ADMIRALTY, S.W.1,  
23rd August, 1945.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

[Signature]

To 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. 1628/45), 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.
ADMIRALTY FLEET ORDERS

No.

23rd August, 1945.

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

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

4686. Air Stations—Ford—Commissioning.
4687. Air Stations—Halseworth—Commissioning.
4690. Fishing—Summary of Prohibited and Permitted Areas for Vessels Fishing from the United Kingdom. (Issued separately on 23rd August, 1945, to Commanders-in-Chief, Flag Officers and Commanding Officers of H.M. Ships, Vessels, and C.O. Craft (see A.F.O. 1608/45.). Home Commands only.)
4692. Aircraft—Accidents—Failure of Barriers.
4693. Nomenclature—" Escort Flotilla "—Use of Term.
4694. Abbreviations—Fleet Train Ships.

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

4695. Accidents—Small Arms.
4696. Advancement—Men Transferred from the Army—Special Arrangements—Advancement to Able Seaman and Stoker First Class.
4697. Air—Air Charters—Arrangements for Correction Afloat.
4698. Canteens—Volunteers for Service Afloat in the Naval Catering Service.
4700. Films—Royal Naval Film Corporation—Charges for Hire of Films.
4702. Manning—Air Units—Scales—Amendment.
4703. Manning—Air Units—Telegraphist Air Gunners—Two Seater Fighter Squadrons.
4706. Medals, Decorations, Honours—Commanders-in-Chief—REPORTS.
4708. Medals, Decorations, Honours—Honours and Awards to Officers and Men of the Royal Norwegian Navy and Naval Reserve.
4710. Medical—Personnel—Shortage—Reduction in Medical Standards and Economy in Nursing Personnel—REPORTS.
4712. Officers—Transfer of Temporary Instructor Officers to Permanent Commissions.
4713. Prizes—Ogilvy Prize—Award for 1945.
Director System—Volume II—The Computer, Theory—Issue.
4787. Books of Reference—B.R. 1283 (Restricted)—Drill for 40-mm., Mark I Gun on
Single, Mark III, Mounting—Issue.
4782. C.B. 3057—Declassification.
4783. Correspondence—Addresses—"President" Establishments—Correspondence and
Pay Documents.
4785. Forms—N.933 and N.934—Labels, Ammunition—Introduction.
4787. Forms—N.937 and N.938—Labels, Ammunition—Introduction.
4789. Forms—S.1427 and 1428—Submarines—Instructions for Accounting for Naval
Armament, Torpedo, Mine and Demolition Stores.
4791. Records—Disposal of on the Amalgamation of Stations, Closing Down of Bases,
etc.
4793. Returns—Radar Routine Reports—Revised Procedure for Forwarding. (See
A.F.O. 4745/45.)
4794. Stores—Administrative and General—New Subhead Item "F.5"—Introduction.

SECTION 6.—STORES ESTABLISHMENTS

4795. Civilian Non-Industrial Staff—Travelling and Subsistence—Night Duty Attend-
cance.
4796. Civilian Non-Industrial Staff—Travelling and Subsistence—Night Duty Allowance.
4798. Rubber Hose and Tubing—Endorsement of Orders—Enforcement of Orders—Issu-
ance.
4799. Stores—Administrative and General—W/T—Returned Radio Equipment—Local
Survey.

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

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


SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE—contd.
Section 1
ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGN PORT REGULATIONS, etc.

4686.—R.N. Air Station, Ford—Commissioning
(A. 0973/45—23 Aug. 1945.)
R.N. Air Station, Ford, which had been lent to the R.A.F., was returned for Naval use on 1st August, 1945.
2. The station will recommission as an independent command on 15th August, 1945, bearing its original ship's name "Peregrine".
3. Correspondence should be addressed to:—
The Commanding Officer,
R.N. Air Station,
Ford,
Arundel,
Sussex.
Telephone No.: Littlehampton 720.
4. A telegraphic address is being registered.

4687.—R.N. Air Station, Gosport—Commissioning
(A. 0974/45—23 Aug. 1945.)
On 1st August, 1945, R.A.F. Station, Gosport, was transferred on loan to the Royal Navy until October, 1946.
2. The station commissioned as an independent command on 1st August, 1945, bearing the ship's name "Siskin" with accounts carried in H.M.S. "Daedalus".
3. Correspondence should be addressed to:—
The Commanding Officer,
R.N. Air Station,
Gosport,
Hants.
Telephone No.: Gosport 8174.
The telegraphic address "Conas Gosport" is being registered.

4688.—R.N. Air Station, Halesworth—Commissioning—R.N. Air Station, Hatston—Paying Off
(A. 0960/45—23 Aug. 1945.)
On 5th August, 1945, R.A.F. Station, Halesworth, was transferred on loan to the Royal Navy until October, 1946.
2. The station will recommission as an independent command on 15th August, 1945, bearing the ship's name "Sparrowhawk".
3. The ship's name "Sparrowhawk" was transferred to R.N. Air Station, Halesworth, from R.N. Air Station, Hatston, which paid off on 1st August, 1945. From that date, Hatston became H.M.S. "Tern II" with accounts carried in H.M.S. "Tern".
4. Care must be taken to address correspondence for these stations correctly and drafts should be routed to the geographical and not ship name of their respective destinations.

5. The postal address of R.N. Air Station, Halesworth, is:—
The Commanding Officer,
R.N. Air Station,
Halesworth,
Suffolk.
Telephone No.: Halesworth 183.
6. A telegraphic address is being registered.

4689.—Milford Haven Sub-Command—Closing Down
(M. 2901/45—23 Aug. 1945.)
The Milford Haven Sub-Command closed down as from 2359 on 14th August, 1945, and will in future be included in the Cardiff Sub-Command as part of the Plymouth Command.
2. Naval duties in the port of Milford Haven will be carried out by the Superintendent, Pembroke Dockyard, and all communications should be addressed accordingly.
3. Vessels entering Fishguard harbour requiring assistance should contact the Marine Superintendent, Great Western Railway.

4690.—Message from Board of Admiralty on Occasion of Surrender of Japan
(M. 07896/45—23 Aug. 1945.)
The following message from the Board of Admiralty on the occasion of the surrender of Japan is promulgated for the information of all concerned.
The surrender of the Japanese Empire brings to an end six years of achievement in war unsurpassed in the long history and high tradition of the Royal Navy.
2. The phase of naval warfare which came to an end three months ago enriched the record of British sea power with such epic actions and campaigns as the battle of the Atlantic, the domination of the Mediterranean, the maintenance of the Russian supply lines, and the great combined operations of 1943 and 1944. The world wide story is completed with the inspired work by sea and air of the Pacific Fleet, and the East Indies Fleet. The Board are deeply conscious of the difficulty and novelty of the problems facing the British Pacific Fleet, the patience and skill with which they were overcome, and the great contribution in offensive power made by the task forces operating with our American allies. No less memorable is the work of the East Indies Fleet in the protection of India and Ceylon and in operational support of the Burma Campaign.
3. At this moment our eyes are turned to the Far East and it is fitting to recall in remembrance those who gave their lives in the days of disaster in 1941 and 1942. To their relatives and to, the relatives of all officers and men of the Royal Navy and Royal Marines and of the Naval forces of the Commonwealth and Empire and of all in Admiralty service who have paid the full price of victory, the Board extend their profound sympathy.
4. It is no small part of our thankfulness for this total defeat of the enemy that deliverance will come to those, naval and civilian, who were made prisoners of war by the Japanese and who have been subjected to great trials during the years of their captivity.
5. To the officers and men of the Royal Navy and Royal Marines and of the naval forces of the Commonwealth and Empire the Board wish to express their congratulations, their gratitude and their good wishes. They wish also to record their high appreciation of the contribution to the success of the Fleet made by the auxiliary services, the W.R.N.S., the Q.A.R.N.N.S., and the civil service in the employ of the Admiralty throughout the world.
6. It is the intention of the Board to proceed as rapidly as possible to the re-establishment of normal conditions. Officers and men, and civil employees of the Admiralty will readily recognize, however, that the complicated work of six years cannot be simplified in a day, and also that many commitments must be undertaken as a legacy of victory in two hemispheres. The new situation which now confronts us can only be dealt with successfully and speedily with the full co-operation and goodwill of all.

(72556)
The following letter of appreciation, which has been sent to the Commander-in-Chief, Western Approaches, is promulgated for the information of all concerned:

10th August, 1945.

Admiral Sir Max K. Horton, K.C.B., D.S.O.,
The Commander-in-Chief, Western Approaches.

Before the Western Approaches Command comes to an end, Their Lordships wish to place on record their recognition of the large part which it has played in the war with Germany, now successfully completed. The Command has participated in virtually every form of naval activity and in most on a large scale. In the campaign against the U-boats and in trade protection, it has been pre-eminent, and its record in this vital sphere will form one of the enduring chapters of the naval history of this Kingdom. Never has the existence of the nation encountered so grievous a maritime threat as the German attack on its shipping during the years 1939-45, and with the triumph over that threat the name of the Western Approaches Command will always be prominently associated. All who have been members of the Command, whether afloat or ashore, are entitled to take pride in the contribution which it has made to the long and bitter struggle which has so recently been brought to a victorious conclusion.

2. Further, Their Lordships desire me to convey to you their appreciation of the services which you have rendered as the leader and organizer of the Western Approaches Command during the period of its greatest activity and fullest development.

By Command of Their Lordships,

(Signed) H. V. MARKHAM.”

4692.—Aircraft Accidents—Failure of Barriers

(A/A. As. 1535/45.—23 Aug. 1945.)

It has been noted from reports on Forms A.25 that accidents have occurred in which aircraft have made too fast an approach when coming in to land on the deck of a carrier, have floated over all arrester-wires, and have subsequently broken through one or both barriers.

2. When crashes of this nature occur, details of the manner in which the barrier(s) failed (e.g., which part(s) of the barrier(s) gave way, allowing the aircraft to pass through) should invariably be entered on the Form A.25 relating to the accident.

(A.F.O. 7125/44.)

4693.—“Escort Flotilla”—Use of Term

(M.O.D. 1285/45.—23 Aug. 1945.)

In future, the term “Escort Flotilla” is to be used in place of the term “Escort Group”.

4694.—Fleet Train Ships—Abbreviated Titles

(M. 06985/45.—23 Aug. 1945.)

The following abbreviated titles of ships of the Fleet train are promulgated for information. The list also includes certain classes of American vessels of which there are no British equivalents:

- Auxiliary Repair Ship
- Heavy Duty Repair Ship (Heavy Machinery Repair Ship—U.S.)
- Hull Repair Ship (Heavy Hull Repair Ship—U.S.)
- S.R.R.(D) Accommodation Ship (Labour Transport or Barrack Ship—U.S.)
- Destroyer Depot Ship (Destroyer Tender Auxiliary—U.S.)
- Submarine Depot Ship (Submarine Tender Auxiliary—U.S.)
- X. Craft Depot Ship
- Aircraft Maintenance Ship
- Aircraft Engine Repair Ship
- Aircraft Component Repair Ship
- Aircraft Ammunition Ship
- Coastal Force Repair Ship (Motor Torpedo Boats Tender—U.S.)
- Coastal Force Maintenance Ship
- Coastal Force Workshop Tender
- Amenity Ship
- Escort Maintenance Ship
- Minesweeping Maintenance Ship
- Armament Maintenance Ship
- Motor Craft Maintenance Ship
- Armament Store Issuing Ship (Ammunition Ship Auxiliary—U.S.)
- Armament Store Issuing Ship (fitted for issuing ammunition at sea)
- Armament Store Carrier
- Victualling Store Issuing Ship (Provision Store Ship Auxiliary—U.S.)
- Naval Store Issuing Ship (General Stores Issue Ship, Auxiliary—U.S.)
- Mine Issue Ship
- Naval Store Carrier
- Tanker (Oiler or Fuel Oil Tanker—U.S.)
- Fast Fleet Tanker
- Hospital Ship
- Salvage-Vessel
- Collier
- Crane Ship
- Netlayer
- Base Accommodation Ship
- Base W/T Ship
- Aircraft Transport (Transport and Aircraft Ferry—U.S.)
- Seaward Defence Ship
- Distilling Ship
- Bar Vessel
- Boom Carrier
- Net Cargo Ship (U.S.)
- Barrack Ship, Self-propelled (U.S.)
- Mechanical Artillery Transport (U.S.)
- Transport Submarine (U.S.)
- Fueling Barge (U.S.)
- Car Float (U.S.)
- Aircraft Transport Lighter (U.S.)
- Ammunition Lighter (U.S.)
- Open Landing Lighter (U.S.)
- Net Tender (U.S.)
- Fuel Oil Barge (U.S.)
- Gasolene Barge/Tanker (U.S.)
- Oil Storage Barge (U.S.)
- Water Barge (U.S.)

(A.F.O. 4243/45 is cancelled.)
Section 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, etc.

4695.—Accidents—Small Arms
(N.L. 1163/45.—23 Aug. 1945.)

Reports of accidents indicate that it is sometimes assumed that because a man holds a gunnery rate it follows that he has been instructed on the handling of a pistol and sub-machine gun.

2. Although the present courses for non-substantive ratings in Gunnery Schools, laid down in the Gunnery Training Manual, Volume III (B.R. 632C), include an Assault Firing Course, during which instruction in the use of these weapons is given, there can be no guarantee in wartime that a man has completed this part of the course.

3. It should be assumed that men have not had previous instruction in these weapons, until the contrary is shown, or known to be the case.

*4696.—Men transferred from the Army—Special Arrangements—Advancement to Able Seaman and Stoker First Class
(N. 19210/45.—23 Aug. 1945.)

Acting Able Seamen and Acting Stokers 1 transferred from the Army under the special scheme promulgated in Admiralty Letter N.22609/43 of the 25th September, 1943, and who are unable, through medical unfitness, to complete the four months' sea service and professional qualifications required for confirmation, may be confirmed as Able Seaman or Stoker 1 on completion of one year's Naval service or three years' combined Army and Naval service, whichever is the later.

(A.F.Os. 3907/43 and 685/44.)

4697.—Air Charts—Arrangements for Correction Afloat
(N. 15785/45.—23 Aug. 1945.)

In order to provide assistance for the Operations Officer in Fleet and Light Fleet Carriers, a suitable rating, normally a Telegraphist Air Gunner, is to be selected from the existing air complement and trained on board in the correction and handling of air charts and maps. This rating is to be provided without increase of complement.

2. From 6th July, 1945, an allowance of 3d. per day is payable to the rating performing these duties.

3. The correction of air charts and maps is the responsibility of the Operations Officer and he is to exercise careful supervision of any work he is able to depute to the rating selected.

4. It is not intended that these ratings should become a specialized category or that a new non-substantive rating should be instituted.

5. It is not proposed that these men should be employed on this work indefinitely, but at the same time frequent changes are undesirable. Training for non-substantive ratings is to be given priority.

*4698.—Navy, Army, and Air Force Institutes—Volunteer for Service Afloat in the Naval Canteen Service
(N. 20563/45.—23 Aug. 1945.)

It has come to notice that insufficient attention has been paid to the requirements of paragraph 3 of A.F.O. 253/45, with the result that ratings have been found unfit for service in the tropics after training as Canteen Assistants, and have had to be reverted. In order to avoid this, the form of application shown in the Appendix to A.F.O. 253/45 is in future to be rendered as follows:—

Form of application to be completed for naval ratings who are desirous of transfer to the Naval Canteen Service under the terms of A.F.O. 253/45.

Official No. Name Rating
H.M. Ship Date of Birth Medical category

4699.—Adult Education and Vocational Training—Supply of Wireless Sets
(N. 13772/45.—23 Aug. 1945.)

The B.B.C. have undertaken to provide a series of broadcasts in connection with the Educational and Vocational Training Scheme. Initially, there will be a weekly service of 18 periods of about 20 minutes each. Full details are given in A.F.O. 4419/45. In addition, there are many features in the normal broadcast programmes at home and abroad which could be utilized to add to the interest and scope of discussion groups in Current Affairs, to provide authoritative information and background knowledge for many subjects of the E.V.T. scheme and to stimulate cultural interests.

1. So that full use may be made of suitable broadcast material, wireless sets are being made available primarily for group listening under the direction of the Education Officer.

2. Ships.—For ships (cruisers and above), stores detailed in paragraph 5 will be supplied on demand for installation in such suitable space as may be allocated for organized group listening.

3. Establishments.—Naval receiving sets with one or more loudspeakers are available for installation for educational purposes in shore establishments at home and abroad in accordance with the following scales:—

<table>
<thead>
<tr>
<th>Additional</th>
<th>No. of Sets</th>
<th>loudspeakers for each with one supply where two loudspeakers per set required.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nore Command</td>
<td>35</td>
<td>13</td>
</tr>
<tr>
<td>Royston Command</td>
<td>35</td>
<td>13</td>
</tr>
<tr>
<td>Plymouth Command</td>
<td>50</td>
<td>30</td>
</tr>
<tr>
<td>Portsmouth Command</td>
<td>30</td>
<td>9</td>
</tr>
<tr>
<td>Mediterranean Fleet</td>
<td>35</td>
<td>9</td>
</tr>
<tr>
<td>East Indies</td>
<td>50</td>
<td>13</td>
</tr>
<tr>
<td>B.N.C. in C.G.</td>
<td>30</td>
<td>8</td>
</tr>
<tr>
<td>British Pacific Fleet</td>
<td>35</td>
<td>8</td>
</tr>
<tr>
<td>West African Command</td>
<td>5</td>
<td>2</td>
</tr>
<tr>
<td>South Atlantic Command</td>
<td>5</td>
<td>2</td>
</tr>
<tr>
<td>Western Atlantic</td>
<td>3</td>
<td>1</td>
</tr>
</tbody>
</table>
5. Stores.—The following are the stores which should be demanded on the nearest S.N.S.O. for each installation. Stocks of the necessary equipment are already available at the principal ports abroad:

<table>
<thead>
<tr>
<th>Pattern.</th>
<th>Name.</th>
<th>Quantity.</th>
</tr>
</thead>
<tbody>
<tr>
<td>W.2833A or D ...</td>
<td>Receiver B.28</td>
<td>1</td>
</tr>
<tr>
<td>4480 ...</td>
<td>Loudspeaker</td>
<td>(or 2 where approved)</td>
</tr>
<tr>
<td>4048 ...</td>
<td>Gramophone playing table</td>
<td>1</td>
</tr>
<tr>
<td>W.907 ...</td>
<td>Condenser 1 mfd.</td>
<td>1</td>
</tr>
<tr>
<td>9085 ...</td>
<td>Cable, 2 core</td>
<td>6 ft.</td>
</tr>
<tr>
<td>... ...</td>
<td>A.C. supply outfit DO</td>
<td>1</td>
</tr>
</tbody>
</table>

6. Installation is to be done by ship, establishment or base staffs as follows:

(a) An aerial is to be rigged as is most convenient.
(b) A 230-volt A.C. power supply is to be run to the receiver and gramophone playing table from the nearest source which has a reserve of 150 watts, or from the A.C. supply outfit DO, if no A.C. supply is available.
(c) The loudspeaker is to be connected to the terminals marked "L.S." on receiver.
(d) The pick-up should be connected by Pattern 9985 cable, 2-core, screened, to the two outer connections of the volume control (item 127 in SS.90) of the receiver B.28. The "hot" lead of the pick-up is to be connected to the terminals of the volume control. The "hot" lead is the one not connected to the chassis of the pick-up; and the Pattern W.907 condenser, 1 mfd., is to be connected in series with this lead. It can be conveniently fitted inside the Pattern 4048 gramophone playing table.

7. For use in shore establishments where no source of power supply is available, a limited number of battery receivers is available. Application for these should be forwarded direct to Admiralty (Director of Education Department).

(A.F.Os. 2630/45 and 4419/45.)

A largely increased number of small ships is now supplied with R.N.F.C. films, and as a result the average number of personnel to whom each film can be shown has been considerably reduced. In consequence the present scale of charges is insufficient to meet the cost of the films, and in order that the present standard of the film service shall be maintained, it will be necessary slightly to increase the charges to the following amounts. Cinema Officers are to commence payments at one-half the normal rates.

For use in shore establishments where no source of power supply is available, a limited number of battery receivers is available. Application for these should be forwarded direct to Admiralty (Director of Education Department).

(A.F.Os. 2630/45 and 4419/45.)

*4700.—Royal Naval Film Corporation—Charges for Hire of Films

(N. 8974/45.—23 Aug. 1945.)

Officers and men who have been formally commended by their Commander-in-Chief (or Senior Officer if responsible direct to the Admiralty) for specific acts, or for good service and devotion to duty, should have the commendation noted in their service records. Names of officers commended are to be reported to the Admiralty for this purpose. Notations for men should be made on the Service Certificate; those for naval ratings are to be reported to the Director of Navy Accounts, Admiralty, and those for Royal Marines to the Commandants of the R.M. divisions concerned. Commendations are not to be noted in ships' ledgers.

2. The same arrangements apply to W.R.N.S. personnel similarly commended by the Commander-in-Chief, but commendations of W.R.N.S. officers and ratings are to be reported to the Director, W.R.N.S., Admiralty.

3. Commendations by Commanders-in-Chief may, in suitable cases, be awarded to Dominion personnel serving in the Command.

(A.F.O. 1156/45 is cancelled.)

4702.—Royal Naval Air Units—Current Scales of Manning—Amendment

(N. 16829/45.—23 Aug. 1945.)

The following amendment is to be made to A.F.O. 2855/45:

Add: 1 Chief Petty Officer Airman or Petty Officer Airman (Telegraphist Air Gunner 1st or 2nd Class).

(A.F.O. 2855/45.)

4703.—Telegraphist Air Gunners

Two Seater Fighter Squadrons

(N. 16829/45.—23 Aug. 1945.)

In Two Seater Fighter Squadrons where no Telegraphist Air Gunners are borne as aircrew, 1 Chief Petty Officer or Petty Officer Airman (Telegraphist Air Gunner, 1st or 2nd class) will be allowed by complement.

2. He will be borne for radio instructional and supervisory duties.

*4704.—Commendations by Commanders-in-Chief—REPORTS

(N. 9740/44.—23 Aug. 1945.)

2. These appointments will not be gazetted.

4705.—Honours and Awards—Royal Hellenic Navy

(H. & A/N.I.D. 01021/45.—23 Aug. 1945.)

The King has been graciously pleased to give orders for the following Honorary appointments to the Most Excellent Order of the British Empire for distinguished service to the Allied cause:

To be Honorary Commanders of the Military Division of the said Most Excellent Order

Captain Nicolas Tsangaris, R.H.N.
Captain Eugenios Valsakas, R.H.N.

2. These appointments will not be gazetted.

4706.—Honours and Awards—Royal Norwegian Navy and Naval Reserve

(H. & A. 675/45.—23 Aug. 1945.)

The King has been graciously pleased to approve the following awards for distinguished service in an action on the 26th April, 1945, in which heavy damage was inflicted on a U-boat close to the enemy coast:

Bar to the Distinguished Service Cross

Lieutenant Arne Frithjof Sveen, D.S.C., R. Nor. N.
The Distinguished Service Medal

Leading Seaman Johan Johansen, 10163, R. Nor. N.
Able Seaman Harry Froland Olsen, 10242, R. Nor. N. R.

Mention in Despatches

Lieutenant Einar Kristiansen, R. Nor. N.
Petty Officer John Ludvig Hansen, 4820, R. Nor. N.
Petty Officer Anfinn Konow, 4236, R. Nor. N.R.

2. These awards will not be gazetted.

Temporary Lieutenant Peter Charles Stannard, R.N.Z.N.V.R.,
Temporary Lieutenant Ronald Edwin Taylor, R.N.V.R. (Hornchurch),
Leading Seaman Jack Ernest Stanley Tooes, P/JX. 157485,
Empire Medal (Military Division) to the undermentioned :—

Acting Temporary Lieutenant-Commander Noel Rees, R.N.V.R.
Acting Commander George Garnet Pugh-Cook, R.N. (Hambledon).
Acting Petty Officer Harry Sims, C/LDX.3390 (Plymstead),

Rear-Admiral Charles Edward Turle, D.S.O. (Ret.).

The KING has been graciously pleased to approve the award of the British Empire
appointments to the Most Excellent Order of the British Empire :—

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

Acting Commander George Garnet Pugh-Cook, R.N. (Hambledon).
Acting Temporary Lieutenant-Commander Kenneth Blair Sylvester Brown, R.N.V.R.
Acting Temporary Lieutenant-Commander Noel Rees, R.N.V.R.
Acting Surgeon Lieutenant-Commander George Rowan Niches, M.B., B.Ch., F.R.C.S., R.N.V.R.

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

Lieutenant Martin Herbert Bernhard Solomon, D.S.C., R.N.V.R. (Beaulieu, Hants.).
Temporary Lieutenant Charles George Woolgar Jungo, R.N.R.
Temporary Lieutenant Peter Charles Stannard, R.N.Z.N.R.V.
Temporary Sub-Lieutenant (Sp. J.) John Lawson Leatham, R.N.V.R.

Mr. Claude Hitchins, Warrant Engineer, R.N. (Portsmouth),
for most distinguished service, efficiency and zeal whilst serving in H.M. Ships “Aurora”, “Barclose” and “Clinton” and Light Coastal forces, in the clearance of the Aegean and the relief of Greece during the period 1944-1945.

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


Bar to the Distinguished Service Order
Captain Thomas John Norman Hilkens, D.S.O., R.N.

Second Bar to the Distinguished Service Cross
Lieutenant-Commander, John Percival Scatchard, D.S.C., R.N.

Bar to the Distinguished Service Cross
Lieutenant-Commander Ernest Norman Wood, D.S.O., R.N.V.R.
Acting Lieutenant-Commander (A) George Clifton Baldwin, D.S.C., R.N.

The Distinguished Service Cross
Commander Richard Alan Vere Gregory, R.N. (Gallan, Co. Kilkenny).
Commander Humphrey Leoline Jenkins, R.N.
Acting Lieutenant-Commander Michael Frampton Fell, D.S.O., R.N. (Angmering).
Acting Lieutenant-Commander Norman Frederick René Gill, R.N.R.
Acting Temporary Lieutenant-Commander Eric Tolson Garside, R.N.V.R. (Bourne End, Bucks.).
Lieutenant Cecil Julian Batchman, R.N.
Lieutenant John Strover Townsend, R.N.
Lieutenant Geoffrey Lee Weston, R.N. (Weybridge, Surrey).
Lieutenant Frank Norris Coulter, S.A.N.F. (V) (Durban).
Lieutenant Kenneth William Marjason, R.A.N.V.R. (Sydney, Australia).
Temporary Lieutenant-Alfred John Keith Anderson, R.N.V.R.
Temporary Lieutenant Robert Ballantine, R.N.V.R. (Northwood, Midddx.).
Temporary Lieutenant Donald Edgar Beswick, R.N.V.R.
Temporary Lieutenant Leonard Charles Chapman, R.N.V.R.
Temporary Lieutenant Bryan Woodrow Cross, R.N.V.R.
Temporary Lieutenant John Frederick Ford, R.N.V.R. (Streatham).
Temporary Lieutenant Esmond George Friend, R.N.V.R.
Temporary Lieutenant George George Fuller, R.N.V.R. (Woodford Green, Essex).
Temporary Lieutenant Geoffrey Stephen Kirk, R.N.V.R. (Brancote, Notts.).
Temporary Lieutenant Christopher Pawley, R.N.V.R.
Temporary Lieutenant John Frank Squires, R.N.V.R. (Cradley, Walsall).
Temporary Lieutenant George Andrew Swanson, R.N.V.R. (Duns, Berwickshire).
Temporary Lieutenant (A) Richard John Sturges, R.N.V.R. (Iffley Road, Oxford).
Temporary Lieutenant (A) Louis Morley Wenyon, R.N.V.R. (Northwood, Midddx.).
Temporary Sub-Lieutenant Robin Anthony Fletcher, R.N.V.R. (Gadalmng).
Temporary Sub-Lieutenant Charles Alexander Tyeailes, R.N.V.R. (Sunderland).
Temporary Skipper Lieutenant Bernard Stipeto, R.N.R. (Hull).
Temporary Sub-Lieutenant (A) John Wallace Herbert, R.N.V.R. (Hornsey, N.8).

Bar to the Distinguished Service Medal

The Distinguished Service Medal
Chief Engineman Jack Clark, LT/KX.114448 (Poole, Dorset).
Chief Engineman Sidney Massey, LT/KX.108961.
Chief Engineman Douglas Alfred Walker, LT/KX.105392 (Fulham).
Engine Room Artificer James Wannacott, 70799(V) (Johannesburg).
Petty Officer John Noel Anthony, C/JX.131075 (Wembley Park).
Petty Officer Charles John William Beck, P/JX.133282 (Hammersmith).
Petty Officer Richard Georgs Frank Roberts, P/JX.133057 (Wymering, Hants.).
Petty Officer Alex Arthur Denman Stone, LT/KX.173060 (Hove, Sussex).
Petty Officer Leonard George Taber, B.E.M., P/JX.139146 (Portsmouth).
Petty Officer Henry George Wad, C/JX.140877 (Harwich).
Acting Petty Officer Leonard Abrams, P/JX.155834 (S. Croydon).
Petty Officer Engineman Robert Gerard Rotherham, LT/KX.108118 (Liverpool, 5).
Petty Officer Radio Mechanic Harold Williamson, P/ MX.126083 (Sale, Cheshire).
Leading Seaman Harry Burt, LT/KX.228080 (Newquay).
Leading Seaman Thomas William North, LT/KX.170342 (Stainforth, Nr. Doncaster).
Leading Signalman James Fleming, P/ESD/X.1331.
Leading Wireman Oswald Stephen Slack, C/MX.64466.
Able Seaman Sidney Beynon, D/JX.308587 (Birkenhead).
Able Seaman John Stevenson Haldane-Drysdale.
Able Seaman Reginald James Harris, P/JX.236356.
Able Seaman Raymond Charles Leveratt, P/JX.298570 (Ashford, Middx.).
Able Seaman George Duguid Reid, D/JX.308432.
Able Seaman George William Smith, P/JX.297815 (Brickfield, Worcs.).
Able Seaman Harold Robert Williams, D/JX.169642.
Signalman Thomas Lewis Griffiths, LT/KX.214012 (Llandilo).
Signalman Trevor Herbert Stanford, LT/KX.424099 (Bristol, 3).
Telegraphist Norman Dennis Montague Barber, P/JX.245699 (Bournemouth).
Telegraphist Alan Barrett, P/JX.245807 (Salisbury).
Telegraphist George Edward Cole, C/JX.233667 (Lancol).
Telegraphist Derek Robert Edward Winter, D/JX.401048 (Finsbury Park).
Stoker First Class George Edward Lister, LT/KX.140386 (Longsight, Manchester, 12).
Stoker First Class Harold Simpson, D/KX.139065 (Rochdale).
Ordinary Signalman Stephen Gerald Moore, P/JX.520790 (Paddington).

Mention in Despatches (Posthumous)
Petty Officer Cook Peter Dreyer, S.A. 585266 (Cape Province).
Stoker Petty Officer Luigi de Pace, S.A. 66539 (Natal).
Stoker First Class Harold Simpson, D/KX.1143197 (Titchfield).

Mention in Despatches
Commodore Geoffrey Nigel Oliver, C.B., D.S.O.
Captain Lawrence Bernard Hill, C.B.E., D.S.O., R.N. (Ret.).
Captain Eric William Longley Longley-Cook, C.B.E., D.S.O., R.N.
Captain Harold Bruce Farncomb, C.B., M.V.O., D.S.O., R.N.
Acting Captain John Oliver Campbell, D.S.O., B.E., R.E.
Acting Captain Geoffrey Noel Rawlings, D.S.O., D.S.C., R.N.
Acting Commander James Ernest Clark, D.S.C., R.N.
Acting Commander Stratford Hercules Dennis, D.S.C., R.N. (Ret.).
Lieutenant-Commander Charles Lionel Digby Godwin, D.S.C., R.N.
Lieutenant-Commander Edwin Claud McDougall, R.N. (Vancouver).
Lieutenant-Commander Kenneth Arthur Gadd, D.S.C., R.N.
Acting Lieutenant-Commander Percival Eric Irvine Bailey, R.N.

Temporary Lieutenant-Commander Francis Frederick Gilbert, R.N.R.
Acting Temporary Lieutenant-Commander Jack Reardon Smith, R.N.R. (Cynoed, Cardiff).
Acting Temporary Lieutenant-Commander Leslie Frank Ramsayer, D.S.C., R.N.V.R.
Acting Lieutenant-Commander Maurice Lamplugh Malcolm Trevor, R.N.V.R.
Acting Temporary Lieutenant-Commander (A) Eric Oliver Savery, D.S.C., R.N.V.R. (Kidderminster).
Lieutenant Peter Brook Cowan, R.N. (London).
Lieutenant John Richard Cox Johnston, R.N. (Gulfeld).
Lieutenant John Francis Mawryst, R. N. (Chelesa).
Lieutenant Nigel Robert Harley Rodney, R.N.
Lieutenant the Honourable Mark Aubrey Tennyson, D.S.C., R.N. (Freshwater, Newquay).
Lieutenant Henry Eric Butler, D.S.C., R.N.R.
Lieutenant (P) Andrew William Bloomer, R.N. (Exeter).
Lieutenant (E) Michael Alaric Joselyn Morton Hayward, R.N. (Warrington, Lancs.).
Temporary Lieutenant Charles Herbert Andrew, R.N.V.R. (Belfast).
Temporary Lieutenant Sidney James Charlton, R.N.V.R. (East Barnet).
Temporary Lieutenant Bernard Harold Edgar Pounds, R.N.V.R. (Uxbridge, Middx.).
Temporary Lieutenant Alfred Ernest Albert Stanley, R.N.V.R.
Temporary Lieutenant Jack Dunlop Osborne, R.C.N.V.R. (Toronto, Canada).
Skipper Thomas Charles Whitcombe, T.S.1510, R.N.R. (Leethorpes).
Temporary Sub-Lieutenant Alastair Colin Drummond Davidson, R.N.V.R. (Hunsfield, Sussex).
Temporary Sub-Lieutenant (A) Samuel Allison Craig, R.N.V.R. (Balnornock).
Temporary Sub-Lieutenant (A) John Geoffrey Hornshaw, R.N.V.R. (Shipley, Yorks.).
Temporary Sub-Lieutenant (A) George Singleton MacArntney, R.N.V.R. (Beckenham, Kent).
Temporary Sub-Lieutenant (A) David Roger Price Owen, D.S.C., R.N.V.R.
Temporary Sub-Lieutenant (A) Harold Bruce Farncomb, C.B., M.V.O., D.S.O., R.N.
Temporary Sub-Lieutenant (A) Charles Andrew Stephen Pain (Sleaford, Lincs.).
Temporary Sub-Lieutenant (A) Neil Stamford Painter, R.N.V.R. (St. Leonards-on-Sea).
Temporary Sub-Lieutenant (A) Derek Shilito Robinson, R.N.V.R. (Epsom, Surrey).
Mr. Leslie Charles Lewendon, Warrant Shipwright, R.N. (Plymouth).
Mr. Hector William Streets, Acting Warrant Telegraphist, R.N. (Penzance).
Mr. George Birtie Claxton, Signal Boatswain, R.N. (Cosham).
Mr. William Wincheste, Warrant Mechanician, R.N. (Plymouth).
Chief Petty Officer Cecil Nathaniel George Barber, P/JX.110144 (Porchester).
Leading Wireman Albert Ernest Chantler, C/MX.96795 (Greenford, Middx.).
Acting Temporary Leading Seaman Leslie Walker English, C/JX.140619 (Jesmond, Northumberland).
Temporary Leading Seaman Charles Denis Evans, P/JX.140619 (Jesmond, Northumberland).
Acting Temporary Leading Seaman Leslie Walker English, C/JX.140619 (Jesmond, Northumberland).
Leading Wireman Albert Ernest Chantler, C/MX.96795 (Greenford, Middx.).
Temporary Acting Petty Officer Henry James Fulton, D/JX.157449 (Fife, Scotland).

Acting Petty Officer Crofton Harry Scott, D/JX. 150322 (Clifton, Bristol).

Temporary Petty Officer Arthur Walter Smith, C/SSX.23000 (Chadwell Heath, Essex).

Engine Room Artificer First Class George Cooper, R.N. (Laughton, Lewes).

Temporary Sub-Lieutenant Trevor Wallace Clayton, R.N.V.R. (Wembley, Middx.).

Temporary Sub-Lieutenant Laurence Walter Dorey, R.N.V.R. (Newark, Nottingham).

Temporary Sub-Lieutenant Maurice Edgar Fidler, R.N.V.R. (Forrest Hill).

Temporary Sub-Lieutenant Peter Charles Esdaile Richardson, R.N.V.R. (Bournemouth).

Temporary Sub-Lieutenant Bernard Whitehead, R.N.V.R. (Morley, Yorks.).

Temporary Sub-Lieutenant Andrew Henry Woodhouse, R.N.V.R. (Woking).

Bar to the Distinguished Service Medal


The Distinguished Service Medal

Chief Petty Officer William Charles Mutlow, C/J.90230 (Grimsby).

Acting Chief Petty Officer Donald McMillan, D/JX.138804 (East Lothian).

Acting Chief Petty Officer David Smith, D/JX.132894 (Cork, Ireland).

Petty Officer James Dunarse Gibson, C/JX.162509 (Kirkcaldy, Fife).

Petty Officer Arthur Thomas Mintram, F/JX.141421 (Portsmouth).

Stoker Petty Officer Albert Edward Dawe, C/K/57555 (Bishopston, Bristol).


Acting Leading Seaman Jim Stanley Greenway, D/JX.254649 (Leicester).

Able Seaman Thomas Edward Burgess, C/JX.377679 (Liverpool).


Able Seaman William Frederick Jackson, V.78444 (Yarmouth, Nova Scotia).

Able Seaman Ernest William Manion, D/JX.419376 (Liverpool).

Able Seaman William Parkinson, D/J.72220 (Bolton, Lancs.).

Able Seaman Robert Robertson Gillon Russell, C/JX.230607 (Blackburn, West Lothian).

Able Seaman Thomas Joseph Simpson, V.46636 (Windsor, Ontario).

Able Seaman Richard Baille Smith, D/ESD.X.1864 (Dundee).

Able Seaman Robert William Smith, V.37306 (Tral, B.C.).

Able Seaman George Henry Strahan, P/JX.276483 (London).

Acting Able Seaman James Delville Gough, D/JX.648772 (Blengwar, Glamorgan).

Mention in Despatches


Lieutenant Edward Lewis Cook, D.S.C., R.N. (Laughton, Leues).

Lieutenant Stuart Murray William Farquharson-Roberts, R.N. (Farnham, Surrey).

Lieutenant James Hardwick, R.C.N.V.R. (Mount Royal, Montreal).


Temporary Lieutenant Claude Erton Vosay, R.N.Y.R. (Cinderford, Glos.).

Temporary Lieutenant (E) William Moreland Campbell, R.N.R. (Glasgow).

Temporary Lieutenant (E) Philip James Stewart Combes, R.N.R. (Fishpoms, Bristol).

Temporary Lieutenant (E) Hubert Hitchon, R.N.R. (Northampton).


Temporary Sub-Lieutenant Kenneth William Thayer, R.N.V.R. (Swanley, Kent).

Chief Petty Officer Telegraphist Henry George Medhurst, C/J.114959 (Douglas, I.O.M.).

Chief Engineer Artificer William Frederick Thomas, V.358285 (Vancouver).

Chief Stoker Petty Officer Frank William Warnock, A.2497 (Zurick, Ontario).

Engine Room Artificer First Class George Cooper, R.N.R. (Sunderland).

Petty Officer Eric Brooke, 4767 (Toronto, Ontario).

Petty Officer William Owen Redhead, V.10279 (Regina, Saskatchewan).

Acting Petty Officer Crofton Harry Scott, D/JX.150322 (Clifton, Bristol).

Temporary Petty Officer Arthur Walter Smith, C/SXS.23000 (Chadwell Heath, Essex).

Temporary Acting Petty Officer Henry James Fulton, D/JX.157449 (Fife, Scotland).
For distinguished service, efficiency and zeal whilst serving in H.M.S. "Aurora" during the relief of Greece:

The Distinguished Service Medal


Mention in Despatches


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

For distinguished service as Task Group Commander during operations in the South-West Pacific from August, 1944, to January, 1945:

Legion of Merit, Degree of Officer

Captain Lord Noel Ashbourne, D.S.O., R.N.

For courage, determination and expert seamanship as Commander of a minesweeping group during the assault on Salerno, September, 1944:

Legion of Merit, Degree of Officer

Acting Captain Lionel James Spencer Ede, D.S.O., D.S.C., R.N.

4708.—Medical Officers—Shortage—Reduction in Medical Standards and Economy in Nursing Personnel—REPORTS

Owing to the acute shortage of doctors in the civilian population, it has been deemed advisable to release more doctors from the Navy, thus leaving fewer than the number necessary to keep up the present standards of Naval Medical treatment maintain the present scale for provision of doctors in the Navy.

2. All Flag Officers, Commanding Officers, Principal Medical Officers and Senior Medical Officers are to examine carefully, once a quarter, the medical staffs in their commands or charge, and report to the Admiralty where and when doctors and nursing staff can be reduced, even at the expense of some deterioration of the normal medical standard.

3. Whenever it is considered that the provision of a motor car for the doctor's sole use (preferably driven by himself) and at his disposal day and night, will enable him to look after two or more small units within 25 miles of each other if need be, such a car, to operate on detached duty from the appropriate M.T. Pool, is to be provided from Command resources.

4. "Days-on" and all the "Standby duties" are to be reduced to a minimum, if by so doing a doctor can be spared, and the usual civilian practice of sending for a doctor when an emergency arises is to be adopted. The "safety first" principle of keeping doctors doing nothing but waiting about for the accident which may only occur once or twice a year, must be abandoned, and the single-handed doctor must be allowed (after working hours) to use his own discretion as to when he can leave his place of duty.

Note.—In this context there are only two relatively rare conditions when a doctor, literally on the spot, may save a life, i.e., acute bleeding, and stopped breathing, and even in these cases anyone who knows his first aid can generally do as much as a doctor. In other cases the delay of an hour or two will do no harm, especially if a trained nurse is present to relieve pain and keep the patient comfortable until the doctor arrives.

5. The Medical Director-General must use his discretion as to where the reduced number of doctors at his disposal are most economically employed. The practice of refusing to disgorge doctors and nursing staff without relief or writing protests to the Medical Director-General must cease, unless it appears obvious that the appointing authorities have made a mistake. This practice is causing an ever increasing bulk of unnecessary correspondence. The Medical Director-General has to accept the general responsibility, for any falling off in medical standards and therefore must distribute medical staff in the way which he deems will reduce the decline to a minimum.

6. Flag officers who can find a change which will provide a more economical distribution of doctors within their Command are authorized to make the alteration at once in anticipation of approval, but to report the alteration to the Admiralty (M.D.G).

7. Requests from Commanding officers of ships for individual doctors, or doctors with special attributes, cannot be entertained. Some doctors are not so good as others, but somebody has to accept the "not so good".

8. The Medical Director-General views with anxiety the ever-growing reluctance of many medical officers to do anything without a specialist's opinion; this reluctance throws more and more work on the specialists who are also in woefully short supply and are wanted in the Far East, and many of whom have to be released for educational duties ashore. The practice is growing as is shown by the increasing numbers of relatively trivial cases among out-patients who are sent up for specialist examinations. This means the hospitals are being overworked unnecessarily. Naval "general practitioners" must accept more responsibility. Principal Medical Officers and Senior Medical officers must discourage the custom of requiring a specialist's report or opinion, except in those cases which are really obscure or difficult.

9. Medical officers must also understand that home appointment will in general tend to be of shorter duration owing to the greater proportion of officers being required in the Far East, and the necessity of relieving officers after a reasonable period of service in hot unhealthy climates.

10. Where appropriate the above remarks apply to trained nursing staff, in which there is also an acute shortage. Untrained labour should replace trained nurses, whenever and wherever possible.

4709.—Qualification (N*)—Recommendations

The attention of Commanding Officers is drawn to the provisions of A.F.O. 3660/43 with reference to the forwarding of recommendations for the qualification (N*). This qualification is indicative of practical experience in navigating H.M. ships in pilotage waters and on the ocean, and was introduced for officers of the R.N., R.N.R. and R.N.V.R., who after at least 6 months' sea service in appointments "in lieu of Specialist (N)" in seagoing ships, are recommended by their Commanding Officers.

2. Before forwarding such recommendations, Commanding Officers are to satisfy themselves that the recommended officers are competent to navigate H.M. ships both in pilotage waters and on the ocean.

(A.F.O. 3660/43.)

4710.—Instructor Branch of the Royal Navy—Transfer of Temporary Instructor Officers to

Their Lordships have decided to invite applications for permanent commissions in the Instructor Branch of the Royal Navy from "Hostilities only" Instructor Officers who fulfil the conditions laid down in this Order.

2. The number of permanent commissions granted at this stage will necessarily be limited, since total requirements for permanent officers will depend upon the size and composition of the post-war Navy, and cannot yet be finally determined.

3. Candidates must be British subjects.

4. Age Limits.— Officers wishing to be considered must normally have been under the age of 30 at the commencement of officer service in the Navy. Officers who commenced their officer service over the age of 30 but under 35 may apply, but will be considered only if they are specially suitable for transfer.

5. Qualifications for transfer.—Applicants for transfer must have completed not less than two years officer service.

6. This scheme of transfer does not apply at present to Temporary Instructor Officers who have transferred for adult education duties (A.F.O. 6386/44).
7. Rank on transfer.—Officers will transfer with the seniority of their substantive rank; any acting rank held will be disregarded in determining rank on transfer.

8. Promotion.—Subject to satisfactory record Instructor Lieutenants will be promoted to the rank of Instructor Lieutenant Commander on attaining 6 years' seniority. A system of selective promotion to Instructor Commander is being introduced for future entries to the Instructor Branch and will apply to all officers transferred under this Order. Details of this scheme are being issued in a separate A.F.O. Officers will be considered for promotion to higher ranks equally with other R.N. Instructor Officers.

9. Pay, etc.—All officers transferred will receive the pay and other benefits applicable to officers of their rank and seniority.

10. Conditions of retirement and retired pay.—Officers will be eligible to be retired and qualified for retired pay under the same conditions as other R.N. Instructor Officers, except that special arrangements will apply to officers whose officer service commenced after the age of 30. These are not finally determined: if, when announced, they are considered unsatisfactory by any officer appointed he will be permitted to withdraw.

11. Officers who fail to obtain promotion to the rank of Instructor Commander before reaching the age of 45 (the compulsory retiring age for Instructor Lieutenant Commanders) will, be placed on the retired list as from the date of attainment of that age.

12. Officers who have transferred to the Instructor Branch from other branches of the Service will be permitted to count mobilized service in Sub-Lieutenant's rank and above towards qualification for retired pay.

13. Uniform.—Those officers transferred who have received a uniform grant of less than £50 will receive, after the war, a grant to make their total grants up to that amount.

14. Medical standards.—Candidates must be physically fit for service in the Royal Navy. They must be in good health and free from any physical defect of body, impediment of speech, defective hearing and also from any predisposition to constitutional or hereditary disease or weakness of any kind.

15. The standard of distant vision is to be not less than Snellen 6/60 in each eye, tested separately without glasses, correcting to at least 6/6 in one eye and 6/24 in the other eye with glasses. For near vision candidates must be able to read Snellen D = 0.6 with glasses. Squint deformity or chronic disease of the eyes or eyelids will disqualify. Hypermetropia must not exceed 5-6 diptrees in the meridian of greater error. The minimum standard of colour vision is Grade III.

16. Instructions for the medical examination of officers will be issued when they are provisionally selected.

17. Applications for transfer.—Applications from officers desiring to be considered for transfer should be made to their Commanding Officers who are to forward them to the Admiralty (D.E.D.) through administrative authorities, accompanied by a completed S.206 which should state whether, in the Commanding Officer's opinion, the officer is considered suitable for transfer, and should be as full as possible.

18. Officers will be selected for transfer on their records at the Admiralty, but should there be any doubt about a particular officer, he may be required to appear in person before the officers making the selection.

19. Applications must reach the Admiralty as soon as possible, but in any case not later than 1st November, 1945. If it is not possible for written applications to arrive by this date, names of applicants should be signalled and written applications sent as soon as possible.

(A.F.O. 6356/44.)

4711.—Ogilvy Prize—Award for 1945

(C.W. 47554/45. 23 Aug. 1945.)

The Ogilvy Prize for the November 1944—July 1945 Qualifying Long Course for (T) Officers has been awarded to Lieutenant C.D.S. Smith, R.N.
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*4714.—Release and Resettlement Booklet—T.124 and Naval Canteen Service Personnel

(C.W. 14912/45.—23 Aug. 1945.)

It is pointed out that the sectional division of the Release and Resettlement Booklet as finally issued is slightly different from that set out in paragraph 2 of A.F.O. 28/45 which was written at the proof stages of the booklet. The position is that Sections I and II of the booklet as printed do not apply to T.124 and Canteen Service personnel. T.124 and Canteen Service personnel are entitled to the full benefits of the Resettlement Advice Service set out in Section III.

2. The reference in paragraph 4 (b) to Coastguard Services is to be deleted.

3. The general release and resettlement scheme and conditions of release of T.124 personnel are given in A.F.Os. 893/45 and 2664/45. Those of Canteen Service personnel are given in A.F.O. 2654/45.

4. In the case of both T.124 and Canteen Service personnel the first paragraph of Section XIII (Disability Pensions) does not apply and the following paragraph should be substituted:

"Pension is awarded by the Ministry of Pensions in respect of disablement directly attributable to war injury, war risk injury or detention, sustained or suffered by reason of the injured person’s service. Broadly, a war injury is a physical injury caused by enemy attack or the repelling of enemy attack; and a war risk injury is a physical injury resulting from certain specific conditions due to the war at sea which would be abnormal in time of peace and which substantially increased the risk of the peril occurring which caused the injury.

A physical injury includes tuberculosis and any other organic disease and the aggravation thereof.

Detention means detention consequent on capture by the enemy".

(A.F.Os. 28/45, 893/45, 2654/45 and 2664/45.)

4715.—Substantive Promotion of Re-employed Retired and Emergency List Officers

(C.W. 19680/45.—23 Aug. 1945.)

As many re-employed retired and emergency list officers have served during hostilities with distinction and have proved themselves fully capable of carrying out efficiently the duties associated with higher rank, the Board have approved the grant of a limited number of substantive promotions to the Retired and Emergency Lists to deserving officers. The promotions will for the most part be limited to those officers who have not previously received a semi-automatic step in rank on or after retirement, and who have served efficiently in acting higher rank.

Officers who have received a step in rank on the Retired and Emergency Lists are not, however, precluded from consideration in exceptional cases.

2. Re-employed retired and emergency list officers who are not selected for substantive promotion but who have served satisfactorily for a minimum period of six months in the acting higher rank or who have been invalided for a cause beyond his control will be eligible on ceasing employment for war service rank under the terms of A.F.O. 2995/45, provided that this does not involve the grant of more than one step in rank above the officer’s substantive rank, war substantive or brevet rank.

3. The first batch of promotions will be announced shortly and will be effective from the 3rd September, the sixth anniversary of the declaration of war. It is the intention to issue a final list later on.

(A.F.O. 2995/45)

4716.—South African Naval Forces—Cost of Living Allowances

(N.18639/45.—23 Aug. 1945.)

With reference to A.F.O. 3022/43, paragraphs 31 and 32, cost-of-living allowances for personnel of the S.A.N.F. have been revised from 1st July, 1945, as follows:

Married personnel—

<table>
<thead>
<tr>
<th>Class of Officer</th>
<th>Allowance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commanders and above, except Medical Officers</td>
<td>a. d.</td>
</tr>
<tr>
<td>Lieutenant Commanders, Lieutenants, Sub-Lieutenants, Commissioned Warrant Officers and Warrant Officers, except Medical Officers</td>
<td>4 7</td>
</tr>
<tr>
<td>Surgeon Lieutenants, over one year’s seniority as such, and Medical Officers of higher rank</td>
<td>6 2</td>
</tr>
<tr>
<td>Surgeon Lieutenants with less than one year’s seniority as such</td>
<td>4 7</td>
</tr>
<tr>
<td>Midshipmen</td>
<td>1 9</td>
</tr>
<tr>
<td>Artisan ratings with basic pay of fifteen shillings a day and over</td>
<td>6 2</td>
</tr>
<tr>
<td>Artisan ratings with basic pay of less than fifteen shillings a day, and all other ratings</td>
<td>5 3</td>
</tr>
</tbody>
</table>

Single personnel—

<table>
<thead>
<tr>
<th>Class of Officer</th>
<th>Allowance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lieutenant Commanders and above, except Medical Officers</td>
<td>1 6</td>
</tr>
<tr>
<td>Lieutenants, Sub-Lieutenants, Commissioned Warrant Officers and Warrant Officers, except Medical Officers</td>
<td>1 9</td>
</tr>
<tr>
<td>All Medical Officers</td>
<td>1 6</td>
</tr>
<tr>
<td>Midshipmen</td>
<td>1 9</td>
</tr>
<tr>
<td>All ratings</td>
<td>1 9</td>
</tr>
</tbody>
</table>

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

4717.—Admiralty Surgeon and Agent, Southport

(C.E. 18299/45.—23 Aug. 1945.)

Mr. E. C. Banks, L.M.S.S.A., of 67, Liverpool Road, Birkdale, Lancs. (Telephone: Birkdale 6256), has been appointed Admiralty Surgeon and Agent for Southport, vice Mr. R. Haddock.

(A.F.O. 2973/45.)

4718.—Training—Courses—Gunnery Course for Ordinary Seamen and Boys under Training for A.B.

(G.D. 0524/45.—23 Aug. 1945.)

The course and syllabuses for Ordinary Seamen and Boys under training for A.B. have been revised and are now as set out hereunder, and supersede the course and syllabuses in B.R. 632B—Gunnery Training Manual, Volume II, pages 20 to 24.

2. Throughout the syllabuses particular stress should be laid on the necessity for treating all telephones, instruments, etc., with the utmost care and attention if the communications and gunnery equipment of a ship are to be maintained in an efficient condition.

3. The course and syllabuses are as follows; the object of the course being to provide knowledge of the gunnery duties of an A.B. and to develop the habit of discipline by drill.

<table>
<thead>
<tr>
<th>Subject</th>
<th>Length (hours)</th>
<th>Marks</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Field Training</td>
<td>18</td>
<td>200</td>
</tr>
<tr>
<td>(b) Introduction to Naval Gunnery</td>
<td>10</td>
<td>100</td>
</tr>
<tr>
<td>(c) Radar</td>
<td>10</td>
<td>100</td>
</tr>
<tr>
<td>(d) General Gunnery</td>
<td>10</td>
<td>100</td>
</tr>
<tr>
<td>(e) Surface Gunnery</td>
<td>10</td>
<td>100</td>
</tr>
<tr>
<td>(f) Long Range A.A. Gunnery</td>
<td>10</td>
<td>100</td>
</tr>
<tr>
<td>(g) Gun Instruction</td>
<td>20</td>
<td>200</td>
</tr>
<tr>
<td>(h) Ammunition</td>
<td>0</td>
<td>80</td>
</tr>
<tr>
<td>(i) Close Range A.A. Gunnery</td>
<td>6</td>
<td>50</td>
</tr>
<tr>
<td>100</td>
<td>1,000</td>
<td></td>
</tr>
</tbody>
</table>

(A.F.O. 3025/45.)
Syllabuses

(a) Field Training (18 hours)
R.N. Handbook of Field Training, 1934—Part I, II (Sections 1-10) and III (Sections 1-39).
Knowledge required.—To be able to drill in the ranks.
(b) Introduction to Naval Gunnery (10 hours)
Explanation of the surface gunnery problem and its solution by means of a director and A.F.C.C.
Explanation of the long range A.A. gunnery problem, and its solution by means of a director and calculating table or clock.
Brief outline of the close range A.A. gunnery problem and method of aiming by gyro gunsight and eyeshooting.
Knowledge required.—To have a good grasp of the problems involved, and to understand the methods of their solution.
(c) Radar (10 hours)
Simple explanation of the principles of Radar. Application of Radar to the gunnery problem for finding range, bearing and angle of sight.
Knowledge required.—To understand the part played by Radar in the solution of the gunnery problem.
(d) General Gunnery (10 hours)
Standard method of passing orders.
Communication drill on direct and grouped telephone lines.
Duties of surface and A.A. lookouts, methods of reporting, use and care of binoculars.
Organization of the gunnery staff in a ship.
Knowledge required.—To be able to use a telephone efficiently and be able to carry out the duties of a lookout, without further instruction.
(e) Surface Gunnery (10 hours)
Explanation of the layout of the surface fire control system of the ship, so as to have an appreciation of the functions of the various instruments and how the necessary information reaches the guns.
Knowledge required.—To understand the reasons for and functions of the various instruments in the fire control system.
(f) Long Range A.A. Gunnery (10 hours)
Explanation of the layout of the A.A. fire control system of the ship, so as to have an appreciation of the functions of the various instruments and how the necessary information reaches the guns.
Knowledge required.—To understand the reasons for and functions of the various instruments in the fire control system.
(g) Gun Instruction (20 hours)
Drill for surface and A.A. fire.
Visit a heavy turret mounting.
Knowledge required.—To be able to drill at the mounting taught and have a working knowledge of the duties of the non-substantive ratings in the crew.
To have a general knowledge of the arrangements of the mounting, including the various methods of aiming and firing the gun.
(h) Ammunition (6 hours)
Description of B.L. and Q.F. cartridges.
Various kinds of shell used for surface and A.A. fire and illumination.
Care in handling all kinds of ammunition.
General layout of a magazine and shellroom.
Regulations affecting seamen with regard to safety of explosives.
Knowledge required.—A good knowledge of the subject.
(i) Close Range A.A. Gunnery (6 hours)
Brief explanation of a power-worked close range mounting with a demonstration of how it is aimed, laid, trained, loaded and fired.
Knowledge required.—To understand the general outlines of how a close-range weapon is operated.

4719.—Travel between the United Kingdom and German Territory—Arrangements for Civilians and Service Personnel Travelling Individually or in Small Parties on Duty
(N.L. 13039/45.—23 Aug. 1945.)

Consequent upon the dissolution of Supreme Headquarters Allied Expeditionary Force the instructions for travel between the United Kingdom and Germany hitherto contained in A.F.O. 2422/45 are cancelled.

1. Small drafts from drafting establishments.—Officers and ratings under five in number appointed or drafted to ships or naval parties in north-west Europe should report to H.M.S. "St. Clement III," (Coal House Port, Tilbury), who will place the necessary bids with naval Q Movements (Continental) Admiralty.

2. Individual visits not in draft—authorization of.—All visits of individuals and small parties must be authorized by the British Naval Commander-in-Chief, Germany, and his approval must be obtained before departure by the department initiating the visit. Visits must be confined to essential personnel and no visit should be proposed unless the duty on which the intending traveller is concerned must be performed by the individual personally and be incapable of transaction by signal or correspondence.

3. Documentation—Service personnel travelling in uniform must carry their photographic Service identity documents and written passage instructions. In the case of passage by sea the written instructions must bear the official stamp of the signing authority and should normally be the head of the department or establishment or the Commanding Officer of H.M. ship to which the intending traveller belongs. In the case of passage by air, see paragraph 4.

Civilians directly employed under the Crown must carry a passport and military permit, application for both of which should be made to D.N.I., Permit Section, Sanctuary Buildings, S.W.1. Civilians directly employed under the Crown do not require exit permits to leave the country.

Civilians not in the service of the Crown and sponsored by the Admiralty require a passport and exit permit to enable them to leave the country, and also a military permit to enter Germany, all of which are obtainable through D.N.I. Permit Section.

4. Passages by air.—Applications for passages by air should be made to C.E.I. or C.W.I. branches as appropriate, or Naval Q Movements (Continental) and an Air Movement Permit must be obtained for each passage from C.E.I., C.W.I. or Naval Q Movements as the case may be.

(A.F.O. 2422/45 is cancelled.)
2. The new category is restricted to W.R.N.S. ratings required for service in H.M. Dockyards at Colombo and Trincomalee.
3. The Superintendent, W.R.N.S., Portsmoutb, is the responsible drafting authority.
4. The full conditions of service in the category will be promulgated later.

(A.F.O. 3610/45.)

4722.—War Gratuity—Naval Ratings

The following amendment is to be made to A.F.O. 2574/45, paragraph 20 (ii).

Cancel last sentence and substitute:

In invaliding cases, the Establishments authorized to carry out the final invaliding or final surveys as detailed in A.F.O. 2384/45, paragraph 2 (4) and (5), should obtain two specimen signatures from the rating before dispersal and forward them as follows:

Establissement at (A), paragraph 2, A.F.O. 2834/45—to the Supply Officer of the ship bearing the man's account, who will attach the signatures to Form S.1599.

Establissement at (B) paragraph 2, A.F.O. 2834/45—to the Medical Director-General, Admiralty, who will forward the signatures to the Supply Officer for attachment to Form S.1599.

In any other cases when the rating is not present, the Supply Officer must obtain from him by post the two necessary signatures, which should then be affixed to Form S.1599 in the appropriate space.

(A.F.Os. 2834/45, 2874/45, 3153/45 and 3858/45.)

*4723.—Naval and Marine Personnel—Employment after Discharge—National Association for Employment of Regular Sailors, Soldiers and Airmen

(D.S.C.—23 Aug. 1945.)

The attention of eligible personnel is to be drawn, on their release from service, to the assistance provided by the National Association for the Employment of Regular Sailors, Soldiers and Airmen in obtaining civil or government employment. The National Association has been approved by the Ministry of Labour under the Control of Employment Order.

2. The following are the rules governing the eligibility for registration and re-registration of regulars and non-regulars:

(a) Character—Must be good.

(b) Service.—Man must have at least two years' embodied service, except as regards (c).

(c) Men discharged on medical grounds beyond man's control who are eligible irrespective of length of service.

(d) Non-regulars (including men discharged under (c))—

(i) released and registered before 18th June, 1945, can re-register until 18th December, 1945; after that date can re-register at any time within a period from date of release equivalent to the period of embodied service;

(ii) released and registering after 18th June, 1945, can re-register at any time within a period from date of release equivalent to the period of embodied service.

3. A man may register with the National Association during the period of his release leave without registering at a Ministry of Labour Employment Exchange, and may be placed in a job by the Association without reference to the Employment Exchange. At the same time he is advised to register at the Employment Exchange. On the expiration of his release leave, he must also register at the Employment Exchange. Before submitting a man for a job, the National Association will obtain the approval of the Employment Exchange.

4. Particulars of the Branches of the National Association are contained in the Appendix.

GOVERNMENT EMPLOYMENT

5. Vacancies for workpeople in Government Establishments generally are filled through the machinery of Ministry of Labour Employment Exchanges, in co-operation with the National Association for Employment of Regular Sailors, Soldiers and Airmen where appropriate.

6. In general, ex-Service men nominated by the National Association, are given preference over other candidates when filling vacancies in Government Establishments. Subject to the possession of equal qualifications for the vacancy, the order of preference to be adhered to in Admiralty Fleet Establishments (including Naval Air Stations and R.M. Establishments) is as follows:

(i) Ex-Naval ratings and ex-Royal Marines.

(ii) Other ex-regulars.

(iii) All other applicants.

7. Particulars of certain of the forms of Government employment for which ex-regular members of the Forces are given preference are summarized below.

(A) GENERAL POST OFFICE.

(i) Postman, Mail Porter, Cleaner, Liftman, Doorkeeper, Packer, Night Telephone, Call Office Attendant.

Nature of Preference.—50 per cent. of all vacancies reserved for Service men.

Rosters are maintained at the National Association's branches in London and the Provinces. Nomination from the roster is in the following category order:

(i) Ex-Naval ratings and ex-Royal Marines.

(ii) "Ex-Hostilities only" men who joined the Forces on or before 11th November, 1918.

(iii) Ex-Royal Marine, ex-Soldiers, ex-Airmen, who enlisted after 11th November, 1918.

(iv) "Ex-Hostilities only" men of this war.

(v) Post-war Regulars.

As in most areas, particularly in the Home ports, there is still a number of men in categories (i) and (iii) who were registered before the war, there will be a waiting period between registration and nomination for this employment.

Qualifications Required.—(a) "To have engaged, or extended period of service, for at least 12 years in the Royal Navy or Royal Marines, or, if a Special Service rating, to have engaged for 12 years in the Royal Navy and Royal Fleet Reserve combined.

(b) To have completed at least 3 years' actual service from the age of 18. Men who are or have been in receipt of a pension, or have received a gratuity, in respect of a disability attributable to or aggravated by service will, however, be regarded as eligible, irrespective of length of service. Men invalided for non-attributable causes will be allowed to count boys' service after discharge from the Boys' Training Establishment towards the 3 years' qualifying service.

(c) To be not less than 5 ft. 4 in. in height without boots.

(d) To have a satisfactory general service character, of which the last two assessments must be "Very Good." Royal Marines must have a general character not less than "Good," and must not have recorded against them more than one entry for drunkenness in the last 3 years of service.

(e) The age limit for appointment as postman or mail porter leading to establishment is as follows:

35 for men with 12 years' service in the Navy (see paragraph (a)), to 40 for men who served with the Forces during the war beginning 3rd September, 1939, and to 45 for pensioners.

(The maximum age limit may be exceeded under certain conditions in the case of men who were under the age limit on first engagement. Full particulars may be obtained from the National Association.)

(f) All men who engaged before 1st January, 1938, must have passed Educational Test Part I (or the Petty Officer's Educational Test) or have exemption thereto from Supply, Artificer, Shipwright or Mechanician ratings. Artificers educated before 1925 are also exempt. Royal Marines must have Second Class Certificate of Education. Men who engaged after 1st January, 1938, and have no certificate of education are eligible for nomination, but will be required to pass an educational test set by the Civil Service Commissioners.

(ii) Auxiliary Posts.—Preference is given to Regular Sailors, Marines, Soldiers and Airmen, who are Long Service and Disability Pensioners. This employment is of a part-time nature and the pay varies in accordance with the hours of employment. There is no age limit. Auxiliary posts are not entered in London.
Application for this employment should be made to the local Ministry of Labour Employment Exchange.

(iii) Temporary Employment.—Dealt with by the Ministry of Labour Employment Exchanges.

Nature of preference.—As for Section (i).

* This does not apply to ex-Hostilities only men.

(B) H.M. COASTGUARD.—Rosters maintained by London Office of National Association. Applications should state whether the candidate prefers service in any particular locality.

(Note.—The roster for this employment is at present low and therefore the waiting period between registration for and nomination to this work is a short one.)

Nature of preference.—The following are eligible, Long Service Pensioners being preferred:

Seamen,

Signalmen,

Royal Marine Signallers,

Stokers who have served as Seamen sufficiently long to become competent in seamanlike duties.

Average Annual Vacancies.—70.

Qualifications required.—(a) To be under 48 years of age (except for members of R.N. Shore Signal Service) on appointment. (Age limit temporarily relaxed.)

(b) To have had a satisfactory general service character, of which the last three assessments must be “Very Good.”

(c) To have had the last three assessments for ability not below “Satisfactory.”

(d) To be able to read 4 letters of Snellen 6/6 type at 6 metres, and 6 letters of Snellen 6/6 type at 5 metres, either eye or both together, without artificial aid to vision. Colour vision to be normal. Results to be noted on Medical History Sheet, with record of all mistakes made. The result of the eyesight test is to be noted on Form S.1300 and signed by the Examining Medical Officer.

(e) To be otherwise physically fit.

(f) A certificate of having passed in first aid. The syllabus of the qualifications required is:

Restoration of the apparently drowned—Schafer and Silvester methods.


Note.—Men who have been through a course during the last three years of their service are considered as qualified.

(g) A knowledge of elementary chart work and signalling. The syllabus of the qualifications required is:

Signals.—

(i) Knowledge of general distress signals for surface vessels and aircraft.

(ii) Ability to read a signal in the International Code at sight, so far as to name the flags composing the hoist.

(iii) Knowledge of the special meanings of particular flags hoisted singly.

(iv) Knowledge of the special Morse and sound signals indicated by certain letters.

Semaphore. 10 words per minute.

Flashing. 8 words per minute.

Chart Work.—How to read a chart. Conversion of a position given in latitude and longitude into a bearing and distance from a point of land or navigational mark. Conversion of true bearing into magnetic. How to calculate approximate rate and direction of drift of a disabled vessel, Some knowledge of tidal streams around the British Isles.

Clerical Duties.—Open to Writer ratings, long service pensioners being preferred. The qualifications and method of selection will be the same as for other candidates for the Coastguard, except that for Writers the visual standard need not be below that required for active service Writers in their final period, and that no knowledge of chart work or signalling is necessary.

(C) CUSTOMS AND EXCISE.—Rosters maintained by London Office of the National Association.

(i) Coast Preventive Force, Deck-hands and Stoker Deck-hands.

Nature of preference.—Long Service Pensioners of Royal Navy of the Seaman and Signall classes, or Royal Marines with practical signal experience for the Coast Preventive Force, to Chief Petty Officers and Petty Officers of the Seaman class for Deck-hands, and to the Artificer and Mechanician classes for Stoker Deck-hands. Members of the Marine Craft Personnel of the Royal Air Force also participate.

Pre-war Average Annual Vacancies.—23.

Qualifications required.—(a) On appointment to be—

under 42 years of age for Coast Preventive Force;

under 43 years of age for Deck-hands;

under 45 years of age for Stoker Deck-hands.

(b) To be of general good character.

(c) To possess good health, normal eyesight and hearing.

(d) For Deck-hand, preference is given to Torpedo and Submarine Coxswain or to ratings who have regularly coxswained steam and motor pinnaces. A certificate is to be furnished, showing that the candidate has had good experience in the handling of small motor-driven craft. This certificate should be forwarded at the time of application for registration.

(e) For Stoker Deck-hand, good experience in care and working of steam boilers and machinery, including stoking, also marine internal combustion engines. E.R.A.s., Mechanics and Chief Stokers only are eligible. A certificate is to be furnished showing that the candidate has had good experience in the care and working of marine internal combustion engines. This certificate should be forwarded at the time of application for registration.

(ii) Watchers.—Persons eligible.—Applications for employment as watcher are only entertained from persons who have been awarded life pensions for service in, or for disability contracted while serving in, the regular Forces.

Order of preference.—In making appointments the following order of preference will be observed:

(a) Unestablished paper keepers and messengers who have served satisfactorily for not less than two years in the Customs and Excise Department.

(b) As in paragraph 2 of this Order.

Limits of age.—Candidates must be under 48 years of age at the time of employment.

Physical requirements.—Candidates are required to satisfy the Department as to their physical fitness for the duties of watcher. The loss of an eye, a leg or an arm from wounds will not necessarily be regarded as a disqualification, but the number of disabled men is limited.

Other requirements.—Candidates are required to furnish information as to previous employment (supported by certificates of good character), to produce a birth certificate and to show their ability to write intelligently and legibly and to make simple arithmetical calculations. Educational Test 1 or equivalent standard will be accepted as sufficient evidence of education.

Duties.—Watchers are employed in guarding goods, either on board vessels, on quays, or in bonded warehouses; tallying goods; patrolling quays and docks; acting as messengers, caretakers or housekeepers; cleaning offices, etc., or on any subordinate duty, either ashore or afloat, that may be allotted to them. They may, in some cases, be employed as deck-hands or stokers on launches; in rowing boats and painting, cleaning and repairing boats.

(D) EMPLOYMENT UNDER ADMIRALTY IN LONDON.—Rosters maintained by London Office of National Association.

Admiralty Messenger or Messenger Labourers.

Nature of Preference.—(a) Long Service and Life Disability Pensioners, Royal Navy and Royal Marines.

(b) Men invalided from the Naval Service as the result of wounds or injuries directly attributable to the Service.

Pre-war Average Annual Vacancies.—15 to 20.

Qualifications required.—Candidates must be of very good character, and under 45 years of age at date of registration. When, however, a candidate on being pensioned may be over 45 and under 50 years of age, his name will be noted on the register for special consideration, provided that application be made by him within 3 months of discharge to pension.

(7223)
### APPENDIX

**Branches of the National Association for Employment of Regular Sailors, Soldiers and Airmen**

<table>
<thead>
<tr>
<th>Place</th>
<th>Area Covered</th>
<th>Postal Address</th>
<th>Telephone No. and Telegraphic Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>BEDFORD</td>
<td>Northants, Hunts, Beds, and Herts.</td>
<td>Drill Hall, 40, Ashburnham Road</td>
<td>Bedford 4531</td>
</tr>
<tr>
<td>BELFAST</td>
<td>Northern Ireland</td>
<td>Castle Arcade Buildings, Belfast</td>
<td>Belfast 22928</td>
</tr>
<tr>
<td>BIRMINGHAM</td>
<td>City of Birmingham, Sutton Coldfield, Castle Bromwich, Smethwick, West Bromwich.</td>
<td>14, James Watt Street, Birmingham, 4</td>
<td>Birmingham Central 5408</td>
</tr>
<tr>
<td>BRIGHTON</td>
<td>Sussex</td>
<td>3, North Street Quadrant, Brighton, 1</td>
<td>Brighton 4833</td>
</tr>
<tr>
<td>BRISTOL</td>
<td>City of Bristol and Gloucestershire</td>
<td>8, Colston Street, Bristol, 1</td>
<td>Bristol 24097</td>
</tr>
<tr>
<td>BURY ST. EDMUNDS</td>
<td>Norfolk, Suffolk and Cambridge</td>
<td>Gibraltar Barracks, Bury St. Edmunds. (Letters only.)</td>
<td></td>
</tr>
<tr>
<td>CARDIFF</td>
<td>Glamorgan, Pembroke, Carmarthens, Cardigan, Brecknock and S. Rainow.</td>
<td>24, St. Andrew's Crescent, Cardiff</td>
<td>Cardiff 8890</td>
</tr>
<tr>
<td>CARLISLE</td>
<td>Cumberland, Westmorland, N. Lancs., Wigtown, Kirkcudbright and Dumfries.</td>
<td>The Castle, Carlisle</td>
<td>Carlisle 2323</td>
</tr>
<tr>
<td>CHATHAM</td>
<td>Kent (excluding London Postal Area)</td>
<td>Dock Road (opposite St. Mary's Church), Chatham</td>
<td>Chatham 2110</td>
</tr>
<tr>
<td>CHESTER</td>
<td>Cheshire (excluding Wirral Peninsula)</td>
<td>1, Grey Friars, Chester</td>
<td>Chester 1349</td>
</tr>
<tr>
<td>COVENTRY</td>
<td>Warwickshire and S. Wores.</td>
<td>1, Union Street, Coventry</td>
<td></td>
</tr>
<tr>
<td>CROYDON</td>
<td>Surrey (excluding London Postal Area) and Aldershot District.</td>
<td>8, Katharine Street, Croydon (opposite Town Hall)</td>
<td>Croydon 3440</td>
</tr>
<tr>
<td>DERBY</td>
<td>Derbyshire</td>
<td>40 Recruiting Centre, Assembly Rooms, Market Place, Derby</td>
<td></td>
</tr>
<tr>
<td>DEVONPORT</td>
<td>S. Devon and Cornwall</td>
<td>Royal Naval Port Library</td>
<td>Devonport 740 (Ext. 889 or 855)</td>
</tr>
<tr>
<td>DUNDEE</td>
<td>Angus, Perth, Fife, Kinross, Clackmannan and N. Stirling, Aberdeen, Banff, Kinardine and Shetland Isles.</td>
<td>65, Trades Lane, Dundee...</td>
<td>Dundee 5572</td>
</tr>
<tr>
<td>EDINBURGH</td>
<td>City of Edinburgh, East, Mid and West Lothian, Peebles, Berwick, Roxburgh and Selkirk.</td>
<td>106, Hanover Street, Edinburgh, 2</td>
<td>Edinburgh 26692</td>
</tr>
<tr>
<td>GLASGOW</td>
<td>S. Stirling, Dumbarton, Renfrew, Argyll, Bute and City of Glasgow</td>
<td>136, Bath Street, Glasgow, C.2</td>
<td>Glasgow Douglas 486</td>
</tr>
<tr>
<td>HALIFAX</td>
<td>Halifax and Huddersfield</td>
<td>5, George Street, Halifax...</td>
<td>Halifax 61671</td>
</tr>
<tr>
<td>HAMILTON</td>
<td>Ayr and Lanark, excluding Glasgow</td>
<td>The Barracks, Hamilton</td>
<td>Hamilton 132</td>
</tr>
<tr>
<td>HULL</td>
<td>East Riding of Yorkshire</td>
<td>44, Beverley Road, Hull</td>
<td>Hull 16693</td>
</tr>
<tr>
<td>Inverness Agency</td>
<td>Caithness, Sutherland, Inverness, Ross and Cromarty, Moray and Orkney Islands.</td>
<td>21, Bank Street, Inverness</td>
<td>Inverness 91</td>
</tr>
<tr>
<td>LEEDS</td>
<td>City of York and West Riding of Yorkshire, except those parts covered by Halifax and Sheffield offices.</td>
<td>21, Portland Crescent, Leeds, 1</td>
<td>Leeds 24266</td>
</tr>
<tr>
<td>LEICESTER</td>
<td>Leicestershire and Rutland</td>
<td>7, The Crescent, King Street, Leicester</td>
<td>Leicester 5106</td>
</tr>
<tr>
<td>LINCOLN</td>
<td>Lincolnshire</td>
<td>4, Eastgate, Lincoln</td>
<td>Lincoln 8044</td>
</tr>
<tr>
<td>LIVERPOOL</td>
<td>City of Liverpool, Merseyside and S.W. Lancs.</td>
<td>1, Seymour Street, London Road, Liverpool, 3</td>
<td>Liverpool, Royal 1266</td>
</tr>
<tr>
<td>LONDON: Central</td>
<td>London Postal Area generally</td>
<td>62, Victoria Street, London, S.W.1</td>
<td>Victoria 7262</td>
</tr>
<tr>
<td>ACTON</td>
<td>N.W. and W. London Postal Districts and W. Middlesex</td>
<td>33, Churchfield Road West, W.3</td>
<td>Acorn 0481</td>
</tr>
<tr>
<td>BOW</td>
<td>E. London Postal Districts</td>
<td>1, Campbell Road, E.3</td>
<td>Advance 2102</td>
</tr>
<tr>
<td>DEPTFORD</td>
<td>S.E. London Postal Districts</td>
<td>48, Deptford Bridge, S.E.8</td>
<td>Tideway 2107</td>
</tr>
<tr>
<td>WOOD GREEN</td>
<td>N. London Postal Districts and N. Middlesex</td>
<td>48/56, Station Road; Wood Green, N.22</td>
<td>Bowes Park 3839</td>
</tr>
<tr>
<td>MANCHESTER</td>
<td>City of Manchester and S.E. Lancs.</td>
<td>231a, Oxford Road, Manchester, 13</td>
<td>Manchester, Arliewick 3678</td>
</tr>
</tbody>
</table>
Section 3.—G., T., N., E., etc., & STORES; HULL, EQUIPMENT & FITTINGS

4724.—Aircraft—Pyrotechnics—Flares, Landing Aircraft, Wing Tip—Disposal
(A.S. 5441/45.—23 Aug. 1945.)

Flares, landing aircraft, wing tip, are no longer a requirement for Naval service, and any held by H.M. ships and establishments should be dumped separately in deep water or returned to the nearest Naval armament depot, who will dispose of them in accordance with instructions recently promulgated.

4725.—Miscellaneous A.A.D. Weapons—Heads, Rocket Flare, 2-in.—Withdrawal
Lot No. 54, Heads No. 1
(A.S./C.I.N.O. 6009/45.—23 Aug. 1945.)

Consequent upon failures having been reported it has been decided to withdraw Heads No. 1, Mark 2/N, Lot No. 54, 2-in. Rocket Flare ammunition, from service.
2. Any of the above described ammunition, held on board H.M. ships, should be dumped, or returned to the nearest R.N. Armament Depot, and replacements demanded.
3. R.N. Armament Depots only. Ammunition of this description and lot numbers available in store or returned by H.M. ships is to be disposed of by dumping.

4726.—Ammunition Supply—Naval Armament Depots—Supply Tests and Returns of Ammunition to—REPORTS
(A.S. 9491/45.—23 Aug. 1945.)

A sample of each of the undermentioned lots is to be landed for test at the nearest Naval armament depot as opportunity offers, from each H.M. ship having these lots on board:

<table>
<thead>
<tr>
<th>Lot No.</th>
<th>Size</th>
<th>Cartridges into which filled</th>
</tr>
</thead>
<tbody>
<tr>
<td>M.A. 50...</td>
<td>N.H. 025...</td>
<td>Q.F. 40-mm. Gun.</td>
</tr>
<tr>
<td>M.A. 69...</td>
<td>N.H. 025...</td>
<td>Q.F. 40-mm. Gun.</td>
</tr>
</tbody>
</table>

2. Officers-in-Charge N.A. depots are to arrange for a sample from each lot held in store to be tested forthwith and the results reported to the Director of Armament Supply, Branch B, Bath, as soon as known.
3. Similar immediate action is to be taken with samples landed from ships.

4727.—Ammunition Supply—Naval Armament Depots—Supply Tests and Returns of Ammunition to—REPORTS
(A.S. 9411/45.—23 Aug. 1945.)

A sample of each of the undermentioned lots and sub-lots is to be landed for test at the nearest Naval armament depot as opportunity offers, from each H.M. ship having these lots on board:

<table>
<thead>
<tr>
<th>Lot No.</th>
<th>Size</th>
<th>Cartridges into which filled</th>
</tr>
</thead>
<tbody>
<tr>
<td>RNC.161XA...</td>
<td>SC.103.....</td>
<td>Q.F. 4-7-in. VIII Gun.</td>
</tr>
<tr>
<td>RNC.162XA...</td>
<td>SC.103.....</td>
<td>Q.F. 4-7-in. VIII Gun.</td>
</tr>
<tr>
<td>RNC.175XA...</td>
<td>SC.103.....</td>
<td>Q.F. 4-in. V—V* Gun.</td>
</tr>
<tr>
<td>RNC.223XB...</td>
<td>SC.080.....</td>
<td>Q.F. 4-in. V—V* Gun.</td>
</tr>
</tbody>
</table>

2. Officers-in-Charge N.A. depots are to arrange for a sample from each lot and sub-lot held in store to be tested forthwith and the results reported to Director of Armament Supply, Branch B, Bath, as soon as known.
3. Similar immediate action is to be taken with samples landed from ships.

"Zambesi" and "Caesar" Class Destroyers

(G. 010505/45.—23 Aug. 1945.)

Several cases have been reported of damage occurring to the layers and trainers bincular arms, Kent clear view screens and binculars due to the tower being operated under power with H.A. sight port doors closed and H.A. binculars and Kent clear view screens slipped.

2. It is understood that this occurs mainly in L.A. control under the effects of roll. No ready solution can be seen to this problem due to the fact that the drive stabilizing the H.A. binculars is integral with that stabilizing the Radar array, which is required in both H.A. and L.A. control and cannot, therefore, be declutched in L.A. power control. In due course new sight port doors will be supplied in two parts which will allow free movement of the bincular arms through the whole scope of elevation with the sight port doors shut.

Installation of these port doors will be undertaken as an A. and A.

The gear is unlikely to be available, however, for some time. Administrative Authorities should insert an item Classification "C" in the class lists of As. and As. for these ships.

3. In the interim period care should be taken to ensure that H.A. sight ports are open before the tower is clutched to power. Tally plates will be provided for each ship concerned drawing attention to this condition. These tally plates are required to be mounted in a position clearly visible from the hand/power elevation lever position.

4729.—Guns—Q.F. 17-pdr., Mark III—Counterbalance, Breech Block—Modification

(As. and As., classification "A").

By whom to be done

I.P., N.O.D. 3186/1.

End tooth of rack to be built up by welding and packing washer to be fitted under the B.M. spring case cover.

Nature of modification

To prevent incorrect assembly of rack and give additional clearance between rack and B.M. spring case cover.

Drawing

L.P., N.O.D. 3186/1.

New parts required

One packing washer which should be made locally.

By whom to be done

R.N. Armament Depots.

Degree of urgency

In Service—at first opportunity.

In Store—Before issue if possible.

4730.—Gun Mountings—40-mm. U.S. Marks I and II, 40-mm. Twin Marks IV and IV*—Fitting of Flat-Based Cartridge Chutes

Ships, Bases and R.N.A. Depots concerned

(G. 0161/44.—23 Aug. 1945.)

Ships concerned

Vessels fitted with 40-mm. Twin Marks IV and IV* mountings.

Part affected

Chutes for spent cartridge cases.

Purpose of modification

To reduce tendency of spent cartridge cases to collect in the chutes, thus causing a jam.

Nature of modification

To fit flat-based cartridge chutes in lieu of half-round chutes. Mountings under manufacture will incorporate the new chutes.

Drawing


By whom to be done

Depot or repair establishments.

Nature of modification

As. and As., classification "A.

(All Orders are to be retained until complied with.)

4731.—Gun Mountings—40-mm. Twin Marks IV and IV*—Fitting of Flat-Based Cartridge Chutes

(G. 012077/45.—23 Aug. 1945.)

Ships concerned

Vessels fitted with 40-mm. Twin Marks IV and IV* mountings.

Part affected

Chutes for spent cartridge cases.

Purpose of modification

To reduce tendency of spent cartridge cases to collect in the chutes, thus causing a jam.

Nature of modification

To fit flat-based cartridge chutes in lieu of half-round chutes. Mountings under manufacture will incorporate the new chutes.

Drawing


By whom to be done

Depot or repair establishments.

Nature of modification

As. and As., classification "A.

(All Orders are to be retained until complied with.)


(G. 013600/45.—23 Aug. 1945.)

Ships of the "Hunt" class being fitted with 4-in. R.P. 50, Mark XIX mountings, F.C.B. VI* and F.K.C. III* require C.M.I.* elevating and training receivers in lieu of the Type CV* at present fitted at the 4-in., Mark XIX, mountings.

2. C.M.I.* Elevating and training receivers for this service should be demanded from M.E.D., H.M. Dockyard, Devonport.

3. The redundant CV* receivers should be returned to G.M.O., Coventry, for Gun Mounting Store Coventry.


Ships, Dockyards, Bases and Overseers concerned

(G. 019362/44.—23 Aug. 1945.)

Satisfactory trials have been carried out with an oil to replace light Torpoyl as a lubricant and pressure medium for certain gunnery applications, and it has been decided to adopt this new oil known as "Oil Hydraulic OM-35, C.S. 2063," to which Pattern No. 4423 has been allocated. This oil is made to American specification 2-79A.

2. Oil hydraulic to specification 2-79A is a suitable U.S. equivalent. There is no Canadian equivalent; the nearest substitute available from Canadian sources in emergency is DND 43.

3. The title OM-35 means Mineral Oil of Kinematic viscosity 35 centistokes at 100° F.

4. Oil OM-35 (Pattern 4423) will be purchased in future for gunnery purposes in lieu of Light Torpoyl but while stocks of the latter are available they should be used for all applications in paragraph 4 below except spray lubrication of air motors of F.C. Tables for which Light Torpoyl is not suitable.

5. Gunnery applications for which OM-35 or its U.S. equivalent 2-79A is authorized are as follows:

(a) As a pressure medium in A.R.L. Type and P. sight oil units.

(b) Servo oil units of R.P.10 type gun mountings.

(c) For spray lubrication of A.F.C. Table air motors, Light Torpoyl is not suitable for this service (vide paragraph 4 above).
4725.—Training—Instructional Appliances—16-mm. Cinema Sound Projectors

The maximum range of the line-throwing rifle is about 75 yards.

Fired from the shoulder, whereas the butt of the Coston gun should be rested on the dock when firing.

Whenever practicable these rifles are to be fired so that the projectile falls into the water well over the ship to which the line is being passed. The maximum range of the line-throwing rifle is about 75 yards.

(B.R. 932.)

4724.—Small Arms—Line-throwing Rifles—Precautions

(G. 5860/45.—23 Aug. 1945.)

Accidents have been reported in which men have been struck by the projectile fired from line-throwing rifles. The projectile normally has sufficient remaining velocity to kill a man if it strikes him in a vulnerable spot.

2. Attention is drawn to the instructions for firing these rifles in B.R. 932, Handbook on Ammunition, Chapter XIV, Section 2. The rifle M.L.E. should be fired from the shoulder, whereas the butt of the Coston gun should be rested on the dock when firing.

3. Whenever practicable these rifles are to be fired so that the projectile falls into the water well over the ship to which the line is being passed. The maximum range of the line-throwing rifle is about 75 yards.

(B.R. 932.)

4735.—Training—Instructional Appliances—16-mm. Cinema Sound Projectors—Supply—Reports

(G.D./N.S. 26505/45.—23 Aug. 1945.)

The supply of 16-mm. cinema sound projectors to the following authorities and classes of ships has been approved:

Authority or Class of Ship

<table>
<thead>
<tr>
<th>No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>*Fleet destroyers (except &quot;Trials&quot;)</td>
</tr>
<tr>
<td>*Escort destroyers</td>
</tr>
<tr>
<td>*Sloops</td>
</tr>
<tr>
<td>*L.S.D.</td>
</tr>
<tr>
<td>*L.S.I. (L)</td>
</tr>
<tr>
<td>*L.S.I. (M)</td>
</tr>
<tr>
<td>*L.S.H. (L)</td>
</tr>
<tr>
<td>*L.S.H. (S)</td>
</tr>
<tr>
<td>*L.S.T. (2) Flotilla leaders</td>
</tr>
<tr>
<td>*L.S.T. (3) Flotilla leaders</td>
</tr>
<tr>
<td>*L.S.E. (L.C.)</td>
</tr>
<tr>
<td>*L.S.E. (L.S.)</td>
</tr>
<tr>
<td>*F.D.T.</td>
</tr>
<tr>
<td>*L.S.F.</td>
</tr>
<tr>
<td>*Monitors</td>
</tr>
<tr>
<td>*Large minelayers</td>
</tr>
<tr>
<td>*A.A. ships</td>
</tr>
<tr>
<td>*Netlayers</td>
</tr>
<tr>
<td>*Fleet carriers</td>
</tr>
<tr>
<td>*Light fleet carriers</td>
</tr>
<tr>
<td>Captains (D) ashore</td>
</tr>
<tr>
<td>*Frigates (&quot;Bay&quot;, &quot;Loch&quot;, and &quot;River&quot; classes)</td>
</tr>
<tr>
<td>Minesweepers (&quot;Algerine&quot; class)</td>
</tr>
<tr>
<td>Capital ships</td>
</tr>
<tr>
<td>Cruisers</td>
</tr>
<tr>
<td>Escort carriers (British-built)</td>
</tr>
<tr>
<td>Submarine and destroyer depot ships</td>
</tr>
<tr>
<td>Corvettes (&quot;Castle&quot; class)</td>
</tr>
</tbody>
</table>

Admiralty by message if they have not received their projector within two months of receipt of the Admiralty message.

6. Completion of the issues to each class in categories 1) and 2) of paragraph 4 will be notified from time to time by message to the administrative authorities, who should inform the Admiralty by message if the ships concerned have not received their projectors within two months of receipt of the Admiralty message.

7. Supply to ships of new construction and those under conversion will be made as far as possible before they complete, the necessary demands being forwarded from the warrant yards concerned to R.N. Store Depot, 54, Neasden Lane, London, N.W.10, for compliance.

8. With reference to paragraphs 2, 3 and 5 above, details of the equipment which will be supplied are as follows:

<table>
<thead>
<tr>
<th>Subhead</th>
<th>Pattern</th>
<th>Description</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>F3A 7600</td>
<td>Projector, 16 mm, sound and silent.</td>
<td>1 No.</td>
<td></td>
</tr>
<tr>
<td>F3A 7601</td>
<td>Loudspeaker for ...</td>
<td>1 No.</td>
<td></td>
</tr>
<tr>
<td>F3A 7603</td>
<td>Stand for ...</td>
<td>1 No.</td>
<td></td>
</tr>
<tr>
<td>F3A 7604</td>
<td>Rewinder, film ...</td>
<td>1 No.</td>
<td></td>
</tr>
<tr>
<td>F3A 7607</td>
<td>Splicer, film ...</td>
<td>1 No.</td>
<td></td>
</tr>
<tr>
<td>F3A 7610</td>
<td>Oil, lubricating ...</td>
<td>1 tin</td>
<td></td>
</tr>
<tr>
<td>F3A 7611</td>
<td>Film cement (non-inflammable) ...</td>
<td>4 bottles</td>
<td></td>
</tr>
<tr>
<td>F3A 7614</td>
<td>Brush, cleaning ...</td>
<td>1 No.</td>
<td></td>
</tr>
<tr>
<td>F3A 7615</td>
<td>Spools, 400 ft, capacity ...</td>
<td>4 No.</td>
<td></td>
</tr>
<tr>
<td>F3A 7616</td>
<td>Spools, 800 ft, capacity ...</td>
<td>4 No.</td>
<td></td>
</tr>
<tr>
<td>F3A 7617</td>
<td>Spools, 1,600 ft, capacity ...</td>
<td>4 No.</td>
<td></td>
</tr>
<tr>
<td>F3A 7618</td>
<td>Cabinet, stowage ...</td>
<td>1 No.</td>
<td></td>
</tr>
<tr>
<td>F3A 7625</td>
<td>Grease, Teographine ...</td>
<td>1 box</td>
<td></td>
</tr>
<tr>
<td>F3A 7626</td>
<td>Resistance, lamp ...</td>
<td>1 No. for 200 volt ships only.</td>
<td></td>
</tr>
</tbody>
</table>
the scoring of pistons-and guide strips is due to entry of foreign matter into the recoil system.

Throwers, Marks IV and IV* are liable to corrosion, resulting in leaks, and that by ship or base staffs.

provided arrangements can be made for the necessary fittings to be manufactured thus avoiding wastage of hydraulic fluid.

of other vessels so fitted.

in the hydraulic cylinders of depth charge release gear, provides for the attachment of a short length of rubber tubing when venting air from the hydraulic system, thus avoiding wastage of hydraulic fluid.

3. This modification may, at the discretion of ships' officers, be carried out provided arrangements can be made for the necessary fittings to be manufactured by ship or base staffs.

4. This feature will be incorporated in new manufacture.

Experience has shown that the exteriors of surge tanks of Depth Charge Throwers, Marks IV and IV* are liable to corrosion, resulting in leaks, and that the scoring of pistons and guide strips is due to entry of foreign matter into the recoil system.

(A.F.O. 5377/44.)

(A.F.Os. 3436/42, 285/43, 5083/43 and 32/44 are cancelled.)

(A.S. 7184/45.—23 Aug. 1945.)

Reports have been received from Naval armament depots that warheads, 21-in., Marks VIII C and C.M., and 21-in., IX C, are being returned from H.M. ships and bases deficient of blanks screwed for nose pistol pocket.

2. This will necessitate the replacement of the existing anchor shackles by 21-in. anchor shackles suitable for use with forged steel chain cable.

3. The scale of issue will be two in number British type swivel pieces and anchor shackles per ship, plus one spare of each.

4. Issues will be made without demand.

The anchor and chain cable equipment supplied to escort carriers on commissioning, and approved alterations to original equipment are as shown in the Appendix hereto.
Appendix (see A) I  " Smiter " Claes (see " Trackef " Class Iio I

as follows:—

Damage to steam-driven generator engines has occurred owing to flooding of the auxiliary exhaust system by drainage from the deck machinery forward. Attention is called to the necessity to keep the auxiliary exhaust system well drained. 2. When steam is ordered for deck machinery forward, the forward range of exhaust pipes should be thoroughly drained through the drain cock provided on the bulkhead fitting at bulwark 37 before opening the adjacent exhaust valve (fitting No. A.E. 51 on Drawing No. 602). The spring-loaded valve for auxiliary exhaust to port condenser should be lifted while the forward deck machinery is running.

4743.—Downcomer Tubes, 6-in. internal diameter—Steel Wire Brushes for (N.S. 28126/45.—23 Aug. 1945.)

A steel wire brush hitherto dealt with as a Special Store Item and generally similar to Pattern 237 except that the diameter over the tips of the wire is 6-3/4 inches and 4-in. screwed connections are provided at each end, has been added to the Rate Bock for Naval Stores under Pattern No. 238 (Subhead E.11) as consumable stores for use in vessels fitted with 6-in. internal diameter Downcomer tubes.

2. Arrangements have been made for the following quantities to be supplied to the mentioned yards and depots:—

<table>
<thead>
<tr>
<th>Original equipment</th>
<th>Approved amendments</th>
<th>Deleted</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot; Smiter &quot; Class (see A)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

3. Ships fitted with 6-in. internal diameter Downcomer tubes are to carry one brush, Pattern 238, for every two boilers so fitted, as emergency stock. Supply to new construction will be made by machinery contractors. Ships in commission should already have the brushes on board, included in the stock of special stores.

4. The brushes should be deleted from Engineers special store lists.

5. The rate book for naval stores and the Establishments of Naval Stores concerned will be amended.

4744.—6-in. Signalling Lantern Outfits—Supply (N.S./R.E. 12655/44.—23 Aug. 1945.)

One 6-in. signalling lantern outfit complete, 220-volt, Pattern W.1061, is allowed on a basis of one lantern for each divisional and sub-divisional leader, to L.C.T. Marks 3, 4 and 8.

2. 6-in. signalling lantern outfit 110-volt, Pattern W.1060, is allowed to L.C.T.(6) on the same basis as for L.C.T.3, 4 and 8.

3. Supply to divisional and sub-divisional leaders of formed flotillas should be arranged by bases to which the craft are allocated.

4. The establishment of sea stores will be amended.

5. The electrical supply to the 6-in. signalling lanterns should be arranged as follows:—

L.C.T. (3) and (4)

(a) The supply for the 6-in. signalling lantern is to be taken from the police light circuit feeding the Klaxon horn through a looping-in-base, A.P.4483 connected in that circuit.
should consider replacing them by one of the new types. Each case must be

shewn the relevant package number and date of despatch, with, if possible, mode of conveyance.

from which the stores are returned. Any S.331 vouchers sent to consignee by post

the Radio Depots and Dex Garage, Newcastle, must also contain the appropriate

S.331 vouchers or some other documents indicating the contents and the service

leader.

tion when it is known that a craft has been allocated as a divisional or sub-divisional

of new construction L.C.T.(8), the above equipment is to be fitted during construc­

A’s and A’s ; work to be carried out by flotilla or base maintenance staffs, except

when craft are in hand by dockyard or emergency repair organization. In the case

L.C.T.(8)

lantern outfit, Pattern W. 1060, are to be fitted on the bridge,

Cable A.P.6195D is to be used throughout.

(a) The supply for the 6-in. signalling lantern is to be taken from the distribution

box fitted in the wheelhouse.

(b) Two switch sockets, Pattern 5144A, which are included in the 6-in. signalling

lantern outfit, Pattern W.1060, are to be fitted on the bridge.

(c) Cable A.P.6195D is to be used throughout.

L.C.T.(8)

(a) The supply for the 6-in. signalling lantern is to be taken from the A.P.8111A

D.P.2 way fuse box in the navigation circuit sited in the wheelhouse.

(b) The supply is to be taken through a resistance A.P.W.1000 (to be fitted in

the wheelhouse) to two switch sockets A.P.5144A (with plug A.P.5134A). The

switch sockets are to be fitted on the compass platform (one port and one star­

board), the second socket being looped from the first. Cable A.P.6195D is to be

used throughout.

(c) The resistance A.P.W.1000 and switch sockets A.P.5144A/5134A will be

supplied with the outfit.

6. Authorities concerned should insert an item classification B in the crafts

A's and A's ; work to be carried out by flotilla or base maintenance staffs, except

when craft are in hand by dockyard or emergency repair organization. In the case

of new construction L.C.T.(8), the above equipment is to be fitted during construc­

tion when it is known that a craft has been allocated as a divisional or sub-divisional

leader.

(A.F.O. 1074/45 is cancelled.)

4745.—Radar Routine Reports—Revised Procedure for Forwarding

All ships and Shore Establishments

(R.E. 02385/45.—23 Aug. 1945.)

Radar Routine Reports are, in future, to be forwarded in accordance with

C.B. 3090(44) Section D.

(C.A.F.O. 2509/41 and 249/42 are cancelled.)

4746.—Returns of W/T and Radar Stores—Insufficient Packing and

Documentation

(N.S. 28916/45.—23 Aug. 1945.)

All cases and packages containing W/T and Radar stores being returned to

the Radio Depots and Dex Garage, Newcastle, must also contain the appropriate

S.331 vouchers or some other documents indicating the contents and the service

from which the stores are returned. Any S.331 vouchers sent to consignee by post

should shew the relevant package number and date of despatch, with, if possible, mode of conveyance.

2. It is again emphasized that particular care should be paid to the packing of

returned radio stores.

(A.F.Os. 1185/45 and 2758/45.)

4747.—Wireless and Radar—Electrolytic Condensers—Replacement

(R.E. 11339/45.—23 Aug. 1945.)

An improved type of electrolytic condenser has been developed which is more

suitable for use in Service equipment and which is now used in all new designs.

2. Ships experiencing trouble with electrolytic condensers of the older types

should consider replacing them by one of the new types. Each case must be

reviewed individually because dimensions, voltage ratings and capacities of the

available replacement condensers may not correspond exactly to those of the older
types.

3. If it is decided to fit new condensers, ships (except through B.P.F. and

East Indies Fleet) should demand the necessary condensers and securing clamps

from S.N.S.O. Haslemere, quoting this order as authority. Ships in B.P.F. and

East Indies Fleet should demand on S.N.S.O. Sydney, Brisbane or Ceylon as

appropriate. Ship's staff assisted as necessary by Depot Ship's staff should carry

out the modifications. S.N.S.O. Haslemere should arrange supply of 200 of each

condenser and clamp concerned to each of Sydney, Brisbane and Ceylon.

4. A complete list, giving details of the improved types of electrolytic con­
densers and clamps, showing values and sizes, are given on A.F.O. Diagram 318/45

(A.S.E. Drawing 43857).

5. The clamps required for securing the new condenser are individual pattern

articles and must be ordered separately.

6. The new condensers are tubular, in metal cases. Direct connection must be

made to the negative terminal, instead of relying on the case which may not be

negative. However, it should always be assumed that the case is liable to be in

contact with the negative foil via the electrolyte, and therefore if the circuit requires

the negative side to be insulated from the chassis and earth, then the case of the

condenser must be suitably insulated from earth.

Condensers may have their polarities indicated in various ways : where only

one terminal is insulated from the case the insulated terminal is the positive ;

where both terminals are insulated one at either end of the condenser, the positive

may be indicated by a red or brown insulating disc ; sometimes the positive may

be indicated by red paint at the base of the soldering tag or terminal.

7. An Admiralty Signal Establishment Monograph on Electrolytic Condensers

(M.604) containing general information on Design, Production, and Application is

available.

In order to assist in eliminating common faults in electrolytic condensers, any

condensers which fail in service under conditions where failure is not expected

should be returned to A.S.E. for examination together with the following informa­

tion :

(a) Pattern number of the apparatus in which the condenser was used.

(b) Serial No. of the apparatus in which the condenser was used.

(c) Name of the maker of the apparatus if known.

(d) An estimate of the temperature of the apparatus at the time of failure.

(e) Any detail which may have a bearing on the cause of failure.

4748.—Wireless—Outfit KGA—Modulator 2C, Defective Bracing Plates—

Modification

(R.E. 11572/45.—23 Aug. 1945.)

Several Pattern 53424 and 54944 Modulators 2C have been found mechanically
deficient ; the fault lies in the side bracing-plates being left unbolted from the

chassis. All modulators, Type 2C, should be examined by removing

the front panel and chassis. All modulators, Type 2C, should be examined by removing

the front panel and chassis.

Possible faults arising from this lack of rigidity between front panel and chassis

are :

(1) Shearing of the two bolts passing through the front panel into the chassis.

(2) Damage of the wafers in the channel selector switch, due to strain set

up in the cable forms.

4749.—Wireless—Transmitter—Type TCS—Replacement of Choke

(R.E. 11270/45.—23 Aug. 1945.)

It has been found that when certain types of crystals are used in T.C.S. the

keying characteristic varies and that in extreme cases the crystal may fail to oscillate.

This effect may be eliminated by an alteration in the value of the inductance of the

choke L109 in the cathode circuit of the crystal oscillator.
2. A new choke, U.S. Navy Type 47122, will be issued to all ships fitted with T.C.S., as a replacement for the existing choke. The replacement choke should be obtained from base stores quoting this A.F.O. as authority.

3. Remove the transmitter from its case and turn it upside down. The choke L109 will be found in front of and to the left of the gate switch. It is connected at one end to C122 and at the other to a connection on a small white ceramic pillar. Remove the existing choke and replace it by the new one.

4750.—Wireless—Transmitter—Type 608/E/F—Frequency Drift—Modification

(R.E. 11352/45.—23 Aug. 1945.)

Excessive frequency drift in L.C. drive on range one has been reported in transmitter TNS.2, Pattern M.458, fitted as part of the above sets. The following modification, although it will by no means eliminate this, will reduce it considerably.

2. The master oscillator anode voltage is reduced by inserting a 33,000 ohms 3 watt resistor, Pattern W.8450, in the master oscillator anode lead and the master oscillator screen voltage by adding a 68,000 ohms 2 watt resistor, Pattern W.8469, in the screen lead.

3. The modification is carried out by removing resistor R.29, 6,000 ohms and mounting a resistance holder on the metal bar immediately behind terminals 2 to 8 on the terminal board P.S.7 at the back of the meter unit. Solder a 33,000 ohms resistance, Pattern W.8450, in the holder. Break the lead to terminal 4 near this resistance, solder the lead from terminal 4 to one side of the resistance and the lead from the meter switch to the other. Replace resistance R.29. A suitable holder should be made out of paxolin. Secondly, remove resistance R.18, 8,200 ohm 2 watt from the resistance mounting board on the underside of the transmitter unit and replace it by a 68,000 ohms resistance, Pattern W.8469.

4. All transmitter Type TNS.2, Pattern M.458, Serial Nos. 502 to 1001, are to be modified by ships' staff, assisted by base staffs as necessary, in accordance with the instructions detailed in paragraph 3 above. After modification, the pattern number of transmitter, Type TNS.2 is to be amended to Pattern M.458A.

5. Ships concerned are to demand one of each of resistance, Patterns W.8450 and W.8469, from S.N.S.O.(H) or the nearest Storing base, quoting this A.F.O. as authority.

6. Establishment List No. E.712 will be amended.

7. Arrangements are to be made for transmitters, Pattern M.458, held in stocks at yards and bases to be modified locally by base resources.

4751.—Aircraft Radio—SCR.522—Waterproof Covers

(N.A.R./A.C.R.D. 1921/43.—23 Aug. 1945.)

Reports have been received that faults arising in SCR.522 equipments fitted in Wildcat, Hellcat and Seafire aircraft, are due to rain reaching the equipment.

2. In order to overcome this difficulty a waterproof cover (Stores Ref. 10A/12002) has been designed.

3. First Line Wildcat, Hellcat and Seafire Squadrons fitted with SCR.522 are to demand, from the appropriate R.N. stores depot, waterproof covers (Stores Ref. 10A/12002) on the basis of one for each aircraft, quoting this Order as authority.

(A.F.O. 2613/45 is cancelled.)

4752.—Aircraft—Homing Course Indicator for Use with Type YE Beacon—Introduction

(N.S. Air 3949/45.—23 Aug. 1945.)

Homing Course Indicators for use with Type YE Beacon will shortly be available for issue to all pilots. They will be supplied under Part I as 58465 Stores Ref. 6B/NIV.
4754.—Aircraft—Ammunition Adaptor Trays for British and American Type Bomb Skids—Introduction

(N.S. 35380/44.—23 Aug. 1945.)

Ammunition adaptor trays for use with British and American type bomb skids have been introduced and will be dealt with as Naval Stores under Subhead B.8, Part I, as follows:

Pattern Description
5577 Ammunition adaptor trays for British type bomb skid, Pattern 5574.
5576 Ammunition adaptor tray for American type bomb skid.

2. Details of supply and allowances will be included in a comprehensive A.F.O. shortly to be issued covering all ammunition appliances.

4755.—Aircraft—Bomb Tray for Use with Patterns 5030 and 5030A Torpedo Trolleys—Introduction

(N.S. 35379/44.—23 Aug. 1945.)

A bomb tray, Pattern 5578, for use with Patterns 5030 and 5030A torpedo transporting and aircraft loading trolleys, has been introduced as a Naval Store item under Subhead B8, Part 1.

2. Details of supply and allowances will be included in a comprehensive A.F.O. shortly to be issued covering all ammunition appliances.

4756.—Fire Curtains—Maintenance and Operation—Precautions

Escort Carriers

(D/N.L. 11088/45.—23 Aug. 1945.)

An accident occurred recently during the lowering of one of the fire curtain guide pillars, which resulted in a rating being seriously injured. The cause of the accident was the shearing of the pin maintaining the lowering handle in gear with the lowering wire drum.

2. As the operating mechanism of some of these curtains, which were fitted abroad, is somewhat less robust and fool-proof than is standard British naval practice, more careful maintenance of this equipment, and training of the personnel allowed to operate it, are required to achieve the same reliability of performance.

3. Before the curtains are operated full precautions should be taken by the operator to ensure that no one is standing under or near the curtains. Commanding Officers should arrange for the danger area under the curtains to be plainly marked by a broad red line painted on the deck. This work should be carried out by ship's staff. These lines must not be allowed to become obscured.

(C.-in-C., B.P.F., 7 Jun. 1945, No. 332/B.P.F./479/36P.)

4757.—Provision of Air Electrical and Instrument Workshop—REPORTS—As. and As.

Escort Carriers

(A.M.R. 95/45.—23 Aug. 1945.)

Escort carriers not provided with an aircraft electrical and instrument repair shop are to insert an A. and A., classification " A.", for this to be provided at the next refit.

2. Ships are to select a suitable location, the area being not less than 200 sq. ft. and the width not less than 10 ft. The location selected should be reported.

3. Sparking plug cleaning and testing is not to be carried out in this workshop.

4. The workshop is to be provided with—

One in No. L.P. air point fitted with two-way adaptor and air dryer.
One in No. 5 amp, 24 volt D.C. power point.
One in No. 5-amp, 220-volt or 110-volt D.C. power point.
One in No. 10-amp, 220-volt, 1-phase A.C. power point for small demagnetizers.

5. The workshop is to be illuminated with one adjustable bench light fitting per 5 ft. of bench and with test rig illumination as required, in addition to deck head lighting.

6. Electrical and instrument test equipment will be supplied without demand on the scale to be laid down in a forthcoming Admiralty Fleet Order.

4758.—Binoculars, Pattern 1947A—For Use with Mark VI Directors—Introduction

Capital Ships, Cruisers, Fleet Carriers, Flotilla Leaders and Destroyers

(N.S. 012833/45.—23 Aug. 1945.)

Binoculars, Pattern 1947, when used with Mark VI directors, require closer tolerances in the dimensions of the housings for the facings to the graticules than when used for other purposes.

2. The allowance is one pair for each Mark VI director; sufficient binoculars are now being modified to meet these new requirements. Due to the fact that they are not strictly interchangeable with existing binoculars, Pattern 1947, a new pattern number has been assigned to the modified instruments.

3. The binoculars will be described in the Rate Book as:

" Pattern 1947A binoculars, straight type, G.K.5, H.A.C.S., for use only with Mark VI directors."

and care should be exercised in quoting the correct pattern number when replacements or spare parts are being demanded.

4. The instruments will be allocated by Admiralty in order of priority and supplied without demand to ships concerned (in commission and under construction) direct from the manufacturers and, where possible, in company with the Mark VI directors. No action is, therefore, required by warrant yards to arrange supply to ships concerned under construction. Demands for replacements should for the present be forwarded to the Admiralty.

5. The question of spares to be carried in ships concerned is being dealt with in a separate A.F.O.

6. The Sea Store Establishments concerned will be amended.

(C.A.F.O. 522/45 is cancelled.)

4759.—Electric Cable, Pattern 12718—Introduction

(N.S. 20490/45.—23 Aug. 1945.)

Electric cable, single core, 182/0076 or 65/-012, rubber insulated, screened and tough-rubber-sheathed, for use as test lead for electronic components, has been added to the Rate Book of Naval Stores under Subhead F.1C, Part 1, page 1363 (New Edition).

2. Arrangements have been made for the purchase of 12,000 yards of this cable from The Enfield Cable Works, Ltd., under contract C.P.70042/45, for delivery to the West Riding Area; and it is anticipated that it will be available for incorporation in test equipment by October, 1945.

4760.—Swimming Baths, Canvas and Portable Showers—As. and As.

Landing Ships

(D/D.C.O.M. 5752/44.—23 Aug. 1945.)

L.S.I. (L), L.S.I. (M), L.S.H. (L), F.D.T., L.S.F., L.S.D., L.S.T. (2), L.S.T. (3), L.S.E. (L.S.), and L.S.E. (L.C.), on Far Eastern service, with the exceptions stated in paragraph 3 below, are to be provided with two canvas swimming baths, 10-ft. x 10-ft. x 6-ft. deep, and two portable showers, subject to space being available.

2. In "Keren", "Lothian", "Bulolo", "Prince David", "Prince Henry", "Boxer", "Bruiser" and "Thruster", the baths are to be empty of water in areas where enemy attacks may be expected.

3. Swimming baths are not to be fitted in "Prins Albert", "Prince Baudouin", "Queen Emma", "Princess Beatrix" and "Largs", owing to considerations of topweight.
4761.—Removal of Electrical Starting and Charging Equipment from Engines Driving Forward and After Winches—As. and As.

L.C.I. (L)

(D.C.O.M. 822/45.—23 Aug. 1945.)

The reference in A.F.O. 2775/45 to the removal of electrical equipment in Waukesha engines should be extended to include Buda and Chrysler engines in the 350 class.

(A.F.O. 2775/45.)

4762.—Side Scuttles in Ward Room and P.O.'s. Mess—As. and As.

Fleet Destroyers—"Q" to "Crescent" Classes

(D/P. 07814/44.—23 Aug. 1945.)

In Fleet Destroyers of "Q" to "Crescent" classes, the 9\frac{1}{2}-in. diameter side scuttles in the ward room and P.O.'s mess on the signal deck are to be replaced by side scuttles of 12\frac{1}{2}-in. diameter.

2. Administrative authorities of ships concerned should insert an item, classification B, to cover this work, in the class lists of alterations and additions.

3. Separate instructions have been issued by the Admiralty for ships under construction.


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

4763.—Tally Plates

Fleet Destroyers—"Q" to "Crescent" Classes

(D/P. 07814/44.—23 Aug. 1945.)

As a result of sea experience it has been found that tally plates on fan intakes, ready-use lockers, etc., are rapidly becoming illegible due to rust.

2. These tallies have, in general, been made of steel as a war economy measure, in view of the shortage of non-ferrous materials.

3. Since these materials are now in more plentiful supply, brass tally plates should, in future, be fitted as replacements in destroyers re-fitting.

4. Separate instructions have been issued by the Admiralty for ships under construction.


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

4764.—Intermediate Size Torch Case, Pattern 19589, and Battery, Pattern 14093

Introduction—Reports

(N.S. 17694/44.—23 Aug. 1945.)

In view of the short life of the bijou torch battery, Pattern 14041, a substitute for the bijou torch, Pattern 14040, has been introduced, which takes a battery with a length of life 2\frac{1}{2} times greater. The torch is intended to assist personnel in H.M. ships finding their way about the ship in emergency conditions, in which normal ship lighting may have failed, and is for issue at the discretion of Commanding Officers to selected responsible personnel. It has also been approved for use with sightsetters. For emergency conditions it is essential that the personnel to whom the torches are issued should realize that:

(i) The torches must be carried on the person at all times and be maintained in a state of efficiency.

(ii) Their use must be restricted to emergency conditions, for which they have been provided.

(iii) Their life and efficiency are considerably less than those of the large service pattern torch.

2. The new torch and battery have been added to the Authorized List of Naval Stores as follows:

<table>
<thead>
<tr>
<th>Subhead</th>
<th>Pattern No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>F2A Part I</td>
<td>14093</td>
<td>Battery dry, 3-volt. (Ever-Ready, Type 1839.)</td>
</tr>
<tr>
<td>F2B Part IV</td>
<td>19589</td>
<td>Case, electric pocket torch (5-in. long). Bulb, Pattern 8611, is required to complete the torch.</td>
</tr>
</tbody>
</table>

3. The torches are to be dealt with as consumable stores, and supply to ships will be on the basis of 10 per cent. of the complement, with spare batteries and bulbs on the basis of 25 per cent. of number of torches held.

4. Torches, Pattern 14040, and batteries, Pattern 14041, are to be considered as obsolete, and the new patterns demanded as requirements arise. Stocks of obsolete torches, Pattern 14040, should be disposed of in accordance with A.F.O. 3276/45.

5. Initial purchases of 100,000 torch cases, Pattern 19589 and 300,000 batteries, Pattern 14093, have been arranged as follows:

<table>
<thead>
<tr>
<th>Subhead</th>
<th>Pattern 19589</th>
<th>Pattern 14093</th>
</tr>
</thead>
<tbody>
<tr>
<td>From Stroud</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pattern 19589</td>
<td>Pattern 14093</td>
<td>Pattern 3611</td>
</tr>
<tr>
<td>(Case)</td>
<td>(Battery)</td>
<td>(Bulb)</td>
</tr>
<tr>
<td>Colombo</td>
<td>5,000</td>
<td>5,000</td>
</tr>
<tr>
<td>Sydney</td>
<td>5,000</td>
<td>5,000</td>
</tr>
<tr>
<td>Brisbane</td>
<td>5,000</td>
<td>5,000</td>
</tr>
<tr>
<td>Durban</td>
<td>1,000</td>
<td>1,000</td>
</tr>
<tr>
<td>Simonstown</td>
<td>1,000</td>
<td>1,000</td>
</tr>
<tr>
<td>Bermuda</td>
<td>250</td>
<td>250</td>
</tr>
<tr>
<td>From Preston</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bombay</td>
<td>1,000</td>
<td>1,000</td>
</tr>
<tr>
<td>Alexandria</td>
<td>3,000</td>
<td>3,000</td>
</tr>
<tr>
<td>Malta</td>
<td>3,000</td>
<td>3,000</td>
</tr>
<tr>
<td>Gibraltar</td>
<td>3,000</td>
<td>3,000</td>
</tr>
</tbody>
</table>

(a) Possibility of local provision of the Ever-Ready type 1839 is to be investigated and reports forwarded.

(b) Local provision already arranged.

6. Shipments abroad are to be made as follows:

<table>
<thead>
<tr>
<th>Subhead</th>
<th>Pattern 19589</th>
<th>Pattern 14093</th>
<th>Pattern 3611</th>
</tr>
</thead>
<tbody>
<tr>
<td>From Stroud</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pattern 19589</td>
<td>Pattern 14093</td>
<td>Pattern 3611</td>
<td></td>
</tr>
<tr>
<td>(Case)</td>
<td>(Battery)</td>
<td>(Bulb)</td>
<td></td>
</tr>
<tr>
<td>Colombo</td>
<td>5,000</td>
<td>5,000</td>
<td></td>
</tr>
<tr>
<td>Sydney</td>
<td>5,000</td>
<td>5,000</td>
<td></td>
</tr>
<tr>
<td>Brisbane</td>
<td>5,000</td>
<td>5,000</td>
<td></td>
</tr>
<tr>
<td>Durban</td>
<td>1,000</td>
<td>1,000</td>
<td></td>
</tr>
<tr>
<td>Simonstown</td>
<td>1,000</td>
<td>1,000</td>
<td></td>
</tr>
<tr>
<td>Bermuda</td>
<td>250</td>
<td>250</td>
<td></td>
</tr>
<tr>
<td>From Preston</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bombay</td>
<td>1,000</td>
<td>1,000</td>
<td></td>
</tr>
<tr>
<td>Alexandria</td>
<td>3,000</td>
<td>3,000</td>
<td></td>
</tr>
<tr>
<td>Malta</td>
<td>3,000</td>
<td>3,000</td>
<td></td>
</tr>
<tr>
<td>Gibraltar</td>
<td>3,000</td>
<td>3,000</td>
<td></td>
</tr>
</tbody>
</table>

(a) Possibility of local provision of the Ever-Ready type 1839 is to be investigated and reports forwarded.

(b) Local provision already arranged.

7. The Sea Store Establishments concerned will be amended.

(A.F.O. 3276/45)

(A.F.O. 2714/40 is cancelled.)
54

4765

In order that all police ranks on duty in the dark hours may be personally equipped with a torch pattern 54, it has been decided to increase the existing allowance.

2. In future, torches complete with batteries and bulb will be allowed to R.M. police and A.C. police stations at the rate of one per man up to a maximum of two-thirds of the authorised police complement, or, when the complement is not at full strength, two-thirds of the number borne.

3. Local station officers should forward demands to the nearest (Superintending) Naval Store Officer for the quantity of torches required to complete to the above allowance. Demands should quote the number of this A.F.O. as authority for supply, and should state (a) the station complement and (b) the number of torches already held.

4. For purposes of maintenance, one bulb pattern 56A and three batteries pattern 14074 per torch should be demanded as required up to a maximum of 16 bulbs and 54 batteries per annum.

5. Where Wooton lanterns and accumulators are provided they are to continue to be used in lieu of torches pattern 54.

6. Torches pattern 54 are not authorised for use in the magazine areas at R.N. armament establishments, and further instructions will be issued regarding the supply of a suitable torch for such areas.

4766.


(N.S. 13748/45.—23 Aug. 1945.)

In view of the importance attached to maintaining automatic emergency lanterns in good working order, it is most desirable that they should be kept at moderate temperature, and the attention of ships' officers is drawn to B.R. 268 (9), paragraphs 225–228, which deal with the adverse effect of high temperatures on alkaline cells.

2. Although the capacity of an alkaline cell is greatest at about 120° F., this is, for other reasons, too high a temperature for the satisfactory working of the cell. These reasons are the direct attack of the electrolyte upon the positive plates, causing a loss of charge on open circuit, and a more serious reaction which causes a permanent loss of capacity which cannot be restored by subsequent treatment.

3. At low temperatures the output is reduced, but down to freezing point (32° F.) the reduction does not amount to more than 10 per cent.

4. The best temperatures for alkaline cells lie, therefore, in the middle of this range (60°–90° F.) and because damage at high temperatures is permanent, the maximum permissible temperature is 115° F.

5. In siting battery units for the emergency lighting of boiler gauge glasses, the above facts must be taken into account, and in order to keep the batteries in a temperature not exceeding 115° F., a wider separation of battery and unit must in some cases be accepted.

6. Separation of the battery unit from the lighting unit is also desirable for emergency lighting installed in compartments having high ambient temperatures such as dynamo rooms, evaporator compartments, etc. To enable this to be done a new emergency lighting fitting, Pattern 16256, containing the lamp portion only has been introduced and added to the Authorized List of Naval Stores under Subhead F.2A for use with relay units, Pattern 16052 (220 volts) or Pattern 16053 (110 volts). This new fitting gives all-round illumination for compartment emergency lighting and cannot be used for boiler gauge glass lighting.

7. Ships serving in the East Indies or British Pacific Fleets or appointed to either of these Fleets are to demand fittings, Pattern 16256, together with spring clips, Pattern 16090, for fixing to the deck head and relay units, Pattern 16052 or 16053, as necessary. Displaced lanterns, after removal of batteries, Pattern 8117, required for use with Pattern 16256, are to be returned to the nearest (Superintending) Naval Store Officer on receipt of the latter pattern.

8. An initial purchase of 3,000 fittings, Pattern 16256, has been arranged. Yards/depots should demand requirements under the central allocation scheme and shipment abroad made as follows:—

From Strand

<table>
<thead>
<tr>
<th>Ceylon</th>
<th>Durban</th>
<th>Simonstown</th>
<th>From Preston</th>
</tr>
</thead>
<tbody>
<tr>
<td>500</td>
<td>250</td>
<td>100</td>
<td>Sydney</td>
</tr>
<tr>
<td>500</td>
<td></td>
<td></td>
<td>Bombay</td>
</tr>
<tr>
<td>250</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

9. Demands for new equipment are to be kept to a minimum.

10. Special instructions will be issued by the Admiralty for vessels under construction. The emergency lighting fitting, Pattern 16256, and relay units, Pattern 16052 and 16053, will be accounted for as "sea stores".

(A.F.O. 1277/42.)

(A.F.O. 2390/43 cancelled.)

4767.—Aircraft—Stores—Procedure for Supply of Equipment under Section 3 of the R.A.F. Vocabulary

(N.S. 18345/45.—23 Aug. 1945.)

The equipment included under Section 3 of the R.A.F. Vocabulary falls into three main divisions:—

(i) Machine tools (power operated machines excluding portable tools).

(ii) Non-power operated machines and portable tools (hand sewing machines, electric drilling machines, etc.).

(iii) Spares and accessories for (i) and (ii) above (needles, milling cutters, etc.).

2. Machine tools at (i) are provided under Vote 8/III and are outside the scope of this Order.

3. The equipment covered by (ii) and (iii) above is provided under Vote 8/II and can be considered in three parts:—

(a) Items shown in the aircraft stores establishments.

(b) Items which are similar to Naval Store Rate Book pattern articles (hose and connections, drills, reamers, sockets, etc.).

(c) The remainder, consisting mainly of spares and accessories for machine tools.

4. From the date of this Order the use of R.A.F. Section 3 reference numbers is to cease.

5. Naval Store Rate Book pattern numbers have been allocated as considered necessary to the items under paragraph 3 (a) above, and details are given in the appendix. Stocks of the items concerned should be taken on charge under the appropriate Naval store subheads, and services should demand these items in future from their normal sources of supply for Naval stores and not from air store depots. Separate instructions are being issued to allocate Naval pattern numbers. These items will accordingly be dealt with as special stores.

6. A complete list of the items covered by paragraph 3 (b) is not available and as none of the items appears in the A.S.E.'s under a Section 3 reference number the work involved in the preparation of such a list would not be justified. Existing Naval store pattern articles should be demanded wherever suitable.

7. It is impracticable to hold stocks of the range of accessories and spare parts under paragraph 3 (c) and to allocate Naval pattern numbers. These items will be dealt with as special stores. Requirements should be demanded under the appropriate Naval subhead, and when demanded the fullest details, sizes, make, etc., should be furnished to enable purchase to be arranged. Where necessary samples or drawings should also accompany the demand.

Dockyards and store depots only.—Dues of these accessories and spare parts not yet ordered will not be supplied. Outstanding demands should be cancelled as necessary. Any stocks held of these items should be disposed of unless there is a prospect of their being used locally within a reasonable period.
8. Ships' and stations' store accounts, permanent loan lists and other store records should be amended as necessary.

9. The Rate Book for Naval Stores and the Aircraft Stores Establishments will be amended.

**APPENDIX**

<table>
<thead>
<tr>
<th>R.A.F. Ref. No.</th>
<th>Description</th>
<th>Naval Store Subhead</th>
<th>Naval Store Pattern No.</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>3A/757</td>
<td>Extractors, magneto ball race</td>
<td>B.11</td>
<td>8111</td>
<td></td>
</tr>
<tr>
<td>3A/201</td>
<td>Machine, drilling, bench with chuck 0 to ½-in. and vice.</td>
<td>B.11</td>
<td>8112</td>
<td></td>
</tr>
<tr>
<td>3A/747</td>
<td>Type D, drilling, electric:</td>
<td>B.11</td>
<td></td>
<td>No pattern numbers are allocated to electric drilling machines. Demands should quote maker's name, type, size and power supply.</td>
</tr>
<tr>
<td>3A/748</td>
<td>Type E</td>
<td>B.11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3A/749</td>
<td>Type F</td>
<td>B.11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3A/750</td>
<td>Type G</td>
<td>B.11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3A/851</td>
<td>Type L</td>
<td>B.11</td>
<td>FI(C)</td>
<td></td>
</tr>
<tr>
<td>3A/883</td>
<td>Type H</td>
<td>B.11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3A/884</td>
<td>Type J</td>
<td>B.11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3A/885</td>
<td>Type K</td>
<td>B.11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3A/892</td>
<td>Type M</td>
<td>B.11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3A/216</td>
<td>Sioux, ½-in., all-angle drill</td>
<td>B.11</td>
<td>8113</td>
<td></td>
</tr>
<tr>
<td>3A/1062</td>
<td>Machine, screwing, bench hand operated.</td>
<td>B.11</td>
<td>8114</td>
<td></td>
</tr>
<tr>
<td>3A/858</td>
<td>Machines, serrating, for linen fabric.</td>
<td>B.11</td>
<td>8115</td>
<td></td>
</tr>
<tr>
<td>3A/448</td>
<td>Needles, sewing</td>
<td>B.11</td>
<td></td>
<td>No pattern numbers allocated. Any sewing machine needles required should be demanded as special stores. Size of needle, make and class of machine should be quoted.</td>
</tr>
<tr>
<td>3A/449</td>
<td>Needles, sewing</td>
<td>B.11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3A/1023</td>
<td>Inflators, tyre</td>
<td>B.11</td>
<td>8116</td>
<td></td>
</tr>
<tr>
<td>3A/NIV</td>
<td>Tool, combined calliper and poising.</td>
<td>B.11</td>
<td></td>
<td>No pattern number allocated. Demand as special.</td>
</tr>
<tr>
<td>3B/42</td>
<td>Belting, leather, round, ¼-in.</td>
<td>E.11</td>
<td>3710</td>
<td></td>
</tr>
<tr>
<td>3B/53</td>
<td>Bobs, polishing, felt, 1½-in.</td>
<td>E.12</td>
<td>1982</td>
<td></td>
</tr>
<tr>
<td>3B/54</td>
<td>Bobs, polishing, leather, 3-in.</td>
<td>E.12</td>
<td>1983</td>
<td></td>
</tr>
<tr>
<td>3B/1381</td>
<td>Drills, twist, straight, shank, ½-in.</td>
<td>B.11</td>
<td>8117</td>
<td></td>
</tr>
<tr>
<td>3B/1389</td>
<td>Drills, twist, straight, shank, ¾-in.</td>
<td>B.11</td>
<td>8118</td>
<td></td>
</tr>
<tr>
<td>3B/1755</td>
<td>Mandrels, expanding, ½-in. to 1-in.</td>
<td>B.11</td>
<td>8119</td>
<td></td>
</tr>
<tr>
<td>3B/1786</td>
<td>Mandrels, expanding, 1-in. to 1½-in.</td>
<td>B.11</td>
<td>8120</td>
<td></td>
</tr>
<tr>
<td>3B/1787</td>
<td>Mandrels, expanding, 1½-in. to 2-in.</td>
<td>B.11</td>
<td>8121</td>
<td></td>
</tr>
</tbody>
</table>

4768.—Introduction of New Subhead Item “F.5” of Naval Stores

(N.S. 25409/45.—23 Aug. 1945.)

Attention is drawn to A.F.O. 4704/45, in Section 5 of this issue.

4769.—Ammeters, Patterns 12920 and 12921—Introduction

(N.S. 39650/44.—23 Aug. 1945.)

The following instruments have been added to the Rate Book for Naval Stores under Subhead F, Item 1C, Part III, Schedule C.372:

*Ammeters—moving coil—Rectangular projecting type, 5-in. scale, with illuminated dial

<table>
<thead>
<tr>
<th>Pattern Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>12920...</td>
</tr>
<tr>
<td>12921...</td>
</tr>
</tbody>
</table>

2. The ammeters are for replacement, when necessary, of the 150 kW., 300 kW. and 250 kW. oil and turbine drum generators fitted in 1944 Programme destroyers of the Fleet "D" and "G" Classes, and for any other services which may arise for the same type and range of instruments.

3. Purchase has been arranged for distribution as follows:

<table>
<thead>
<tr>
<th>Pattern</th>
<th>Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>12920</td>
<td>12921</td>
</tr>
<tr>
<td>Stroud</td>
<td>10</td>
</tr>
<tr>
<td>Mossley</td>
<td>10</td>
</tr>
</tbody>
</table>

4770.—Amplifiers, Patterns 12522 and 12522A—Servicing

(N.S. 31720/45.—23 Aug. 1945.)

Defective amplifiers, Patterns 12522 and 12522A, repair of which is beyond the capacity of Base or Dockyard, should be forwarded for repair to the manufacturers, Messrs. Monitor Radio and Communications, Limited, Stetchford, Birmingham, 9, who will also carry out certain electrical modifications to reduce the possibility of further break-downs.

2. Defective amplifiers should be returned to the nearest Dockyard or Storing Depot and the cost of repair covered by local purchase orders.
4771.—Drawing Instruments for Engineering Purposes—Allowance

Additional adaptors have been added to the Authorized List of Naval Stores under subhead F.2.B.IV (Schedule C.750) —

<table>
<thead>
<tr>
<th>Subhead Description</th>
<th>Denom.</th>
<th>Allowance</th>
</tr>
</thead>
<tbody>
<tr>
<td>E.4 Squares 3025 Boards, drawing, 2 ft. × 1½ ft. ...</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>E.12 Squares T to suit drawing boards ... ...</td>
<td>No.</td>
<td>1</td>
</tr>
</tbody>
</table>

2. Ships concerned in commission should forward demands to their storing yards or depots. Supply to new construction should be arranged in the usual manner.

3. The Establishment of Naval Stores for Flotilla Leaders and Destroyers (B.R. 332A) will be amended.

4772.—Conduit Adaptors for Radio Interference Suppressors—Introduction

To facilitate the connection of A.P. suppressors in circuits where the wiring is screened by flexible metal conduit, which uses coupling nuts with U.S. threads, the following adaptors have been added to the Authorized List of Naval Stores under subhead F.2.B.IV (Schedule C.750):

- **Pattern 19444A**: Conduit adaptor for radio interference suppressors (for use in connecting flexible metal conduit, size ½-in., to A.P. Gland No. 3), overall length 1½-in.
- **Pattern 19444B**: Conduit adaptor for radio interference suppressors (for use in connecting flexible metal conduit, size ½-in., to A.P. Gland No. 3), overall length 1½-in.
- **Pattern 19444C**: Conduit adaptor for radio interference suppressors (for use in connecting flexible metal conduit, size ½-in., to A.P. Gland No. 2), overall length 1½-in.
- **Pattern 19444D**: Conduit adaptor for radio interference suppressors (for use in connecting flexible metal conduit, size ½-in., to A.P. Gland No. 1), overall length 1½-in.

2. The use of these adaptors is limited to the purposes for which specific authority is given.

3. Demands for these adaptors should be made to:
   a. Superintending Naval Store Officer, Stroud, for home services.
   b. Nearest storing yard for Far Eastern based ships.

4. Distribution to bases abroad should be made by Superintending Naval Store Officer, Severn Area, as follows:

<table>
<thead>
<tr>
<th>Pattern</th>
<th>Bombay</th>
<th>Ceylon</th>
<th>Sydney</th>
<th>Simonstown</th>
<th>Bermuda</th>
<th>Alexandria</th>
<th>Malta</th>
</tr>
</thead>
<tbody>
<tr>
<td>19444A</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>50</td>
<td>50</td>
<td>50</td>
<td>50</td>
</tr>
<tr>
<td>19444B</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>50</td>
<td>50</td>
<td>50</td>
<td>50</td>
</tr>
<tr>
<td>19444C</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>50</td>
<td>50</td>
<td>50</td>
<td>50</td>
</tr>
<tr>
<td>19444D</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>50</td>
<td>50</td>
<td>50</td>
<td>50</td>
</tr>
</tbody>
</table>

5. To facilitate identification adaptors delivered to store will be marked with the pattern number and appropriate suffix.

(A.F.Os. 555/43 and 5689/44.)

(A.F.O. 713/44 is cancelled.)

4773.—“Elsan” Chemical Closets—Withdrawal of Allowance

**“A” Class Submarines**

(N.S. 27461/45.—23 Aug. 1945.)

As “A” class submarines have water-flushed heads discharging into inboard tanks which can be emptied as convenient when surfaced or submerged, “Elsan” chemical closets are not required in these vessels, and the allowance of two per vessel has therefore been withdrawn.

2. B.R. 363—Establishment of Naval Stores for Submarines of “Oberon” and later Classes—will be amended.

4774.—Ventilation Supply Trunking—Positioning Away from Galley Bulkhead—As. and As.

**Fleet “Q” to “Crescent” Classes**

(D. 07926/45.—23 Aug. 1945.)

It has been reported that in “Z” class destroyers the ventilation trunking supplying air to the sick bay is led along the galley bulkhead. This tends to supply pre-heated air to the sick bay. Administrative authorities of ships of the above-mentioned classes similarly fitted are to insert an item in the class lists of As. and As., classification A*, for the supply trunking in the sick bay to be repositioned away from the galley bulkhead.

2. No portion of the trunking supplying the sick bay is to pass through the after galley. Natural exhaust to the sick bay under blackout conditions is provided by fitting a light excluding ventilating scuttle in the after side scuttle. Light excluding ventilating scuttles are allowed by Establishment of Stores.

3. Separate action has been taken at the Admiralty for new construction vessels.

(Commodore (D), H.F., 28 Apr. 1945, No. 270/H.D. 321.)

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

Section 4

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

4775.—M/T Spares—Demands For

(N.S.M.T. 2482/45.—23 Aug. 1945.)

The normal supply of spares from U.K. Naval Stores M.T. Spares Depots is being impeded owing to the growing practice of Establishments presenting demands by hand of messenger and expecting provision forthwith. In certain instances, vehicles travel long distances to collect the spares.

2. In future such demands are to be restricted to Spare Parts for R.N. vehicles which are immobilized. Establishments with such requirements should in all cases before sending to collect confirm by telephone from the N.S.M.T. Spares Depot concerned that the Spare Parts are in Stock and will be ready for collection.

3. The foregoing is however to be the exception rather than the general rule and normally all demands should be posted to the appropriate Yard or Depot who will arrange delivery at the earliest possible date.
**Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE**

4776.—Amendments to Books (E.F.O.—23 Aug. 1945.)

The undermentioned amendments (A.F.Os. P.704-724) 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, 19. Exceptions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

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

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nore</td>
<td>Book Office, Quarry House, Aylestone Hill, Hereford.</td>
</tr>
<tr>
<td>Plymouth</td>
<td>Book Office, R.N. Port Library, Devonport.</td>
</tr>
<tr>
<td>Portsmouth</td>
<td>Book Office, 54 Bedford Street, Leamington Spa, Warwickshire.</td>
</tr>
</tbody>
</table>

**A.F.O.**

- **P.704/45.**—B.R. 333.—A.S.E.—Amendment No. 17.
- **P.706/45.**—B.R. 377 (B)—Barracuda.—A.S.E.—Amendment No. 20.
- **P.707/45.**—B.R. 378 (B)—Barracuda.—A.S.E.—Amendment No. 47.
- **P.708/45.**—B.R. 377 (C)—Firefly.—A.S.E.—Amendment No. 22.
- **P.709/45.**—B.R. 378 (C)—Firefly.—A.S.E.—Amendment No. 29.
- **P.710/45.**—B.R. 378 (J)—Seafire.—A.S.E.—Amendment No. 29.
- **P.711/45.**—B.R. 383.—A.S.E.—Amendment No. 18.
- **P.713/45.**—B.R. 377 (A)—Swordfish.—A.S.E.—Amendment No. 15.
- **P.714/45.**—B.R. 377 (B)—Barracuda.—A.S.E.—Amendment No. 21.
- **P.715/45.**—B.R. 378 (B)—Barracuda.—A.S.E.—Amendment No. 48.
- **P.716/45.**—B.R. 378 (C)—Firefly.—A.S.E.—Amendment No. 23.
- **P.717/45.**—B.R. 378 (C)—Firefly.—A.S.E.—Amendment No. 30.
- **P.719/45.**—B.R. 378 (L)—Hellcat.—A.S.E.—Amendment No. 2.
- **P.720/45.**—B.R. 1086C—Coastal Forces Gun Drill Book—Amendment No. 3.
- **P.721/45.**—A.P. (N) 1—Amendment List No. 5.
- **P.722/45.**—B.R. 669 (1)—Instructions for the Conduct of Cash Duties—Addendum No. 1—Amendment.
- **P.723/45.**—B.R. 980 (K)—R.T. No. 604 for 4-in. Guns—Amendment.
- **P.725/45.**—B.R. 980 (Y)—Revised Page 1 to R.T. 409.
- **P.726/45.**—B.R. 980 (Q)—O.D. 4393—Range Table for 3-in. 50-cal. Guns.
- **P.727/45.**—B.R. 980 (X)—Range Table No. 613.
- **P.728/45.**—B.R. 980 (Y)—Revised Pages 1 and 12 and additional Page 1A to R.T. 419.
- **P.729/45.**—B.R. 980 (Z)—Trajectory Chart D.N.O. 1.
- **P.731/45.**—B.R. 1216—The Carriage and Launching of L.C.T. (5) and (6) from L.S.T. (2) and (3).
- **P.734/45.**—B.R. 1243 (3)—Standard Components Employed in American Fire Control System.
- **P.735/45.**—B.R. 1259—Britain versus Japan.
- **P.736/45.**—B.R. 1267 (1)—Incident Prevention Booklet No. 1.
- **P.737/45.**—B.R. 1100—Naval List (April), Parts I, II, III, and Appendix.

**Corrections to O.U. and B.R. Publications**


**Corrections to Signal Publications—O.U. and B.R. Series**


**Miscellaneous**

- Inter Services Aircraft Recognition Journal, Vol. III, No. 11.
- United States Army/Navy Journal of Recognition, Nos. 21 and 22.
- Epiptasia Cards—Pack "D", 4th Supplement Set.

(A.F.O. 4939/45.)


(N.S. 312/45.—23 Aug. 1945.)

B.R. 70—Signal Letters of British Ships, March Supplement.
B.R. 110 (Revised)—Medical Research Council War Memo. No. 1.
B.R. 298 (16) A—Wind Speed and Direction Transmitter.
B.R. 317 (14/45)—Preparation of the Marks XV, XVII and XXII* Mines.
B.R. 669 (1)—Instructions for the Conduct of Cash Duties—Addendum No. 1—Amendment.
B.R. 1200—Fire Control Drill for “A” to “I” Class Escort Destroyers, Frigates and Corvettes (Castle Class) 1945—Amendment No. 1.

*Exceptionally, A.F.Os. P.704-719 will be distributed without demand by the Superintendent of the Naval Store Office, R.N. Store Depot, 191A, Asleworth Road, Shepherds Bush, W., and A.F.O. P.721 by the Naval Store Officer, R.N. Store Depot (Publications), 6, Murray Street, Belfast, respectively, who hold the stock of the parent books.

(A.F.O. 4939/45.)
Revised page 1 to Range Tables 429 and 469 are now in the press.

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

The revised page 1 to Range Table 429 supersedes the existing page, dated July 1945.

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

- Flag Officers
- Captains (D) of destroyer flotillas concerned
- Battleships
- Fleet carriers
- Destroyers
- Fleet repair ships
- Destroyer depot ships
- Depot and Base ships
- Captain H.M.S. "Excellent"
- Captain (G), H.M. Gunnery School, Devonport
- Chairman, Royal Marines
- Admiral Superintendent, Fortonmouth
- Admiral Superintendent, Devonport
- Admiral Superintendent, Chatham
- Admiral Superintendent, Rosyth
- F.O.I.C., Glasgow
- F.O.I.C., Tyne
- F.O.I.C., Liverpool
- Admiral Superintendent, Kilindini
- Commodore Superintendent, Ceylon
- Commodore Superintendent, Malta
- Commodore Superintendent, Simonstown
- Commodore Superintendent, Durban
- H.M.S. "Vernon" (E.L.)
- H.M.S. "Vernon" (B.P.D.), Ryecroft, Ropley, near Alresford, Hants
- H.M.S. "Defiance"
- H.M.S. "Marlborough"
- H.M.S. "Queen Charlotte"
- G.M.O., Manchester
- B.A.D.
- B.A.T.M.
- B.A.M.S.R.
- Secretary, Naval Board (NDA), Ottawa, Canada
- Secretary, Navy Office, Wellington, New Zealand
- Official Secretary, Commonwealth of Australia, Australia House, Strand, London, W.C.2
- Naval Staff Library, Admiralty
- Loan Libraries
- Admiralty Signal Establishment, Lythe Hill House, Haslemere
- Superintendent, Admiralty Gunnery Establishment, Teddington, Middlesex

Copies

Flag Officers .......................................................... 1
Captains (D) of destroyer flotillas concerned .................. 1
Battleships .................................................................. 4
Fleet carriers ................................................................ 1
Destroyers .................................................................... 1
Fleet repair ships ....................................................... 1
Destroyer depot ships ................................................ 1
Depot and Base ships ................................................ 1
Captain H.M.S. "Excellent" ........................................ 1
Captain (G), H.M. Gunnery School, Devonport ........... 10
Admiral Superintendent, Fortonmouth ......................... 8
Admiral Superintendent, Devonport ............................ 4
Admiral Superintendent, Chatham ................................ 4
Admiral Superintendent, Rosyth .................................... 4
F.O.I.C., Glasgow ...................................................... 2
F.O.I.C., Tyne ............................................................. 2
F.O.I.C., Liverpool ..................................................... 2
Admiral Superintendent, Kilindini ................................ 2
Commodore Superintendent, Ceylon ............................ 2
Commodore Superintendent, Malta ............................ 2
Commodore Superintendent, Simonstown .................... 2
Commodore Superintendent, Durban .......................... 2
H.M.S. "Vernon" (E.L.) ................................................ 3
H.M.S. "Vernon" (B.P.D.), Ryecroft, Ropley, near Alresford
Hants ........................................................................ 1
H.M.S. "Defiance" ...................................................... 1
H.M.S. "Marlborough" ................................................. 1
H.M.S. "Queen Charlotte" ........................................... 2
G.M.O., Manchester ................................................... 2
B.A.D. ....................................................................... 3
B.A.T.M. .................................................................... 2
B.A.M.S.R. ................................................................ 2
Secretary, Naval Board (NDA), Ottawa, Canada ........... 5
Secretary, Navy Office, Wellington, New Zealand ........ 2
Secretary, Commonwealth of Australia, Australia House,
Strand, London, W.C.2 ............................................. 2
Secretary, Admiralty Library, Admiralty ...................... 2
Loan Libraries ........................................................... 1
Admiralty Signal Establishment, Lythe Hill House,
Haslemere .............................................................. 1
Admiralty, Admiralty Gunnery Establishment, Teddington,
Middlesex .............................................................. 2

Copies

Flag Officers .......................................................... 1
Captains (D) of Destroyer Flotillas concerned .............. 1
Battleships .................................................................. 6
Cruisers ..................................................................... 6
Light Fleet Carriers ................................................. 6
Destroyer Depot Ships .............................................. 4
Depot and Repair Ships ............................................ 4
Destroyers .................................................................. 4
Sloops ........................................................................ 4

* Ships fitted or to be fitted with the equipment.

Copies

Flag Officers .......................................................... 1
Captains (D) of Destroyer Flotillas concerned .............. 1
Battleships .................................................................. 6
Cruisers ..................................................................... 6
Light Fleet Carriers ................................................. 6
Destroyer Depot Ships .............................................. 4
Depot and Repair Ships ............................................ 4
Destroyers .................................................................. 4
Sloops ........................................................................ 4

Admiralty Regional Electrical Engineers—

No. 10, North Western ............................................. 2
No. 5 and 6, North Western, South Eastern ................. 2
F.G.E.O., British Pacific Fleet ..................................... 2
S.G.E.O. (D) British Pacific Fleet ............................... 2
S.G.E.O. (Fleet Train), British Pacific Fleet ................. 2
G.E.O. (Q), Sydney .................................................. 1
G.E.O. (Q), Melbourne ............................................. 1
G.E.O. (Q), Brisbane ............................................... 1
G.M.S.O., Sydney .................................................... 1
G.M.S.O., Veyangoda, Ceylon .................................. 1
G.M.S.O., Brisbane .................................................. 1
G.M.S.O., Durban ..................................................... 1
S.G.E.O., First Battle Squadron ................................. 1

* Ships fitted or to be fitted with the equipment.
4782.—C.B. 3057—Declassification
(M. 05210/45.—23 Aug. 1945.)

Delete all reference in C.B. Form U2C(1943). This publication has been degraded to "Restricted." B.R. 1288 is the new number allocated and stocks are now held at the R.N. Store Depot, Edgware Road, Cricklewood.

2. Present holders are to effect the necessary amendments as regards B.R. number and security classification.

4783.—"President" Establishments—Correspondence and Pay Documents
(M. 2161/45.—23 Aug. 1945.)

In order to avoid delay, care must be exercised in addressing correspondence intended for the following establishments:

<table>
<thead>
<tr>
<th>Establishment</th>
<th>Address</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>H.M.S. &quot;President I&quot;</td>
<td>Chelsea Court, Chelsea Embankment, London, S.W.3. (Tel.: Flaxman 3501.)</td>
<td>Pay accounts of officers borne for duty outside Admiralty (see paragraph 2(b) below).</td>
</tr>
<tr>
<td>H.M.S. &quot;President II&quot;</td>
<td>Supply Officer, Naval Reserves, Queen Anne's Mansions, London, S.W.1. (Tel.: Whitehall 9444, Ext.: 971.)</td>
<td>Accounts of Port War and War Signals Stations and R.N. Shore Signal and Wireless Stations.</td>
</tr>
<tr>
<td>H.M.S. &quot;President III&quot;</td>
<td>Supply Officer, Chelsea Court, Chelsea Embankment, London, S.W.3. (Tel.: Flaxman 3501.)</td>
<td>D.E.M.S. Pay and Accounts.</td>
</tr>
</tbody>
</table>

2. (a) Pay documents of officers appointed to H.M.S. "President" either (i) for duty inside the Admiralty, (ii) for duty inside other Ministries or Departments of State, or (iii) for duty with C.C.O. inside C.O. Headquarters, should be sent to the Director of Navy Accounts (Branch 4A), Northwick Park Hutments, Harrow.

(b) Pay documents of officers appointed to H.M.S. "President" for duty outside the Admiralty or for duty with C.C.O. outside C.O. Headquarters, should be sent to the Supply Officer, H.M.S. "President I," unless otherwise directed in the appointment.

3. The former R.N.V.R. drill ship "President" now forms part of the D.E.M.S. Establishment, which consists of the drill ship "President," and the ex-sloop "Chrysanthemum." The staff and ratings are borne on the books of "President III."
4788.—Labels, Ammunition—N.969—Introduction  
(A.S. 8811/45.—23 Aug. 1945.)

<table>
<thead>
<tr>
<th>Serial No.</th>
<th>Description</th>
<th>Where used</th>
<th>Page in Form O.6</th>
<th>Authority</th>
</tr>
</thead>
<tbody>
<tr>
<td>N.969</td>
<td>Cartridges</td>
<td>Lid of box</td>
<td>2</td>
<td>A.S.8811/45</td>
</tr>
</tbody>
</table>

2. Labels should be demanded as necessary from Senior Armament Supply Officer, Finchfield House, Compton, Wolverhampton.

4788.—Submarines—Instructions for Accounting for Naval Armament, Torpedo, Mine and Demolition Stores  
(A.S. 16528/43.—23 Aug. 1945.)

New forms have been introduced for the purpose of accounting for Naval armament stores in submarines and the instructions for keeping the accounts are detailed hereunder. The new forms, which are expected to be available in about a month's time, should be demanded by submarine depot ships from Superintending Nerv Store Officer, Park Royal, and brought into operation on receipt.

1. General.—For each submarine separate accounts are to be kept:—
(a) for naval armament stores on Form S. 1427;
(b) for torpedo, mine and demolition stores on Form S. 1428.

2. In posting the ledger columns the figure to be inserted is the balance remaining on charge (ascertained by addition or subtraction) after the particulars issue, receipt or expenditure specified has taken place.

3. The maintenance and posting of the accounts are the responsibility of the depot ship to which the submarine is attached, and when the submarine is in the company of the depot ship the accounts are to be kept on board the latter.

4. When the submarine leaves the depot ship with any possibility of being transferred, the accounts and all supporting documents are to be placed on board the submarine in sealed envelopes addressed respectively to the "Naval Armament Storekeeping Officer" and the "Torpedo Storekeeping Officer," and are to be delivered to these officers in the next depot ship to which the submarine becomes temporarily or permanently attached. The Commanding Officer of the submarine is also to be given one pad each of Forms S.314, S.1401 and S.1403. The pads of S.314 and S.1403 are to be serially numbered (number of flotilla and serial number, e.g. III/7), signed for, and recorded in the Form S.1427 or S.1428, on page 107 or 77, respectively.

5. Opening of Account.—For submarines already in commission the necessary forms are to be prepared by the depot ship, the "First Charge" being based on stocktaking. Any adjustments required in the existing account held in the depot ship are to be effected accordingly.

6. For new submarines commissioning, the accounts are to be opened by the depot ship to which submarines are attached on first outfitting (at present H.M.S. "Forth").

7. Established Proportion.—The established proportion line is to be filled in from the particulars furnished in the Warrant and is to be kept corrected as amendments are promulgated.

8. Vouchering.—Transactions are to be vouched for or from the particular submarine.

9. Procedure when the Submarine is in the Company of a Depot Ship.—The normal procedure in respect of demands, receipts and returns is to be followed, the paper work being carried out by the depot ship and all documents being prepared as for H.M. Submarine "............." c/o ............... (depot ship),

Procedure when Submarine is NOT in company of the Depot Ship  
10. Issue Vouchers.—Naval armament, etc., establishments and ships supplying stores direct to a submarine are to forward to the latter issue vouchers in duplicate for disposal as follows:

- Original to be receipted and returned to the establishment, etc.
- Duplicate to be retained in the submarine (see paragraph 14).

11. Returns.—When stores are returned direct from a submarine to a Naval armament establishment (or ship) the latter is to raise the necessary number of vouchers furnishing one receipted copy to the submarine for retention (see paragraph 14).

12. Naval armament, etc., stores transferred from one submarine to another are to be accompanied by the necessary vouchers, and receipts obtained and preserved (see paragraph 14).

13. In war time the "place" at which the submarine is located is not to be shown on vouchers, etc.

14. On again coming into company with a Depot Ship, the Commanding Officer of the submarine is to deliver to the appropriate Accounting Officers the envelopes containing the accounts together with all vouchers for transactions that have taken place since last leaving a Depot Ship.

15. Accounting action is to be taken by Depot Ships on the submarine’s copies of vouchers.

16. Losses of Stores.—When in respect of any loss of stores in a submarine theft is suspected, the matter is to be reported immediately to the local Administrative Authority.

17. Expenditure.—Expenditures of stores are to be recorded in the appropriate columns of the ledger, "Ex." being inserted in place of Voucher Number in the column headed "Voucher Number—Date."

18. Fired Cases, Packages, etc.—During war time fired cartridge cases, primers, tubes, etc., and ammunition and explosive packages need not be accounted for (A.F.O. 8946/44), but are to be carefully collected and returned to a Depot Ship or N.A. Depot.

19. Stocktaking.—Stocktaking of the undermentioned items, viz.:

- (i) Guns (including machine guns), rifles, pistols, carbines, and barrels.
- (ii) Cartridges, Q.F.
- (iii) Cartridges, Q.F.
- (iv) Torpedoes, warheads, mines.

is to be carried out on the following occasions, viz.:

<table>
<thead>
<tr>
<th>Occasion</th>
<th>By whom to be carried out</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Change of Commanding Officer.</td>
<td>Incoming Commanding Officer.</td>
<td>A Certificate that the stocktaking has been carried out is to be inserted in the ledger signed by the officers indicated.</td>
</tr>
<tr>
<td>(b) Before the submarine leaves one Depot Ship on transfer to another.</td>
<td>Commanding Officer and Accounting Officer.</td>
<td>A Certificate that the stocktaking has been carried out is to be inserted in the ledger signed by the officers indicated.</td>
</tr>
<tr>
<td>(c) If more than six months have elapsed since a stocktaking has been carried out under (a) or (b)</td>
<td>Commanding Officer and Accounting Officer.</td>
<td>A Certificate that the stocktaking has been carried out is to be inserted in the ledger signed by the officers indicated.</td>
</tr>
</tbody>
</table>
20. In order further to ensure accuracy in keeping the accounts, test verifications of stock are to be made by the depot ship Accounting Officer from time to time, items mustered being selected at random.

21. On closing the account, the whole of the remains of stores included in the ledger are to be verified. All differences disclosed are to be shown on the pages provided for the purpose at the end of the ledger.

22. List of Books and Forms to be used in connection with the Accounts—

<table>
<thead>
<tr>
<th>No. of Form</th>
<th>Description of Form</th>
</tr>
</thead>
<tbody>
<tr>
<td>S.1427</td>
<td>Naval Armament Store Ledger for Guns, Ammunition, etc.</td>
</tr>
<tr>
<td>S.1428</td>
<td>Naval Armament Store Ledger for Torpedoes, Mines, etc.</td>
</tr>
<tr>
<td>S.128</td>
<td>Guard Book for Supply Vouchers.</td>
</tr>
<tr>
<td>S.129</td>
<td>Guard Book for Return Vouchers.</td>
</tr>
<tr>
<td>S.1401</td>
<td>Voucher form for Naval Armament Stores.</td>
</tr>
<tr>
<td>S.1403</td>
<td>Demand for Naval Armament Stores.</td>
</tr>
<tr>
<td>S.314</td>
<td>Demand for Naval Armament Torpedo Stores.</td>
</tr>
<tr>
<td>S.301</td>
<td>Expenditure of Small Arm Ammunition.</td>
</tr>
<tr>
<td>S.126</td>
<td>Stores lost by neglect.</td>
</tr>
</tbody>
</table>

23. Closing the Account.—Accounts are to remain open for a period of approximately eighteen months (two years as a maximum) and when practicable, are to be closed at the end of a commission or during a period of re-fit. On closing the account the lines "Remains," "Deficient," or "Surplus" are to be filled in, the certificates on pages 1 and 105 (S.1427) or 75 (S.1428) completed, and the form with supporting documents despatched to:

The Director of Armament Supply,
Enseleigh Hutments,
Lansdown, Bath.

(A.F.O. 5946/44.)

(A.F.O. 6054/42 is cancelled.)

4790.—Royal Naval Medical Bulletin No. 18—Issue to Medical Officers and Dental Officers

(M.D.G. 34170/45.—23 Aug. 1945.)

The Royal Naval Medical Bulletin No. 18 is now ready for distribution and should be obtained by all Medical Officers and Dental Officers.

2. The Bulletin will be supplied on demand addressed as follows:

For Ships and Establishments at home—
R.N. Store Depot,
Elveden Road,
Park Royal,

For Ships and Establishments abroad—
The Local Naval Distributing Authority.

4791.—Disposal of Records on the Amalgamation of Stations, Closing Down of Bases, etc.

(M. 06877/45.—23 Aug. 1945.)

The following instructions are issued for the disposal of records on the amalgamation of stations, closing down of bases, etc., at home and overseas:

A. Stations being amalgamated.

(i) All obsolete papers which are clearly of no historical interest are to be weeded out and destroyed.

(ii) Papers of importance which will be required for future local reference should be forwarded to the new Commander-in-Chief.

(iii) Remaining records, which it is necessary to preserve, are to be divided into two classes: (a) Operational, (b) General, and are to be packed in cases and despatched to the Head of Record Office, 306 Elveden Place, Park Royal, London, N.W.10.

Signal logs, wireless logs, telegram logs and the following subjects are to be considered as coming under the heading "Operational":

(1) Sailing orders, route instructions; orders for minesweepers, plans of minefields and swept channels.

(2) Letters and reports of proceedings, reports of actions or encounters with enemy ships; reports of conferences and boards of enquiry; arrangements for defence against invasion and for "denial" of the port.

(3) Reports of mines, submarines, suspicious vessels, vessels examined, boarded or assisted.

(4) Reports of losses of ships, salvage operations, collisions or other navigational accidents.

(5) In general, reports relating to events of military, air and nautical importance which had or might have had any effect on the conduct of operations and the employment and movement of squadrons, etc.

Under the heading "General" should be included any compilation of general orders for the conduct of the base; reports on the administration of the base; "trees" of distribution of work; any lists of officers and of ships attached to the base; plans of the harbour and wartime naval establishments.

B. Bases closing down.

(i) Obsolete papers which are clearly of no historical interest. (See A. (i).)

(ii) In the case of bases, which on closing down will come directly under the command of a Flag or Naval Officer-in-Charge at another port, papers of importance, which will be required for future local reference, should be forwarded to the Flag or Naval Officer-in-Charge at the latter port.

(iii) Remaining records which it is necessary to preserve. (See A. (iii).)

C. Squadrons, Flotillas, etc.

Records of squadrons, flotillas, etc., which are to be dispersed to foreign stations should be disposed of in the normal way as follows:

(i) Obsolete papers which are clearly of no historical interest. (See A. (i).)

(ii) Papers of importance relating to individual ships, which might be required for future reference are to be forwarded to the new administrative authority.

(iii) Remaining records which it is necessary to preserve. (See A. (iii).)

D. Vessels paying off for which no further use is intended.

(i) Obsolete papers which are clearly of no historical interest. (See A. (i).)

(ii) Papers of importance which will be required for future reference should be forwarded to the Flag Officer under whose command the ship had been operating.

(iii) Remaining records which it is necessary to preserve. (See A. (iii).)

2. In Home Commands an Admiralty Inspecting Officer will, on request, in the more important cases, visit commands or bases when closing down in order to decide which records should be destroyed, and to arrange for these to be destroyed on the spot.

N.B.—These instructions do not apply to accounts (including the various original and duplicate accounts and other relative documents) concerning which separate instructions will be issued.

(A.F.O. 4530/45 is cancelled.)
4792.—Resettlement in Civil Life—Careers for Men and Women—Pamphlets—Distribution

(E.F.O. 144/45.—23 Aug. 1945.)

The following pamphlets forming part of the "Careers" series have been or will be distributed with Admiralty Fleet Orders on the dates shown:—

Pamphlet No. Description Dates distributed

- Teaching as a Career (England and Wales) ..... 16th August, 1945
5 Art (including Commercial Art and Design) and Advertising ..... 23rd August, 1945
7 Banking and Insurance ..... 23rd August, 1945
9 Building Industry—Managerial, Executive and Technical Posts. ..... 23rd August, 1945
10 Church Work, Clerical and Layworkers ..... 23rd August, 1945
17 Electrical Engineering ..... 23rd August, 1945
29 Librarianship ..... 23rd August, 1945
34 Optics and Orthoptics ..... 23rd August, 1945

4793.—Radar Routine Reports—Revised Procedure for Forwarding

All Ships and Shore Establishments

(R.E. 02385/45.—23 Aug. 1945.)

Attention is drawn to A.F.O. 4745/45 in section 3 of this issue.

(A.F.O. 4745/45.)

4794.—Introduction of new Subhead Item "F.5" of Naval Stores

(N.S. 25409/45.—23 Aug. 1945.)

The considerable increase in photographic work has entailed the introduction of many new items of photographic stores.

2. In order to facilitate reference, the authorized list of photographic stores at present held under subhead F.3A has been revised, and will be incorporated in a new subhead item "F.5," which will be introduced with effect from the date of receipt of this order.

3. B.R. 810/43—Rate Book for Naval Stores—will be amended. All other publications affected should be amended in manuscript pending the issue of errata.

4. Arrangements have been made for the printing of a new demand form D.162/620 for subhead F.5 (Photographic Stores).

Section 6.—SHORE ESTABLISHMENTS

4795.—Civilian Non-Industrial Staff—Night Duty Attendance

(C.E. 19051/44.—23 Aug. 1945.)

Heads of Departments and Establishments are to review the arrangements for night attendance and are to satisfy themselves that officers are in no instance being called upon for night attendance which is not absolutely necessary. Where such attendance is necessary, the duty is to be fairly shared by all officers within appropriate grades.

2. At their discretion Heads of Departments and Establishments may permit officers selected for night attendance to work up to a specified hour so long as they are satisfied that the officers are usefully employed.

3. Where officers are required to perform night attendance a subsistence allowance of 5s. a night is payable under the provisions of A.F.O. 4846/44, paragraph 116, as amended by A.F.O. 4796/45.

(A.F.Os. 4846/44 and 4796/45.)

4796.—Civilian Non-Industrial Staff—Night Duty Allowance

(C.E. 19051/44.—23 Aug. 1945.)

The following amendments are to be made to A.F.O. 4846/44, viz.:

i) Cancel paragraph 116 and substitute:

"When an officer is required to sleep the night at his office or place of duty for official purposes after an ordinary day's duty, e.g. to answer telephone enquiries, he may be paid a flat rate of subsistence allowance of 5s. a night."

(ii) Cancel paragraph 117 and substitute:

"When an officer sleeps at the office because, in connection with a rota system of staff attendance, he works late in the evening and has to be on duty early the next day, he may, if the Head of his Department or Establishment considers it reasonable that he should sleep in, be paid an allowance of £s. 6d. in respect of each meal purchased which would otherwise have been taken at home."

(iii) Cancel paragraph 118 and substitute:

"An officer who works on 'night shifts' as distinct from day duty, or an officer who sleeps at the office as a matter of personal convenience is not entitled to an allowance under paragraphs 116 or 117."

(iv) Cancel paragraphs 119 and 120.

(A.F.O. 4846/44.)

4797.—Iron and Steel Control Liaison Offices Closing Down

(P.9811/45.—23 Aug. 1945.)

The Ministry of Supply has informed the Admiralty that as from 31st July, 1945, all the iron and steel control liaison offices will be closed.

2. From that date all contractors' enquiries arising out of the iron and steel control orders should be addressed to the Iron and Steel Control, Ashorne Hill, nr. Leamington Spa, Warwickshire.

3. Appendix E of the Iron and Steel Distribution Scheme pamphlet should therefore be regarded as cancelled.

4798.—Rubber Hose and Tubing—Endorsement of Orders

(P. 9856/45.—23 Aug. 1945.)

The procedure whereby all orders placed by Admiralty contractors for rubber hose and tubing are endorsed by Admiralty Overseers and Resident Inspectors is to be cancelled as and from 1st August, 1945, in consequence of a decision made by the Rubber Control, Ministry of Supply, in conjunction with the Raw Materials Departments of the Ministries of Supply and Production.

2. All rubber hose manufacturers are being advised of these changes by the Rubber Control, who are at the same time requesting manufacturers to continue their Monthly Hose Footage Returns so as to enable the Rubber Control to watch any acute rise or fall in any one month's production.

(A.F.O. 1592/44 is cancelled.)

4799.—Returned Radio Equipment—Local Survey

(N.S./R.E. 141/45.—23 Aug. 1945.)

In order to co-ordinate the efforts of the local Surveyors of Stores, and to provide them with the necessary technical assistance, it has been decided that a member of the surveying staff of the Admiralty Signal Establishment, Haslemere, should make periodical visits to the Yards and Bases in the United Kingdom handling returned radio equipment.

2. Arrangements for these visits will be made direct by the Captain Superintendent, Admiralty Signal Establishment, with the authorities concerned.

(A.F.O. 1185/45.)

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