

Cherons

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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
6th January, 1944

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

A list of these Orders is enclosed.

By Command of Their Lordships,

H. V. Markham

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

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

- HEAD OF "P" BRANCH*
- 105*
- P1* *4/10*
- P2* *4/10*
- P3*
- P4*

3. For many reasons, it is not possible to finalise the staff requirements of modification and equipment state of American types before they begin to reach the Roosevelt Field in quantity. Appendices "A" are, however, produced as early as possible in the British "life" of the type, and every effort is made to keep them in line with rapidly changing requirements, so that they may represent the state of the aircraft when it finally achieves the British operational standard.

4. There is, however, an interim period during which the Appendix "A" is of no value for its subsidiary purpose as a checking document.

5. To cover this interim period, the British Naval Accountant Officer at Roosevelt Field is preparing Provisional Standard and Transfer Checking Lists, exactly similar in form to the B.R. 380 series, with the following qualifications:—

PART I.—Contains details of the SC and CC items of equipment delivered by the contractor which will be retained in the fully modified aircraft.

PART I (Supplement) (Serial numbers to be prefixed by the letter "S").—Contains details of the SC and CC items of equipment delivered by the contractor which will be removed on modification. A separate column to be provided for the number of the modification which orders their removal.

PART IIA.—Contains details of the SS items of equipment normally fitted at Roosevelt Field, a separate column being provided for the modification number.

PART IIB.—Contains details of the SS items of equipment normally fitted after the aircraft has left Roosevelt Field.

6. Aircraft are received from U.S. contractors checked to an American document known as a "R.M.S."—"Report of Material Shipped". This document lists all the items of equipment fitted in the aircraft, together with certain items of "loose" equipment which, by British methods, would be classified as Squadron Mobile Equipment, "Articles in Use", items of personal issue or spares (e.g., tool kits, spare gaskets). These "loose" items are removed at Roosevelt Field and returned to the British Aviation Supply Depot for despatch and distribution, in the normal British manner.

7. In the case of types for which the British Naval Accountant Officer at Roosevelt Field has not yet been able to prepare a Preliminary Standard Checking List, the following procedure is followed in checking aircraft "out" from Roosevelt Field. The aircraft is checked "out" to the Report of Material Shipped (a copy of which is forwarded with every such aircraft) and, in addition, to an Appendix to Form A.23, which lists all items of equipment which have been embodied after the departure of the aircraft from the contractor's works. The airframe is shown on Form A.23 as being transferred "Complete to R.M.S. and Appendix to A.23."

8. The R.M.S. is amended by Roosevelt Field, and it, together with Form A.23 and Appendix, shows the equipment state of the aircraft as despatched. If, for example, it is partially modified to British standards, U.S. items withdrawn will be deleted from the "R.M.S." and British and U.S. "Government furnished" items installed will appear on the A.23 or Appendix to A.23.

9. Thus, American aircraft received from Roosevelt Field should always be accompanied by:—

(i) Report of Material Shipped, A.23 and Appendix to A.23:—

or

(ii) Provisional Standard and Transfer Checking List and A.23.

In addition, they may also be accompanied by an Appendix "A".

10. It should, therefore, be possible to check American aircraft from Roosevelt Field to one of the following standards:—

(a) R.M.S. and A.23.

(b) Checking List and A.23.

(c) Column 7 of Appendix "A".

Of these, check by Appendix "A" will be the least efficient and will, in some cases, "throw up" a number of apparently redundant items.

Column 7 of the Appendix "A" should not, therefore, be used as a checking document, as the completion of equipment to operational standard will automatically be achieved as modification parts are demanded and fitted as a result of comparing the Modification Technical Leaflets and Advance Technical Leaflets with the Log Books.

In the case of aircraft received direct from U.S. contractors, only the "R.M.S." will be received and this must be used for checking; equipment and parts required to complete the aircraft to British operational or training standards being demanded in the normal manner from the appropriate Naval Store Depot or R.A.F. Maintenance Unit.

(A.F.Os. 2080/42, 5554/42 and 5086/43.)

73.—Indicators, Air-Speed—All Marks—Landing Speed Lubber Line

(A.M.R. 2782/43.—6 Jan. 1944.)

In existing circumstances it is not possible to ensure that the graduations of air-speed indicators of the same mark (when made by various manufacturers) always occupy the same relative position on the dial.

2. Since pilots tend to read instruments by the angular position of the pointer rather than by reference to the dial graduation, it has been decided as a precautionary measure, and for the convenience of pilots of aircraft equipped with dashboard flood-lighting, to indicate clearly the landing speeds of aircraft on the glasses of air speed indicators.

3. Units are, therefore, to paint on the outside of the glasses of all pilots' air-speed indicators a white lubber line, $\frac{1}{8}$ -in. wide, in a position corresponding to the landing-speed of the type of aircraft concerned. Alternatively, a $\frac{1}{8}$ -in. strip of tape, viscose, green (Ref. No. 6P/470), may be used (see A.P. 1275, leaflet A.9-W).

4. The lubber line is to extend radially from the bezel towards the centre of the glass for a distance of 1-in.

5. Servicing operations, such as tightening of the bezel against leaks, etc., may cause rotation of the glass and bezel, with consequent displacement of the lubber line from its correct position. Moreover, an air-speed indicator may be replaced by one bearing a lubber line appropriate to another type of aircraft. To guard against such contingencies, the position of the lubber line is to be checked at each daily inspection. Inspection schedules are to be amended accordingly.

6. A leaflet in A.P. 1275B, Vol. II, will be issued in due course.

74.—Seafire and Spitfire Aircraft—30-gallon Drop Tanks and Drop Tank Mechanism

(A.M.R. 3123/43.—6 Jan. 1944.)

Cases have occurred of 30-gallon drop tanks falling off the above types of aircraft without the control being operated. Investigation has shown that this is due to faulty engagement of the locking bar in the tank peg consequent upon errors in manufacture of locking bar and/or peg.

2. To prevent further failures, the following parts of the release mechanism at the bottom of the cockpit should be carefully inspected before drop tanks are fitted:—

(a) Moving parts of the release mechanism to ensure they are free, and that the return spring (Part No. 30027/2279) is unbroken.

(b) The slide portion of the locking bar (Part No. 30027/2277) for any burrs or bruises which should be dressed down with a smooth file.

(c) Size and freedom of engagement of the slide, making use of the tank peg gauge (A.F.O. diagram 4/44, Fig. 1) which should be made from local resources.

3. To check whether the peg on the tank is dimensionally correct, a horseshoe gauge (A.F.O. diagram 4/44, Fig. 2) should be made and any peg which does not pass the horseshoe gauge easily should be removed from the tank and corrected in a lathe, if necessary.

4. When fitting a drop tank the locking bar is to be inspected to ensure that with the tank fitted and the jettison handle down in the lock position, the locking bar is fully forward.

5. Record this inspection and check on the aircraft log card, quoting Special Technical Instruction S.T.I./Seafire/5 or S.T.I./Spitfire/6 as appropriate.

75.—Aircraft General Stores (Sections 28, 28B and 28C of A.P. 1086)—Transfer to New Sections

(N.S. Air 10352/43.—6 Jan. 1944.)

The undermentioned items are to be transferred from their present sections of A.P. 1086, viz., 28, 28B and 28C to the sub-sections indicated below:—

Bolts	Section 28D	Rivets	Section 28Q
Clips	28E	Miscellaneous (P.T. to R)	} " 28R
Couplings	28F	(see below)	
Eyebolts	28G	Screws	" 28S
Ferrules	28H	Studs	" 28T
Filter, fuse	28J	Turn buckles	" 28U
Joints, fork	28K	Unions	" 28V
Locknuts, lockwashers	28L	Washers	" 28W
Nuts	28M	Wire	" 28X
Miscellaneous (A to O) (see below)	28N	Miscellaneous (S to Z) (see below)	" 28Y
Pins	28P		

Section 28N		Section 28R		Section 28Y	
Adaptors	Eyelets	Pipes, fuel	Shackles		
Burrs	Filler fittings	Plugs	Thimbles		
Catches	Flanges	Pockets, oil, therm-	Weights, ballast		
Cocks	Hooks, anchor	ometer			
Collars	Joints, ball	Pulleys			
Cups	Nipples	Rings			
Disconnectors	Olives	Rods			

2. The above-mentioned items will retain their respective section, 28, 28B and 28C, reference numbers on transfer to the new sub-sections.

3. R.N. store depots and services are to arrange for the necessary amendment of all records and of the transfer of stocks to the new sub-sections.

76.—Aircraft Graticule, Twin-Harmonisation, Stores Ref. 14A/2961

(N.S. Air 10298/43.—6 Jan. 1944.)

With reference to paragraph 7 of A.F.O. 3083/43. Services still holding the old type graticules, brass (Ref. No. 14A/1367) or Perspex (Ref. No. 14A/2017) which are now obsolete, should forward demands to their appropriate storing yard or depot for the new type of twin harmonisation graticules, Ref. No. 14A/2961.

(A.F.O. 3083/43.)

77.—Air Stores—Reduction in Stockholding

R.N. Air Stations and Repair Yards in the United Kingdom.

(N.S. Air 7216/43.—6 Jan. 1944.)

In order to economise in the distribution of Air Stores, to conserve stocks to the best advantage and increase the availability of supplies in general it has been decided, as a temporary measure, to reduce the basis of Stockholding from four months to two months for all Air stores for which there is *recurring expenditure*. This reduction will apply to all stores and spare parts for aircraft purposes whether classified as permanent or consumable in the Air Store Establishment.

2. Stations and Repair Yards should render timely demands on their storing depots so as to prevent stocks falling below a level sufficient to meet one month's anticipated expenditure. The demands should be based on recurring expenditure. The number of aircraft to which the expenditure is related, and the stocks remaining in store and dues in and out should be

taken into account in assessing requirements. Allowance should be made for any known increase or decrease in the number of aircraft to be maintained during the period covered by the demands. In cases where a demand is based on the anticipated rate of expenditure in excess of the past average expenditure, the fact is to be stated in the "Reasons for demand" space.

3. Stations and Repair Yards which have been in commission for six months or more are to ensure that the undermentioned details appear on all demands for permanent items rendered in accordance with paragraph 2 above, viz:—

(i) quantity allowed by A.S.E.

(ii) quantity expended over a (stated) period
(period to be not less than 6 months nor more than 12).

(iii) quantity held in stock at date of demand.

(iv) quantity required for two months.

Should these demands include quantities in excess of authorised allowances, they will not require the Commanding Officer's signature on the back of the original copy of form S134d. since the quantities demanded are now to be based on past expenditure and not on fixed allowances. This change in demanding procedure does not, however, affect existing regulations regarding accounting for and disposal of permanent stores, and where these are demanded in replacement a reference to the relevant forms S331, etc., is to continue to be inserted on the demand voucher.

4. Demands for all other items of permanent stores not rendered in accordance with paragraph 2, e.g. ground and workshop equipment, instruments, parachutes, etc. are to continue to be rendered in accordance with the existing procedure detailed in BR.4 Article 13, i.e. demands in replacement to bear a reference to the relevant form S.331, S.126, S1096, etc., and demands for quantities in excess of allowances to be forwarded through Administrative Authorities.

5. To achieve the maximum advantage from this decision *initial supplies* of stores to Stations and Repair Yards at home under the sections of the R.A.F. Vocabulary shown below will in future be made to half the quantities allowed for *main stores* under the appropriate column in the Air Stores Establishment (BR.377 series) and demands covering initial outfits will be raised on this basis. Where the quantity allowed is one only no reduction will be made and for an odd number allowance the benefit will be given to the Service in applying the reduction:—

Sections 24
26
27M
28 and all sub-sections
36
37 and all sub-sections.

78.—Amplifiers, Patterns 13256 and 13256A, for Group Telephones—Replacement by Amplifiers, Patterns 13256B and 13256C

(N.S. 36069/43.—6 Jan. 1944.)

On certain ships trouble has been experienced in the operation of amplifiers, Patterns 13256 and 13256A, the amplifier being rendered unstable due to earth faults on the supply.

2. Arrangements have been made to replace these amplifiers by modified designs, Patterns 13256B (220 volts) and 13256C (110 volts).

3. Ships fitted with amplifiers, Patterns 13256 or 13256A, in which this trouble has been experienced should demand from the nearest Naval Store Depot amplifiers, Patterns 13256B (220 volts) or 13256C (110 volts), to replace those defective.

4. All amplifiers, Patterns 13256 and 13256A, so replaced are to be returned to the nearest Naval Store Depot for despatch to the manufacturers for modification to the new patterns.

79.—Articles Made of Fireproofed Wood—Marking of
(D. 020301/43.—6 Jan. 1944.)

In view of the necessity for the reduction of fire risks at sea, it has been decided that all fireproofed items of furniture should bear a distinguishing mark.

2. Accordingly all fireproofed items covered by Schedules 530 and 531, listed below, should have the letters "F.P." cut or stamped where shown in column 4 of the table.

Schedule No.	Pattern No.	Description	Letters "F.P." to be cut or stamped	
530	703	Boxes for communion plate.	On bottom.	
	704			
	705 (mahogany)	Boxes, letter	On bottom.	
	726A	Chests of drawers	On back of each carcass.	
	726A (mahogany)			
	726B			
	726B (mahogany)			
	727A	Combined chest of drawers and writing table.	On back.	
	728			
	733A	Lavatories, fold-up	On back.	
	733A (mahogany)			
	736A	Nest of drawers	On back.	
	749 (mahogany)	Table, card	On underside of front rail.	
	750	Table, card		
	750 (mahogany)	Table, card		
	760	Table, card		
	760 (mahogany)	Table, card		
	751A	Table, gate leg		
	751A (mahogany)	Table, gate leg		
	752A	Table, occasional		
	752A (mahogany)	Table, occasional		
	753	Table, swinging		
	753 (mahogany)	Table, swinging		
	754A (mahogany)	Table, writing, pedestal		On underside of front rail.
	755B	Table, writing, pedestal		
	755B (mahogany)	Table, writing, pedestal		Pedestals— On top of sides facing knee-hole.
	756B	Table, writing, pedestal		
756B (mahogany)	Table, writing, pedestal			
758A	Table, writing, roll top...			
531	1056	Benches	On back.	
	32	Benches	On underside.	
	33, 34, 52, 104, 107, 109, 112, 115, 116, 118, 121, 122, 123, 423, 424, 452, 554A, 598, 601, 603, 604, 699, 801, 812, 867, 3013, 893, 894, 3014, 3017, 895, 3018, 901, 902, 903, 1063, 1064, 1136, 1137, 1255, 2000, 2000A, 2001, 2089, 2090, 3755, 3756.	Boxes, various	On side.	
	1215, 1217, 1218	Chests	On front.	
	11	Frames	On back.	

3. All other fireproofed items not covered by these schedules should be marked conspicuously in similar positions according to the general type of the item, so that the marks can be readily found when sought.

4. Yard officers are to survey furniture of all H.M. Ships as opportunity permits when they are in hand at a dockyard or conveniently available, and progress the work of identification and marking. Care is to be taken that the "F.P." marking is only stamped or cut on articles of furniture that are made of fireproofed wood. The wood can be tested by cutting off a chip and holding it in a flame. If it has been fireproofed it will char but will not burn.

5. Commanding Officers should afford facilities to Yard officers to progress the work and arrange for all un-fireproofed items to be landed and replaced by steel or fireproofed wood equivalent as the supply position permits. The general arrangements for the supply of steel furniture (carcase and tubular) are dealt with in A.F.Os. 5395/43 and 5396/43.

(A.S. Portsmouth, 10 Aug. 1943, No. 6397.)

(A.F.Os. 5395/43 and 5396/43.)

80.—Binoculars—Rubber, Sealing, Sleeves for—Patterns 1900A, 1907A and 1948

(N.S. 19831/43.—6 Jan. 1944.)

With reference to A.F.O. 3082/43, it is found that the rubber sealing sleeves, Pattern 12120, will not fit binoculars, Patterns 1907A and 1948, and a new type of sleeve suitable for these patterns has been introduced, to which Pattern 12120A has been assigned. An initial purchase of this pattern, together with a further quantity of Pattern 12120, has been arranged (Contract C.P. 81789/43, dated 26th June, 1943) for delivery as follows:—

Pattern 12120.	Pattern 12120A.	
1350	150	The Superintending Naval Store Officer, Portsmouth.
1350	150	The Superintending Naval Store Officer, Devonport.
1350	150	The Superintending Naval Store Officer, Rosyth.
1350	150	The Superintending Naval Store Officer, Chatham.
1800	200	The Superintending Naval Store Officer, Severn Area.
1800	200	The Naval Store Officer, Preston.

2. A first supply of sleeves, Pattern 12120A, to yards abroad will be made as soon as available, as follows:—

From Preston—

40 to Superintending Naval Store Officer, Alexandria.
40 to Superintending Naval Store Officer, Malta.
40 to Naval Store Officer, Gibraltar.

From Stroud—

20 to Superintending Naval Store Officer, Durban.
20 to Superintending Naval Store Officer, Ceylon.
20 to Naval Store Officer, Simonstown.
20 to Naval Store Officer, Kilindini.
20 to Naval Store Officer, Bombay.
20 to Naval Store Officer, Sydney.
20 to District Naval Officer, Darwin.
20 to Naval Officer-in-Charge, Fremantle.

3. The Rate Book and Establishments of Naval Stores concerned will be amended.

(A.F.O. 3082/43.)

81.—Checking of Draught Marks—H.M. Ships

All Dockyards and Repair Bases, P.S.Os. and Repair Overseers

(D. 17770/43.—6 Jan. 1944.)

It has been found during recent inclining experiments on certain ships that in some cases the draught marks have been incorrect, due possibly to errors when the marks have been repainted while the ship has been on service.

2. The attention of Yard Officers and Overseers is drawn to the necessity of ensuring that such marks are accurate, in accordance with the instructions contained in H.D.R., Article 726 (3).

3. In all instances of periodical docking, opportunity should accordingly be taken for the draught marks to be checked.

4. In the event of errors being discovered when checking, the fact should be reported to the Admiralty.