployment Insurance (War Occupations)—
Payments of Contributions by Schedule**

(D.N.A. 14941/41.—24 Feb. 1944.)

It is important that the half-yearly schedules of Insurance contributions should be rendered by cashiers at establishments abroad with the minimum of delay after the end of each insurance half-year. The original return should be forwarded by Air Mail, and a duplicate by microgram or sea route.

2. Considerable difficulty is being caused by the non-receipt of these schedules in connection with claims to benefits preferred by personnel after their return home.

1045.—R.N. Store Depot, Carfin, Lanarkshire—Rail Traffic

(N.S. 54/44.—24 Feb. 1944.)

Rail traffic to R.N. Store Depot, Carfin, should in future be consigned as follows:—

(a) Full truck loads to be addressed to:—

Naval Store Officer,
R.N. Store Depot,
Carfin, Lanarkshire.
R.N.S.D. Sidings, Newarthill, L.M.S.

(b) Traffic in less than truck loads to be addressed to:—

Naval Store Officer,
R.N. Store Depot,
Carfin, Lanarkshire.
Newarthill, L.M.S.

(c) Passenger train traffic to be addressed to:—

Naval Store Officer,
R.N. Store Depot,
Carfin, Lanarkshire.
Holytown Station, L.M.S.

2. Owing to the very limited facilities at Holytown Station, every endeavour should be made to eliminate all unnecessary use of passenger train service for heavy packages.

**1046.—Guns—Machine, Oerlikon 20 mm.—Scrapping “B” Bronze
Sleeves, Barrel Spring Centre**

(A.S. 3195/42.—24 Feb. 1944.)

Oerlikon 20 mm. Sleeves, barrel spring centre made of “B” bronze and rendered surplus by the modification promulgated in A.F.O. 4385/42, should be scrapped by R.N. Armament Depots.

(A.F.O. 4385/42.)

1047.—Services and Supplies to the Italian Armed Forces—Accounting—REPORTS

(W.G.F. 29/44.—24 Feb. 1944.)

It has been decided that no charges shall be raised against the Italian Government for supplies and services rendered by the Royal Navy. Accordingly, no charge will be made for facilities afforded to Italian 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. Receipts should, wherever possible, be obtained for any issue of stores or equipment, but no price need be inserted in any invoice or transfer document handed to Italian Service personnel unless the Italian Authorities ask for it. If they do, prices on a P.I. basis may be given if they are available locally. Receipts for repairs carried out should be obtained in the following form:—

This will acknowledge for and on behalf of the Italian Government completion to our entire satisfaction of work requisitioned on Requisition No. for refitting. (The name of the vessel).

3. A central record will be kept of all expenditure (including local payments to third parties) involved in connection with supplies and services rendered to the Italian Armed Forces, and for this purpose (except as directed in paragraphs 5, 6 and 7) reports are to be forwarded quarterly to the Head of the Admiralty Department concerned, stating the value assessed on the basis applicable to Private Individuals 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.

4. 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.

5. *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 Italian Warships should be forwarded to the Director of Victualling. The value of the stores assessed on the basis applicable to Private Individuals 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.

6. *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 Private Individuals, 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.Os. 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 Naval Storekeeping Manual (B.R.4).

Details and vouchers are not required and approximate values, to include carriage, if applicable, may be used if precise repayment values are not readily obtainable.

Supplies of fuel from Depots, etc., without Expense Accounts staff will be dealt with through the usual Depot and Cargo accounts.

7. *Vote 9—Stores and Services.*—Copies of unpriced vouchers for issues to and receipts from Italian 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.

8. Receipted vouchers for cash advances made to Italian naval vessels or personnel should be forwarded to the Director of Navy Accounts (Branch 5) as soon as possible after the advance has been made.

9. Supplies and services should not be made to the Italians which involve purchases in lira, nor should lira be accepted as payment for any supply or service.

(A.F.Os. 3964/39 and 1069/40.)

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... (Further mirrored text, mentioning "Details and vouchers...")

... (Additional mirrored text, partially obscured by a dark ink blot or stamp.)

... (Final lines of mirrored text at the bottom of the page.)

