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RESTRICTED

COMMONWEALTH NAVY ORDERS

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I N D E X

OF

NAVY ORDERS

1947

COMPRISING

NAVY ORDERS ISSUED BETWEEN

1st JANUARY, 1946 and 31st DECEMBER, 1947

and

LIST OF NAVY ORDERS CANCELLED

SUBSEQUENT TO 1st JANUARY, 1939.

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## INDEX

Subject	C.N.O. or C.C.N.O. No.
A	
Absentees and personnel left in hospital on ships sailing ..	220/47
A.B's. Q.O. Optical Course .. .. .	91/47
Accidents - Small arms .. .. .	136/46
to personnel in public thoroughfares .. .. .	370/47
Accommodation for Officers in W.A. .. .. .	290/47
Accounting for Special Surveying Stores .. .. .	104/47
stores in coastal craft .. .. .	213/46
ships in 'F' Class Reserve .. .. .	342/47
stations and/or services attached to H.M.A. Depots and Bases .. .. .	99/47
on permanent loan .. .. .	143/46
transactions for radio parts, etc. .. .. .	127/47
valuable articles purchased by Messes or from Canteen Funds .. .. .	119/46
Acids - Packing for shipment .. .. .	209,301/47
Acrolein - Discontinuance as Agent .. .. .	106/47
Acting Able Seaman, Signalman etc. - Confirmation on demobilization .. .. .	403/47
Higher Rank - Granting .. .. .	170/46
Address - Telegraphic .. .. .	37/47
Administration and operation of the R.A.N. of the 10th Destroyer Flotilla .. .. .	2/48 188,274/47
Admission of Naval personnel to Mental Hospitals or Receiving Houses .. .. .	276/46
Advancement of ratings during the War .. .. .	166/47
- Special - of outstanding men in seagoing ships .. .. .	97/47
Aerials - Wireless - Stores for .. .. .	126/47
Agreements - Navy vehicles - Knock for Knock .. .. .	51/47
Air Sea Rescue - Long Range .. .. .	180/46
Organization .. .. .	378/46
Support - School of - Laverton .. .. .	87,118,407/47
Allowances for bread-making - Payment .. .. .	14/46
Alteration(s) and Addition(s) .. .. .	357/46
- Frigates - Close range armaments Fitting of Local Control Officers Sights to 4" Mountings .. .. .	92/46
Installation of 2 K.V.A. Alternator for A.C. Power Supply .. .. .	117/46
Ladder - accommodation .. .. .	158/46
(See also "Frigates", "A.M.S. Vessels").	
Identification of spaces referred to .. .. .	349/46
Illumination of Director Sights Procedure .. .. .	172/46 131/46
Steam Auto Clave for steriliza- tion of dressings etc. in H.M.A. Frigates and H.M.A. Ships "Warrego" and "Swan" .. .. .	116/46
Ammunition - Chargers - 40-m.m. - Withdrawal .. .. .	340/47
Dumping of at sea .. .. .	310/47
Expenditure returns - Monthly .. .. .	339/46
Fixed - for Q.F. 4-in. H.A./L.A. - Priority .. .. .	*26/46
General - Fired cartridge cases and primers - Washing .. .. .	381/46

\*Denotes C.C.N.O.

Subject	C.N.O. or C.C.N.O. No.
Ammunition - Practice, for L.A. Fire .. .. .	*11/47
Projectiles, Practice "K" and "A.K." - Allowances..	300/47
Reports of stock .. .. .	363/47
Return of, on 30th June and 31st December .. .. .	103/47
Stowage - 40-mm. Bofors and 20-mm. Oerlikon .. .. .	83/46
Supply to Naval Armament Depots - Supply tests and returns of ammunition .. .. .	84/46
A.M.S. Vessels - Alterations and Additions .. .. .	*36/46
Boiler casing fastenings .. .. .	257/46
Docking plans .. .. .	294/46
Magazine flooding and spraying arrangements .. .. .	322/46
Anchor and Cable Chain - Loss .. .. .	78/47
Cable Attachment 75 ft. G.P.Vs. .. .. .	200/47
Anti-flash gear .. .. .	107/47
Appointment - Where date is to be reported - Reports .. .. .	165/47
Aprons for Cafeteria Servers .. .. .	243/47
Armament - Close range - A.S. & A.A. Frigates .. .. .	*15/47
Depot, Maribyrnong - Address .. .. .	167/47
Naval Depot, Brisbane .. .. .	294/47
Byford .. .. .	208/47
Store(s) - Accounts .. .. .	303/46
Arms - Piling - Discontinuance .. .. .	277/47
Small - Accidents .. .. .	136/46
Establishments for Shore Bases .. .. .	*19/46
Rifles and Sub-Machine Guns - Allowances .. .. .	*15/46
Safe custody .. .. .	163,401/46
Standardization of types .. .. .	134/47
Transactions - Reports required .. .. .	242/46
A/S Training Practices - Half-yearly Reports .. .. .	*13,*19/47
Asdic Directing Gears with Housing Domes - Fitting of T.D.Switch Installation Type 147B - Fitting of Air Release Valve etc. .. .. .	302/46
Attache cases .. .. .	295/46
Auto olave for sterilization of dressings etc. - Sloops and Frigates .. .. .	116/46
"Availability" - Use of term .. .. .	127/46
Aviation - Naval - Administration .. .. .	253,314/47
Ratings' Uniform .. .. .	378/47
Wearing of berets .. .. .	371/47

## B

Badges for Butchers .. .. .	279/47
War Service .. .. .	278/47
Nomenclature and Honours - Ships' .. .. .	307/47
Baggage - Freight charges .. .. .	62/47
Band ratings - Designation .. .. .	293/46
Batteries, Alkaline, Patt. 8117 .. .. .	380/47
Bearing housings on oil sumps - Painting .. .. .	49/47
Beef - Bone-out .. .. .	109/47
Beer - Supply to H.M.A. Ships and Naval Establishments .. .. .	284/47
Binoculars - Telescopes - Return .. .. .	360/46
Blankets and mess gear - Issue to personnel travelling .. .. .	32/47
Bofors - Ready Use Lookers - Patt. 7101 - Drainage .. .. .	232/46
O.Q.F. 40-mm. - Breech casing for loading lights and cable clips .. .. .	210/46

\*Denotes C.C.N.O.

Subject	C.N.O. or C.C.N.O. No.
Bofors - 40-mm. Marks I and I* .. .. .	201/47
& C Marks I and I* .. .. .	336/46
Failure of Gun Armament Material .. .. .	309/47
Mark IIIA etc. Cartridge Deflector Plate - Introduction .. .. .	199/46
Mark IIIP Power operated mountings - Guns oil - Allowances .. .. .	164/46
Magslip Hunters - Spares .. .. .	231/46
Single Mountings - Replacement of hand operated mountings etc. .. .. .	*5/46
Spare barrels .. .. .	102/47
Boiler Brickwork - H.M.A. Ships .. .. .	381/47
Boilers - H.M.A. Ships paying off .. .. .	27/46
Prevention of contamination by oil on recommissioning Water testing sets - Silver Nitrate Tablets for use with .. .. .	207/47
Bombs and mines - Rendering safe - Organization .. .. .	85/47
Books and forms .. .. .	140/46
27,43,70,96,148,157,186,213,235,258,285,313,343,348,399/47	
- Local Secret and Confidential - (see Local Secret and Confidential Books).	
O.U. Books and books of reference .. .. .	342,372/46
Boom Defence Rigger Ratings - Advancement .. .. .	262/47
B.R. 888/1944 - Handbook of R.N. Sick Berth Staff .. .. .	260/46
Breathing Apparatus - Oxygen - Ignition of Valve Seats .. .. .	93/47
Bren Gun Bursts - Weapon Training .. .. .	4/47
Brooms and Brushes - Economy .. .. .	254/47
Bugles - Musical Instruments .. .. .	320/47
Bursaries for children of personnel killed or disabled during the War .. .. .	325/46,57/47
Butchers - Badges .. .. .	279/47
Leading - Technical Courses for .. .. .	295/47

## C

Cameras - A.A. Verifying - Withdrawal of allowances .. .. .	58/47
Cine - 16-mm. - Issue for training purposes etc. .. .. .	364/46
Canned fruits to Canteens - Supply .. .. .	230/46
Canteen(s) and Mess Stores for H.M.A. Ships .. .. .	385/46
arrangements in H.M.A. Ships and Establishments .. .. .	384/47
Funds - R.A.N. .. .. .	79/46
Service system - Rendition of reports on paying off..	237/46
Cap ribbons .. .. .	290/46
Cargo working - Precautions .. .. .	176/47
Carpets, rugs, etc. in H.M.A. Ships - Supply .. .. .	63/46
Cartridges - S.A. .455" Ball, Revolver - M.Q. 16/6/42 - Failures 19/6/42 - Withdrawal .. .. .	259/46
Cash advances - H.M. and H.M.A. Ships - Restriction .. .. .	147/46;221/47
Character Assessments for Ratings below 18 years .. .. .	218/46
Chart(s) and Navigational Timepieces - Disposal .. .. .	257/47
Folios in H.M.A. Ships - Establishment .. .. .	42/46
Chests - Steel - Pattern 1479, 1477 .. .. .	*24/46
Chevrons for War Service .. .. .	330/46;404/47
Cholera - Inoculation against - B.C.O.F. .. .. .	289/47
Chronometers and watches for navigational use - Annual Return ..	56/46
	202/47

\*Denotes C.C.N.O.

Subject	C.N.O. or C.C.N.O. No.
Cigarettes, tobacco, etc. - Supply to ships duty free ..	394/47
Cinema Branch - Future policy .. .. .	119/47
Operation and Maintenance .. .. .	190/47
Projectors - Sound 16-mm. - Care .. .. .	177/47
Class for conduct and leave for ratings under 18 ..	374/47
Classes and Professional Examm. for S.P.O. and L.S. rates ..	214/47
Cleaning material - Economy .. .. .	195/47
Climate pay .. .. .	341/46
Cloth cleaning - Accounting for by weight .. .. .	71/46
Clothes rationing .. .. .	44/47
Clothing - Protective - Supplies and uniform - Repayment issues of materials .. .. .	121/46
Repayment - Difficulty in procurement .. .. .	254/47
Clubs - Naval, Military and Air Force - Victoria Queensland - Accommodation .. .. .	54/47
Turf .. .. .	101/46
Coding Branch - Future .. .. .	405/47
Cold Plastic Underwater Compositions .. .. .	306/47
Collars, semi-stiff .. .. .	83/47
Commodore Commanding His Majesty's Australian Squadron ..	16,302/47
Communication(s) - Repetition of signals .. .. .	377/46
Ratings - Advancement, etc. .. .. .	56/47
Standard of Knowledge Tables .. .. .	321/47
Training Policy .. .. .	387/47
Complements - H.M.A. Ships and Establishments .. .. .	206/47
Compositions - Cold Plastic Underwater .. .. .	68/47
Confidential Reports on Officers .. .. .	83/47
Constructor's Course for (E) Officers .. .. .	292/46
Cordage - Storage and tests .. .. .	345/46
Cordite Lot Numbers - Recording .. .. .	367/47
Correction(s) to Local Secret, Confidential and O.U. Books ..	329/46
A.O.U. 1/1943 .. .. .	*3,*13/46
Correspondence - Flag Officer-in-Charge and Admiral .. .. .	123/46
Superintendent, Sydney .. .. .	3/47
Naval Ordnance Inspecting Officer, Fremantle .. .. .	159/46
Corrigendum to Navy Order 65 of 1946 .. .. .	112/46
215 of 1946 .. .. .	265/46
220 of 1946 .. .. .	265/46
253 of 1946 .. .. .	305/46
413 of 1945 .. .. .	354/46
327 of 1946 .. .. .	362/46
Coupons - Food - Naval personnel - 1947 .. .. .	44/47
Cuff buttons on seamen's overcoats .. .. .	296/47
Currency for B.C.O.F. in Japan .. .. .	215/47
Customs duties on goods sent or brought to Australia by personnel - Remission .. .. .	312/46
examination of kit of personnel returning from abroad ..	137/46
Cypher machines in H.M.A. Ships and Establishments .. .. .	*16/47
- Standard practical examination .. .. .	*12/47

#### D

Daily Statement of General Mess - Form A.S.72Z .. .. .	178/47
Damage control - Color marking of pipe systems.. .. .	267/47
hook and similar fittings - Repositioning .. .. .	154/46
"Reminders" - Booklet - Introduction .. .. .	189/47

\*Denotes C.C.N.O.

Subject	C.N.O. or C.C.N.O. No.
Darwin Area - Period of service in .. .. .	228/46
D.D.T. Insecticides - Supply .. .. .	66/46
Deck coverings for H.M.A. Ships .. .. .	270/46
Defect List Procedure .. .. .	309/46
Degaussing - H.M.A. Ships .. .. .	55/46
Demolition charges, Square Section, 10, 25 and 50 lb. Mark 3 ..	338/46
work - Radio hazards to explosives .. .. .	182/47
Dental treatment - Personnel demobilized .. .. .	61/46
Deodorant Tablets .. .. .	252/47
Dependants of Members of the R.A.N. Overseas - Social Services ..	22/47
Depth charge(s) - Expenditure for the period of the War ..	*6/46
30.6.45 to 15.8.45 .. .. .	*7/46
16.8.45 to 30.6.46 .. .. .	*29/46
1.7.46 to 31.12.46 .. .. .	*3/47
1.1.47 to 30.6.47 .. .. .	231/47
Mk.3 - Adaptor, Detonator .. .. .	390/47
Outfit etc., allowances - Destroyers and Frigates .. .. .	*23/47
Thrower(s) - A.F.O. 4178/44 .. .. .	400/46
Mark IV - O.M.L. 9.5" - Losses .. .. .	328/46
Destroyers, Tribal Class, and Frigates - Fitting of Spurn Walers and Rigola .. .. .	382/46
Dinghies - 14 ft. - Uniform marking .. .. .	151/47
Diplomatic Bags - Irregular carriage of material .. .. .	*20/47
Disabilities and Occupational Restrictions - Index .. .. .	8/46
Discharge - Determination of actual time .. .. .	382/47
Displacement and stability .. .. .	4/46
Disposal of Cypher and Signal Logs .. .. .	91/46
Diving - Air pipe disconnection .. .. .	18/46
Equipment - Admiralty Shallow Water .. .. .	72/47
Form A.S. 288A - Re-introduction .. .. .	64/46
Post War .. .. .	359/47
Revised allowances .. .. .	335/46
Naval Control .. .. .	2/46
Drafting Categories .. .. .	386/47
from Sea and Shore Service Rosters .. .. .	76/47
Duty Free Tobacco and Cigarettes etc. to Ships .. .. .	394/47

#### E

Ear Protectors .. .. .	141,222/47
Educational Service - R.A.N. - Reconstruction Training Scheme ..	376/46
Tests in the R.A.N. .. .. .	132/47
Test I - Qualifying standard for advancement to Leading Rate .. .. .	174/47
Results - September 1945 .. .. .	68/46
December 1945 .. .. .	153/46
March 1946 .. .. .	217/46
June 1946 .. .. .	287/46
September 1946 .. .. .	18/47
December 1946 .. .. .	64/47
March 1947 .. .. .	199/47
June 1947 .. .. .	247/47
September 1947 .. .. .	401/47
Test II .. .. .	293/47

\*Denotes C.C.N.O.

Subject	C.N.O. or C.C.N.O. No.
Education - contd.	
- Higher - Introduction of examination in English ..	297/47
R.A.N. - Results - October 1945 .. ..	73/47
May 1946 .. ..	239/46
October 1946 .. ..	6/47
April 1947 .. ..	297/47
Effects of Personnel held in Establishments etc. - Liability ..	24/47
Egypt - Service Personnel passing through .. ..	198/47
Electrical Appliances - Maintenance .. ..	73/46
Arc Welding - Precautions .. ..	333/47
Branch .. ..	196,327,397/46; 100,149,360/47
- Courses, Examinations, etc, Ratings .. ..	354/47
Electrical Officers - Duties .. ..	350/47
Gyro Compass Equipment - Responsibility for Institution .. ..	355/47 349/47
Schemes of Complement .. ..	353/47
Spare Gear, etc. - Responsibility for .. ..	352/47
Warrant Officers - Titles .. ..	351/47
Electric Light Lamps - Caps .. ..	219/47
Packing .. ..	389/46
Enemy equipment - Accounting for .. ..	49/46
Engine Room Department Periodical Returns .. ..	5/47
Engines - Diesel - Crossley B.W.I.Type - Removal of crankshaft balance weight .. ..	185/46
Lister - Blackstone Engine - in G.P.Vs., M.S.Ls. etc.	369/46
Ensigns - Foreign - Allowances .. ..	347/47
Wearing by yachts .. ..	47/46
Entry - Fraudulent .. ..	418/47
Equipment in residences .. ..	144/47
Examination(s) - Classes and Communication for S.P.O. and L.S... for the rank of Lieutenant-Commander(s) .. ..	214/47 261/47
of Engine Room ratings - Results - March 1946 .. ..	269/46
September 1946 .. ..	56/47
March 1947 .. ..	248/47
Sick Berth Staff - Results - May 1946 .. ..	240/46
November 1946 .. ..	45/47
May 1947 .. ..	255/47
Supply Branch .. ..	207/46;159/47
Executive Officers - Selection of Specialists - Reports .. ..	130/47
Explosives and Ammunition - Dumping of at Sea .. ..	310/47

## F

Films - Recreational 35-mm and 16-mm - Supplies for Ships and Establishments .. ..	8,329/47
Fire Control Drills - Paper rolls .. ..	403/46
Equipment .. ..	125/47
- Fitting of Gun Ready Lamps in Frigates 1-8 .. ..	93/46
Extinguishers - Nuswift .. ..	214/46
Portable C O <sub>2</sub> .. ..	148/46
- Tests .. ..	273,283/46
Fighting in H.M.A. Ships .. ..	61/47
Machinery Compartment .. ..	234/46
Pyrene - in Ships in Reserve .. ..	334/47
Fish - Tinned .. ..	312/47

\*Denotes C.C.N.O.

Subject	C.N.O. or C.C.N.O. No.
Fittings - Portable - and Spare Gear - List .. ..	356/46
Flag(s) - British - for Tribal Class Destroyers .. ..	340/46
Lockers .. ..	3/46
Officer Commanding H.M.A. Squadron .. ..	86/47
State Governors' - Demands .. ..	314/46
Vessels of Army Ordnance Corps .. ..	141/46
Flanges, blank, on Valve Boxes of Non-ferrous Metal .. ..	132/46
Fluorescent Lighting .. ..	358/46;341/47
Foreign Ensigns - Allowances .. ..	347/47
Form A.S.5 - Cash Advances or Transfers .. ..	147/47
72Z - Daily Statement of General Mess .. ..	178/47
75 - Return of Condemnations of Provisions .. ..	346/47
161 and 165 .. ..	228/47
219 - Return of Ranks and Ratings absent on ship sailing .. ..	227/47
272 - Representations about conditions etc. .. ..	244/47
288A - Annual Diving Return - Amendment .. ..	296/47
459Y - Application to re-engage .. ..	74/47
1156Z - Amendment .. ..	146/47
1303A - Rendering .. ..	236/46
1303X - Engine Room Ratings .. ..	397/47
S.1135 - Gun Calibration - Introduction .. ..	34/47
1147A - Quarterly return of temperature of storage of cordite .. ..	86/46;12,59/47
1422 - Swimming Instruction Record .. ..	337/47
Forms - Books - see Books and Forms.	
Printed .. ..	30/46
"Fraudulent Entry" - Forfeiture of Deferred Pay, etc. .. ..	*18/46
Freight Charges on Service Baggage .. ..	62/47
Foxer and Unifoxer - C.A.F.Os. 613, 614/46 .. ..	*9, *18/47
Frigates - Ammunition Supply Trunks - Footholds for escape and A.M.S. Vessels - Packing for Auxiliary Machinery .. ..	278/46 11/47
Destroyers - Fitting of Spurn Walers and Rigols .. ..	382/46
"Autoclave" for sterilization of dressings .. ..	116/46
Central Gunnery Control Position - As. and As. .. ..	*9/46
Fire Control - Gun Ready Lamps - Fitting .. ..	93/46
Fitting Emergency Battery Equipment to G.C. .. ..	321/46
of Funnel Fuze Deflector - As. and As. .. ..	40/46
Soot Blowers .. ..	41/46
Squids - As. and As. .. ..	*8/46
Internal Communications etc. - As. and As. .. ..	*28/46
Lighting on Weather Decks .. ..	*10/46
Locking arrangements As. and As. .. ..	372/47
Magazine Flooding and Spraying Arrangements .. ..	322/46
Noise Level of Axial Flow Fans .. ..	264/47
Nomenclature .. ..	353/46
Stowage for Small Arms etc. As. and As. .. ..	*25/46
Ventilation of Funnel Casing .. ..	371/36
Galley etc. .. ..	258/46
Fuelling at Sea - Reports .. ..	184/47
Port Adelaide .. ..	175/46
Full Power Trials - H.M.A. Ships .. ..	307/46
Funeral Expenses - Payment of Fares, etc. .. ..	203/47
Furniture - Official Residences .. ..	122/46

## G

Gas Cylinders - Water pressure test .. ..	53,156/47
Gassing in Depth Charges .. ..	202,263,404/46

\*Denotes C.C.N.O.

Subject	C.N.O. or C.C.N.O. No.
Girl Guides Holiday Gift .. .. .	406/47
Gowrie Scholarships .. .. .	180/47
Gratuity - War - to Members of the Naval Forces .. .. .	365/46
Grenades No.36M, H.E. - Use as Underwater Exploding Signals .. .. .	*33/46
Guard Rails - Precautions against accidents .. .. .	7/47
Gun(s) and Gun mountings - Use of Plastic Type Paints .. .. .	252/47
Bofor. (See also "Bofor Guns".)	
Lubricants for .. .. .	200/46
- Specification DOTM 4343 - Withdrawal .. .. .	301/46
Machine - Transactions - Reports .. .. .	339/47
.303-in. - Allowances .. .. .	82/47
Bren - Damage to Breech Block .. .. .	362/47
Mountings 2-pdr. Mk.VII*P - Modifications .. .. .	133/47
Oerlikon 20-mm. - American - Return to store .. .. .	323/46
Salutes - Procedure .. .. .	205/47
Provisional drill and procedure, etc. .. .. .	220/46
Transferable, 2-pdr. 40-m.m. etc. - Form A.S.1156Z .. .. .	197/46
40-m.m. Bofors, Mk.VII - Modification to Cams .. .. .	265/47
IIIA Gun Balancing Gear - Fractured Springs .. .. .	388/46
Q.F. Mk.N.1 and C. Mk.N.1. - Faulty locking .. .. .	373/47
4-in H.A.Twin, Mk.XIX - Breech Workers Loading Platform .. .. .	379/47
Gunner's Mate and Torpedo Gunner's Mate - Change of Title .. .. .	183/46
Gunnery Spotting Tables .. .. .	281/46
Gyro Compass Equipment, Ships reduced to Reserve or for Disposal .. .. .	48/46
Fitting Emergency Battery - Frigates .. .. .	321/46
Sperry Mk.XIV - Repeater Bezel Glass - Separation .. .. .	191/46

## H

Harbour Defence Layer Ratings .. .. .	408/47
Hedgehog Projectiles - Outfits, etc. .. .. .	*22/47
Herbert Lott Trust Fund .. .. .	14/47
H.M.A. Boom Depot, Brisbane - Address .. .. .	344/46
Sydney - Postal Address .. .. .	206/46
Ships - Boiler Brickwork .. .. .	381/47
Deck coverings .. .. .	270/46
Engine Room Department Periodical Returns .. .. .	5,120/47
Firefighting in .. .. .	61/47
Fluorescent Lighting .. .. .	358/46; 341/47
Fuel power trials .. .. .	307/46
in Reserve - Signals concerning .. .. .	322/47
Painting of .. .. .	193/46; 327/47
Paying off - Procedure - See Paying off H.M.A. Ships. .. .. .	
Photographing .. .. .	*4/47
Reports of Proceedings .. .. .	266/46
H.M.A.S. "Manoora" - Paying off .. .. .	400/47
"Mindari" - Status .. .. .	386/46
"Penguin" - Change of Title of Sick Quarters .. .. .	40/47
"Tarangau" - Supplies of Victualling and Canteen Stores .. .. .	168/47
"Watson" - Name ship .. .. .	46/47
Honours, Awards and Decorations - R.A.N. Personnel .. .. .	113,335/46
Hospitals - Accommodation for personnel in Public Hospitals in .. .. .	
Victoria .. .. .	20/47
Private - Approved - Rates of treatment for Naval .. .. .	
Officers .. .. .	115,392/47
H.R.H. the Duke of Gloucester's Cup .. .. .	399/46

\*Denotes C.C.N.O.

SHROPSHIRE - Paying off

236/47

Subject	C.N.O. or C.C.N.O. No.
I	
Illness or injury to members of the R.A.N. - Advice to next- .. .. .	276/46; 315/47
of kin .. .. .	271/47
Importation of goods to Australia by Service Personnel .. .. .	296/46
Income Tax collection by instalments .. .. .	374/46
- Superannuation paid by the Commonwealth .. .. .	311/46
Indemnity Bonds - Members undergoing courses .. .. .	318/47
Injections - Intravenous and Intramuscular .. .. .	56/46
Inoculation against cholera - B.C.O.F. .. .. .	181/47
Inspection Doors - Machinery .. .. .	
Instructions for the Accounting, Custody, etc., of Secret, .. .. .	
Confidential, etc. Books .. .. .	*8/47
Interdepartmental adjustments .. .. .	223, 319/47
Interim Forces - Conditions of service .. .. .	190/46
Interocular Distance - Record .. .. .	43/46
J	
Japanese Currency for B.C.O.F. - Supply .. .. .	215/47
Journals - Medical Officers' .. .. .	90/46
K	
Kit Bags and Suit Cases .. .. .	69/47
- Ratings drafted to "Melville" and "Tarangau" .. .. .	145/47
"Knock for Knock" Agreements .. .. .	51/47
L	
Landing Squid Projectiles etc. .. .. .	*10/47
Lanterns - Oil Navigation - Reduced Allowances .. .. .	365/47
Laverton - School of Air Support .. .. .	87,118,407/47
L.C.V.P. - Loss when being towed .. .. .	186/46
Leave Entitlements .. .. .	9/46
Travel - Tasmania .. .. .	48/47
Travelling Warrants - Queensland .. .. .	47/47
Lifelabels - Inflatable .. .. .	84/47
Limits of Operational Areas .. .. .	304/47
Linen - Table .. .. .	251, 412/47
Linoleum - Economy in the use - A.F.O.490/47 .. .. .	171/47
Local Secret, Confidential and O.U. Books - see Corrections, etc. .. .. .	
Lockers, Read Use - Bofors - Pattern 7101 - Drainage .. .. .	232/46
Loss of L.C.V.P. when being towed .. .. .	186/46
Registered Articles .. .. .	220/47
Losses of Naval Stores .. .. .	229/46
Low Angle Full Calibre Practices - Analysis etc. .. .. .	*17/46
L.S.T. - Loan to R.A.N. .. .. .	268/46
Lubricating Oils for Guns, Breech Mechanisms and Mountings .. .. .	200/46

\*Denotes C.C.N.O.



## Subject

C.N.O. or  
C.C.N.O. No.

## M

Machine Guns - Transactions - Reports .. .. .	339/47
.303-in. Bren - Damage to Breech Block .. .. .	362/47
Machinery - Auxiliary - Packing - Frigates and A.M.S. Vessels .. .. .	11/47
Inspection Doors .. .. .	181/47
Protection against the effects of shock - Reports .. .. .	*2/47
Spares - Provision - Storing and Supply, etc. .. .. .	229/47
Magazine Flooding and Spraying Arrangements - Frigates, Sloops and A.M.S. Vessels .. .. .	322/46
Logs .. .. .	391, 398/47
Magnetic Declination (Variation) - Observations required .. .. .	239/47
Mails - Bagging .. .. .	216/46; 317/47
Prepayment of postage .. .. .	181/46
Undeliverable - Treatment .. .. .	152/47
Manila Cordage .. .. .	281, 366/47
Markers, sea, aluminium, Mk.I - Withdrawal .. .. .	201/46
Medal - Naval General Service (1915) - Conditions, etc. .. .. .	344/47
Medical - Examination of Recruits .. .. .	95/46
Stores Accounts - keeping .. .. .	268/47
Unserviceable .. .. .	335/47
Surveys .. .. .	250/47
Mental Hospitals or Receiving Houses - Admission of Naval personnel .. .. .	276/46
Mess or Canteen Funds - Articles of value .. .. .	119/46
Messes - Purchases of stores from A.A.C.S. .. .. .	262/46
Milk, fresh and milk products - Restricted issues .. .. .	224/47
Mines and bombs - Rendering safe - Organization .. .. .	140/46
Return of Mechanism Plates .. .. .	161/47
Washed ashore - Identification .. .. .	160/47
Morse Flag - Abolition - Visual Signalling .. .. .	165/46
Motor transport - economy in use .. .. .	79/47
Lighters - 120-ft. - Double bottom compartments .. .. .	5/46
Vehicles - Prevention of theft .. .. .	144/46
Movements - Recording of Ships - Provision Accounts .. .. .	233/47
- Personnel - Reporting .. .. .	275, 402/47
M.T.S. Anti-Mould Black Lacquer and Luting Wax - Introduction .. .. .	243/46
Mullets - Calculation of time and charges .. .. .	80/46
Musical Instruments - Bugles .. .. .	320/47

## N

Naval Agent, Cairns .. .. .	67/47
Armament Supply Officer, Fremantle - Postal address .. .. .	155/46
Aviation .. .. .	253, 314/47
- Ratings' Uniform .. .. .	378/47
Base, Darwin - Organization .. .. .	150/46
Board of Administration .. .. .	315/47
Secretary .. .. .	151/46
Harbour Moorings .. .. .	104/46
Storekeeping procedure .. .. .	402/46
- Registration of vouchers .. .. .	194/46
Stores Accounts .. .. .	303/46
consigned by sea or air freight .. .. .	78/46
- Demands for .. .. .	313/46
Losses .. .. .	146/46
Medical and Dental - unserviceable .. .. .	335/47

\*Denotes C.C.N.O.

## Subject

C.N.O. or  
C.C.N.O. No.

Naval Stores - contd.	
Valuation, Control of Expenditure .. .. .	393/47
Navigation - Lanterns - Oil - Reduced Allowances .. .. .	365/47
New Entry Ratings entered on a two year's engagement .. .. .	146/46
Guinea Area - Organization .. .. .	129/47
Night Sights for A.A. Armament - Illumination fittings .. .. .	350/47
Vision .. .. .	80/47
Non-substantive rates - Courses .. .. .	387/46
Non-Sub Echoes .. .. .	4/46

## O

Office Equipment - Census .. .. .	364/47
Officers - Active List - Permanently unfit for General Service .. .. .	128/46
Confidential Reports .. .. .	292/46
Executive - Selection of Specialists - Reports .. .. .	130/47
Temporary - Appointed under the National Security Regulations - Re-appointment in R.A.N.V.R. .. .. .	355/46
Working Dress .. .. .	366/46; 283/47
Official calls and visits of ceremony .. .. .	66/46
Secrets Act - Compliance with - R.A.N. Personnel attached to U.K. Establishments .. .. .	179/47
Operation and Administration of the R.A.N. .. .. .	2/48
Operational Areas - Limits .. .. .	304/47
Optical Course - A.Bs. Q.O. .. .. .	91/47
Instruments - Maintenance in R.A.N. - Training etc. of Advanced Artificers .. .. .	279/46
O.Q.F. 40-m.m. Bofors - Mark I, I*, C Marks I and I* .. .. .	356/46; 201/47
Failure of Gun Armament Material .. .. .	309/47
4.7-in. Marks XII abd XII* and XIIB - Stripping Procedure etc. .. .. .	337/46
Ordnance Artificers (Optical) - Transfer to Permanent Engagements in the R.A.N. .. .. .	364/46
Q.F. 40-m.m. Bofors - 2-pdr. Mk.VIII - Adjustment to Cartridge Headspace .. .. .	359/46
Oxygen Breathing Apparatus - Ignition of Valve Seats .. .. .	93/47

## P

Paint - Plastic type - Introduction, use, etc. .. .. .	75/47
Use on Guns and Gun Mountings .. .. .	232/47
Painting of Bearing Housings, etc. .. .. .	49/47
H.M.A. Ships .. .. .	193/46; 327/47
- Use of Enamel .. .. .	135/47
Pans, Iron, Roasting .. .. .	226/47
Paper Rolls for Fire Control Drills .. .. .	403/46
Passengers in Service Vehicles .. .. .	189/46
Pay Code - Post War .. .. .	230/47
Paying off H.M.A. Ships - Naval Armament Store Accounts .. .. .	175/47
Stores .. .. .	10/47
O.U. Books and Books of Reference .. .. .	342/46, 94/47

\*Denotes C.C.N.O.

Subject	C.N.O. or C.C.N.O. No.
Paying off H.M.A. Ships - contd.	
Return of Naval Armament, Gunmounting and Torpedo Stores .. .. .	175/47
Service System Canteens - Rendition of Report .. .. .	237/46
Payment of Fares for Funeral purposes .. .. .	203/47
Pendants - Distinguishing - Ships' Side .. .. .	275/46
Personnel left in Hospital etc. on Ships sailing	220/47
Photographer Ratings .. .. .	298/47
Photographing of H.M.A. Ships .. .. .	*4/47
Propellers, Shafting, etc. .. .. .	410/47
Piling Arms - Discontinuance .. .. .	277/47
Pistols, Revolver - Failures .. .. .	19/47
Transactions - Reports .. .. .	52/47
Plastic Underwater Compositions - Cold .. .. .	83/47
P.M.G. Certificates - Eligibility of telegraphist ratings for exemption in certain subjects of the examination for	129/46
Post War Diving Equipment .. .. .	359/47
Pay Code .. .. .	230/47
Postage - Concessionary - N.E.I. Area .. .. .	361/46
Practice Allowances - Annual .. .. .	*22/46, *5/47
Presentations, Relics and Trophies - Annual Return .. .. .	170/47
Press Publicity - Assistance .. .. .	149/46
Prices - Revision of from 1/7/47 .. .. .	193/47
Primers, Percussion No. 9, Mk. I - Withdrawal .. .. .	12/46
Prisoners of War - Repatriated - Advancement in rating .. .. .	370/46
Private Hospitals - Rates of treatment .. .. .	115, 392/47
Professional Examination and Classes for S.P.O. & L.S. rates .. .. .	214/47
Projectiles - Squid and Hedgehog - Peace Time Outfit .. .. .	*11/46
- Landing .. .. .	*10/47
Projectors A.A.D. Type D (P.A.C.) - Withdrawal .. .. .	247/46
Rocket Flare 2-in. - Frigates, etc. As. and As. .. .. .	29, 114/47
Propeller shafting - Corrosion - 75 ft. G.P.V. and 85 ft. M.S.Ls. Underwater fittings - Photographs .. .. .	363/46
Provisions - Fixed Issuing Price .. .. .	410/47
Forms A.S. 330 - Condemnations .. .. .	284/46
Variations in price - Adjustments of accounts .. .. .	298/46
Publicity - Assistance for War Correspondents .. .. .	297/46
	149/46
Quarantine Control - Animals, Plants, etc .. .. .	409/47
Quartermasters Branch - Training .. .. .	324/47
Radar A/S and W/T Equipment - Removal of components .. .. .	142/46
Badges .. .. .	15/46
Components and Spares .. .. .	299/47
Courses for Executive Officers .. .. .	*20/46
Intelligence Testing Sets - Pattern 19448 .. .. .	324/46
- Radio (Radar Tree) - Standard Nomenclature .. .. .	325/47

\*Denotes C.C.N.O.

Subject	C.N.O. or C.C.N.O. No.
Radar - contd.	
R.A.N. Type - Authorised allowances of Test Equipment .. .. .	124/47
School - Re-naming .. .. .	305/47
Sets, fitted .. .. .	*27/46
Operating Ranges .. .. .	*32/46
Stores, Supply, Custody and Accounting .. .. .	60/46
Training .. .. .	*21/46
of Permanent Ratings for Non-substantive rates .. .. .	82/46
Type(s) 251 M/P .. .. .	*14/46
A.276 - Fitting - Anti-wave Clutter Unit. .. .. .	212/46
Improved Transformer Type IXE 14800 .. .. .	256/46
Improved 14 K.V.H.T. Cable .. .. .	192/47
A.286Q - Summary of Modifications .. .. .	183/47
Radio Equipment Improvement Fund .. .. .	249/47
Log - A.F.O. 1492/46 .. .. .	240/47
Preservation when in C. & M. .. .. .	50/47
Hazards to Explosives in Demolition Work. .. .. .	280/46, 182/47
Mechanic(s) - Training - Conditions of service - Reports .. .. .	246/47
Office Security Notice - Re-introduction .. .. .	308/46
Sets - Modification Stores .. .. .	185, 216/47
Telegraphic Communications .. .. .	308/46
Railway Fares - Queensland .. .. .	330/47
R.A.N. Education Service - Reconstruction Training Scheme .. .. .	246, 376/46
Rangefinders - Cotton type - Pattern 10059 .. .. .	138/46
Rangetakers - Revision of Non-substantive Rate .. .. .	332/47
Rank - War Service .. .. .	255/46
Rates of treatment in approved private hospitals .. .. .	115, 392/47
Ratings - Acting A.S., Signalmen, Tel. and Skts. - Provisional conf. on demobilization .. .. .	319/46
Boom Defence Rigger - Advancement .. .. .	262/47
Communications Branch - Advancement etc. .. .. .	321/47
Standard of Knowledge Tables .. .. .	387/47
Extension of service beyond 22 years Man's Time .. .. .	39/46
Harbour Defence Layer .. .. .	408/47
New Entry entered on a two year engagement .. .. .	146/46
Non-substantive - 3rd class .. .. .	179/46
Rationing - Clothes .. .. .	22/48
R.C. and R.P. Branches - Transfer of responsibilities .. .. .	215/46
Recognition Procedure - V.F. .. .. .	*7/47
Reconstruction Training Scheme - R.A.N. Education Service .. .. .	376/46
Re-engagements in the R.A.N. .. .. .	115/46; 292/47
Registered Articles - Loss .. .. .	270/47
Relics - Presentations and Trophies - Annual Return .. .. .	170/47
War .. .. .	254/46
Religious Denominations - Annual Return .. .. .	323/47
Remembrance Sunday .. .. .	254/46
Reports - Fuelling at Sea .. .. .	184/47
of Proceedings - H.M.A. Ships .. .. .	266/46
Reporting Movements of Personnel .. .. .	275/402/47
Reserve Fleet Organization .. .. .	235/46
Respirators - Anti-gas .. .. .	282/46
Rocket Flare Projectors - Safety firing switch .. .. .	29/47
- Schermuly Line Carrying - Failures .. .. .	233/46
Rope Grumets - Care and return to store .. .. .	390/46

\*Denotes C.C.N.O.

Subject	C.N.O. or C.C.N.O. No.
S	
Sales of stores and property .. .. .	98/47
Salutes - Gun - Drill and procedure etc. .. .. .	220/46
Sandals - Supply .. .. .	33/47
School of Air Support - Laverton .. .. .	87,118,407/47
Schoolmasters - Promoted to A.C.W.O. - Pay .. .. .	13/46
Seal - Ship's - Safe custody .. .. .	380/46
Sealing of Envelopes - Security .. .. .	*17/47
Secret and Confidential Correspondence - Security .. .. .	*8/47
Confidential and O.U. Books - See Corrections, etc. .. .. .	
Semaphores - Mechanical - Removal .. .. .	65/47
Sentences of Imprisonment - Information to Next-of-kin.. .. .	138/47
Services Trust Funds .. .. .	383/46
Shells - H.E. - Filled with "Universal" Fuse Cavity .. .. .	92/47
Firing in low angle practices .. .. .	198/46
Shoulder flashes .. .. .	274/46
Sights - Correctional 40-m.m. A.A. Mountings, Mk.V .. .. .	192/46
Director - Illuminator - As. and As. .. .. .	172/46
Local Control - Frigates 1-8 - As. and As. .. .. .	92/46
Signal(s) - H.M.A. Ships in Reserve .. .. .	322/47
Letters of British Ships .. .. .	54,226/46; 158,237/47
Manoeuvring - Fixed Light - Abolition .. .. .	308/47
Plain language - Punctuation marks .. .. .	38/47
Repetition - Communications .. .. .	36/47
Signalling to British Merchant Ships .. .. .	63/47
Signalling Exercises between H.M. Ships and British Merchant Ships .. .. .	331/47
Silver Nitrate Tablets for use with Boiler Water Testing Sets .. .. .	85/47
Sira Water Repellant Compound - Pattern 4292 .. .. .	41/47
Sloops, A.M.S. Vessels, etc. - Magazine flooding and spraying .. .. .	322/46
arrangements .. .. .	
Small Arms - Accidents .. .. .	136/46
Establishments for Shore Bases .. .. .	*19/46
Rifles and Sub-Machine Guns - Allowances .. .. .	*15/46
Safe custody .. .. .	163,401/46
Standardization of Types .. .. .	134/47
Transactions - Reports required .. .. .	242/46
Souvenirs - Ammunition components .. .. .	19/46
Specialist Treatment .. .. .	280/47
Speed Setting Gear - External .. .. .	*14/47
Spring Hooks - Patts. 2096A and 2097A .. .. .	411/47
Squid Projectiles - Outfit, etc. .. .. .	*21/47
Stability and Displacement .. .. .	4/46
Stationery - Economy in use .. .. .	155/47
Staybrite Sweeps for Torpedo Recovery purposes .. .. .	266/47
Steel Chests - Patts. 1479,1477 .. .. .	272,330/46;404/47
Stocks, Tops, Wrenches and Dies .. .. .	328/47
Stoker Branch - Change of Title .. .. .	263/47
Storekeeping, etc. - Responsibility for inspection .. .. .	252/46
Naval .. .. .	159/47
Stores - Naval - Accounting for - Surveying .. .. .	109/46
Procedure in Stations attached to .. .. .	
Bases etc. .. .. .	99/46
Ships in "F" Class .. .. .	
Reserve .. .. .	342/47
Classification - use of terms "Sub-head" and "Item" .. .. .	31/47
Demands for .. .. .	313/46
Discrepancies - Reports A.D.690 and O.9 .. .. .	311/47
Losses .. .. .	229/46
Medical and Dental - Losses .. .. .	140/47
*Denotes C.C.N.O.	

Subject	C.N.O. or C.C.N.O. No.
Stores - Naval - contd.	
Prevention of misappropriation, losses, etc. .. .. .	21,375/47
Recovery of value lost by neglect .. .. .	73/47
Return of payments to intending purchasers .. .. .	251/46
Special Surveying - Accounting .. .. .	104/47
Stores carried in excess of requirements .. .. .	261/46
Transfer between ships .. .. .	391/46
Valuation, Control of Expenditure .. .. .	393/47
Vessels being paid off under the Demobilization .. .. .	
Scheme .. .. .	10/47
Victualling and Canteen, for H.M.A.S. "Tarangau" .. .. .	168/47
Packages supplied with .. .. .	453/45
Radar - Supply, custody and accounting .. .. .	60/46
Returned from H.M.A. Ships - Marking .. .. .	35/46
Sale .. .. .	98/47
Surplus - Disposal - Terms of sale .. .. .	97,188/46
Victualling - Provisions .. .. .	367/46
Stretcher - Stokes Litter Type Supply .. .. .	38/46
Sugar and Golden Syrup .. .. .	116/47
Suit Cases and Drill Kit Bags .. .. .	69/47
Superannuation paid by Commonwealth - Income Tax .. .. .	374/46
Supply Branch - Professional Examinations .. .. .	207/46;159/47
Promotion etc. for junior officers .. .. .	276/47
Transfer from Reserves to P.N.F. etc .. .. .	112/47
Surveying Stores - Special - Accounting .. .. .	109/46
Swamp Tests - Small boats .. .. .	133/46
Sweeps - L.L. and S.A. - Reports .. .. .	*12/46
Switch - Aerial Change over - fitting .. .. .	*34/46
Swords - Naval - Re-introduction .. .. .	326/46
T	
Table Linen .. .. .	251,412/47
Tablets - Silver Nitrate - for use with Boiler Water Testing Sets .. .. .	85/47
Taxation clearances .. .. .	162/47
Telecommunications Services - External .. .. .	66,210/47
Telegrams to Naval personnel .. .. .	34/46
Telegraphic Addresses .. .. .	37/47
Telegraphist ratings - Eligibility for exemption in subjects .. .. .	129/46
of the examinations for P.M.G. and Certificates.. .. .	
Warrant - Appointment to Cruisers .. .. .	89/47
Tools - for use of A.B.C.Os. .. .. .	29/46
Torpedo and Anti-Submarine Branches - Amalgamation .. .. .	50/47
Institution .. .. .	356/47
Schemes of Complement .. .. .	358/47
Torpedo Anti-Submarine Officers .. .. .	
Duties .. .. .	357/47
Blowing Heads and Collision Heads - Allowances .. .. .	310/46
Pistols .. .. .	*30/46
Range, Pittwater, N.S.W. .. .. .	287/47
Towels - Seaman's .. .. .	74/47
Trade Marks on Uniforms and Clothing .. .. .	383/47
Training Instructional Appliances - Issue of 16-m.m. cine cameras .. .. .	364/46
Transmission of confidential messages in plain language over .. .. .	
teleprinter channels .. .. .	*2/46
Travelling Warrants - Custody and issue .. .. .	248/46;369/47
*Denotes C.C.N.O.	

Subject	C.N.O. or C.C.N.O. No.
Travelling Warrants - Queensland Areas .. .. .	47/47
Tropical Dress in the R.A.N. .. .. .	121/47
Trunk line calls by Naval personnel .. .. .	211/47
Typing, touch - Communication Branch ratings .. .. .	288, 348/46; 77/47
Typewriters - Fitting in Wireless Receiving Rooms .. .. .	13/47

## U

Uniform(s) and clothing - Issuing Prices etc. - Annual Revision	272/47
Made-to-measure - Allotments	23/46
Supplies - Repayment issues of materials	121/46
Cuff Buttons on Jackets and Seamen's Overcoats	108/47
Deviation from standard patterns .. .. .	194, 217/47
Officers' - Prices .. .. .	142, 376/47
of Artificers and Shipwrights .. .. .	269/47
Ratings and band ratings - made-to-measure - Prices	242/47
- Made-to-Measure - Contracts for supply .. .. .	122, 225/47
Superfine cloth for Officers .. .. .	42, 136/47
Wearing by demobilized personnel .. .. .	159/46
United Services Club, Brisbane .. .. .	204/46

## V

Vegemite .. .. .	395/47
Vessels - A.M.S. - see A.M.S.Vessels.	
V.P. Recognition Procedure .. .. .	*7/47
Victualling Store(s) - Camperdown, N.S.W. - Closing down	316/46
Depot, Darwin .. .. .	108/46
Inspecting Officer for Small Ships -	
Appointment .. .. .	90/47
Provisions .. .. .	367/46
Vouchers - Receipted Issue - Return to Victualling Yards and Depots	69/46
Registration - Naval storekeeping .. .. .	194/46
V/S - Removal of Redundant Equipment from Ships .. .. .	288, 361/47
V/S 1 and W/T 1 - Granting of non-substantive rates .. .. .	184/46
Wireless Equipment in Ships - Reports .. .. .	256/47

## W

War Gratuity to members of the Naval Forces .. .. .	365/46
Memorials .. .. .	277/46
Warrant Electrician, R.A.N. - Professional Examination .. .. .	347/46
Officers - Educational qualifications .. .. .	320/46
Form S.206 - Reports .. .. .	346/46
Promotion to Commissioned Rank .. .. .	227/46
Telegraphists - Appointment to Cruisers .. .. .	89/47
Warrants - Travelling - Custody and issue .. .. .	248/46; 369/47
Queensland areas .. .. .	47/47

\*Denotes C.C.N.O.

Subject	C.N.O. or C.C.N.O. No.
Washing machines - Installation in Destroyers, Frigates, Sloops and A.M.S. Vessels .. .. .	21/46
Watches in Australian Ships .. .. .	44/46
Pocket - Prevention of loss .. .. .	169/47
Watchkeeping Certificate - R.A.N.R. Officers .. .. .	260/47
Water Pressure Test - Gas cylinders .. .. .	
Sira Repellant Compound .. .. .	41/47
Weapon Training - Bren Gun Bursts .. .. .	4/47
Welding and burning in Ships - Precautions .. .. .	289/46
Arc - Precautions .. .. .	333/47
Welfare Committees .. .. .	368/47
Officers .. .. .	379/46
Wireless and U/S Equipment in Ships - Reports .. .. .	256/47
Working Dress - Officers' .. .. .	283/47
Wound stripes .. .. .	289/47
Wreaths - Purchase from Public Funds .. .. .	241/47
Wrenches, Dies, Stocks and Taps .. .. .	328/47
W/T, Radar and A/S Equipment - Removal of Components .. .. .	142/46
Receivers - Admiralty Types B40 and B41 .. .. .	271/46
V/S Typewriters - Fitting of Paper Roll Adapter .. .. .	396/46
1 and V/S 1 - Granting of acting non-substantive rates .. .. .	184/46

## Y

"Y" and R.C.M. in Ships - Policy .. .. .	*35/46
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\*Denotes C.C.N.O.

LIST OF NAVY ORDERS ISSUED BETWEEN 1ST JANUARY, 1939 AND  
31ST DECEMBER, 1947, WHICH HAVE BEEN CANCELLED.

Cancelled Order	Superseded by	Cancelled Order	Superseded by	Cancelled Order	Superseded by
<u>1939</u>		<u>1941 - ctd.</u>		<u>1942 - ctd.</u>	
39	50/40	38	504/45	105	609/44
50	420/43	42	555/45	107	230/42
85	107/39	54	232/41	119	265/44
96	420/43	65	141/47	127	326/45
115	226/47	74	305/44	129	66/46
158	37/40	85	545/44	153	542/44
159	91/40	103	412/42	154	330/47
163	84/47	113	601/43	140	612/44
<u>1940</u>		114	326/45	147	518/45
2	249/40	127	551/41	158	446/43
34	352/42	129	355/41	160	352/42
37	152/41	133	156/43	167	84/47
41	58/41	134	23/44	168	84/47
43	321/44	135	393/42	170	352/45
50	305/44	148	103/43	177	448/42
85	170/47	150	115/46	183	519/45
89	542/42	154	239/41	184	414/45
90	155/40	155	366/41	190	211/46
91	23/41	157	234/42	205	305/44
104	282/42	164	380/43	219	134/45
116	612/44	183	334/42	230 - Part	
120	39/41	193	327/45	2(b)(iii)	375/42
146	285/40	201	84/47	230 - Part	
150	393/42	203	141/47	2(q)	210/43
167	61/44	206	136/43	239	339/43
178	145/45	216	551/43	248	263/43
188	250/40	222	580/44	250	480/43
215	578/43	228	103/43	265	211/46
216	304/42	235	612/44	281	55/45
228	489/43	255	342/45	282	149/43
252	528/43	261	334/42	283	146/44
240	304/42	263	212/42	288	339/43
243	580/44	519	342/42	292	263/43
250	73/42	325	162/47	293	448/43
253	235/47	326	429/43	299	471/43
257	498/43	340	410/42	300	211/46
259	280/47	344	463/45	303	149/43
265	84/47	350	327/45	304	601/43
269	436/45	366	459/45	305	280/47
271	220/47	368	410/42	313	237/45
275	559/43	<u>1942</u>		316	51/45
280	237/45	2	103/43	321	525/43
301	315/41	18	256/44	331	246/45
<u>1941</u>		28	429/43	333	326/43
3	220/47	38	448/42	344	327/45
4	64/41	47	561/44	346	211/46
9	362/43	60	230/42	350	84/47
10	513/43	69	104/45	352	480/43
22	601/43	73	446/43	357	345/44
23	232/43	82	230/42	358	446/43
34	42/47	86	230/42	360	256/44
		89	446/43	361	525/43
		104	339/43	375(b)	210/43
				385	612/44

Cancelled Order	Superseded by	Cancelled Order	Superseded by	Cancelled Order	Superseded by
<u>1942 - ctd.</u>		<u>1943 - ctd.</u>		<u>1943 - ctd.</u>	
389	265/43	*131	*36/44	497	366/44
394	197/43	132	368/45	503	354/44
308	519/43	*142	*45/44	519	543/44
405	84/47	145	359/43	521	263/44
409	325/45	149	414/45	525	100/46
410	218/45	*150	*65/45	526	425/44
420	325/45	155	385/46	535	421/45
435	590/45	*160	*141/44	539	278/45
440	351/43	162	414/45	547	288/45
446	265/43	163	140/46	548	272/47
448	140/46	164	140/46	559	373/44
449	102/43	*174	*141/44	576	263/44
451	587/44	*175	*36/44	578	178/45
453	523/43	*176	*80/44	582	414/44
458	211/46	*179	*71/44	584	205/45
461	480/43	*180	*164/44	589	211/46
		181	188/45	594	265/44
		185	49/45	611	481/45
<u>1945</u>		197	235/45	649	119/46
2	346/44	215	241/45	664	163/45
*9	*188/44	217	305/44	671	109/47
11	320/45	223	145/45	672	199/45
*20	*63/45	226	158/44	674	493/44
23	436/43	244	257/45	676	260/46
*25	*20/44	245	265/44	682	99/47
*29	*57/45	246	446/43	684	560/44
*34	*36/44	258	69/47	<u>1944</u>	
*36	*85/44	263	266/44	*2	*117/44
40	519/43	284	127/44	3	251/47
41	229/44	299	290/46	10	464/44
45	257/45	311	256/45	*10	*139/44
*46	*72/44	315	90/45	*13	*36/44
46	127/44	315	465/44	*14	*71/44
49	104/45	317	251/47	17	167/45
*50	*164/44	327	190/45	*20	*66/45
56	580/44	331	241/44	*35	*80/44
*60	*63/45	351	152/47	*36	*141/44
*61	*117/44	355	612/44	39	477/44
*64	*138/43	359	39/45	45	140/46
*69	*177/44	360	257/44	*47	*72/44
72	264/46	364	241/47	54	51/45
75	414/45	367	328/47	*64	*72/44
*83	*131/43	380	281/47	*71	*140/44
*85	*118/43	392	266/44	*72	211/46
93	116/45	406	481/45	76	278/44
*94	*123/43	412	414/44	*82	*45/45
*98	*71/45	414	500/45	84	543/44
101	363/43	415	11/47	89	329/46
102	53/45	421	414/45	*117	*208/44
*106	*164/44	426	481/45	*119	462/45
107	140/46	440	116/45	*122	414/45
*110	*63/45	446	23/44	126	84/47
*112	*235/45	449	649/44	127	36/45
*115	395/46	471	205/45	131	51/45
*117	*180/44	472	211/46	135	625/44
118	480/43	480	630/44	*135	211/46
*128	*80/44	485	116/45	*136	*63/45
*130	*83/44	491	327/45		

Cancelled Order	Superseded by	Cancelled Order	Superseded by	Cancelled Order	Superseded by
<u>1944 - ctd.</u>		<u>1944 - ctd.</u>		<u>1945 - ctd.</u>	
139	424/45	416	86/45	176	229/47
*141	*240/44	440	384/46	180	265/45
144	294/44	441	38/45	184	358/45
145	414/45	457	251/47	185	289/47
147	561/44	458	213/45	203	134/46
150	321/44	475	289/47	207	371/45
160	77/46	484	469/45	213	25/47
165	414/45	489	212/45	233	537/45
166	211/46	492	163/45	234	32/47
167	78/46	493	121/46	237	278/47
170	254/45	502	424/45	241	214/47
*175	*280/44	508	122/47	267	478/45
198	385/46	512	180/45	279	35/46
199	425/44	526	631/44	282	370/46
212	84/47	538	526/45	286	43/46
216	59/45	552	234/45	338	149/46
219	289/47	553	116/47	341	202/47
221	649/44	560	311/47	408	299/47
223	56/45	567	222/45	413	10/47
*224	*271/44	588	97/47	420	325/46
234	69/47	599	469/45	430	147/47
241	69/47	605	440/45	481	21/47
249	543/44	600	100/46	497	91/47
250	272/47	618	469/45	500	300/46
251	140/46	627	234/45	515	99/47
252	140/46	628	122/47	529	175/47
257	40/45	649	279/45	556	114/46
259	641/44	660	213/45	580	566/46
264	234/45	666	229/47	602	376/46
266	440/45	680	218/45		
270	390/44	686	140/46		
*271	339/46			<u>1946</u>	
*280	*44/45	<u>1945</u>		77	276/46
*282	408/45	9	200/45	120	30/47
287	376/46	*13	*82/45	134	115/47
292	649/44	16	229/47	152	355/46
297	33/45	*25	500/45	167	44/47
302	325/45	33	172/44	182	175/47
304	370/45	34	469/45	187	102/47
305	203/45	*44	*94/45	208	174/47
311	424/45	48	289/47	209	294/46
317	425/44	*56	107/46	211	363/47
325	84/46	57	356/46	300	246/47
326	211/46	65	420/45	313	153/47
337	500/45	79	343/45	318	298/47
348	643/44	81	526/45	372	94/47
357	116/47	91	140/45	373	242/47
360	500/45	102	182/45	392	30/47
364	347/45	105	218/45	395	359/47
375	311/45	128	450/45		
393	517/44	150	356/46	<u>1947</u>	
396	289/46	135	3/46	9	214/47
405	122/47	140	113/47	23	347/47
406	122/47	143	60/46	26	90/47
407	213/45	156	300/46	30	215/47
413	512/44	160	337/45	105	215/47
				106	294/47

\*Denotes C.C.N.O.

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I N D E X

OF

NAVY ORDERS

1947

COMPRISING

NAVY ORDERS ISSUED BETWEEN

1st JULY, 1945 and 30th JUNE, 1947

and

LIST OF NAVY ORDERS CANCELLED

SUBSEQUENT TO 1st JANUARY, 1939.

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(This Index is published at the end of each half-year.)

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I N D E X

Subject	C.F.O. or C.C.N.O. No.
A	
A.B's. Q.O. Optical Course .. .. .	91/47
Accidents - Small arms .. .. .	136/46
Accounting for Special Surveying Stores .. .. .	104/47
stores in coastal craft .. .. .	213/46
stations and/or services attached to H.M.A. Depots and Bases .. .. .	99/47
on permanent loan .. .. .	143/46
transactions for radio parts, etc. .. .. .	127/47
valuable articles purchases by Messes or from Canteen Funds .. .. .	119/46
procedure - lubricating oils .. .. .	506/45
Acrolein - Discontinuance as Agent .. .. .	106/47
Acting Able Seaman, Signalman etc. - Confirmation on demob- ilization .. .. .	319/46
Higher Rank - Granting .. .. .	170/46
Q.R.Is. (S.V.) .. .. .	478/45
Action rations .. .. .	70/46
Address - Telegraphic .. .. .	37/47
Administration and operation of the R.A.N. .. .. .	81,221/46;117/47
Admiralty Charts in H.M.A. Ships - Correction of .. .. .	362/45
Admission of Naval personnel to Mental Hospitals or Receiving Houses .. .. .	77/46
Advancement of Engine Room Artificers .. .. .	335/45
ratings during the War .. .. .	166/47
- Notation of seagoing recommendations on Conduct Sheets and Notations on A.S.264 .. .. .	465/45
- Special - of outstanding men in seagoing ships .. .. .	97/47
Aerials - Wireless - Stores for .. .. .	126/47
Agreements - Navy vehicles - Knock for Knock .. .. .	51/47
Air Sea Rescue - Long Range .. .. .	180/46
Organization .. .. .	378/46
Support - School of - Laverton .. .. .	87,118/47
Allowance - Dependant for children over 16 years receiving full-time education .. .. .	383/45
- Lodging .. .. .	385/45
Allowances for bread-making - Payment .. .. .	14/46
Alteration(s) and Addition(s) .. .. .	357/46
- Frigates - Fitting of Local Control Officers Sights to 4" Mountings .. .. .	92/46
Installation of 2 K.V.A. Alternator for A.C. Power Supply .. .. .	117/46
Ladder - accommodation .. .. .	158/46
(See also "Frigates", "A.M.S. Vessels").	
Identification of spaces referred to .. .. .	349/46
Illumination of Director Sights .. .. .	172/46
Procedure .. .. .	131/46
Steam Auto Clave for sterilization of dressings etc. in H.M.A. Frigates and H.M.A. Ships "Warrego" and "Swan" .. .. .	*81/45;116/46

\*Denotes C.C.N.O.



Subject	C.N.O. or C.C.N.O. No.
A - contd.	
Ammunition - American 20-mm. - Assembled with defective primers - Unserviceable lots ..	456/45
Carriers - Quadruple Q.F. 4-in. - Modification ..	423/45
Expenditure Returns - Monthly ..	339/46
Fixed - for Q.F. 4-in. H.A./L.A. - Priority ..	*26/46
General - Fired cartridge cases and primers - Washing ..	381/46
Packages - empty - return ..	367/45
Reports of stock ..	211/46
Return of, on 30th June and 31st December ..	103/47
Storage - 40-mm. Bofors and 20-mm. Cerlikon ..	83/46
Supply to Naval Armament Depots - Supply tests and returns of ammunition ..	84/46
2-pdr. - Unhooking of links ..	505/45
A.M.S. Vessels - Alterations and Additions ..	*36/46
Boiler casing fastenings ..	257/46
Docking plans ..	294/46
Fitting of rocket flare projectors ..	*140/45
Magazine flooding and spraying arrangements ..	322/46
Magazines - Battens - Reports ..	379/45
Paying off into Reserve of extended notice ..	*172/45
Radar - Gyro compass repeats ..	*41/45
Removal of Oropesa minesweeping winches ..	*133/45
Signalling projectors ..	*169/45
Stability - Removal of excessive top weight before carrying out As and As ..	*134/45
Anchor and Cable Chain - Loss ..	78/47
Anti-flash gear ..	107/47
Anti-gas - Respirators - Personnel on draft ..	343/45
Anti-submarine measures - Secrecy concerning ..	*111/45
Torpedo Branches - Amalgamation ..	586/45
Appointment(s) ..	334, 351, 432/45
- Inspector of Naval Recruiting and Chief Rehabilitation Officer ..	436/45
Medical Editor ..	374/45
Where date is to be reported - Reports ..	165/47
Armament - close range - Frigates Nos. 1-8 - As. and As. Depot, Maribyrnong - Address ..	*160/45
Title of Officer-in-Charge ..	167/47
Naval Depot, Brisbane ..	*147/45
Darwin ..	*135/45
Store(s) - Accounts ..	303/46
- H.M.A. Ships paying off ..	460/45
Expenditure - Return ..	342/45
Return of Gunmounting and Torpedo - H.M.A. Ships paying off ..	443, 529/45
Returned by H.M.A. Ships - Vouchering ..	328/45
Arms, small - Accidents ..	136/46
Accounting ..	*124/45
Establishments for Shore Bases ..	*19/46
Rifles and Sub-Machine Guns - Allowances ..	*15/46
Safe custody ..	163, 401/46
Standardization of types ..	134/47
Transactions - Reports required ..	242/46
A/S Installations - Modification stores ..	*99/45
Night Marker, Pattern 16213 - C.A.F.O. 622/44 ..	*125/45
Staff - Base - Organization ..	363/45
Training - Ships fitted with types 144Q-147B ..	*131/45

\*Denotes C.C.N.O.

Subject	C.N.O. or C.C.N.O. No.
A - contd.	
Asdic Directing Gears with Housing Domes - Fitting of T.D. Switch Installation Type 147B - Fitting of Air Release Valve etc. ..	302/46
Attache cases ..	285/46
Auto clave for sterilization of dressings etc. - Sloops and Frigates ..	116/46
"Availability" - Use of term ..	127/46
B	
Baggage - Freight charges ..	52/47
Band ratings - Designation ..	293/46
Bandsmen - Emloyment in lieu of R.C. ratings - Allowance A.F.O. 909/45 ..	283/45
Batteries for L.L. Sweep - Care and maintenance ..	*150/45
Bearing housings on oil sumps - Painting ..	49/47
Beef - Bone-out ..	109/47
Beer - Supply to H.M.A. Ships and Naval Establishments ..	526, 552/45; 24, 238/46
Binoculars - Telescopes - Return ..	360/46
Blankets and mess gear - Issue to personnel travelling ..	32/47
Bofors - Ready Use Lockers - Patt. 7101 - Drainage ..	232/46
O.Q.F. 40-mm. - Breech casing for loading lights and cable clips ..	210/46
Liquid in recoil buffers ..	311/45
40-mm. - Mark IIIA Gun Mountings - Position of Ready Use Racks patt. 7100 ..	312/45
etc. Cartridge Deflector Plate - Introduction ..	199/46
Mark IIIP Power operated mountings - Guns oil - Allowances ..	164/46
Magslip Hunters - Spares ..	231/46
Single Mountings - Fitting of Standard Grid Sights ..	550/45
Replacement of hand operated mountings etc. ..	*5/46
Spare barrels ..	102/47
Boiler blow down system ..	339/45
Boilers - H.M.A. Ships paying off ..	27/46
Water testing sets - Silver Nitrate Tablets for use with ..	85/47
Bombs and mines - Rendering safe - Organization ..	140/46
Books and forms ..	361, 431, 455, 508, 598/45; 102, 111, 166, 177, 219, 244, 253, 291, 333, 352, 398, 405/46; 27, 43, 70, 96, 142, 157/47
- Local Secret and Confidential - (see Local Secret and Confidential Books).	
O.U. Books and books of reference ..	342, 372/46
Printed matter etc. - Disposal in H.M.A. Ships paying off ..	371/45
B.R. 810/1943 (late O.U. 5409) - Rate Book for Naval Stores ..	397/45
888/1944 - Handbook of R.N. Sick Berth Staff ..	260/46
Breathing Apparatus - Oxygen - Ignition of Valve Seats ..	93/47
Bren Gun Bursts - Weapon Training ..	4/47
Bridge Chart Table - Modification - Escort vessels fitted with Radar ..	*51/46
Communications for A/S work in A.M.S. vessels ..	*76/45
Bursaries for children of personnel killed or disabled during the war ..	325/46, 37/47

\*Denotes C.C.N.O.

Subject	C.N.O. or C.C.N.O. No.
C	
Cairns - R.N.O. - Termination of appointment .. .. .	241/46
Cake - Supply to Ships at Sydney .. .. .	375/45
Cameras - A.A. Verifying - Withdrawal of allowances .. .. .	58/47
- Cine - 16-mm. - Issue for training purposes etc. .. .. .	364/46
Camp stretchers - Wooden folding - Replacement .. .. .	425/45
Canned fruits to Canteens - Supply .. .. .	230/46
Canteen(s) and Mess Stores for H.M.A. Ships .. .. .	385/46
arrangements in H.M.A. Ships and Establishments .. .. .	469/45
Funds - R.A.N. .. .. .	79/46
Service system - Rendition of reports on paying off.. .. .	572/45;237/46
Cap ribbons .. .. .	290/46
Cargo working - Precautions .. .. .	176/47
Carpets, rugs, etc. in H.M.A. Ships - Supply .. .. .	63/46
Cartridges B.L. 8" Cordite - Low muzzle velocity .. .. .	313/45
- S.A. Oerlikon - Prematures .. .. .	407/45
.455" Ball, Revolver - M.Q. 16/6/42 - Failures .. .. .	259/46
19/6/42 - With-drawal .. .. .	147/46
Signal 1-in. Green Mk.XIT - Restriction .. .. .	314/45
Cash advances in American currency from B.P.F. units to R.A.N. .. .. .	
Authorities - Rate of exchange .. .. .	384/45
- H.M. and H.M.A. Ships - Restriction .. .. .	218/46
Canadian Ships .. .. .	345/45
Certificates - Service .. .. .	568/45
- Transfer - N.A.P. to R.A.N.V.R. .. .. .	419/45
Chart(s) and Navigational Timepieces - Disposal .. .. .	42/46
Folios in H.M.A. Ships - Establishment .. .. .	*24/46
Chests - Steel - Pattern 1479 .. .. .	330/46
Cholera - Inoculation against - B.C.O.F. .. .. .	56/46
Chronometers and watches for navigational use .. .. .	341/45
Cigarettes and tobacco - Naval personnel proceeding on leave .. .. .	
or discharge - Supply .. .. .	306/45
Cinema Branch - Future policy .. .. .	119/47
Projectors - Sound 16-mm. - Care .. .. .	177/47
Clasp to Good Conduct and Long Service Medals - R.A.B. and .. .. .	
R.A.F.R. .. .. .	597/45
Climate pay .. .. .	341/46
Cloth cleaning - Accounting for by weight .. .. .	71/46
Clothes rationing .. .. .	167/46
Clothing - Protective - Supplies and uniform - Repayment .. .. .	
issues of materials .. .. .	121/46
Clubs - Golf - Honorary membership - Victoria .. .. .	485/45
Naval, Military and Air Force - Victoria .. .. .	54/47
Queensland - Accommodation .. .. .	101/46
Y.M.C.A. - Melbourne .. .. .	285/45
Cold Plastic Underwater Compositions .. .. .	83/47
Collars, semi-stiff .. .. .	16/47
Commissioned Ships - Expected time of arrival .. .. .	446/45
Commodore Commanding His Majesty's Australian Squadron .. .. .	377/46
Communication(s) - Ratings - Non-substantive rates .. .. .	324/45
Repetition of signals .. .. .	36/47
Wavemeter outfits .. .. .	291/45
Compass distances - Safe - Infringement .. .. .	*149/45
- Gyro - Repeats for Radar in A.M.S. vessels .. .. .	*41/45
Complements - H.M.A. Ships and Establishments .. .. .	68/47
Compositions - Cold Plastic Underwater .. .. .	83/47
Concession messages to Naval personnel .. .. .	326/45

\*Denotes C.C.N.O.

Subject	C.N.O. or C.C.N.O. No.
C - contd.	
Condensed milk - Unsweetened - Batch markings .. .. .	564/45
Confidential Reports on Officers .. .. .	292/46
Constructors Course for (E) Officers .. .. .	345/46
Contract(s) Supply of Ratings' Made-to-Measure Uniform .. .. .	467/45
W.R.A.N.S. Ratings' Made-to-Measure Jackets and .. .. .	
Skirts .. .. .	466/45
Controller of Naval Demobilization .. .. .	418/45
Cordite Lot Numbers - Recording .. .. .	329/46
Correction(s) to Local Secret, Confidential and O.U. Books .. .. .	*108,*126,*166, *175,*181/45;*3,*13/46
A.O.U. 1/1943.. .. .	123/46
Correspondence and Signals for F.O.I.C. and Admiral .. .. .	
Superintendent, Sydney .. .. .	321/45
- Commodore Commanding H.M.A. Squadron - Address .. .. .	391/45
Flag Officer-in-Charge and Admiral .. .. .	
Superintendent, Sydney .. .. .	3/47
Naval Ordnance Inspecting Officer, Fremantle .. .. .	139/46
Corrigendum to Navy Order 345 of 1945 .. .. .	373/45
601 of 1944 .. .. .	389/45
337 of 1945 .. .. .	389/45
359 of 1945 .. .. .	399/45
525 of 1945 .. .. .	601/45
65 of 1946 .. .. .	112/46
215 of 1946 .. .. .	265/46
220 of 1946 .. .. .	265/46
253 of 1946 .. .. .	305/46
413 of 1945 .. .. .	334/46
327 of 1946 .. .. .	362/46
Coupons - Food - Naval personnel - 1947 .. .. .	384/46
Currency for B.C.O.F. in Japan .. .. .	215/47
Customs duties on goods sent or brought to Australia by .. .. .	
personnel - Remission .. .. .	154,364/45;312/46
examination of kit of personnel returning from abroad .. .. .	157/46
Cypher machines in H.M.A. Ships and Establishments .. .. .	*23/46
- Type "X" and Mark III .. .. .	*180/45
D	
Damage control and firefighting school .. .. .	375/45
hook and similar fittings - Repositioning .. .. .	154/46
Darwin Area - Period of service in .. .. .	228/46
Naval Base Organization .. .. .	235,372/45
D.D.T. Insecticides - Supply .. .. .	66/46
Deck coverings for H.M.A. Ships .. .. .	270/46
Defect List Procedure .. .. .	309/46
Degaussing - H.M.A. Ships .. .. .	55/46
Demands for dry provisions in Darwin, New Guinea and .. .. .	
Moluccas Areas .. .. .	426/45
Demobilization Forms .. .. .	429/45
Demolition charges, Square Section, 10, 25 and 50 lb. Mark 3 .. .. .	338/46
Dental treatment - Personnel demobilized .. .. .	61/46
Dependants of Members of the R.A.N. Overseas - Social Services.. .. .	22/47

\*Denotes C.C.N.O.

Subject	C.N.O. or C.C.N.O. No.
D - contd.	
Depth Charge(s) - Care and maintenance .. .. .	414/45
Equipment - Modification to Parbuckle	
Stowage for - Mk. I D.C. throwers .. .. .	*158/45
Mk. IV D.C. throwers .. .. .	458/45
Expenditure for the period of the War .. .. .	*6/48
30.6.45 to 15.8.45 .. .. .	*7/48
16.8.45 to 30.6.46 .. .. .	*29/46
1.7.46 to 31.12.46 .. .. .	*3/47
Pistols - Chests Testing Sets .. .. .	284/45
Primers, Mk.VII, Lot 532 - Withdrawal .. .. .	398/45
Squid and Hedgehog Projectile - Peace Time	
Outfit .. .. .	*11/46
Thrower(s) - A.F.O. 4178/44 .. .. .	400/46
Mark IV - O.M.L. 9.5" .. .. .	*21/45
- Losses .. .. .	328/46
Destroyers, Tribal Class, and Frigates - Fitting of Spurn	
Walers and Rigols .. .. .	382/46
Detention or Imprisonment - Maintenance of wives and children	
of members of the Forces undergoing .. .. .	558/45
Dinghies - 14 ft. - Uniform marking .. .. .	151/47
Disabilities and Occupational Restrictions - Index .. .. .	8/46
Discharge from R.A.N. on account of physical unfitness for	
service .. .. .	599/45
Displacement and stability .. .. .	4/48
Disposal of Cypher and Signal Logs .. .. .	91/46
Effects of R.A.N. personnel reported dead,	
missing, P.O.W., sick .. .. .	409/45
Diving - Air pipe disconnection .. .. .	18/46
Equipment - Admiralty Shallow Water .. .. .	72/47
Form A.S.288A - Re-introduction .. .. .	64/46
Revised allowances .. .. .	396/46
Naval - Control .. .. .	2/46
Drafting from Sea and Shore Service Rosters .. .. .	76/47

## E

Ear Protectors .. .. .	141/47
Educational Service - R.A.N. - Reconstruction Training Scheme ..	376/46
Tests in the R.A.N. .. .. .	132/47
Test I - Qualifying standard for advancement to	
Leading Rate .. .. .	174/47
Results - September 1945 .. .. .	68/46
December 1945 .. .. .	153/46
March 1946 .. .. .	217/46
June 1946 .. .. .	287/46
September 1946 .. .. .	18/47
December 1946 .. .. .	64/47
- Higher - R.A.N. - Results - October 1945 .. .. .	73/46
May 1946 .. .. .	259/46
October 1946 .. .. .	6/47
Effects of Personnel held in Establishments etc. - Liability ..	24/47
Electrical Appliances - Maintenance .. .. .	73/46
Branch .. .. .	196,327,397/46;100,149/47
Light lamps - Packing .. .. .	389/46

\*Denotes C.N.O.

Subject	C.N.O. or C.C.N.O. No.
E - contd.	
Enemy equipment - Accounting for .. .. .	49/46
war material and explosives stores - Packing and transport	*73/45
Engine Room Department Periodical Returns .. .. .	5/47
Ratings - Watchkeeping Certificates .. .. .	301/45
Engines - Diesel - Crossley B.W.I. Type - Removal of crankshaft	
balance weight .. .. .	185/46
Lister - Blackstone Engine - in C.P.Vs., M.S.Ls. etc.	369/46
Ensigns - Foreign - Allowances .. .. .	23/47
Wearing by yachts .. .. .	47/46
Entry - Fraudulent .. .. .	418/47
Equipment in residences .. .. .	144/47
Escort vessels fitted with Radar - Modification to Bridge	
Chart Table .. .. .	*51/45
Examination(s) - Classes and Communication for S.P.O. and L.S.	
for the rank of Lieutenant-Commander(s) .. .. .	161/46;88/47
of Engine Room ratings - Results - March 1946..	269/46
September 1946 .. .. .	56/47
Sick Berth Staff - Results - May 1946 .. .. .	240/46
November 1946 .. .. .	45/47
Supply Branch .. .. .	207/46;159/47
Executive Officers - Selection of Specialists - Reports .. .. .	130/47
Expected times of arrival - Commissioned Ships .. .. .	446/45
Extended Leave or Furlough - Members being demobilized .. ..	570/45

## F

Fans - Table, for Sick Bays of H.M.A. "Tribal" Class	
Destroyers etc. .. .. .	395/45
Feed water treatment - U.S. Navy System - Adoption in the R.A.N.	523/45
Films - Recreational 35-mm. - Supplies for Ships and Establish-	
ments .. .. .	8/47
Firearms - Landing in Australia .. .. .	355/45
Fire Control Drills - Paper rolls .. .. .	403/46
Equipment .. .. .	125/47
- Fitting of Gun Ready Lamps in Frigates 1-8 .. .. .	93/46
Extinguishers - Nuswift .. .. .	214/46
Portable C O <sub>2</sub> .. .. .	148/46
- Tests .. .. .	273,283/46
Fighting - Applicators - Provision .. .. .	480/45
in H.M.A. Ships .. .. .	61/47
Machinery Compartment .. .. .	234/46
Precautions .. .. .	*146,285/45
Prevention in motor boats - Wearing of protective clothing	573/45
Naval storehouses .. .. .	396/45
Fittings - Portable - and Spare Gear - List .. .. .	356/46
Flag(s) - British - for Tribal Class Destroyers .. .. .	340/46
Lockers .. .. .	3/46
Officer Commanding H.M.A. Squadron .. .. .	86/47
State Governors' - Demands .. .. .	314/46
Vessels of Army Ordnance Corps .. .. .	141/46
Flanges, blank, on Valve Boxes of Non-ferrous Metal .. .. .	132/46
Flour .. .. .	368/45
Food coupons - 1947 .. .. .	304/46
Form A.D.495 (Report of Docking) and Form A.D.48E (Propellers	
etc.) - Procedure .. .. .	307/45

\*Denotes C.C.N.O.

Subject	F - contd.	C.N.O. or C.C.N.O. No.
Form A.M.47Z - Medical History Document Record Card	.. ..	319/45
A.S.5 - Cash Advances or Transfers	.. ..	147/47
72Z - Daily Statement of General Mess	.. ..	178/47
459Y - Application to Re-engage	.. ..	74/47
54Z - Routine Order and Travelling Expenses Claim	.. ..	309/45
1099 and A.S.1999B - List of Naval Stores on Permanent Loan etc.	.. ..	359/45
1156Z - Amendment	.. ..	146/47
1303A - Rendering	.. ..	236/46
S.1135 - Gun Calibration - Introduction	.. ..	34/47
1147A - Quarterly return of temperature of storage of cordite	.. ..	86/46;12,59/47
1148 - Rendering, and Return of Defective Stores	.. ..	365/45
1404 - Return of B.L. and Q.F. Guns - Rendering	.. ..	589/45
Forms - Books - see Books and Forms.		
Demobilization	.. ..	429/45
Printed	.. ..	30/46
"Fraudulent Entry" - Forfeiture of Deferred Pay etc.	.. ..	*18/46
Freight Charges on Service Baggage	.. ..	62/47
Foxer and Unifoxer - C.A.F.Os. 613, 614/46	.. ..	*9/47
Frigates - Ammunition Supply Trunks - Footholds for escape and A.M.S. Vessels - Packing for Auxiliary Machinery	.. ..	278/46
Destroyers - Fitting of Spurn Walers and Rigols	.. ..	11/47
"Autoclave" for sterilization of dressings	.. ..	382/46
Central Gunnery Control Position - As. and As.	.. ..	116/46
Fire Control - Gun Ready Lamps - Fitting	.. ..	*9/46
Fitting Emergency Battery Equipment to G.C. of Funnel Fuze Deflector - As. and As.	.. ..	93/46
Soot Blowers	.. ..	321/46
Squids - As. and As.	.. ..	40/46
Internal Communications etc. - As. and As.	.. ..	41/46
Lighting on Weather Decks	.. ..	*8/46
Magazine Flooding and Spraying Arrangements	.. ..	*28/46
Nomenclature	.. ..	322/46
Special arrangements for oiling at sea - A.F.O.4159/44	.. ..	353/46
Stowage for Small Arms etc. As. and As.	.. ..	*59/45
Ventilation of Funnel Casing	.. ..	*25/46
Galley etc.	.. ..	371/46
Fuelling - Port Adelaide	.. ..	258/46
Full Power Trials - H.M.A. Ships	.. ..	175/46
Funeral Expenses - Payment of Press Notices	.. ..	307/46
Furlough or Extended Leave - Members being demobilised	.. ..	303/45
Furniture - Official Residences	.. ..	570/45
Fuzes - Time Mechanical - Maintenance of Pre-set Fuzes	.. ..	122/46
		551/45

## G

Gas cylinders - Return of empty	.. ..	507/45
Water pressure test	.. ..	53,156/47
Gassing in Depth Charges	.. ..	202,263,404/46
Gowrie Scholarships	.. ..	322,315/45
Gramophone records suitable for "Doubling Round" - Supply	.. ..	516/45
Gratuity Outfit - Officers of the Naval Reserve Forces	.. ..	566/45
War - to Members of the Naval Forces	.. ..	525/45;365/46
Grenades No.36M, H.E. - Use as Underwater Exploding Signals	.. ..	*33/46

\*Denotes C.C.N.O.

Subject	G - contd.	C.N.O. or C.C.N.O. No.
Guard Rails - Precautions against accidents	.. ..	7/47
Gun drill - Q.F. - Care in loading to avoid damage to fuzes	.. ..	481/45
Gunner's Mate and Torpedo Gunner's Mate - Change of title	.. ..	185/46
Gunnery communications - A.M.S. Vessels	.. ..	*40/45
Instructional Centre - Status - Sydney Command	.. ..	266/45
Spotting Tables	.. ..	281/46
Guns - Bofor. (See also "Bofor Guns".)		
Lubricants for	.. ..	200/46
- Specification DOTM 4343 - Withdrawal	.. ..	301/46
Machine .303-in. - Allowances	.. ..	82/47
Oerlikon 20-m.m. - American - Return to store	.. ..	525/46
Transferable, 2-pdr. 40-m.m. etc. - Form A.S.1156Z	.. ..	197/46
40-m.m., IIIA Gun Balancing Gear - Fractured springs	.. ..	388/46
Sub-calibre Q.F. 2-pdr. L.A. Mk.I - Supply for use in Q.F. 4-in. Mk. XVI* Guns	.. ..	514/45
Gun Mountings 2-pdr. Mk. VII*P - Modifications	.. ..	135/47
Salutes - Provisional drill and procedure, etc.	.. ..	220/46
Gyro Compass Equipment, Mk. XIV - H.M.A. Ships	.. ..	*50/45
Ships reduced to Reserve or for Disposal	.. ..	48/46
Fitting Emergency Battery - Frigates	.. ..	521/46
Repeats for Radar in A.M.S. Vessels	.. ..	*41/45
Sperry Mk.XIV - Repeater Bezel Glass - Separation.	.. ..	191/46
Gun Sights - U.S. Mk. XIV - Change of wiring to provide standby conditions	.. ..	*161/45

## H

Herbert Lott Trust Fund	.. ..	14/47
H.M.A. Boom Depot, Brisbane - Address	.. ..	344/46
Sydney - Postal address	.. ..	306/46
Ships - Deck coverings	.. ..	270/46
Engine Room Department Periodical Returns	.. ..	5,120/47
Firefighting in	.. ..	61/47
Fitted with Mk. XIV Gyro Compass Equipment	.. ..	*50/45
Fluorescent lighting	.. ..	358/46
Fuel power trials	.. ..	307/46
Painting of	.. ..	193/46
Paying off - Procedure - See Paying off H.M.A. Ships.	.. ..	*4/47
Photographing	.. ..	*97/45;266/46
Reports of Proceedings	.. ..	*95/45
Store Carriers - Loading	.. ..	386/46
H.M.A.S. "Mindari" - Status	.. ..	40/47
"Penguin" - Change of title of sick quarters	.. ..	168/47
"Tarangau" - Supplies of Victualling and Canteen Stores	.. ..	46/47
"Watson" - Name ship	.. ..	113,355/46
Honours, Awards and Decorations - R.A.N. Personnel	.. ..	
1939-45 Star, Africa Star, Atlantic Star, Italy Star, etc.	.. ..	400,517/45
Hospitals - Accommodation for personnel in Public Hospitals	.. ..	
in Victoria	.. ..	20/47
Private - Approved - Rates of treatment for Naval Officers	.. ..	115/47
H.R.H. the Duke of Gloucester's Cup	.. ..	399/46

\*Denotes C.C.N.O.

\* MANODRA - Pjig off

400/47

## Subject

C.N.O. or  
C.C.N.O. No.

## I

Identity Cards and Certificates of Service .. ..	325/45
Illness or injury to members of the R.A.N. - Advice to next-of-kin .. ..	276/46
Imprisonment or detention - Members of Forces undergoing - maintenance of their wives or dependents .. ..	558/45
Income Tax collection by instalments .. ..	296/46
Returns .. ..	330,451/45
- Superannuation paid by the Commonwealth .. ..	374/46
Indemnity Bonds - Members undergoing courses .. ..	311/46
Inoculation against cholera - B.C.O.F. .. ..	56/46
Instructions for the Accounting, Custody, etc., of Secret, Confidential, etc. Books .. ..	*136/45, *8/47
Interim Forces - Conditions of service .. ..	190/46
Internal Combustion Engines - Starting Gear - Precautions .. ..	381/45
Interocular Distance - Record .. ..	43/46

## J

Japanese Currency for B.C.O.F. - Supply .. ..	215/47
Jewish Sacred Festivals - 1947 .. ..	101/47
Journals - Medical Officers' .. ..	96/46

## K

Kit Bags and Suit Cases .. ..	69/47
hammocks, etc. - Losses during transport - Labelling and marking .. ..	386,484,577/45
- Ratings drafted to "Melville" and "Tarangau" .. ..	143/47
Retention on discharge - Naval Dockyard Police .. ..	346/45
"Knock for Knock" Agreements .. ..	51/47

## L

Landing Craft Signalmen (Sig. L.C.) - Institutions of Higher Non-substantive Rates .. ..	278/45
Squad Projectiles etc. .. ..	*10/47
Laverton - School of Air Support .. ..	87/47
L.C.V.P. - Loss when being towed .. ..	186/46
Leave Entitlements .. ..	504/45; 9/46
Extended, or Furlough - Members being demobilized .. ..	570/45
Travel - Tasmania .. ..	43/47
Travelling Warrants - Q'land. .. ..	47/47
Lifebelts - Inflatable .. ..	84/47
Life Boat Raft First Aid Equipment - Scale "G" .. ..	272/45
Sawing Equipment - Red Reflector Discs .. ..	289/45
Links - Unhooking - Ammunition 2-pdr. .. ..	505/45

\*Denotes C.C.N.O.

## Subject

C.N.O. or  
C.C.N.O. No.

## L - contd.

Linoleum - Economy in the use - A.F.O. 490/47 .. ..	171/47
Local Secret Confidential and O.U. Books - see Corrections, etc.	
Lockers, Ready Use - Bofors - Pattern 7101 - Drainage .. ..	232/46
Loran Receiving Equipment .. ..	*145/45
Loss of L.C.V.P. when being towed .. ..	186/46
Losses of Naval Stores .. ..	229/46
Low Angle Full Calibre Practices - Analysis etc. .. ..	*17/46
L.S.F. - Loan to R.A.N. .. ..	268/46
Lubricating Oils - Accounting for .. ..	506/45
for Guns, Breech Mechanisms and Mountings .. ..	200/46

## M

Machinery and Plant - Transfer .. ..	524/45
- Auxiliary - Packing - Frigates and A.M.S. Vessels .. ..	11/47
Handbook, 1943 - Issue on repayment .. ..	366/45
Protection against the effects of shock - Reports .. ..	*2/47
Magazine Flooding and Spraying Arrangements - Frigates, Sloops and A.M.S. Vessels .. ..	322/46
Mails - Bagging .. ..	216/46
Prepayment of postage .. ..	181/46
Undeliverable - Treatment .. ..	152/47
Malaria - Post-Discharge .. ..	557/45
Markers, sea, aluminium, Mk.I - Withdrawal .. ..	201/46
Medal - Long Service and Good Conduct - Clasps .. ..	597/45
Medical and Dental Stores - H.M.A. Ships paying off .. ..	509/45
Surgical Instruments - Optical or Specialised .. ..	464/45
Examination of Recruits .. ..	95/46
Staff - Repatriation Commission .. ..	579/45
Mental Hospitals or Receiving Houses - Admission of Naval personnel .. ..	77/46
Mess Balances in H.M.A. Ships and Shore Establishments - Waivure .. ..	578/45
or Canteen Funds - Articles of value .. ..	119/46
Traps - Officers - Replacement Allowances for 1946-47 .. ..	35/47
Utensils of C.P.O's., P.O's., etc. messes - Allowances for 1946-47 .. ..	39/47
Messes - Purchases of stores from A.A.C.S. .. ..	262/46
Messing - General - in small ships - Installation .. ..	348/45
Milk, fresh and milk products - Restricted issues .. ..	305/45; 7/46
Mines and bombs - Rendering safe - Organization .. ..	140/46
Return of Mechanism Plates .. ..	161/47
Washed Ashore - Identification .. ..	160/47
Moluccas Area .. ..	*130/45
Morse Flag - Abolition - Visual Signalling .. ..	165/46
Motor transport - Economy in use .. ..	590/45; 79/47
Lighters - 120 ft. - Double bottom compartments .. ..	5/46
vehicles - Prevention of theft .. ..	574/45; 144/16
M.T.S. Anti-Mould Black Lacquer and Luting Wax - Introduction .. ..	243/46
Mullets - Calculation of time and charges .. ..	80/46
Offences of breaking out of ship .. ..	357/45

\*Denotes C.C.N.O.

Subject	C.N.O. or C.C.N.O. No.
N	
Naval Agent, Cairns .. .. .	67/47
Naval Armament Depot, Darwin .. .. .	*135/45
Supply Officer, Fremantle - Postal address .. .. .	155/46
Base, Darwin - Organization .. .. .	150/46
Board of Administration .. .. .	293/45
Secretary .. .. .	151/46
Harbour Moorings .. .. .	104/46
Officer(s)-in-Charge - Rabaul .. .. .	456/45
Flinders Naval Depot - Change of title .. .. .	567/45
Transfer of headquarters - New Guinea .. .. .	424/45
Ordnance Inspecting Officers - Appointments to Darwin and Brisbane .. .. .	*132/45
Naval Storekeeping procedure .. .. .	402/46
- Registration of vouchers .. .. .	194/46
Stores - Accounting for in Coastal Craft .. .. .	561/45
Accounts .. .. .	303/46
consigned by sea or air freight .. .. .	78/46
- Demands for .. .. .	313/46
in Stations and/or Services attached to H.M.A. Depots and Bases .. .. .	515/45
Issuing Ship - Supply of Naval Stores for Escort Vessels in Northern Areas .. .. .	287/45
Losses .. .. .	229/46
New Entry Ratings entered on a two years' engagement .. .. .	146/46
Guinea Area - Organization .. .. .	129/47
Night Sights for A.A. Armament - Illumination fittings .. .. .	350/46
Vision .. .. .	80/47
Non-substantive rates - Courses .. .. .	387/46
Non-Sub Echoes .. .. .	4/46
Notebooks containing Secret or Confidential matter - Disposal .. .. .	*176/45
O	
Officers - Active List - Permanently unfit for General Service .. .. .	128/46
Confidential Reports .. .. .	292/46
Executive - Selection of Specialists - Reports .. .. .	150/47
Temporary - Appointed under the National Security Regulations - Re-appointment in R.A.N.V.R. .. .. .	355/46
Working Dress .. .. .	316,442/45;366/46
Official calls and visits of ceremony .. .. .	66/46
Operation and Administration of the R.A.N. .. .. .	81,221/46;117/47
Optical Course - A.Bs. Q.O. .. .. .	91/47
Instruments - Maintenance in R.A.N. - Training etc. of Advanced Artificers .. .. .	279/46
O.Q.F. 40-m.m. Bofors - Mark I, I*, C Marks I and I* .. .. .	336/46
Single mountings - Fitting of Standard Grid Sights .. .. .	550/45
4.7-in. Marks XII and XII* and XIIIB - Stripping Procedure etc. .. .. .	337/46
Ordnance Artificers (Optical) - Transfer to Permanent Engagements in the R.A.N. .. .. .	364/46

\*Denotes C.C.N.O.

Subject	C.N.O. or C.C.N.O. No.
O - contd.	
Ordnance Q.F. 40-m.m. Bofors - Liquid in Recoil Buffers .. .. .	311/45
Mk.I and I* - Modification to Breech Casing .. .. .	588/45
2-pdr. Mk.VIII - Adjustment to Cartridge Headspace .. .. .	359/46
Outfit Gratuities for Officers of the Naval Reserve Forces .. .. .	566/45
Oxygen Breathing Apparatus - Ignition of Valve Seats .. .. .	93/47
P	
Paint - Plastic type - Introduction, use, etc. .. .. .	75/47
Painting of Bearing Housings, etc. .. .. .	49/47
H.M.A. Ships .. .. .	193/46
- Use of Enamel .. .. .	135/47
Palmer LLH Petrol Engines - Operating speeds .. .. .	269/45
Paper Rolls for Fire Control Drills .. .. .	403/46
Passengers in Service Vehicles .. .. .	189/46
Paying off A.M.S. Vessels into Reserve at extended notice .. .. .	*172/45
H.M.A. Ships - Disposal of Relics, Trophies, etc. .. .. .	596/45
Medical and dental stores .. .. .	509/45
Naval Armament Gunnmounting Stores, etc. .. .. .	443,529,45
Store Accounts .. .. .	460/45
Stores .. .. .	10/47
O.U. Books and Books of Reference .. .. .	342/46,94/47
Printed matter, books, etc. - Disposal .. .. .	571/45
Return of Naval Armament, Gunnmounting and Torpedo Stores .. .. .	175/47
Service System Canteens - Rendition of Report .. .. .	572/45;237/46
Tenders - Procedure for dealing with Victualling Stores .. .. .	483/45
Pendants - Distinguishing - Frigates and A.M.S. Vessels .. .. .	575/45
Ships' Side .. .. .	275/46
Photographer Ratings .. .. .	318/45
Photographing of H.M.A. Ships .. .. .	*4/47
Pilotage - Claims .. .. .	3,449/45
Pistols, Revolver - Failures .. .. .	19/47
Transactions - Reports .. .. .	52/47
Plastic Underwater Compositions - Cold .. .. .	83/47
Plugs for Exhaust Pipes - 63-ft. Air Sea Rescue Boats .. .. .	*122/45
P.M.G. Certificates - Eligibility of telegraphist ratings for exemption in certain subjects of the examination for .. .. .	129/46
Postage - Concessionary - N.E.I. Area .. .. .	361/46
Practice Allowances - Annual .. .. .	*22/46,*5/47
Presentations, Relics and Trophies - Annual Return .. .. .	170/47
Press Publicity - Assistance .. .. .	149/46
Primers, Percussion No.9, Mk.I - Withdrawal .. .. .	12/46
Prisoners of War - Repatriated - Advancement in rating Medical Histories .. .. .	370/46
Professional Examination(s) - Warrant Engineers and Warrant Mechanicians .. .. .	310/45
Writer and Warrant Supply Officer .. .. .	162/46
Projectiles - Squid and Hedgehog - Peace Time Outfit .. .. .	171/46
- Landing .. .. .	*11/46
.. .. .	*10/47

\*Denotes C.C.N.O.

## Subject

## P - contd.

Projectors A.A.D. Type D (P.A.C.) - Withdrawal .. ..	247/46
Rocket Flare 2-in. - Frigates, etc. As. and As. ..	29,114/47
Propellant - Flashless .. ..	*142/45
Propeller shafting - Corrosion - 75 ft. G.P.V. and 85 ft. M.S.Ls. ..	363/46
Provisions - Condemnation in Ships and Naval Establishments ..	317/45
Fixed Issuing Price .. ..	284/46
Forms A.S.330 - Condemnations .. ..	298/46
Orders .. ..	463/45
or other Victualling Stores - Report or Survey - Form A.S.330 - Rendition .. ..	349/45
- Variations in price - Adjustments of accounts ..	297/46
Publicity - Assistance for War Correspondents .. ..	149/46

## Q

Qualified Ordnance (Optical) - Q.O. (O) - Non-substantive rate ..	497/45
Quarantine Control - Animals and articles subject to ..	498/45
Q.F. Gun Drill - Care in loading to avoid damage to fuzes ..	461/45
Q.R.Is. (S/V) - Acting .. ..	478/45

## R

Radar Aerial Type B.AP/H/M - Reconditioning and modifications ..	*123/45
A/S and W/T Equipment - Removal of components .. ..	142/46
Badges .. ..	15/46
Carbon Pile Regulators Patt. W.1698 and W.2194 - Ventilation ..	479/45
Components and spares .. ..	408/45
Control and Radar Plot Ratings - Promotion to Warrant Rank ..	522/45
Courses for Executive Officers .. ..	*20/46
Equipment - Allocation .. ..	*177/45
Wave Guide Fittings .. ..	*116,*163/45
- Escort Vessels fitted with - Modification to Bridge Chart Table .. ..	*51/45
Gyro Compass Repeats .. ..	*41/45
Intelligence Testing Sets - Pattern 19448 .. ..	324/46
Outfits J.E. - P.P.I. Ventilation .. ..	170/45
Plot Branch - Opportunities for attaining Warrant Rank ..	569/45
R.A.N. Type - Authorised allowance of Test Equipment ..	178/45,124/47
Security .. ..	*46/45
Sets, fitted .. ..	*27/46
Operating Ranges .. ..	*52/46
Stores for H.M.A. Ships .. ..	131/45
Supply, Custody and Accounting .. ..	60/46
Training .. ..	*21/46
Establishment .. ..	38/45
of Permanent Ratings for Non-substantive rates ..	82/46
Type(s) 251 M/P .. ..	*14/46
253 (I.F.F.) Detonators .. ..	*174/45
253/P, ABK - Suppression when fitted with A.286Q..	*52/45
253/P - Fitting and conversion of Type 253 to 253P ..	*55/45

\*Denotes C.C.N.O.

## R - contd.

Radar Type(s) A.272/A.276 - Local Oscillator Unit - Modification ..	329/45
Modification of Receiver Patt. (Aust) 240 .. ..	*162/45
Replacement of R.14 in Indicator Timebase .. ..	*165/45
A.276 - Fitting .. ..	*82,*171/45
- Anti-wave Clutter Unit .. ..	212/46
Improved Transformer Type IXE 14800 .. ..	256/46
A.286Q - Aerial Outfit BAP/H/M - Reconditioning and Maintenance .. ..	*123/45
Fitting of magnetic screens to 1802 Cathode Ray Tubes .. ..	*37/45
Pre-amplifier - Patt. No. (Aust) 420 .. ..	*17/45
941/243Q - Introduction .. ..	*100/45
Walter Transmitter in Aircraft Emergency Dinghies .. ..	*170/45
Radio Equipment - Preservation when in C. & M. .. ..	50/47
Hazards to Explosives in Demolition Work .. ..	280/46
Mechanic(s) (R)(W) and (S) - Tool kits .. ..	393/45
- Training - Conditions of service - Reports..	300/46
Office Security Notice - Re-introduction .. ..	308/46
Telegraphic Communications .. ..	331/46
R.A.N. Education Service - Reconstruction Training Scheme ..	246,376/46
Range finders - Cotton type - Pattern 10059 .. ..	138/46
Rank - War Service .. ..	255/46
Rates of treatment in approved private hospitals .. ..	134/46
Ratings - Acting A.S., Signalmen, Tel. and Sks. - Provisional conf. on demobilization .. ..	319/46
Advancement - Notation of Seagoing recommendations on Conduct Sheets and notations in A.S.264 .. ..	465/45
Extension of service beyond 22 years Man's Time .. ..	39/46
New Entry entered on a two year engagement .. ..	146/46
Non-substantive - 3rd Class .. ..	179/46
Rationing - Clothes .. ..	44/47
R.C. and R.P. Branches - Transfer of responsibilities .. ..	215/46
R.C.M. - Fitting of equipment in H.M.A. Ships .. ..	*106/45
Ready Use Lockers Patt. 7152 - Modification for stowage of Bofors ammunition .. ..	380/45
Recognition Procedure - V.F. .. ..	*7/47
Reconstruction Training Scheme - R.A.N. Education Service ..	376/46
Re-engagements .. ..	115/46
Refrigerator and Air Conditioning Equipment in H.M.A. Ships - Maintenance .. ..	450/45
Relics - Presentations and Trophies - Annual Return .. ..	170/47
paying off - Disposal .. ..	596/45
War .. ..	22/46
Remembrance Sunday .. ..	254/46
Repatriation Medical Institutions - Staff .. ..	528/45
Reports of Proceedings .. ..	592/45
- H.M.A. Ships .. ..	87/45;266/46
Reserve Fleet Organization .. ..	235/45
Respirators - Anti-gas .. ..	282/46
Ribbons - War Service .. ..	400/45
Rocket Flare Projectors - Fitting - As and As .. ..	*164/45
Safety firing switch .. ..	29/47
- Schermuly Line Carrying - Failures .. ..	233/46
Rope Grummets - Care and return to store .. ..	390/46

\*Denotes C.C.N.O.

## Subject

## S

S.A. Gear Type C Mks. I and II .. .. .	*151/45
Sales of stores and property .. .. .	560/45;98/47
Salutes - Gun - Drill and procedure etc. .. .. .	220/46
Sandals - Supply .. .. .	33/47
School of Air Support - Laverton .. .. .	87,118/47
Schoolmasters - Promoted to A.C.W.O. - Pay .. .. .	13/46
Seal - Ships' - Safe custody .. .. .	380/46
Secret and Confidential Correspondence - Security .. .. .	*136/45; *8/47
Matter - Disposal of Notebooks .. .. .	*176/45
Confidential and O.U. Books - See Corrections, etc. .. .. .	
Semaphores - Mechanical - Removal .. .. .	65/47
Sentences of Imprisonment - Information to Next-of-Kin .. .. .	138/47
Services Trust Funds .. .. .	383/46
Shells - H.E. - Filled with "Universal" Fuse Cavity .. .. .	92/47
Firing in low angle practices .. .. .	198/46
Shoulder flashes .. .. .	274/46
Sights - Correctional 40-m.m. A.A. Mountings, Mk. V .. .. .	192/46
Director-Illuminator - As. and As. .. .. .	172/46
Local Control - Frigates 1-8 - As. and As. .. .. .	92/46
Signal(s) - Letters of British Ships .. .. .	54,226/46;71,158/47
Plain language - Punctuation marks .. .. .	38/47
Referring to Nursing Sisters .. .. .	281/45
Repetition - Communications .. .. .	36/47
Signalling to British Merchant Ships .. .. .	63/47
Silver Nitrate Tablets for use with Boiler Water Testing Sets .. .. .	85/47
Sira Water Repellant Compound - Pattern 4292 .. .. .	41/47
Sloops, A.M.S. Vessels etc. - Magazine flooding and spraying .. .. .	
arrangements .. .. .	322/46
Small Arms - Accidents .. .. .	136/46
Establishments for Shore Bases .. .. .	*19/46
Rifles and Sub-Machine Guns - Allowances .. .. .	*15/46
Safe custody .. .. .	163,401/46
Standardization of Types .. .. .	134/47
Transactions - Reports required .. .. .	242/46
South West Pacific Area .. .. .	406/45
Souvenirs - Ammunition components .. .. .	19/46
Stability and Displacement .. .. .	4/46
Stationery - Economy in use .. .. .	155/47
Steel Chests - Pattern 1479 .. .. .	272,330/46
Storekeeping etc. - Responsibility for inspection .. .. .	252/46
Naval .. .. .	139/47
Stores and Property - Sales .. .. .	560/45
- Naval - Accounting for, Coastal Craft .. .. .	561/45
Incorporated in W/T, A/S, .. .. .	
Radar, etc., Sets .. .. .	424/45
Surveying .. .. .	109/46
Procedure in Stations attached to .. .. .	
Bases etc. .. .. .	99/47
Armament Gunmounting and Torpedo - Consignment .. .. .	
by Rail .. .. .	274/45
Classification - use of terms "Sub-head" and .. .. .	
"Item" .. .. .	31/47
Demands for .. .. .	313/46
Lists of, on Permanent Loan etc. - Forms 1099 .. .. .	
and 1099B - Revision .. .. .	359/45
Losses .. .. .	229/46
Lost by accident, neglect or theft - Procedure .. .. .	454/45

\*Denotes C.C.N.O.

## Subject

## S - contd.

Stores - Naval - Marking of ledger when store charge .. .. .	
certificate is given .. .. .	308/45
Medical and Dental - Losses .. .. .	140/47
Prevention of misappropriation, losses, etc. .. .. .	21/47
Recovery of value lost by neglect .. .. .	73/47
Return of payments to intending purchasers .. .. .	251/46
Replenishment - H.M.A. Ships .. .. .	315/45
Special Surveying - Accounting .. .. .	104/47
Stores carried in excess of requirements .. .. .	261/46
Transfer between ships .. .. .	391/46
Vessels being paid off under the Demobilization .. .. .	
Scheme .. .. .	10/47
Victualling and Canteen, for H.M.A.S. "Tarangau" .. .. .	168/47
Packages supplied with .. .. .	453/45
Radar - Supply, custody and accounting .. .. .	60/46
Returned from H.M.A. Ships - Marking .. .. .	55/46
Sale .. .. .	98/47
Surplus - Disposal - Terms of sale .. .. .	97,188/46
Victualling - Provisions .. .. .	367/46
Supply to H.M. Ships and R.N. V.S.I.S., .. .. .	
Sydney .. .. .	343/46
Stretcher cots - Pattern 474 - Supply .. .. .	344/45
- Stokes Litter Type Supply .. .. .	36/46
Sugar and Golden Syrup .. .. .	116/47
Suit Cases and Drill Kit Bags .. .. .	69/47
Superannuation paid by Commonwealth - Income Tax .. .. .	374/46
Supply Branch - Professional Examinations .. .. .	207/46;159/47
Transfer from Reserves to P.N.F., etc. .. .. .	112/47
Surveying Stores - Special - Accounting .. .. .	109/46
Swamp Tests - Small boats .. .. .	133/46
Sweeps - L.L. and S.A. - Reports .. .. .	*12/46
Switch - Aerial Change Over - Fitting .. .. .	*34/46
Swords - Naval - Reintroduction .. .. .	326/46
Sydney Command .. .. .	320/45

## T

Tablets - Silver Nitrate - for use with Boiler Water Testing Sets .. .. .	85/47
Taxation clearances .. .. .	162/47
Telecommunications Services - External .. .. .	66/47
Telegrams to Naval personnel .. .. .	565/45;34/46
Telegraphic Addresses .. .. .	37/47
Telegraphist ratings - Eligibility for exemption in subjects .. .. .	
of the examinations for P.M.G. and Certificates.. .. .	129/46
Warrant - Appointment to Cruisers .. .. .	89/47
Teleprinter Circuits - Transmission of Secret and Confidential .. .. .	
Messages in P/L .. .. .	*179/45
Telescopes Gun Sighting - Patts. G.A.100 and G.A.100* .. .. .	382/45
Tool kits for Ordnance and Electrical Mechanics .. .. .	439/45
Radio Mechanics (R) (W) and (S) and (C) .. .. .	393/45
Tools - for use of A.B.Q.Os. .. .. .	29/46
Torpedo and Anti-Submarine Branches - Amalgamation .. .. .	586/45;50/97
Blowing Heads and Collision Heads - Allowances .. .. .	310/46
Pistols .. .. .	*30/46

\*Denotes C.C.N.O.



## Subject

C.N.O. or  
C.C.N.O. No.

## T - contd.

Towels - Seamen's .. .. .	74/46
Training Instructional Appliances - Issue of 16-m.m. cine cameras .. .. .	364/46
Transfer of "Hostilities only" ratings to Permanent Naval Forces Machinery and Plant .. .. .	353/45
"Q" Class Destroyers to R.A.N. and Reversion of "N" Class Destroyers to R.N. .. .. .	524/45
Transmission of confidential messages in plain language over teleprinter channels .. .. .	585/45
Travelling Warrants - Custody and issue .. .. .	*2/46
Queensland Areas .. .. .	248/46
Tasmanian Areas .. .. .	47/47
Tropical Dress in the R.A.N. .. .. .	48/47
Trunk line calls by Naval personnel .. .. .	121/47
Typing, touch - Communication Branch ratings .. .. .	327/45
Typewriters - Fitting in Wireless Receiving Rooms .. .. .	288,348/46;77/47
	13/47

## U

Uniform(s) and clothing - Authorized kits - R.A.N. Women's Services .. .. .	562/45
Made-to-measure - Allotments .. .. .	23/46
Supplies - Repayment issues of materials .. .. .	121/46
Cuff Buttons on Jackets and Seamen's Overcoats .. .. .	108/47
Officers' - Prices .. .. .	142/47
Ratings and band ratings - made-to-measure - prices .. .. .	452/45;373/46
- Made-to-Measure - Contracts for supply .. .. .	122/47
Limitation of purchases .. .. .	350/45
Superfine cloth for Officers .. .. .	42,156/47
Wearing by demobilized personnel .. .. .	159/46
United Services Club, Brisbane .. .. .	204/46

## V

Ventilation - Additional - A.S. Directing Gear Compartment .. .. .	*167/45
of Asdic Bridge Hut - Types 127A/B/C and 128A/B/C .. .. .	*115/45
to forward Magazine - A.M.S. Vessels .. .. .	*114/45
Vessels - A.M.S. - see A.M.S. Vessels.	
V.F. Recognition Procedure .. .. .	*7/47
Victualling Store(s) - Camperdown, N.S.W. - Closing down .. .. .	316/46
Depot, Darwin .. .. .	108/46
Inspecting Officer for Small Ships - Appointment .. .. .	90/47
Procedure in tenders paying off .. .. .	483/45
Provisions .. .. .	367/46
Vouchers - Receipted Issue - Return to Victualling Yards and Depots .. .. .	69/46
Registration - Naval storekeeping .. .. .	194/46
V/S 1 and W/T 1 - Granting of non-substantive rates .. .. .	184/46

\*Denotes C.C.N.O.

## Subject

C.N.O. or  
C.C.N.O. No.

## W

War Gratuity to members of the Naval Forces .. .. .	525/45;365/46
Memorials .. .. .	277/46
Warrant Electrician, R.A.N. - Professional Examination .. .. .	347/46
Officers - Educational qualifications .. .. .	320/46
Form S.206 - Reports .. .. .	346/46
Promotion to Commissioned Rank .. .. .	227/46
Telegraphists - Appointment to Cruisers .. .. .	89/47
Writers and Warrant Supply Officers - Professional Examination .. .. .	171/46
Warrants - Travelling - Custody and issue .. .. .	248/46
Queensland Areas .. .. .	47/47
Tasmanian Areas .. .. .	48/47
Washers - Compressed asbestos fibre .. .. .	43/45
Washing machines - Installation in Destroyers, Frigates, Sloops and A.M.S. Vessels .. .. .	21/46
Watches in Australian Ships .. .. .	44/46
Pocket - Prevention of loss .. .. .	169/47
Watchkeeping Certificate - R.A.N.R. Officers .. .. .	2/45
Water bottles - Emergency water ration for personnel at sea - Supply .. .. .	6/45
Pressure Test - Gas cylinders .. .. .	60/45
Sira Repellant Compound .. .. .	41/47
Weapon Training - Bren Gun Bursts .. .. .	4/47
Welding and burning in Ships - Precautions .. .. .	289/46
Welfare officers .. .. .	379/46
Women's Services - Extra Duty Allowance not payable .. .. .	253/45
Wooden furniture - Replacement by steel, in Cruisers, Destroyers, A.M.S. Vessels, and "Warrego" and "Swan" .. .. .	332/45
Wound stripes .. .. .	183/45
- Distinction marks for wounded .. .. .	48/45
W.R.A.N.S. - Advancement .. .. .	259/45
Ratings - Made-to-measure Jackets and Skirts - Contracts for supply .. .. .	120,466/45
W/T and D/F charging resistance .. .. .	*31/45
- Equipment - Requisitioned Vessels - Maintenance by A.W.A. .. .. .	302/45
Radar and A/S Equipment - Removal of Components .. .. .	142/46
Receivers - Admiralty Types B40 and B41 .. .. .	271/46
R.T. Installation Type R.C.8 - Supply of low power .. .. .	*30/45
V/S Typewriters - Fitting of Paper Roll Adapter .. .. .	396/46
1 and V/S 1 - Granting of acting non-substantive rates .. .. .	184/46

## Y

"Y" and R.C.M. in Ships - Policy .. .. .	*35/46
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\*Denotes C.C.N.O.

LIST OF NAVY ORDERS ISSUED BETWEEN 1st JANUARY, 1939 AND  
30th JUNE, 1946, WHICH HAVE BEEN CANCELLED.

Cancelled Order	Superseded by	Cancelled Order	Superseded by	Cancelled Order	Superseded by
1939		1941 - ctd.		1942 - ctd.	
39	50/40	65	141/47	105	609/44
50	420/43	74	305/44	107	230/42
85	107/39	85	345/44	119	265/44
96	420/43	103	412/42	127	326/45
158	37/40	113	601/43	129	66/46
159	91/40	114	326/45	133	342/42
163	84/47	127	351/41	140	612/44
		129	355/41	147	518/43
1940		133	136/43	158	446/43
2	249/40	134	23/44	160	332/42
34	332/42	135	393/42	167	84/47
37	132/41	148	103/43	168	84/47
41	38/41	150	115/46	170	332/43
43	321/44	154	239/41	177	448/42
50	305/44	155	366/41	183	519/43
83	170/47	157	234/42	184	414/43
89	342/42	164	380/43	190	211/46
90	155/40	183	334/42	205	305/44
91	23/41	193	327/45	219	134/45
104	282/42	201	84/47	230 - Part	
116	612/44	203	141/47	2(b)(iii)	375/42
120	39/41	206	136/43	230 - Part	
146	283/40	216	351/43	2(q)	210/43
150	393/42	222	580/44	239	339/43
167	61/44	228	103/43	248	263/43
178	145/45	235	612/44	250	480/43
188	250/40	255	342/45	265	211/46
215	578/43	261	334/42	281	35/45
216	304/42	263	212/42	282	149/43
228	489/43	319	342/42	283	146/44
232	528/43	325	162/47	288	339/43
240	304/42	326	429/43	292	263/43
243	580/44	340	410/42	293	448/42
250	73/42	344	463/45	299	471/43
257	498/43	350	327/45	300	211/46
265	84/47	366	459/45	303	149/43
269	436/45	368	410/42	304	601/43
275	359/43			313	237/45
280	237/45	1942		316	51/45
301	315/41	2	103/43	321	525/43
		18	256/44	331	246/45
1941		28	429/43	333	326/45
4	64/41	38	448/42	344	327/45
9	362/43	47	561/44	346	211/46
10	513/43	60	230/42	350	84/47
22	601/43	69	104/45	352	480/43
23	232/43	73	446/43	357	345/44
34	42/47	72	230/42	358	446/43
38	504/45	86	230/42	360	256/44
42	355/45	89	446/43	361	525/43
54	232/41	104	339/43	375(b)	210/43
				385	612/44

Cancelled Order	Superseded by	Cancelled Order	Superseded by	Cancelled Order	Superseded by
1942 - ctd.		1943 - ctd.		1943 - ctd.	
389	263/43	*130	*83/44	503	354/44
394	197/43	*131	*36/44	519	543/44
308	519/43	132	368/45	521	263/44
403	84/47	*142	*45/44	525	100/46
409	325/45	145	359/43	526	425/44
410	218/45	149	414/45	535	421/45
420	325/45	*150	*63/45	539	278/45
435	390/43	153	385/46	547	288/45
440	351/43	*160	*141/44	559	375/44
446	265/43	162	414/45	576	263/44
448	140/46	163	140/46	578	178/45
449	102/43	164	140/46	582	414/44
451	587/44	*174	*141/44	584	205/45
453	525/43	*175	*36/44	589	211/46
458	211/46	*176	*80/44	594	265/44
461	480/43	*179	*71/44	611	481/45
		*180	*164/44	649	119/46
1943		181	188/45	664	163/45
2	346/44	185	49/45	671	109/47
*9	*188/44	197	235/45	672	199/45
11	320/45	215	241/45	674	493/44
*20	*63/45	217	305/44	676	260/46
23	436/43	223	145/45	682	99/47
*25	*20/44	226	158/44	684	560/44
*29	*57/43	244	257/45		
*34	*36/44	245	265/44	1944	
*36	*83/44	246	446/43	*2	*117/44
40	519/43	258	69/47	10	464/44
41	229/44	263	266/44	*10	*139/44
45	257/45	284	127/44	*13	*36/44
*46	*72/44	299	290/46	*14	*71/44
46	127/44	311	256/45	17	167/45
49	104/45	313	90/45	*20	*66/45
*50	*164/44	315	469/44	*35	*80/44
56	580/44	327	190/45	*36	*141/44
*60	*63/45	331	241/44	39	477/44
*61	*117/44	351	152/47	45	140/46
*64	*138/43	355	612/44	*47	*72/44
*69	*177/44	359	39/45	54	51/45
72	264/46	360	257/44	*64	*72/44
75	414/45	392	266/44	*71	*140/44
*83	*131/43	406	481/45	*72	211/46
*86	*118/43	412	414/44	76	278/44
93	116/45	414	500/45	*82	*45/45
*94	*123/43	415	11/47	84	543/44
*98	*71/45	421	414/45	89	329/46
101	363/45	426	481/45	*117	*208/44
102	53/45	440	116/45	*119	462/45
*106	*164/44	446	23/44	*122	414/45
107	140/46	449	649/44	126	84/47
*110	*63/45	471	205/45	127	36/45
*112	*235/45	472	211/46	131	51/45
*115	395/46	480	630/44	135	625/44
*117	*180/44	485	116/45	*135	211/46
118	480/43	491	327/45	*136	*63/45
*128	*80/44	497	366/44	139	424/45

\*Denotes C.C.N.O.

Cancelled Order	Superseded by	Cancelled Order	Superseded by	Cancelled Order	Superseded by
<u>1944 - ctd.</u>		<u>1944 - ctd.</u>		<u>1945 - ctd.</u>	
*141	*240/44	396	289/46	128	450/45
144	294/44	405	122/47	130	336/46
145	414/45	406	122/47	135	3/46
147	561/44	407	213/45	140	113/47
150	321/44	413	512/44	143	60/46
160	77/46	416	86/45	156	300/46
165	414/45	440	384/46	160	337/45
166	211/46	441	38/45	180	265/45
167	78/46	458	213/45	184	338/45
170	234/45	484	469/45	203	134/46
*175	*280/44	489	212/45	207	371/45
198	385/46	492	163/45	213	25/47
199	425/44	493	121/46	233	337/45
212	84/47	502	424/45	234	32/47
216	59/45	508	122/47	267	478/45
221	649/44	512	180/45	279	33/46
223	36/45	526	631/44	282	370/46
*224	*271/44	538	526/45	286	43/46
234	69/47	552	234/45	338	149/46
241	69/47	553	116/47	413	10/47
249	543/44	567	222/45	420	325/46
251	140/46	588	97/47	430	147/47
252	140/46	599	469/45	481	21/47
257	40/45	605	440/45	497	91/47
259	641/44	600	100/46	500	300/46
264	234/45	618	469/45	515	99/47
266	440/45	627	234/45	529	175/47
270	390/44	628	122/47	556	114/46
*271	339/46	649	279/45	580	366/46
*280	*44/45	660	213/45	602	376/46
*282	408/45	680	218/45		
287	376/46	686	140/46	<u>1946</u>	
292	649/44			77	276/46
297	33/45	<u>1945</u>		120	30/47
302	325/45			134	115/47
304	370/45	9	200/45	152	355/46
305	203/45	*13	*82/45	167	44/47
311	424/45	*25	500/45	182	175/47
317	425/44	33	172/45	187	102/47
325	84/46	34	469/45	208	174/47
326	211/46	*44	*94/45	209	294/46
337	500/45	*56	107/46	313	153/47
348	643/44	57	336/46	372	94/47
357	116/47	65	420/45	392	30/47
360	500/45	79	343/45		
364	347/45	81	526/45	<u>1947</u>	
375	311/45	91	140/45	26	90/47
393	517/44	102	182/45		
		105	218/45		

\*Denotes C.C.N.O.

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1-9/47.

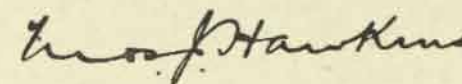
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## Commonwealth Navy Orders.

Navy Office, Melbourne,  
7th January, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,



Secretary.

*The Rear-Admiral Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

### TABLE OF CONTENTS.

No.	Subject.
1.	Issue of Navy Orders.
2.	H.M.A. Ships—Paying Off.
3.	Correspondence for Flag Officer-in-Charge and Admiral Superintendent, Sydney.
4.	Weapon Training—Bren Gun Bursts.
5.	H.M.A. Ships—Engine Room Department Periodical Returns.
6.	Higher Educational Test—October, 1946—Results.
7.	Ships' Guard Rails—Precautions Against Accidents.
8.	Films—Recreational 35 mm.—Supplies for Ships and Shore Establishments.
9.	Classes and Communication Examination for Seaman Petty Officer and Leading Seaman.

1.

**ISSUE OF NAVY ORDERS.**

The last issue of Navy Orders for 1946 was No. 405.

2.

**H.M.A. SHIPS—PAYING OFF.**

The following H.M.A. Ships paid off on the dates indicated:—

D.T. 932, "F" class reserve—19th November, 1946.

M.L's. 801, 805, 810, 822, and 825, "F" class reserve—5th December, 1946.

M.R.L. 251, "F" class reserve—16th December, 1946.

*Macquarie*, "E" class reserve—19th December, 1946.

*Sprightly*, "E" class reserve—23rd December, 1946.

(603/247/2035.)

3.

**CORRESPONDENCE FOR FLAG OFFICER-IN-CHARGE AND ADMIRAL SUPERINTENDENT, SYDNEY.**

With reference to Navy Order 321 of 1945, the Flag Officer-in-Charge, Sydney, has reported that letters and signals from various authorities relating to subjects which are the concern of the Flag Officer-in-Charge are at times addressed to the Admiral Superintendent, and *vice versa*.

2. In this connexion it is pointed out that as a general rule all command, naval staff, and policy matters should be addressed to the Flag Officer-in-Charge, and yard, supply of stores, and civil matters to the Admiral Superintendent.

3. Where a letter or signal has both command and yard aspects it should be addressed to both authorities.

(443/201/1593.)

4.

**WEAPON TRAINING—BREN GUN BURSTS.**

To ensure uniformity of weapon training with the British and Australian Armies' doctrine, the standard service burst for L.M.G. (Bren Guns) will be 2-3 rounds.

2. The 2-3 round burst is considered to have the following advantages, for general purposes, over the 4-5 round burst:—

(i) Greater accuracy is ensured, provided range estimates are correct.

(ii) Although it may be argued that a longer burst will better show the position of the M.P.I., in point of fact the strike is not seen in most cases in action.

(iii) If bursts of 2-3 rounds do not provide the answer in a particular case, the firer will automatically fire a longer burst, thus, in most cases, making for greater conservation of ammunition.

3. The 2-3 round burst is to be adopted in the R.A.N. forthwith.

4. All relevant publications will be amended in due course.

(614/210/84.)

5.

**H M A. SHIPS—ENGINE ROOM DEPARTMENT PERIODICAL RETURNS.**

During the period of hostilities it was approved to discontinue the rendering of certain Engine Room Department Periodical Returns.

2. It has been decided to re-introduce the return of these forms as from 1st January, 1947, or as soon as forms are available, as shown hereunder:—

Form No.	Description.	Remarks.	First Return to be made.	Authority.
A.S. 611 ..	Monthly Return of Fuel Expenditure	.. ..	End of January, 1947	C.O.R. Art. 519
A.S. 354 ..	Report on state of Machinery and Boilers	.. ..	As required ..	Engineering Manual Arts 4 (4), 68 (1), and 134 (2)
S. 353, S. 467	Engine Room Register	S. 353 to be used in Cruisers; S. 467 to be used in Destroyers, Sloops, Frigates, A.M.S. Vessels and below.	April, 1947 ..	Engineering Manual Arts 24 (2) and (3); K.R. and A.I. Art. 1313
A.S. 180, Part I.	Report of Examination of Structure, Watertight Doors, Hatches, etc.	To be rendered with A.S. 180, Part II.	1st Jan., 1947	Engineering Manual Arts, 457 and 459
A.S. 346, S. 346 (a)	Trials of Main Machinery at Sea	A.S. 346 for Steam driven machinery; S. 346 (a) for Internal Combustion Machinery	As required, see C.N.O. 307 of 1946	Engineering Manual Arts. 446, 454
A.S. 353 (d)	Examination of Boilers	For insertion in form S. 353 on each occasion of cleaning a boiler	On each occasion of boiler cleaning	Engineering Manual Article 235

(443/201/1625.)

## HIGHER EDUCATIONAL TEST—OCTOBER, 1946—RESULTS.

The pass results obtained by candidates in the subjects taken by them in the Higher Educational Test held from the 15th October to 18th October, 1946, inclusive, are given hereunder.

Included in these results are the pass marks obtained by each candidate at previous examinations where such marks are higher than those obtained at the October, 1946, examination.

Name.	Rating.	Official No.	Where Serving at the Time of Examination.	Papers.							Remarks.
				I.	II.	III.	IV.	V.	VI.	VII.	
				General Knowledge.	English History.	Geography.	Navigation.	Practical Mathematics.	Mechanics.	Marine Instruments and Electricity.	
Keen, Russel E. C.	Ord. Art., 3rd Class	24584	Australia	81	76	60		94			Qualified for Warrant Rank H.E. Certificate, 2nd Class
Feltham, Joe	Petty Officer	22166		76			64				
Old, Dean W. H.	Leading Signaller	23891	Bataan	56 (a)	78 (a)	65 (a)	71 (a)				H.E. Certificate, 2nd Class Qualified for Warrant Rank
Bertram, Darrell W.	Yeo. Sigs.	21373		60 (ii)	58 (ii)		76				
Davis, Ronald A.	A/E.A., 4th Class	30455	Cerberus	67				87			
Davis, Thomas J.	C.P.O. Writer	21954		77		60		50			Qualified for Warrant Rank
Duncan, Victor R.	E.A., 2nd Class	21589		75		64		77			Qualified for Warrant Rank
Euston, John L.	E.A., 3rd Class	25985		72				78			
Foot, Robert M.	A/E.R.A., 4th Class	31273						70			
Forbes, Leonard T.	A/E.R.A., 4th Class	31004		63		58		68	57		Qualified for Warrant Rank H.E. Certificate, 2nd Class
George, John	A/E.R.A., 4th Class	31446		79				60			
Goodwin, Charles E.	A/O.A., 4th Class	29187		65	57	60		65			H.E. Certificate, 2nd Class
Griffiths, David J.	E.A., 3rd Class	23595		58							
Harle, Geoffrey J.	Yeo. Sigs.	23134		65 (a)		61	76				Qualified for Warrant Rank
Hart, Garth E.	A/E.R.A., 4th Class	34487		65							
Hazard, Ronald D.	E.A., 3rd Class	26053		72		73		86			Qualified for Warrant Rank
Hill, Frank L.	Ch. E.A.	23202						66			
Hillen, Ronald N.	Petty Officer	20546		65							
Holmes, Donald	Petty Officer	23231		60	55	58					
Johnson, Alfred G.	P.O. Telegraphist	24067		62							
Kay, Leslie E.	C.P.O. Writer	21578		66 (tt)		70 (tt)					58
Lee, Kenneth L.	Petty Officer	23733		67							
Lloyd, Trevor G.	O.A., 4th Class	NZ/9373		58		57		56			
Mill, John S.	Writer	28891						83			
Morton, Murray	Petty Officer	20694		66							
Pearson, Harry	Leading Telegraphist	23843		65							
Peglar, Vincent G.	O.A., 2nd Class	21332		59	63			57			55
Richards, Samuel A.	Petty Officer	20782		64				55 (ii)			
Spiby, Eric W.	Ordinary Artificer	28070		56 (a)		56		56 (a)			75 (a)
Steege, George F.	A/E.R.A., IV.	31795	Cerberus	64							
Swasbrick, Colin P.	Petty Officer	22835		67							
Taylor, Geoffrey R.	A/E.A., IV.	31282		55							64
Thurkle, Selby C. D.	Chief Petty Officer	16710		58 (a)							
Watt, John F.	A/E.A., IV.	28729		65							
Pope, Victor G.	Petty Officer	20314	Condamine	56 (pp)				68 (zz)			
Twomey, Kevin S.	Ordinary Seaman	30278	Echuca	57			57	60			
Pilkington, Vincent J.	C.P.O. Writer	22906	Hobart	87 (qq)							
Smith, William G. E.	Petty Officer	20903		69			57 (yy)				
Chapman, Douglas McC.	St. C.P.O.	20981	Kanimbla	64 (nn)				58 (jj)			
French, Clifford A.	Petty Officer Writer	21990		55							
Booth, Geoffrey F.	St. Assistant	30925	Kuttabul	66							
Lewin, Colin C.	Prob. Writer	29724		63							
Price, Henry J. P.	Prob. Writer	31651				69					
Saggers, Edward J.	Constable, N.D.P.	1232	Lonsdale	62		62					
Rosser, Ronald G. W.	Ordinary Seaman	28383	M.S.L. 708	60							
Ritchie, William G.	Able Seaman	31845	Murchison	59							
Wells, Albert A.	Ordinary Seaman	28446		66		59					
Armstrong, Kenneth B.	C.P.O. Writer	21561	Penguin	55							
Grace, Frederick V.	St. Petty Officer	23410		63 (qq)	75 (qq)						
Kerkin, Edward J.	Ch. Radio Mechanic	S/1632	Watson	61 (yy)	81	63 (yy)					77 (yy) H.E. Certificate, 2nd Class
May, Robert A.	Ch. Radio Mechanic	19068		55 (a)	60			55 (t)			83 (a) Qualified for Warrant Rank
Ramsay, Alan J.	Ordinary Seaman	20344		81		56					

(t) Marks obtained at November, 1929, examination.  
(ii) Marks obtained at April, 1937, examination.  
(jj) Marks obtained at October, 1937, examination.  
(nn) Marks obtained at October, 1939, examination.  
(pp) Marks obtained at October, 1940, examination.

(qq) Marks obtained at April, 1941, examination.  
(tt) Marks obtained at October, 1942, examination.  
(yy) Marks obtained at April, 1945, examination.  
(zz) Marks obtained at October, 1945, examination.  
(a) Marks obtained at May, 1946, examination.

Maximum marks in each subject—100.  
75 per cent. of total marks is considered a first class pass.  
55 per cent. of total marks is considered a second class pass.

The marks obtained by candidates in subjects in which they did not pass are not shown above. Should any candidate desire to be informed of these marks, he should make application to the Commanding Officer of the ship or establishment in which he is serving, who has been supplied with a statement of the full results. Notation of the Award of Higher Educational Certificates and Qualified for Warrant Rank (Q.W.R.) should be made on the Service Certificates of the ratings concerned.

(465/204/679.)

(This Order will be reprinted for posting on Notice Boards.)

7.

**SHIPS' GUARD RAILS—PRECAUTIONS AGAINST ACCIDENTS.**

A fatal accident was caused recently by the unseamanlike action of young ratings leaning on guard rails.

2. In this instance the pin of the shackle securing one end of an upper guard rail was not screwed home. Sudden pressure on the guard rail caused the few engaged threads of the pin to shear, the jaws of the shackle to open, and the guard rail to slip.

3. The attention of all Commanding Officers of H.M.A. Ships is directed to—

(a) the importance of maintaining all stanchions, guard and berthing rails, pins, slips mousings, &c., in a serviceable and seamanlike condition at all times;

(b) the fact that young ratings, despite practical seamanship instructions during their new entry training, cannot be expected to be familiar with the ways of the sea, and, therefore, are to ensure that all officers and senior ratings should be constantly alert to prevent unseamanlike actions by young ratings.

4. K.R. & A.I., Articles 1501A, 1502B, 1503B, 1507A, and 1507B, and A.F.O. 5018/45 are relevant.

(429/201/924.)

8.

**FILMS—RECREATIONAL 35 MM. SUPPLIES FOR SHIPS AND SHORE ESTABLISHMENTS.**

Arrangements have been made with the film industry, through Motion Picture Distributors Association, Sydney, for the hire of recreational films by H.M.A. ships and establishments equipped with 35 mm. cinema projectors.

2. Programmes, consisting of two features with or without short subjects according to the ability of the individual distributor concerned, or one feature and short subjects, together amounting to approximately 15,000 feet, are available, and hire charges will be on the following basis:—

	£	s.	d.	
Cruisers .. .. .	4	0	0	per programme.
Shore Establishments .. .. .	2	10	0	per programme.
Destroyers .. .. .	2	10	0	per programme.
L.S.I's .. .. .	2	0	0	per programme.
Sloops and Frigates .. .. .	1	0	0	per programme.

3. Films are to be transported in metal containers provided. Attention is drawn to A.F.O's 2920/43 and 5482/45, which give detailed instructions as to care and maintenance of films and fire precautions. These instructions are to be read by all operators, and copies are to be kept in projection rooms with the Cinema Log Book (Form S.1174).

4. Applications from ships desiring supply of films under these arrangements should be made to:—

Lieutenant-Commander H. Stuart-Codde,  
Honorary Cinema Liaison Officer, R.A.N.,  
C/o Fox Films,  
43-51 Brisbane-street,  
Sydney. Telephone M.6621.

5. The present arrangements will continue for Flinders Naval Depot.

(560/203/91.)

9.

**CLASSES AND COMMUNICATION EXAMINATION FOR SEAMAN PETTY OFFICER AND LEADING SEAMAN.**

The following amendments are to be made to Navy Order 241 of 1945:—

(A) Syllabus for Examination of Leading Seaman for Petty Officer.  
Section II—*Signals*—

Delete existing clause (b) and substitute:—

“(b) Sufficient knowledge of semaphore and Morse Lamp to make and read a message at the following rate:—

Semaphore .. 10 words per minute.  
Morse .. 6 words per minute.”

(B) Syllabus for Examination of Able Seaman for Leading Seaman.

Section II—*Signals*—

Delete existing sub-paragraph (b) and substitute:—

“(b) Sufficient knowledge of semaphore and Morse Lamp to make or read a message at the following rate:—

Semaphore .. 8 words per minute.  
Morse .. 4 words per minute.”

(465/207/1207.)

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10/47

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## Commonwealth Navy Order.

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Navy Office, Melbourne,  
14th January, 1947.

The following Order, having been approved, is hereby promulgated for information and guidance and necessary action.

By direction of the Naval Board,

*W. J. Hawkins*

Secretary.

*The Rear-Admiral Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

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### TABLE OF CONTENTS.

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No.	Subject.
10.	Procedure for Dealing with Naval Stores in Vessels being Paid Off under the Demobilization Scheme.

10.

**PROCEDURE FOR DEALING WITH NAVAL STORES IN VESSELS  
BEING PAID OFF UNDER THE DEMOBILIZATION SCHEME.**

The following instructions are to be observed in connexion with the paying off and destoring of ships at the various ports. Whilst these instructions refer to documents which in some instances are only in use in centrally stored ships, the principles and procedure are applicable to all ships subject to modification in regard to detailed procedure and vouchers as determined by the particular storekeeping system in force.

2. At each port the Naval Officer in Charge should arrange a conference of the following Officers to determine a general programme for the paying off, return of Naval Stores, &c.:—

Naval Officer in Charge or representative.

(Superintending) Naval Store Officer and other Dockyard Officers as requisite.

Base Supply Officer.

Base Engineer Officer.

Commanding Officers and Supply Officers of ships concerned.

Officers to be responsible for ships or groups of ships whilst in reserve.

3. In each ship the Commanding Officer should confer with the ship's Supply Officer and ship's Officers holding items on loan to arrange a planned programme within the ship for the return of stores from loan, their temporary stowage in the ship, and ultimate return to store.

(1) *The Commanding Officer should—*

- (a) Arrange that each Officer holding stores on Permanent Loan has his list compared with the Storekeeping Officer's *standard* copy to ensure that the remains shown in the Departmental copy agree with the Storekeeping Officer's copy which is the official list, musters his stores, and reports in writing any differences. On receipt of a report of differences action in accordance with the relative regulations should be taken (B.R. 4, Chapter XII, Instructions for Supply, Accounting, &c., for Naval Stores in Merchant Vessels commissioned for Naval Service; Navy Order 632 of 1943).
- (b) Ensure that before an Officer leaves the ship the stores on his charge have been either returned to the Storekeeping Officer or transferred to another Officer.
- (c) It will not be practicable in most cases for all the portable stores returned from Permanent Loan to be stowed in the ship's storerooms, and the Commanding Officer should arrange for other suitable lock-up stowage, i.e., spare cabins, &c., as may be necessary to be made available to the Storekeeping Officer to ensure the safety of the stores whilst they are in the ship awaiting return to the shore store.

(2) *Officers holding Stores on Loan are to—*

- (a) Arrange for comparison of their copies of Permanent Loan Lists with the standard copy held by the Storekeeping Officer, muster the stores in their charge, and after investigation report in writing to the Commanding Officer any differences.
- (b) Ensure that their reliefs or other Officers take over and sign for any stores remaining in their custody on the date of their departure from the ship.

(3) *Storekeeping Officers are to—*

- (a) Organize a programme for the ordered return of the stores on Permanent Loan to the extent necessary and practicable to their custody, and their safe stowage pending return to the shore store.
- (b) Arrange to clear the Permanent Loan Lists and the Naval Store Ledgers as the various items on Permanent Loan are returned by Officers concerned.
- (c) Ensure that as each Officer leaves the ship a receipt for any items remaining on the Permanent Loan List concerned is signed by another Officer.
- (d) As soon as the date of paying off is known, put in hand as much preliminary work as possible so that the considerable amount of work involved is spread over the full period available. For instance, an immediate start can be made in preparing forms A.S. 331 in ships which are to destore on paying off. As the first step these should be prepared for all items, stocks of which are in the ship's Naval Store. The pattern numbers and descriptions only (not quantities) should in the first instance be written up on the forms A.S. 331 direct from the ledgers. Later when the stores are to be returned to the shore Naval Store the quantities as per actual physical check are to be inserted on the forms A.S. 331 before the items are removed from the ship's store.
- (e) In the case of items returned from Permanent Loan, stores common to various Departments can be placed in the Naval Store and their return dealt with when return of similar items from Naval Store stocks is arranged. For the balance of the loose items returned from Permanent Loan it may be more convenient for the A.S. 331 to be prepared from each A.S. 1091 concerned. All A.S. 1091's for items returned from Permanent Loan are to be attached by the Stores staff to the pertinent Storekeeping Officer's copies of the Permanent Loan Lists, but *need not be posted in the store ledgers* which may be cleared direct from properly receipted quadruplicate copies of forms A.S. 331.



- (f) Review tools and other Naval Stores on temporary loan, and arrange for early return to the store of items which will not be required.
- (g) Arrange for unused stocks of Consumable stores held by ships' Officers outside the Naval storeroom to be returned to the Naval Store on forms A.S. 1091.

4. Particular attention is drawn to the fact that all valuable portable items, e.g., clocks and watches, telescopes, binoculars, &c., not required to be retained on board should be returned separately to the (Superintending) Naval Store Officer or Base Supply Officer. Such items are not to be placed with or returned with other stores, but are to be taken personally to the store concerned and a receipt obtained for them on the spot. In order to guard against the possibility of loss they should not be retained in the ship longer than is necessary.

5. The return of Naval Stores from ships being paid off and destored should be dealt with generally in two phases. In the first phase all stocks of Naval Stores normally held in storerooms, together with all portable items, should be returned. Fitted equipment and bulky items, such as furniture, &c., should not normally be dealt with until the return of easily portable items has been satisfactorily finalized in order that confusion may be avoided and bearing in mind that fitted and bulky items are not subject to loss to the same extent as are the smaller portable items.

6. It is pointed out that in the case of M/Ls. and other small vessels to which the provisions of Navy Order 632 of 1943 are applicable, the Storekeeping Officer of the parent ship or Base is the Storekeeping Officer of the M/L., &c., and in such vessels the Commanding Officer stands in much the same relation to the Storekeeping Officer as does the Head of a Department in a larger ship to the Storekeeping or Supply Officer.

7. All Officers who hold Naval Stores on temporary loan, on Permanent Loan, or as Storekeeping Officers, are informed that they are responsible for such stores until that responsibility is assumed by another Officer, and it is their responsibility to see that when giving up charge, finally leaving the ship, &c., the stores are turned over to their reliefs or other Officers. In the case of stores returned to ships' storerooms, or to shore stores, Officers are to ensure that they obtain proper receipts for all items parted with.

8. The work devolving on ships' Storekeeping Officers and staffs and on shore Store staffs will be very heavy, and the Naval Board expect other Officers to assist to the extent practicable in facilitating their work. In particular the following will help:—

- (i) When it is known that a ship is to pay off and destore, application for replacement of unserviceable permanent items should not be made unless it is known they will be required. Demands to replenish the stock of Consumable Stores should be kept to a minimum.
- (ii) Any unused Consumable Stores in ready use storerooms under control of ships' Officers should be used up in lieu of drawing further items from the ship's Naval Store.

- (iii) Demands on the Naval Store by departments of the ship should be limited to essential requirements for use, and the hours during which the Naval Store is open for normal issues should be strictly limited to permit the Stores staff as much opportunity as possible to progress, without undue interruption, the large amount of work they are required to undertake. Stores staff should be given such assistance as is possible to facilitate their work.
- (iv) It is the responsibility of Officers holding stores on Permanent Loan to muster their own stores, and Stores staff should not be called on to assist unless the circumstances are exceptional.

9. The Base Supply Officer of the port or other Supply Officer specially appointed for the purpose will be generally responsible for ensuring compliance with the paying off instructions applicable to the ship's paying off in the port insofar as the return of stores, closing of accounts, &c., are concerned. Local arrangements are to be made at each port for the Base Supply Officer to be notified in advance of the date on which each Storekeeping Officer or Departmental Officer of a ship holding Naval Stores on Permanent Loan is due to leave the ship, and on receipt of this information he is to take steps to ensure that all necessary action by those Officers has been properly finalized. He is to report specially to the Officer-in-Charge of Reserve ships and the Naval Officer-in-Charge any cases where the Naval Store Accounts are unsatisfactory or where serious losses, &c., have occurred.

Inspecting Officers attached to the staff of the Director of Naval Stores will be allocated to each port to advise Base Supply Officers and ships' Storekeeping Officers in connexion with destoring procedure, closing of accounts, &c.

10. On completion of paying off, Naval Stores remaining on board, together with the Naval Store Accounts or Inventories of ships concerned, will be the responsibility of the Officers appointed for the purpose.

11. A summary of action to be taken in vessels paying off under the several categories mentioned is appended.

#### SUMMARY.

The instructions in C.O.R. Articles 414 and 415 will, subject to the following, govern generally the procedure to be followed. Variations considered desirable by Naval Officers-in-Charge to these Instructions should be submitted for the approval of the Naval Board.

*Note.*—References to Dockyard Officers at ports other than Sydney apply to the appropriate Dockyard or Base Officers.

- (1) *Vessels paid off into reserve at Standard Notice.*

The instructions in Appendix XXIV., Section 1, of B.R. 4 will be applicable, except insofar as they are in conflict with Appendix "C". The vessels will *not* be destored and the Naval Store Accounts will remain open.

(2) *Vessels to be Dismantled and Sunk.*

The provisions of C.O.R. Articles 414 and 415 will apply—see also Appendix XXIV., Section 2, of B.R. 4. All Radio Equipment is to be treated as for W/T. After return of all Naval Stores, other than those necessarily retained in the ship, inventories of items remaining on board are to be prepared in accordance with the relevant regulations. The Naval Store Accounts are to be finally closed and forwarded with all supporting vouchers to the Director of Naval Stores, Navy Office, Melbourne, under cover of a letter of advice signed by the Storekeeping Officer, showing particulars of the closed ledgers, permanent loan lists, and packages of vouchers, &c., concerned.

(3) *Vessels to be paid off into Reserve at Extended Notice, for Disposal, &c.*

(a) *A.M.S. Vessels and other ships built as war vessels, to be paid off into "F" Class Reserve, i.e., at extended notice for care and maintenance.*—The provisions of C.O.R. Articles 414 and 415 will be applicable—see also Appendix XXIV., Section 2, of B.R. 4—except that in the case of Radio Equipment sub-paragraphs (b) and (c) hereunder are to be complied with and, in the case of A/S. and E/S. Gear, Appendices "A" and "B" of this Order are to be observed. These vessels are to be destored and items remaining on board shown in Inventories in accordance with the appropriate regulations. The Naval Store Accounts are to be closed and, together with all supporting vouchers, forwarded to the under-mentioned Officers under cover of a letter of advice signed by the Storekeeping Officer, showing particulars of the closed ledgers, permanent loan lists, and packages of vouchers, &c., concerned:—

*Vessels paid off at—*

Melbourne ..	Director of Naval Stores.
Sydney ..	Suptg. Naval Store Officer, Sydney.
Brisbane ..	Naval Store Officer, Brisbane.
Fremantle ..	Naval Store Officer, Fremantle.

(b) In the case of ships smaller than A.M.S., all Radio (including Radar) Equipment should be removed and returned to Store.

(c) In A.M.S. and above where the vessels are not paying off to be dismantled and sunk, the fitted Radio Equipment will in general be retained on board. In such cases—

(i) Any remote Radar Display Unit (such as a P.P.I.) fitted on a compass platform or other exposed position is to be removed,

together with its case, and placed in the Radar office of the set to which it belongs. This also applies to units of W/T. equipment fitted in exposed positions.

(ii) The reflector and horn of the Radar type A276 aerial are to be removed and placed in the A276 office and a waterproof canvas cover fitted over the remaining portions of the aerial. The wave-guide opening revealed by the removal of the aerial horn should be covered with a mica sheet, held in position by a lead-packed flange. Aerials of gunnery Radar sets should also be fitted with a waterproof canvas cover.

(iii) Offices housing Radar Equipment (W/T. and Radar, &c.) are to be locked. Where a set is installed in a chart room or items of equipment are situated in any other office or plotting position, such room or plotting position should be locked, otherwise equipment should be removed and placed in the office of the set to which it belongs, or in the case of a set situated in an office which cannot be locked, the panels of this set should be removed and placed in one of the other Radar or W/T. offices.

(iv) In the case of Radar sets with the transmitter situated in a lobby or passageway, the unit should be locked, and in cases where no lock is provided, one should be fitted.

(v) All ventilating trunks, &c., open to the weather should be closed.

(d) *Auxiliary Vessels.*—These will generally fall under two categories, viz.:—

(i) Those owned by the Navy.

(ii) Those on hire which require to be returned to the owners.

In the case of Navy owned vessels, the procedure (except for Radio Equipment, A/S. and E/S. Gear) applicable to ships at extended notice should be generally followed, but the vessels should be destored only to the extent that this is necessary to ensure safe custody of the stores and equipment. The instructions in paragraphs (a), (b), and (c) above apply to comparable Auxiliary vessels. In the case of vessels on hire and paid off for return to their owners, the procedure outlined in Navy Order 574 of 1943 should be observed. Special precautions should be taken by the local

Naval Officers-in-Charge to ensure that all stores on board are in safe custody during any period between the date of paying off the vessel and the date of turnover to the owners.

*Note.*—Radio Equipment is taken to include W/T., R/T., Radar, D/F., Loran, R.C.M., &c., together with associated aerials, remote display or control units, power supplies, &c. S.R.E. equipment when on charge as a Naval Store item is to be regarded as Radio Equipment.

12. The principles of this Order are also applicable to Shore Establishments and Services being closed down.

13. Navy Order 413 of 1945 is cancelled.

(1903/2/1278.)

#### APPENDIX "A".

Where these Instructions in regard to A/S. and E/S. Gear are in conflict with C.O.R. the latter will be inapplicable.

#### I. A/S. EQUIPMENT.

The following procedure is to be observed in H.M.A. Ships paid off or about to pay off into "F" Class Reserve:—

(i) *Removal of domes and blanketing of resultant and other apertures.*

- (a) On the next occasion of docking, domes should be removed and the dome itself and the inside of trunk inspected by an authorized A/S. Officer.
- (b) In the event of the dome being unserviceable, it should be returned to store and a replacement issued and stowed securely in a convenient place on the upper deck. In the event of the dome being serviceable, full dockyard routine should be carried out, and then the dome should be packed in the box transport and stowed in a convenient place on the upper deck.
- (c) Full dockyard routines should be carried out on the inside of the trunk, attention being given to stop and guideways.
- (d) A steel plate  $\frac{3}{8}$  inch in thickness is to be fitted to blank off the hole in the keel. This blanking plate is to overlap the hole in the keel all round by an amount sufficient to bring the edge of the plate to the outer side of the trunk seating, i.e., to the root of the angle bar connecting the trunk seating to the keel plating. The blanking plate is to be secured at its edges to the keel plating by a light continuous weld all round. The aperture of the 147B set is to be treated in a similar manner, but with the blanking plate extending to the toes of the V.K. angles.
- (e) The raft, after usual docking routines, should remain in its normal position in the trunk.

(ii) *Trunking, oscillators, swords, and training shafts.*

- (a) Other than in Type 147 and Type 134 sets, oscillators and training shafts should be removed and the blank cover fitted. Oscillators should be removed from training shafts and, after being thoroughly dried, cleaned, and treated, should be stowed in their boxes as convenient in the directing gear compartment; training shafts should be dealt with in a similar manner.
  - (b) In Type 147B sets, full routines should be carried out on the interior of the trunk and on the sluice valve on the next occasion of docking. Sluice valves should be well greased. The sword and training shaft should be removed and stowed as set out in paragraph (ii) (a) above.
  - (c) In Type 134 series sets, the tube inner, tube intermediate, and strut streamline are to be removed and returned to store, together with the dome.
- (iii) Mechanical gear to be well greased. All bared electrical leads to be taped to prevent ingress of moisture.
  - (iv) Batteries—all dry cells (Patts. 2951, 14001, 3773, 3774) to be withdrawn from installation. Accumulator—if serviceable, or after economical repair, to be returned to store for issue as required, and if so issued others supplied to ship in lieu on recommissioning.
  - (v) Motor alternators (high and low frequency) and lifting motor to be removed and returned to store.
  - (vi) Instruments in exposed positions (bridge recorder, loud speaker, bearing plotter) to be detached and stowed in instrument space.
  - (vii) Stylus guide bars and springs or recorders to be oiled, time to fire mechanism to be greased.
  - (viii) A/S. hut, instrument space, and directing gear compartment to be kept locked.

#### II. DOCKING.

When docking, the precautions previously taken in regard to keeping keel blocks clear of the A/S. dome are to be observed in order to allow access to the blanking plate for examination, and to ensure that no load will be imposed on it.

#### III. E/S. EQUIPMENT.

(i) Hull tanks to be topped with fresh water. Gravity feed system to be removed and tanks sealed in accordance with B.R. 638 (Handbook of E/S. Set, Type 758), Chap. 11, paragraph 6.

In cases of ships fitted with Type 766, the portable transceiver unit is to be removed and stowed inboard.

(ii) Batteries—all dry cells (Patts. 2951, 14001, 3773) to be withdrawn from installation. Accumulators—if serviceable, or after economical repair, to be returned to store for issue as required, and if so issued others supplied to ship in lieu on recommissioning.

(iii) Instruments in exposed positions (recorders, amplifiers boards charge/discharge) to be detached and stowed in A/S. instrument space or other locked compartment.

(iv) Sliprings, tank face, and mechanical part of recorder to be lightly coated with vaseline.

IV. Detailed instructions in regard to certain ships are shown in Appendix "C".

#### APPENDIX "B".

##### SHIPS IN "E" CLASS RESERVE—A/S. EQUIPMENT.

Ships paid off or about to pay off into "E" Class Reserve are to observe the following procedure regarding A/S. equipment:—

- (a) In types other than 147B and 134 series sets, the oscillator and training shaft should be removed and the blank cover plate fitted. The oscillator and training shaft assembly should be thoroughly dried, cleaned, and treated, and stowed in the directing gear compartment ready for immediate installation.
- (b) In Type 147B sets, full routines should be carried out on the interior of the trunk and the sluice valves on the next occasion of docking. The sluice valve should be well greased and operated weekly by Maintenance Staff. The sword and training shaft assembly should be removed and dealt with as in paragraph (a) above.
- (c) In Type 134 series sets, the tube inner, tube intermediate, and strut streamline are to be removed and returned to store, together with the dome.

#### APPENDIX "C".

##### DISPOSAL OF A/S., E/S., AND LISA EQUIPMENT IN VESSELS PAYING OFF.

Item.	Paying Off Port.	Ship.	Gear to be removed.	Removal By.	Docking or Slipping Required.
1	Sydney ..	A.M.S. Vessels ..	A/S—Oscillator, batteries, motor alternators, lifting motor. Routine for placing remaining A/S and E/S gear in maintenance reserve as per Appendix "A".	Ship's Staff, Base A/S Staff	Yes
2	Sydney ..	M.L.'s H.D.M.L.'s	(i) To "F" Class reserve for C. and M. . . . A/S—All electrical gear. Directing gear vide Appendix "A", para. 1 (ii) E/S—All electrical gear including oscillators negative tanks LISA—Complete set (ii) To "F" Class reserve for disposal or A/S, E/S, and LISA fitting.	Ship's Staff ..	No
3	Fremantle ..	A.M.S. Vessels ..	Vide item 1 ..	Ship's Staff, Base A/S Staff, and Dockyard	Yes
4	Fremantle ..	M.L.'s H.D.M.L.'s	Vide item 2 ..	Vide item 1 ..	Yes
5	Melbourne ..	A.M.S. Vessels ..	Vide item 1 ..	Vide item 2 ..	Vide item 2
6	Brisbane ..	M.L.'s H.D.M.L.'s	Vide item 2 ..	Vide item 1 ..	Yes
				Vide item 2 ..	Vide item 2

RESTRICTED.

(FOR OFFICIAL USE ONLY.)

## Commonwealth Navy Orders.

Navy Office, Melbourne,  
14th January, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,

*W. J. Hawkins*

Secretary.

*The Rear-Admiral Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

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### TABLE OF CONTENTS.

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No.	Subject.
11.	Frigates and A.M.S. Vessels—Packing for Auxiliary Machinery.
12.	Forms S.1147(a)—Quarterly Returns of Temperature of Storage of Cordite.
13.	Wireless Receiving Rooms—Fitting of Typewriters.
14.	Herbert Lott Trust Fund.
15.	R.A.N. Women's Auxiliary Service—Special Issue of Coupons for Purchase of Nightwear.
16.	Collars, Semi-stiff.

11.

**FRIGATES AND A.M.S. VESSELS—PACKING FOR AUXILIARY MACHINERY.**

It has been reported that the following packings have been used with very good results on glands of auxiliary machinery, including steam-driven generators and fan engines, in Frigates and A.M.S. Vessels:—

- (a) Packing for Belleville boiler (sausage packing); or
- (b) "Rex-Pak" fitted with one turn of pattern 15 asbestos packing at top and bottom, the asbestos packing being oiled and graphited before use.

2. For the best results it is desirable to ensure that the rods are in good condition before either of these packings are used.

3. The above procedure may be followed in other Frigates and A.M.S. Vessels as desired at the discretion of the Engineer Officer.

4. Navy Order 415 of 1943 is cancelled.

(524/202/2968.)

12.

**FORMS S.1147(a)—QUARTERLY RETURNS OF TEMPERATURE OF STORAGE OF CORDITE.**

It has been observed that, in many cases, the quarterly returns of temperatures of storage of cordite rendered to Navy Office in accordance with Navy Order 86 of 1946 do not contain sufficient details of the cordite subjected to high temperatures to enable the assessment of appropriate penalties.

2. It is essential that all necessary particulars, including the nature of the stowage, be furnished on Form S.1147(a) for cordite lots which have experienced high temperatures.

3. Forms S.1147(a) are in future to be rendered in duplicate.

4. Officers concerned are to ensure that returns are promptly forwarded to Navy Office at the expiration of each quarter.

(471/202/1512.)

13.

**WIRELESS RECEIVING ROOMS—FITTING OF TYPEWRITERS.**

It has been approved that the provision of A.F.O. 5457/46, as amended by A.F.O. 5814/46, should be adopted in the Royal Australian Navy, and the work carried out as early as practicable.

2. Where the work involved is beyond the capabilities of ship's staff, it should be carried out by dockyard. Where necessary an item to cover this work is to be included in the next defect list as a "Deficiency in existing arrangements."

(524/209/1064.)

14.

**HERBERT LOTT TRUST FUND.**

The Herbert Lott Trust Fund was introduced by A.F.O. 1277 of 1930, extracts from which are as follows:—

"This fund will enable Their Lordships to make awards to such of the personnel of the Royal Navy, Royal Marine, Royal Indian Marine, and Dominion Navies, whether on the Active or Reserve strength, as shall show marked efficiency in fighting practices, or who shall contribute in a signal degree to the improvement of the fighting appliances of the Naval or Marine Forces of His Majesty.

Their Lordships desire that a portion of the income to be derived from this trust shall be divided proportionately between the respective seagoing fleets and Commands and Royal Marine Depots, and that from these funds the Commander-in-Chief shall be given discretion within limits specified to make awards to units for efficiency in fighting practices.

With regard to the awards to be made to personnel who contribute in a signal degree to the improvement of fighting appliances, the Board are of opinion that the distribution of that portion of the trust fund allotted for this purpose can most conveniently be made from the Admiralty."

2. The Naval Board has decided that, in future, recommendations for individual awards for contributing in a signal degree to the improvement of fighting appliances of the Naval Forces of His Majesty shall be forwarded to the Naval Board for consideration with a view to submitting them to the Admiralty.

3. The annual amount allotted to Australia shall be allocated to H.M.A. Squadron and will be administered by the Rear-Admiral Commanding the Australian Squadron on the lines previously approved by Naval Board. This allows for the distribution of 80 per cent. of the fund being available for award to units and 20 per cent. being available for award to individuals concerned in any noteworthy performance. Any part of the 20 per cent. not awarded to individuals will be added to the main fund at the end of the year.

(474/203/485.)

15.

**R.A.N. WOMEN'S AUXILIARY SERVICE—SPECIAL ISSUE OF COUPONS FOR PURCHASE OF NIGHTWEAR.**

Consequent on the demobilization of all but a limited number of members of the R.A.N. Women's Auxiliary Service and to the limitation of areas of service of those still serving, approval for the special issue of clothing coupons for the purchase of nightwear is withdrawn as from Wednesday, 1st January, 1947.

2. Navy Order 182 of 1946 is cancelled.

(350/201/79.)

16

16.

**COLLARS. SEMI-STIFF.**

Stocks of semi-stiff collars are exhausted, and as it is not possible to procure further supplies at present, demands for collars, semi-stiff, will, pending further notice, be met by the issue of collars, stiff.

(434/201/3798.)

*(This Order will be reprinted for posting on Notice Boards.)*

*Defence Library*

17-27/47

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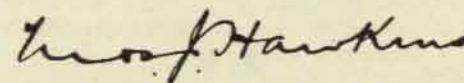
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## Commonwealth Navy Orders.

Navy Office, Melbourne,  
21st January, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance and necessary action.

By direction of the Naval Board,



Secretary.

*The Rear-Admiral Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

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### TABLE OF CONTENTS.

No.	Subject.
17.	British Pacific Fleet—Messages to and from Admiralty.
18.	Educational Test I—September, 1946—Results.
19.	Pistols, Revolver—Failures.
20.	Hospital Accommodation for Naval Personnel in Public Hospitals in Victoria.
21.	Naval Stores—Prevention of Misappropriations, Losses, &c.
22.	Commonwealth Social Services—Dependants of Members of the R.A.N. Temporarily Resident Abroad.
23.	Foreign Ensigns—Allowances.
24.	Personnel Effects Held in Baggage Stores of Naval Establishments for other than Service Reasons—Liability for.
25.	Supply of Officers' Uniforms.
26.	Appointment of a Victualling Inspecting Officer for Small Ships.
27.	Books and Forms.

C.465/47.

17.

## BRITISH PACIFIC FLEET—MESSAGES FROM AND TO ADMIRALTY.

The following message has been received from the First Lord of the Admiralty:—

“Now that the last of the British Pacific Fleet Contingent has left Australia, the Board of Admiralty would wish to express their grateful thanks to the Australian Government, to the organizers of rest centres and canteens, and indeed to the people of Australia generally for the generous hospitality extended to officers and ratings during the period in which a great proportion of the Royal Navy enjoyed the use of Australian bases. All who were privileged to visit Australia in this period will keep a vivid memory of many kindnesses received and the friendships formed.”

To which the following reply has been despatched:—

“The Australian Government and Australians in general sincerely thank the Board of Admiralty for their kind message on the departure from Australia of the last of the British Pacific Fleet Contingent. Australians were glad to extend a warm welcome to officers and men of the Royal Navy and were privileged to be given an opportunity to show appreciation and gratitude for their outstanding service in the defeat of our common enemies.”

(443/201/401.)

18.

## EDUCATIONAL TEST I—SEPTEMBER, 1946—RESULTS.

The following ratings passed Educational Test I held on 17th September, 1946:—

Name.	Rating.	Official Number.
H.M.A.S. <i>Barcoo</i> —		
Dodds, Robert H. ..	Leading Stoker ..	25631
H.M.A.S. <i>Bataan</i> —		
Canning, Robin J. ..	Ordinary Signalman ..	28765
Chapman, Desmond W. ..	Ordinary Signalman ..	28766
Tilley, Alan V. ..	Ordinary Seaman ..	28414
H.M.A.S. <i>Cerberus</i> —		
Baker, Francis J. ..	Ordinary Seaman W/T ..	30405
Baker, Laurence A. ..	Ordinary Seaman W/T ..	29029
Baker, Thomas H. ..	Ordinary Seaman W/T ..	29520
Ballhausen, Frederick W. S. ..	Ordinary Seaman ..	30384
Barling, Noel R. ..	Ordinary Seaman W/T ..	29983
Bell, Geoffrey ..	Ordinary Seaman W/T ..	30921
Benzie, Richard A. ..	Stoker 2nd Class ..	30379
Bracken, George T. ..	Ordinary Seaman W/T ..	29484

## EDUCATIONAL TEST I—SEPTEMBER, 1946—continued.

Name.	Rating.	Official Number.
H.M.A.S. <i>Cerberus</i> —contd.		
Burke, John P. ..	Ordinary Seaman ..	30401
Davies, James B. ..	Ordinary Seaman W/T ..	29111
Donovan, John J. ..	Ordinary Seaman W/T ..	29591
Doyle, Desmond J. ..	Stoker 3rd Class ..	29600
Evans, John F. ..	Stoker 3rd Class ..	30460
Fairlie, Eric L. ..	Ordinary Seaman W/T ..	29143
Firbank, Grant J. ..	Ordinary Seaman W/T ..	28209
Forbes, Douglas ..	Ordinary Seaman W/T ..	29624
Fotheringham, Roy A. ..	Ordinary Seaman W/T ..	28802
Franklin, Ronald J. ..	Ordinary Seaman W/T ..	30080
Gray, Oswald B. ..	Ordinary Seaman ..	31014
Green, Ronald L. J. ..	Ordinary Seaman W/T ..	29649
Green, Robert W. ..	Bandsman ..	27859
Harris, Percival ..	Ordinary Seaman W/T ..	30139
Hastings, Frank W. ..	Ordinary Seaman W/T ..	31044
Henderson, Geoffrey ..	Ordinary Seaman ..	30507
Hill, Allan W. ..	Ordinary Seaman W/T ..	29681
Houston, John M. ..	Ordinary Seaman W/T ..	29656
Hurtig, Ernest D. ..	Ordinary Seaman W/T ..	29680
Jarrett, George M. ..	Bandsman ..	27347
Jensen, Neils V. ..	Ordinary Seaman ..	31057
Julius, Kevin F. ..	Ordinary Seaman ..	29706
Julliff, Brian J. ..	Ordinary Seaman W/T ..	30155
Kennedy, Desmond P. ..	Stoker 2nd Class ..	30544
Law, Bruce ..	Ordinary Seaman W/T ..	29731
Leblang, William F. ..	Ordinary Seaman W/T ..	29258
Lucas, Kenneth D. ..	Ordinary Seaman W/T ..	30171
Lucas, Ronald W. ..	Stoker 2nd Class ..	27935
Machin, Douglas K. ..	Ordinary Seaman W/T ..	30606
Mahon, Garnet J. ..	Stoker 2nd Class ..	30419
Mearns, Desmond I. ..	Ordinary Seaman W/T ..	29736
Moran, Brian J. ..	Ordinary Seaman W/T ..	29279
Murray, Maxwell E. ..	Ordinary Seaman W/T ..	30594
McEwen, Alexander R. ..	Stoker 3rd Class ..	30584
McLarty, Douglas A. ..	Ordinary Seaman ..	31124
McRae, Francis J. ..	Stoker 2nd Class ..	30601
Nelson, Claude W. ..	Ordinary Seaman W/T ..	28337
Olsen, Patrick M. ..	Ordinary Seaman W/T ..	31143
Pallamountagne, Brian J. ..	Ordinary Seaman W/T ..	30627
Rasmussen, Norman T. ..	Ordinary Seaman W/T ..	30241
Richards, Donald E. ..	Ordinary Seaman W/T ..	30643
Richardson, David N. ..	Ordinary Seaman W/T ..	29857
Rodwell, Richard H. L. ..	Ordinary Seaman ..	29852
Ryder, Peter T. ..	Ordinary Seaman W/T ..	29854
Saywell, John S. ..	Ordinary Seaman W/T ..	31203
Scanlon, John W. ..	Stoker 2nd Class ..	30649
Simons, Benjamin E. ..	Ordinary Seaman W/T ..	29897
Smith, Frederick J. ..	Ordinary Seaman ..	31207
Smith, Kenneth A. ..	Ordinary Seaman W/T ..	29888
Stockley, James R. ..	Stoker 2nd Class ..	30654
Stringer, Cyril R. ..	Ordinary Seaman W/T ..	29898
Taylor, Kevin D. ..	Ordinary Seaman W/T ..	30667
Thompson, Jack ..	Stoker 2nd Class ..	30671
Thompson, Raymond A. ..	Ordinary Seaman W/T ..	29904
Thorburn, Frank J. ..	Ordinary Seaman ..	30684
Truman, Robert ..	Stoker 2nd Class ..	30672
Tuckwell, Ronald C. ..	Ordinary Seaman W/T ..	30279
Turner, Harry R. ..	Ordinary Seaman W/T ..	30685
Watson, Albert E. ..	Ordinary Seaman W/T ..	29933
Watson, Colin J. ..	Ordinary Seaman W/T ..	29925



EDUCATIONAL TEST I—SEPTEMBER, 1946—*continued.*

Name.	Rating.	Official Number.
<b>H.M.A.S. Cerberus—contd.</b>		
Watts, William D.	Ordinary Seaman W/T ..	30716
Whitburn, John V.	Bandsman ..	28096
White, John D.	Ordinary Seaman W/T ..	30306
Whitfield, Douglas W.	Stoker 2nd Class ..	30702
Wilson, Daniel	Stoker 3rd Class ..	30308
Wilson, Kenneth J. P.	Stoker 2nd Class ..	30710
Wood, Russell J.	Ordinary Seaman W/T ..	29940
Woodrow, Bruce D.	Ordinary Seaman W/T ..	29416
Wright, Ronald V.	Ordinary Seaman W/T ..	30296
<b>H.M.A.S. Hobart—</b>		
Ball, Gordon R.	Band Corporal ..	19837
Bourdett, Trevor	Ordinary Seaman ..	27411
Hansen, George F.	Leading Seaman ..	22576
Hansson, Harvey D.	Ordinary Seaman ..	28231
Male, Ronald C.	Assistant Steward ..	29753
McMaster, Kenneth I.	Ordinary Signalman ..	27967
Porter, Allen R.	Ordinary Seaman ..	28012
Tapper, John	Joiner 3rd Class ..	31881
<b>H.M.A.S. Lachlan—</b>		
Kidney, Charles E.	Stoker 2nd Class ..	27563
<b>H.M.A.S. Lonsdale—</b>		
Faneco, Roy F.	Stores Assistant ..	27856
<b>H.M.A.S. Manoora—</b>		
Hawkins, Victor D.	Able Seaman ..	30849
<b>H.M.A.S. Melville—</b>		
Rosser, Ronald G. W.	Ordinary Seaman ..	28383
<b>H.M.A.S. Murchison—</b>		
Ayres, Norman D.	Leading Seaman ..	22954
Davison, John M.	Stoker ..	27460
Dornom, Bernard S.	Stoker ..	27461
Higginbotham, Cecil G.	Able Seaman ..	B/4273
Kimmons, Brian	Ordinary Seaman ..	27920
Ritchie, William G.	Able Seaman ..	31845
<b>H.M.A.S. Penguin—</b>		
Slade, Albert F.	Stores Assistant ..	27698
<b>H.M.A.S. Quadrant—</b>		
Beattie, James D.	Stores Assistant ..	27406
Cotter, Brian T.	Ordinary Seaman ..	S/10497
Guy, Norman F.	Ordinary Seaman ..	27868
Moore, Frank	Ordinary Seaman ..	28315
Munro, Gordon J.	Ordinary Seaman ..	28326
<b>H.M.A.S. Shoalhaven—</b>		
Boyd, Colin W.	Stoker 2nd Class ..	W/3239
McNulty, Maurice V.	Ordinary Seaman ..	28632
Orr, Ronald	Stoker 2nd Class ..	27991
Robertson, Ronald	Ordinary Seaman ..	28684
<b>H.M.A.S. Warramunga—</b>		
Faulkner, Gerald D.	Stoker ..	30732

2. The following qualified educationally for Acting Leading Stoker:—

Name.	Rating.	Official Number.
<b>H.M.A.S. Bataan—</b>		
Clark-Kennedy, Kenneth C.	Stoker 2nd Class ..	27436
<b>H.M.A.S. Cerberus—</b>		
Bensley, Keith N.	Stoker 2nd Class ..	30385
Cox, Alan J.	Stoker 2nd Class ..	30420
Greenham, Rodney J.	Stoker 2nd Class ..	30475
Masters, Cleve G.	Stoker 2nd Class ..	30195
Morcom, John D.	Stoker 2nd Class ..	30600
Scullion, Francis	Stoker 2nd Class ..	30667
St. Aubyn, Robert J.	Stoker 2nd Class ..	30666
Strong, Rex	Stoker 2nd Class ..	30656
Swanston, Alan L.	Stoker 2nd Class ..	30668
Washing, Edward S.	Stoker 3rd Class ..	30699
<b>H.M.A.S. Shropshire—</b>		
Nable, Keith J.	Stoker ..	28650

(465/205/676.)

(This Order will be reprinted for posting on Notice Boards.)

## 19.

**PISTOLS, REVOLVERS—FAILURES.**

An unusually large number of bulged and split barrels of Pistols, Revolver No. 1 and No. 2, has occurred recently.

2. The probable causes of these failures are—

- (a) Puff shots, or
- (b) Separation of bullet envelope or shearing of bullets.

3. The attention of all officers conducting pistol practices is to be drawn to the instructions contained in A.F.O. 1033/46, compliance with which should eliminate damage due to firing a further round on the envelope or part of the bullet remaining in the bore.

4. All officers and men carrying out pistol practices are to be informed of the possibility of puff shots and separated or sheared bullets, and the symptoms to be expected with these failures.

(412/204/318.)

## 20.

**HOSPITAL ACCOMMODATION FOR NAVAL PERSONNEL IN PUBLIC HOSPITALS IN VICTORIA.**

The Charities Board of Victoria has notified the terms under which Naval personnel will be afforded treatment in public hospitals in Victoria registered with that Board.

2. Accommodation in such public hospitals falls generally into three classes, viz.:—

- (a) Public wards.
- (b) Intermediate wards.
- (c) Private wards—

according to the facilities existing in the particular hospital concerned.

3. The scale of fees applicable is as follows:—

*Patients Admitted to Public Wards.*

- (a) The average daily cost for in-patients treated based on the average cost per bed occupied, as set forth in the annual report of the Charities Board last presented to Parliament; or
- (b) 15s. per day, or part of a day, whichever is the lesser amount.

*Patients Admitted to Intermediate and Private Wards.*

Four-bed wards—

Medical patients—13s. 6d. to 15s. per diem.  
Surgical patients—15s. to 16s. 6d. per diem.

Two-bed wards—

Medical patients—18s. per diem.  
Surgical patients—19s. 6d. per diem.

Private rooms, medical and surgical patients—24s. per diem.

4. *X-ray Services.*—In addition to the accommodation charges set out above, separate charges for X-ray services will be made as shown in Appendix "A" hereunder.

In those cases where full-time paid radiologists are employed, and the hospital is required to furnish a radiological report, the appropriate fee set out in the scale is to be charged.

Where a skiagram only is to be provided, and a Naval Medical Officer arranges for it to be done, the charge is 50 per cent. of the appropriate fee as set out in Appendix "A".

5. *Pathological and other Special Examinations.*—Pathological and other special examinations carried out by the hospital staff are not to be charged separately. Specimens sent away from the hospital for examination are to be charged for at cost.

6. Naval personnel will be admitted to intermediate or private wards only on the instruction of the Commanding Officer.

7. Immediately on admission, the hospital concerned will notify the Naval Officer-in-Charge, Port Melbourne, who is to forward to the hospital an appropriate authority therefor and a claim form N.A.4, which will be completed and returned to the Naval Officer-in-Charge, Port Melbourne.

8. The Naval Officer-in-Charge, Port Melbourne, will be advised immediately of the admission of emergency cases to hospitals in the metropolitan area in order that arrangements may be made, if necessary, for the transfer of the patient to Flinders Naval Hospital or the Heidelberg Military Hospital.

9. The names of the public hospitals registered with the Charities Board of Victoria are shown in Appendix "B" hereunder.

10. Navy Order 165 of 1939, pages 6 and 7, as regards Victorian hospitals, should be marked "Cancelled. See C.N.O. 20/1947."

(527/201/548.)

APPENDIX "A".

X-RAY FEES.

Examination.	Scale "C", Guineas.
<i>Digestive Tract</i> —	
(1) Opaque-meal (upper tract only) .. .. .	2
(1A) Opaque-meal (complete tract) .. .. .	2½
(2) Colon-clysmas .. .. .	2
(3) 1 plus 2 .. .. .	3
(4) Gall-bladder-cholecystography .. .. .	2
(5) 1 plus 4 .. .. .	3
(6) 1 plus 2 plus 4 .. .. .	3½
<i>Urinary Tract</i> .. .. .	
Pyelography .. .. .	1½
Urinary Tract plus subsequent Pyelography .. .. .	2
"Uroselectan" Pyelography (with Radiologist supplying "Uroselectan") .. .. .	2½
Pelvic Measurements—as arranged.	3
Utero-salpingography ("Lipiodol" supplied by Radiologist)—as arranged.	
Spinal-Theca-Lipiodol—as arranged.	
<i>Vertebrae</i> —	
Cervical .. .. .	1½
Thoracic .. .. .	1½
Lumbar .. .. .	2
Sacro-coccygeal .. .. .	2
Pelvis—one film .. .. .	1
Pelvis—stereo or other pair .. .. .	1½
Hip Joint—two films .. .. .	1½
Leg or Knee—P.A. and Lateral .. .. .	1
Shoulder Joint—two films .. .. .	1
Arm, Elbow, Forearm .. .. .	1
Above joints—single view only .. .. .	½
Wrist, Hand, Fingers .. .. .	½
Ankle, Foot, Toes .. .. .	½
With "Lipiodol" injection for bone sinuses—double the above fees.	
<i>Skull.</i>	
Complete survey of head .. .. .	1½
Pituitary Fossa—Lateral stereo .. .. .	1
Nasal accessory sinuses .. .. .	1½
Single film .. .. .	½
Re-examination of accessory sinuses within—	
3 months .. .. .	½
3-6 months .. .. .	1
Mastoids—two sides stereo .. .. .	1½
single films of both sides .. .. .	1
Mandible—one side stereo .. .. .	1
two sides stereo .. .. .	1½

APPENDIX "A"—*continued.*

Examination.	Scale "C" Guineas.
<i>Thorax</i> —	
Survey—three films (plus one of sinuses, if desired)	1½
Single film of chest .. .. .	1
Re-examination within three months .. .. .	¾
Re-examination between three and six months .. .. .	1
Screen examinations only, if requested .. .. .	½
"Lipiodol" (injection by clinician) .. .. .	2
<i>Teeth</i> —	
Survey (fourteen films) .. .. .	1½
One jaw (seven films or equivalent) .. .. .	1
Local area (2-3 films) .. .. .	½
Report on films taken elsewhere .. .. .	½
Portable work—by arrangement.	.

## APPENDIX "B".

## CHARITIES BOARD OF VICTORIA.

## LIST OF SUBSIDIZED HOSPITALS.

*Metropolitan.*

## General.

The Royal Melbourne Hospital.  
 Alfred Hospital.  
 Prince Henry's Hospital.  
 St. Vincent's Hospital.  
 Williamstown and District General Hospital.  
 Dandenong and District Hospital.

## COUNTRY.

## Base Hospitals—Grade A.

Ballarat and District Base Hospital, Incorporated.  
 The Bendigo and Northern District Base Hospital.  
 Geelong and District Hospital (Kitchener Memorial).  
 Mildura Base Hospital.

## Grade B.

The Gippsland Hospital (Sale).  
 Hamilton and District Base Hospital.  
 Horsham Base Hospital.  
 Mooroopna and District Base Hospital.  
 Wangaratta District Base Hospital.  
 The Warrnambool and District Base Hospital.

APPENDIX "B"—*continued.*LIST OF SUBSIDIZED HOSPITALS—*continued.*

## General.

Ararat and District Hospital.  
 Bairnsdale District Hospital.  
 Castlemaine District Community Hospital.  
 Colac District Hospital.  
 Daylesford District Hospital.  
 The Dunolly District Hospital.  
 Echuca District Hospital, Incorporated.  
 Frankston Community Hospital.  
 Kyneton District Hospital.  
 Maryborough and District Hospital.  
 The Nhill Hospital.  
 Ouyen and District Hospital.  
 St. Arnaud District Hospital.  
 Stawell District Hospital.  
 Swan Hill District Hospital.  
 The Warracknabeal District Hospital.  
 West Gippsland Hospital (Warragul).  
 Wonthaggi and District Hospital.  
 Yarram and District Hospital.  
 Alexandra District Hospital.  
 The Camperdown District Hospital.  
 The Casterton Hospital.  
 The Clunes District Hospital.  
 Corryong District Hospital.  
 The Creswick District Hospital.  
 Heathcote District Hospital.  
 The Inglewood Hospital.  
 The Kilmore Hospital.  
 Maffra District Hospital.  
 Maldon Hospital.  
 Manangatang and District Hospital.  
 Mansfield District Hospital.  
 Omeo District Hospital.  
 Orbost and District Hospital.  
 Ovens District Hospital (Beechworth).  
 Port Fairy Hospital.  
 Portland and District Hospital.  
 South Gippsland Hospital (Foster)  
 Tallangatta Hospital.  
 The Upper Goulburn District Hospital (Wood's Point).  
 The Wycheproof Hospital.

### NAVAL STORES—PREVENTION OF MISAPPROPRIATIONS, LOSSES, ETC.

The instructions in regard to the care and custody of Naval Stores in H.M.A. Ships and Naval Establishments as notified in Navy Order 481 of 1945 have been revised and are re-promulgated for the information and guidance of all concerned:—

#### A. *Prevention of Misappropriation.*

(1) All officers are to use their best endeavours to check the misappropriation of stores, especially when their ships are fitting out or paying off, when vessels are alongside, or in other circumstances likely to offer exceptional opportunities for misappropriation. Commanding Officers are to ensure that the provisions of this Order are brought to the notice of responsible officers and others concerned on all occasions immediately before the vessel is placed in Dockyard hands.

#### B. *Care of Stores in Ships under Repair, &c.*

(2) Attention is particularly drawn to the need for all possible precautions to be taken to avoid losses of stores by theft when ships are under repair while in commission with stores on board at refitting yards, &c.

(3) Portable valuable stores that are particularly liable to misappropriation, e.g., binoculars, watches, telescopes, W/T equipment, electrical instruments, &c., are to be kept in a place of security. A locked drawer or cupboard in an officer's cabin is *not* considered to provide sufficiently secure stowage against theft whilst the vessel is in Dockyard or Contractors' hands for refit, nor, in connection with navigational watches, is the locked compartment provided in the Chart Room (in certain classes of ships) for stowing chronometers and watches regarded as adequate. Action should be taken to have navigational timepieces landed on deposit and withdrawn after refit or repair has been completed.

(4) The Pattern 810 Clock fitted to the A.R.L. Table is to be removed and, together with the spare clock normally stowed in the spare part box, is to be kept in a place of security.

(5) The number of clocks not placed in safe custody during refit, owing to their being in constant use, is to be reduced to an absolute minimum. Special precautions are to be taken to ensure that any left in place are securely fixed to bulkheads, where possible, by nuts and bolts.

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

(7) Commanding Officers are to ensure that satisfactory arrangements are made to safeguard all stores, and particular attention should be given to—

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

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

(9) It is desirable, whenever possible, that stores should be landed during refit. Base Supply Staffs cannot undertake to assist in destoring, but the Naval Store Officer or local Base Supply Officer should endeavour to make a lay-apart store available in which the ship can deposit the stores, at the ship's risk, and hold the key. This does not apply to valuable portable items referred to in paragraph 3. When such stores are landed for safe custody, they should be taken personally to the appropriate Naval Store Depot or Base Naval Store and a receipt obtained for them on the spot. In the case of ships undergoing refit at Garden Island, valuable stores should be deposited with the Superintending Naval Store Officer in accordance with clause 2, Article 115, Sydney Port Orders, for safe custody during period of refit.

#### C. *Valuable and Important Naval Stores—General Precautions.*

(10) Particular care is to be taken at all times to safeguard important and valuable stores. Such items which are portable are invariably to be locked up when not actually in use, and care should be taken to ensure that the persons responsible for any such stores, and any other persons authorized to use them, are fully acquainted with the regulations regarding their safe custody.

#### D. *Bicycles.*

(11) All Departmental bicycles are to be branded with the letters "R.A.N." and provided with a suitable locking device. Arrangements should be made to ensure that when bicycles are left unattended they are securely locked to prevent unauthorized removal.

#### E. *Procedure for Dealing with Losses.*

(12) The procedure for dealing with losses is set out in K.R. & A.I., Articles 1936 and 1938, and in B.R.4, Chapter XII, and R.A.N. Supplement to B.R.4.

(13) Losses of valuable and important Naval Stores, whether by accident or neglect, are invariably to be reported in detail to the Naval Board. For this purpose, important and valuable Naval Stores include:—

- (i) Ships' anchors, boats, binoculars, telescopes, stop watches, electrical instruments, portable W/T radar A/S, &c., equipment.
- (ii) Any single item of value of £5 or more.
- (iii) Group of items of value of £5 or more lost at the same time or in the same set of circumstances.

(14) When forwarding particulars of a loss to the Naval Board, the Naval Officer-in-Charge or Commanding Officer concerned is to ensure that all relevant facts are reported, and it should always be stated whether it is considered the loss was due to accident or neglect. In the latter case it should be stated whether recovery of the value or part value of the missing item has been effected as provided in Naval Financial Regulations and Instructions, Article 9.

2. Navy Order 481 of 1945 is cancelled.

22.  
COMMONWEALTH SOCIAL SERVICES—DEPENDANTS OF MEMBERS OF THE R.A.N., TEMPORARILY RESIDENT ABOARD.

Maternity allowances, child endowment, and hospital benefits will be made available to dependants of members of the Royal Australian Navy, resident temporarily aboard, as from 1st July, 1946.

2. In the case of members who have married abroad, their wives, together with children born abroad, will be regarded in the same category as dependants who have accompanied members abroad.

3. When the member himself is not in the country where he acquired his dependants—either having been returned to Australia or sent to another country for service—Commonwealth Social services will only be made available on the assurance being given that—

(a) The dependants intend to reside in Australia; and

(b) They will take the first reasonable opportunity to do so.

4. Claims for these Services should be forwarded, as requisite, to the Official Secretary (Navy Liaison), Australia House, London, or the Australian Naval Attache, Washington, from whom application forms may be obtained.

(403/201/174.)

(This Order will be reprinted for posting on Notice Boards.)

23.

FOREIGN ENSIGNS—ALLOWANCES.

Approval has been given to the following revised allowance of Foreign Ensigns for H.M.A. Ships in commission and Shore Establishments. Demands to complete ships to full establishment should be forwarded to S.N.S.O., Sydney, and those for Shore establishments to the appropriate Naval Store Depot:—

	Saluting Ships.			Non-Saluting Ships.		
	Cruisers (12 Bds).	Sloops (8 Bds).	Frigates (8 Bds).	Destroyers (8 Bds).	Frigates (8 Bds).	A.M.S. (8 Bds).
Argentina ..	1	1	1	..	..	..
Belgium ..	1	1	1	..	..	..
Brazil ..	1	1	1	..	..	..
Chile ..	1	1	1	..	..	..
China ..	1	1	1	1	1	1
Denmark ..	1	1	1	..	..	..
France ..	1	1	1	1	1	1
Greece ..	1	1	1	..	..	..
Italy ..	1	1	1	..	..	..
Japan ..	1	1	1	..	..	..
Netherlands ..	1	1	1	1	1	1
Norway ..	1	1	1	..	..	..
Philippines Republic ..	1	1	1	..	..	..
Portugal ..	1	1	1	..	..	..
Siam ..	1	1	1	..	..	..
U.S.S.R. ..	1	1	1	1	1	1
Spain ..	1	1	1	..	..	..
Sweden ..	1	1	1	..	..	..
U.S.A. ..	1	1	1	1	1	1

2. In addition to the above ensigns, H.M.A.S. *Cerberus* and H.M.A.S. *Kuttabal* will carry a complete set of all Foreign Ensigns (size 8 breadths).

(476/201/842.)

24.

PERSONAL EFFECTS HELD IN BAGGAGE STORES OF NAVAL ESTABLISHMENTS FOR OTHER THAN SERVICE REASONS—LIABILITY FOR.

An examination of returns forwarded to Navy Office in accordance with the instructions contained in paragraph 20 of Navy Order 264 of 1945 has revealed that many items of baggage belonging to officers and ratings are held in baggage stores at H.M.A. Naval Establishments for long periods, being apparently retained in such stores for the sole personal convenience of the owners and not for specific Service reasons.

2. It should be borne in mind by all Naval personnel serving in ships and establishments that responsibility for the care and custody of these effects so stored rests entirely with the owners, as the Department cannot accept liability for payment of compensation in such circumstances should loss or damage occur.

(438/204/1920.)

(This Order will be reprinted for posting on Notice Boards.)

25.

SUPPLY OF OFFICERS' UNIFORMS.

The agreements under which outfitters supplied officers' uniforms at prices based on those charged by the Commonwealth Clothing Factory have expired, and, in view of the reversion to repayment issues of materials, *vide Navy Order 121 of 1946*, renewal of such agreements is not contemplated.

2. The revised prices for the supply, by the Commonwealth Clothing Factory, of officers' uniforms are set out in the Schedule to this Order.

3. Navy Order 213 of 1945 is cancelled.

SCHEDULE OF REVISED PRICES.  
(A) Uniforms for R.A.N. Officers.

Rank.	Cloth for Officers' Uniforms.		Lightweight Serge.	Diagonal Serge.	Greatcoat Beaver Cloth (With Shoulder Straps).
	Undress Jacket.	Mess Jacket.	Undress Jacket.	Undress Jacket.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Warrant Officer .. .. .	6 13 3	5 4 0	6 7 9	6 3 3	8 14 3
Commissioned Officer from Warrant Rank .. .. .	7 1 6	5 12 3	6 16 0	6 11 6	8 19 6
Midshipman .. .. .	5 13 9	4 4 6	5 8 3	5 3 9	8 0 0
Sub-Lieutenant .. .. .	7 1 6	5 12 3	6 16 0	6 11 6	8 19 6
Lieutenant .. .. .	7 11 6	6 2 3	7 6 0	7 1 6	9 6 6
Lieutenant-Commander .. .. .	7 18 0	6 8 9	7 12 6	7 8 0	9 13 6
Commander .. .. .	8 1 9	6 12 6	7 16 3	7 11 9	9 15 3
Captain .. .. .	8 12 0	7 2 9	8 6 6	8 2 0	10 3 0
Midshipman (E) and Midshipman (S) .. .. .	6 2 3	4 13 0	5 16 9	5 12 3	8 6 9
*Sub-Lieutenant (E) .. .. .	7 3 9	5 14 6	6 18 3	6 13 9	9 1 3
*Lieutenant (E) .. .. .	7 14 6	6 5 3	7 9 0	7 4 6	9 8 9
*Lieutenant-Commander (E) .. .. .	8 1 0	6 11 9	7 15 6	7 11 0	9 15 9
*Commander (E) .. .. .	8 4 9	6 15 6	7 19 3	7 14 9	9 17 6
*Captain (E) .. .. .	8 15 0	7 5 9	8 9 6	8 5 0	10 5 6
* And all other Officers of equivalent rank with distinctive cloth between lace.					
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	White Drill. £ s. d.
All Officers—					
Waistcoat .. .. .	1 9 0	..	1 8 0	1 7 0	..
Trousers Plain .. .. .	2 0 0	..	1 16 0	1 12 3	0 19 3
Tunic with Buttons .. .. .	..	..	..	..	1 6 9
Tunic without Buttons .. .. .	..	..	..	..	1 3 9

(B) Uniforms for R.A.N.R.(S) and R.A.N.R., and R.A.N.V.R. Officers.  
(C) Uniforms for Naval Chaplains.

Rank.	Cloth for Officers' Uniforms and Non-metallic Gold Lace.		Lightweight Blue Serge and Non-metallic Gold Lace.		Diagonal Serge and Non-metallic Gold Lace.		Greatcoat No. 3 Cloth with Shoulder Straps and Non-metallic Gold Lace.	
	Undress Jacket.		Undress Jacket.		Undress Jacket.			
	RANR (S).	RANR. & RANVR.	RANR (S).	RANR. & RANVR.	RANR (S).	RANR. & RANVR.	RANR (S).	RANR. & RANVR.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Midshipman .. .. .	5 13 9	5 13 9	5 8 3	5 8 3	5 3 9	5 3 9	7 2 6	7 2 6
Warrant Officer .. .. .	6 18 6	6 9 0	6 13 0	6 3 6	6 8 6	5 19 0	7 19 3	7 16 6
Commissioned Officer from Warrant Rank .. .. .	6 18 6	6 9 0	6 13 0	6 3 6	6 8 6	5 19 0	8 1 0	7 16 6
Sub-Lieutenant .. .. .	6 18 6	6 9 0	6 13 0	6 3 6	6 8 6	5 19 0	7 19 3	7 16 6
Lieutenant .. .. .	7 12 3	6 16 9	7 6 9	6 11 6	7 2 3	6 7 0	8 5 9	8 3 9
Lieutenant-Commander .. .. .	7 16 0	7 3 0	7 10 6	6 17 6	7 6 0	6 13 0	8 7 9	8 7 3
Commander .. .. .	8 5 9	7 3 0	8 0 3	6 17 6	7 15 9	6 13 0	8 11 9	8 7 3
Captain .. .. .	8 19 9	7 10 6	8 14 3	7 5 0	8 9 9	7 0 6	8 19 0	8 10 3
*Sub-Lieutenant (E) .. .. .	7 0 6	6 11 6	6 15 0	6 6 0	6 10 6	6 1 6	8 1 6	7 18 3
*Lieutenant (E) .. .. .	7 15 0	6 19 9	7 9 6	6 14 3	7 5 0	6 9 9	8 7 9	8 6 3
*Lieutenant-Commander (E) .. .. .	7 19 9	7 5 6	7 14 3	7 0 0	7 9 9	6 15 6	8 10 3	8 9 0
*Commander (E) .. .. .	8 8 9	7 5 6	8 3 3	7 0 0	7 18 9	6 15 6	8 13 9	8 9 0
*Captain (E) .. .. .	9 2 3	7 13 6	8 16 9	7 8 0	8 12 3	7 3 6	9 1 6	8 12 6
* And all other Officers of equivalent rank with distinctive cloth between lace.								
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	White Drill. £ s. d.	
All Officers—								
Waistcoat .. .. .	1 9 0	..	1 8 0	..	1 7 0	..	..	
Trousers .. .. .	2 0 0	..	1 16 0	..	1 12 3	..	0 19 3	
Tunic with Buttons .. .. .	..	..	..	..	..	..	1 6 9	
Tunic without Buttons .. .. .	..	..	..	..	..	..	1 3 9	

(C) UNIFORM FOR NAVAL CHAPLAINS.

	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Undress Jacket (without gold lace) .. .. .	5 13 9	5 8 3	5 3 9	..
Trousers .. .. .	2 0 0	1 16 0	1 12 3	0 19 3
Tunics or coats (including detachable shoulder straps without gold lace) .. .. .	..	..	..	1 14 9

26.

### APPOINTMENT OF A VICTUALLING INSPECTING OFFICER FOR SMALL SHIPS.

It has been decided that a selected Commissioned or Warrant Stores Officer be appointed as Victualling Inspecting Officer as early as practicable for special full-time duty in connection with small ships in which general messing has been instituted under the provisions of Navy Order 626 of 1944.

2. At present, the manning situation precludes this new appointment being made for full-time duty without removing the selected officer from some other essential appointment. During this interim period, however, Mr. A. B. Godfrey, Acting Commissioned Stores Officer, who is on the staff of the Command Supply Officer, Sydney, and who, it is intended, will be appointed for this full-time duty in due course, will undertake, as far as is possible but under the direct supervision and control of the Command Supply Officer, such additional duties whilst continuing in his present appointment.

3. The main duties which the Victualling Inspecting Officer will be required to perform are briefly as follow:—

- (a) Supervision of general messing in all ships in which a Supply Officer is not borne in the complement for general victualling duties.
- (b) Inspection of the Victualling Store Accounts of those ships, stocks on board being mustered, or test checks of individual items only, as may be found necessary.
- (c) Advice and assistance generally in such ships to the Commanding Officer and victualling staffs in all victualling matters, especially in relation to general messing, in order to ensure the satisfactory maintenance of the standard and variety of meals desired, including food service arrangements.
- (d) To bring to the personal notice of Commanding Officers concerned any instance of neglect or irregularity detected in the stocks or the victualling accounts, as well as cases of non-compliance with standing instructions in relation to victualling matters generally.
- (e) To ensure the maintenance on board of adequate stocks of victualling stores (at the same time guarding against excessive stocks of individual items), and compliance with standing instructions in respect thereof.
- (f) Inspection of storerooms to ensure they are vermin free, as far as is practicable, and that satisfactory stowage and other necessary arrangements are made to avoid damage to, or undue deterioration of, stocks.
- (g) Reports of all visits to ships to be forwarded direct to the Director of Victualling, Navy Office, copies of all such reports being forwarded to the Commanding Officer and Parent Ships concerned, also to the Command Supply Officer, Sydney, whilst the position indicated in paragraph 2 above continues.

4. The Naval Board desire that Commanding Officers and others concerned will afford all possible facilities and assistance to enable the duties required to be performed by the Victualling Inspecting Officer, as outlined in 3 above, to be carried out with all expedition on all occasions.

5. It is emphasized that one of the chief reasons for appointing a Victualling Inspecting Officer for special duty as above is to ensure that, as a result of personal supervision by a specialist officer, satisfactory and economical standard of meals is maintained in these small ships, and that the Stores personnel concerned are given all possible advice and guidance. Such duties do not, however, relieve Commanding Officers of ships concerned or the Supply Officer of a parent ship of their responsibilities regarding mustering of stores, &c., as provided in regulations and orders, or in the printed instructions contained in the Victualling Store Accounts.

(530/201/623.)

27.

### BOOKS AND FORMS.

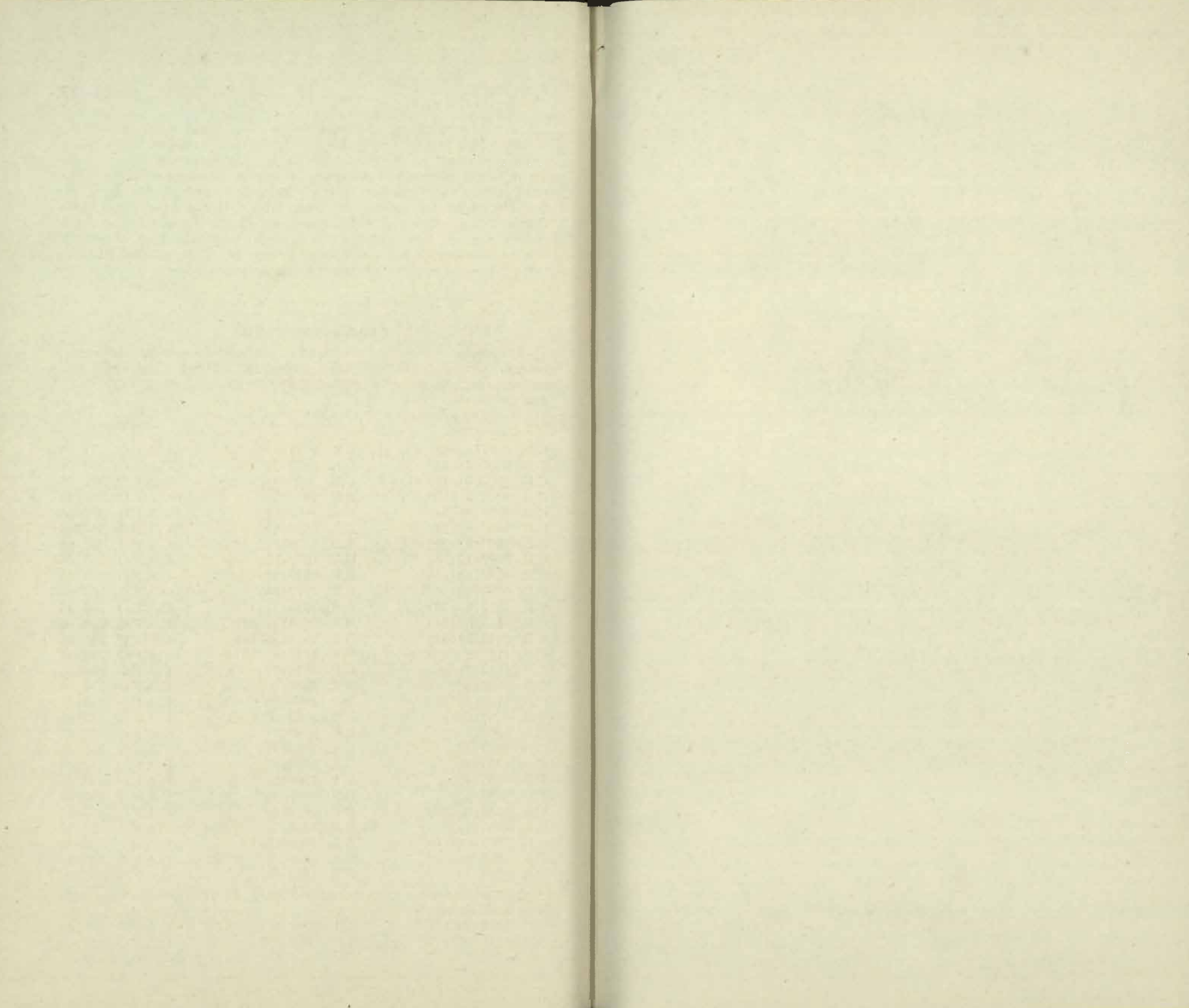
The declassification of confidential publications to non-confidential category, promulgated in Navy Order 352 of 1946, concerned the under-mentioned sections only of C.B.'s. Series 4097, 4112, 4127, 4257, and 4309:—

Confidential Publication.	Declassified to.	Authority.
C.B. 4097(1)(43)	B.R. 1679(1)	C.A.F.O. 357/46
C.B. 4097(3)(44)	B.R. 1679(3)	C.A.F.O. 357/46
C.B. 4097(4)(44)	B.R. 1679(4)	C.A.F.O. 357/46
C.B. 4097(5)(43)	B.R. 1679(5)	C.A.F.O. 357/46
C.B. 4097(6)(43)	B.R. 1679(6)	C.A.F.O. 357/46
C.B. 4097(8)(44)	B.R. 1679(8)	C.A.F.O. 357/46
C.B. 4097(9)(44)	B.R. 1679(9)	C.A.F.O. 357/46
C.B. 4097(12)(44)	B.R. 1679(12)	C.A.F.O. 357/46
C.B. 4097(13)(44)	B.R. 1679(13)	C.A.F.O. 357/46
C.B. 4097(14)(43)	B.R. 1679(14)	C.A.F.O. 357/46
C.B. 4112(3)(43)	B.R. 1634(3)(43)	C.A.F.O. 286/46
C.B. 4112(4)(44)	B.R. 1634(4)(44)	C.A.F.O. 286/46
C.B. 4112(5)(44)	B.R. 1634(5)(44)	C.A.F.O. 286/46
C.B. 4112(6)(43)	B.R. 1634(6)(43)	C.A.F.O. 286/46
C.B. 4112(7)	B.R. 1634(7)	C.A.F.O. 286/46
C.B. 4127(43)	B.R. 1680	C.A.F.O. 357/46
C.B. 4127(1)	B.R. 1680(1)	C.A.F.O. 357/46
C.B. 4257(GB)	B.R. 1669(GB)	C.A.F.O. 357/46
C.B. 4257(1)	B.R. 1669(1)	C.A.F.O. 357/46
C.B. 4257(2)	B.R. 1669(2)	C.A.F.O. 357/46
C.B. 4257(3)	B.R. 1669(3)	C.A.F.O. 357/46
C.B. 4257(4)	B.R. 1669(4)	C.A.F.O. 357/46
C.B. 4257(5)	B.R. 1669(5)	C.A.F.O. 357/46
C.B. 4257(6)(44)	B.R. 1669(6)	C.A.F.O. 357/46
C.B. 4257(7)	B.R. 1669(7)	C.A.F.O. 357/46
C.B. 4309(GB)	B.R. 1668(GB)	C.A.F.O. 357/46
C.B. 4309(4)	B.R. 1668(4)	C.A.F.O. 357/46
C.B. 4309(5)	B.R. 1668(5)	C.A.F.O. 357/46

2. The under-mentioned sections of C.B. 4257 series have also been reclassified:—

C.B. 4257(5C)	B.R. 1669(5C)	C.A.F.O. 431/46
C.B. 4257(5D)	B.R. 1669(5D)	C.A.F.O. 431/46

(571/202/2803.)





*Defence Library*

28-35/47

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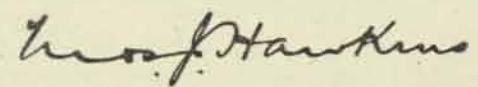
(FOR OFFICIAL USE ONLY.)

## Commonwealth Navy Orders.

Navy Office, Melbourne,  
28th January, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,



Secretary.

*The Rear-Admiral Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

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### TABLE OF CONTENTS.

No.	Subject.
28.	H.M.A. Ships—Paying Off.
29.	H.M.A. Frigates and Modified Frigates—Projectors—Rocket Flare 2 in.—Safety Firing Switch—Alterations and Additions.
30.	Supply of Japanese Currency for British Commonwealth Force for Occupation of Japan—Yen Currency for R.A.N. Use.
31.	Naval Stores Classification—Discontinuance of Use of Terms, Subhead and Item.
32.	Issue of Blankets and Mess Gear to Personnel Travelling.
33.	Sandals—Supply.
34.	Form S.1135—Gun Calibration Form—Introduction.
35.	Officers Mess Traps—Replacement Allowances Applicable for 1946-1947.

28.

**H.M.A. SHIPS—PAYING OFF.**

The following H.M.A. Ships paid off on the dates indicated:—

M.S.L. 701—"E" class reserve—3rd January, 1947.

M.S.L. 704—"F" class reserve—15th January, 1947.

(603/247/2074.)

29.

**H.M.A. FRIGATES AND MODIFIED FRIGATES—PROJECTORS—  
ROCKET FLARE 2-INCH—SAFETY FIRING SWITCH—  
ALTERATIONS AND ADDITIONS.**

A simple switching device, shown in the attached diagram, has been constructed and operated satisfactorily when tried on a 4-inch twin Mk. XIX mounting.

2. Description of the equipment—

(a) A pattern No. 1173A switch box fitted with a "horse shoe" shaped switch lever is mounted on a mild steel bracket, secured to the under right-hand side of the 4-inch mounting platform at a position approximately 10.5 inches outboard from the training roller cover plate, and in line with the mounting trunnion stiffening bracket. In this position, it is possible to feed the existing cable to the rocket firing gear, into the switch box and away to the firing pushes. The cable is connected so that the L.P. supply from the night sight and illumination circuits to the junction box (as shown on C.A.F.O. diagram 89/45 (i) is broken by this switch.

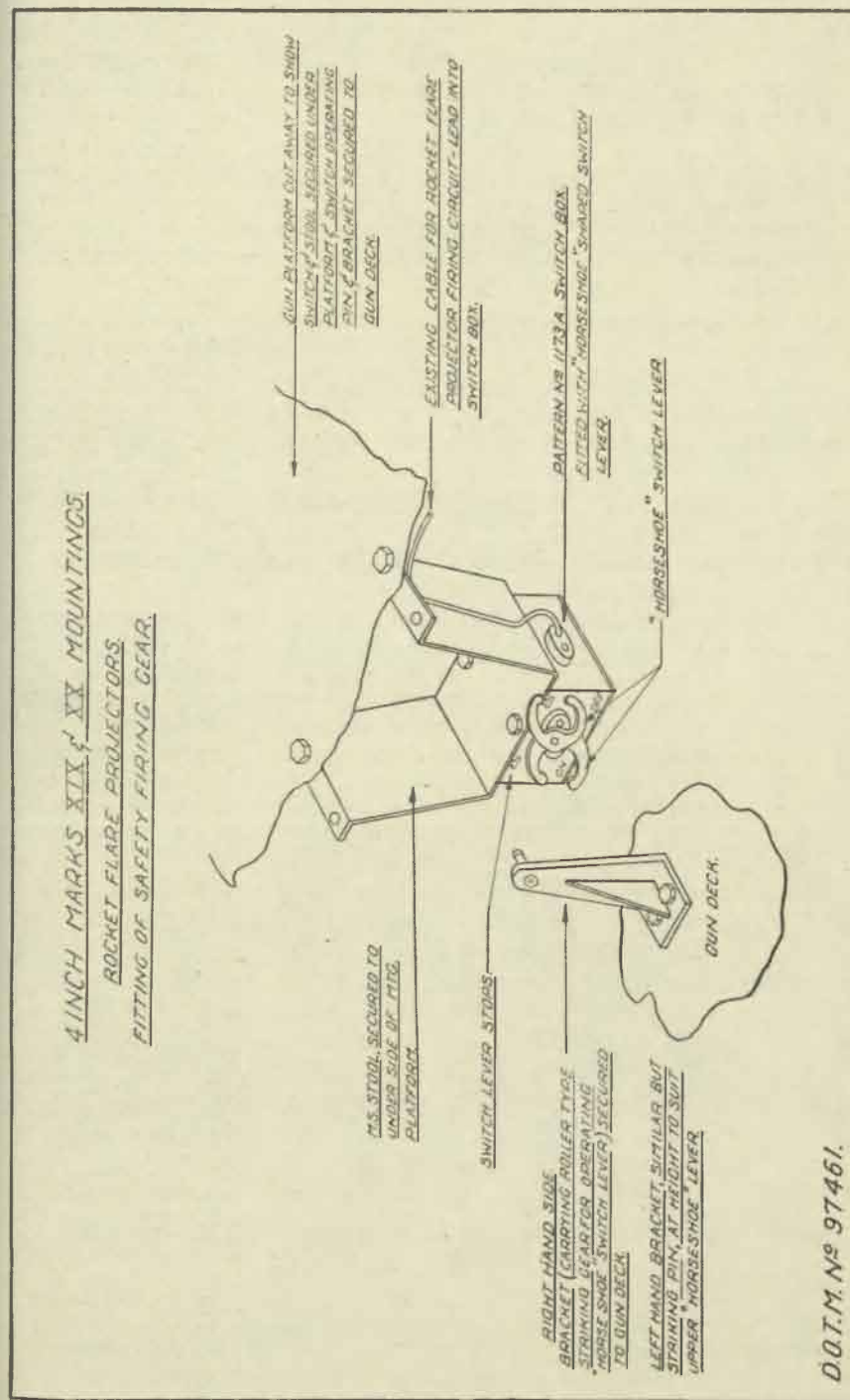
(b) Two in No. steel brackets carrying roller type striking pins (to operate the "horse shoe" switch lever) are secured to the gun deck, at approximately 2 inches outboard of the safety firing cams, at a position to operate the switch lever when the mounting trains to a dangerous bearing for firing rockets.

3. Operation.—When the mounting is trained on to a dangerous bearing for firing rockets, the "horse shoe" switch lever is operated by the roller striking pin and is moved in an anti-clockwise direction, opening the switch. When the mounting trains in the opposite direction, coming to a safe bearing the switch lever again comes against the striking pin and the lever is moved in a clockwise direction closing the switch contacts.

4. The Commanding Officers of all H.M.A. frigates and modified frigates are to insert an item classification "A\*" in their list of alterations and additions.

5. The safety firing switch will be incorporated as part of the initial fitting in all future instances of fitting rocket flare projectors.

(603/293/1723.)



D.O.T.M. No 97461.

30.

**SUPPLY OF JAPANESE CURRENCY FOR BRITISH COMMONWEALTH FORCE FOR OCCUPATION OF JAPAN—YEN CURRENCY FOR R.A.N. USE.**

Japanese currency required for the R.A.N. in that country is to be drawn from Army Chief Paymaster (Japan and Korea), except that H.M.A. Ships based on Kure area may draw advances of Yen from the Supply Officer, Royal Navy Port Party, Kure (H.M.S. *Commonwealth*). Advances are to be drawn by Senior Naval Officer (R.A.N.) only, who will issue ships' requirements as necessary.

2. Yen currency held in a ship about to leave the occupation area is to be transferred to the R.A.N. Senior Officer remaining in the area.

3. Cash account entries (kept in Australian currency) should show the Yen equivalent, and contain a reference to the date and place of supply, and to disbursements. Vouchers and Forms A.S.5 are to be appropriately endorsed.

4. The following instructions apply generally to usage of Yen currency:—

(a) The exchange rate is 1 Yen = 5 pence (5d.) Australian; 48 Yen = £1.

(b) Personnel are not to be paid in Yen; their requirements when proceeding on shore should be met by exchanging Australian money to Yen (on board) as required.

A record should be kept of the amounts of Yen given in exchange to each officer and rating.

Subsequent re-exchange back to Australian currency is to be limited to one-half of the value of Yen drawn in exchange for Australian, except where it can be proved that the drawer has had no opportunity to expend his Yen.

(c) Exchanges will be made on behalf of R.A.N. personnel only.

(d) Sterling or Australian currencies must not be expended or exchanged ashore.

(e) Yen currency may not be sent out of the country by post or other means; and currency irregularly acquired will not, in any circumstances, be exchanged or permitted to be brought or sent out of the country.

5. Navy Orders 120 and 392 of 1946 are cancelled.

(418/201/401.)

31.

**NAVAL STORES CLASSIFICATION—DISCONTINUANCE OF USE OF TERMS SUBHEAD AND ITEM.**

The provisions of A.F.O. 6141 of 1946 are applicable in the Royal Australian Navy and action to implement the change of nomenclature should be taken progressively by all H.M.A. Ships and Establishments as opportunity offers and the new terms used where appropriate.

(612/201/6188.)

32.

**ISSUE OF BLANKETS AND MESS GEAR TO PERSONNEL TRAVELLING.**

In consequence of the discontinuance of troop trains on all routes, except between Adelaide and Perth, the issue of loan blankets and mess gear is to be confined in future to personnel travelling by rail between these two points.

2. Stocks of blankets and mess gear are to be maintained at Adelaide and Perth, and the Railway Transport Officers are to be responsible for the issue to, and collection from, personnel departing from, and arriving at, these centres.

3. Issues of blankets and mess gear are to be recorded on Form A.T. 801z (in triplicate). The original and duplicate copies are to be given to the officer or senior rating in charge of the draft for delivery to the Railway Transport Officer responsible for the collection of the gear, with necessary instructions to ensure that the forms are handed to the Railway Transport Officer immediately on arrival at the point where the gear is to be collected. The triplicate copy is to be retained by the issuing Railway Transport Officer.

4. The receiving Railway Transport Officer is to check all items handed in against issues recorded on Form A.T. 801z, receipt the duplicate copy and return it to the issuing Railway Transport Officer. All cases of failure to return gear are to be promptly investigated, and any discrepancies noted on the back of the form in accordance with the printed instructions shown at the foot of the duplicate copy.

5. Issues made to personnel travelling on leave from Perth or Adelaide to intermediate stations, e.g., Kalgoorlie, are not to be included in Form A.T. 801z. Such personnel are to sign separate receipts for the articles issued and are to be instructed to retain them whilst on leave, surrendering them to the issuing Railway Transport Officer on their return.

6. Personnel travelling to Western Australia by means of special trains departing from Flinders Naval Depot during leave periods are to be issued on loan with blankets and mess gear at Flinders Naval Depot prior to departure. Items issued in this manner are to be retained by the personnel concerned whilst on leave and are to be collected at Flinders Naval Depot on their return.

7. In cases where articles on loan issue have not been returned to the issuing officer by the due date, investigation of the reason for their non-return is to be made immediately and charges applied forthwith in the event of no satisfactory explanation of their disposal forthcoming.

8. The cash value of any mess gear and blankets issued on loan to personnel travelling between Adelaide and Perth and subsequently lost by neglect is, when practicable, to be recovered from the personnel responsible by the Railway Transport Officer to whom, and at the time, the draft reports on completion of their journey.

9. The Railway Transport Officer is to issue an official receipt for all amounts collected by him, and all moneys so collected are to be paid over by the Railway Transport Officer on the day of receipt, or

at the first opportunity subsequently, to the appropriate Supply Officer at the nearest Naval Establishment, accompanied by a list showing details of the articles lost and their value.

10. Where recovery of the cash value of losses is impracticable, losses are to be dealt with on Form A.S. 126—Stores lost by Neglect—which is to be prepared in quadruplicate by the receiving Railway Transport Officer. Three copies are to be forwarded to the Supply Officer of the ship or establishment to which the officer or rating is appointed or drafted, and the quadruplicate copy retained.

11. The rates to be charged for mess gear and blankets lost by neglect are—

Knives, table, 2s. 2d. each.  
Forks, table, 1s. each.  
Spoons, dessert, 10d. each.  
Pannikins, tin, 8d. each.  
Plates, tin, 6d. each.  
Blankets, loan, 17s. 4d. each.

12. The Railway Transport Officers at Perth and Adelaide are to maintain records of issues and receipts of loan gear, which are to be forwarded monthly to the Supply Officer of the Establishment to which they are attached.

13. Navy Order 234 of 1945 is cancelled.

(530/201/620.)

33.

#### SANDALS—SUPPLY.

Stocks of sandals in all normal sizes are now available on demand from Royal Edward Victualling Yard, Sydney, for issue on repayment, the issuing price being 10s. 6d. per pair.

2. It is desired that issues on repayment be confined to personnel serving in, or about to serve in, ships and bases in tropical areas, for which purpose only a limited stock is maintained.

(420/201/1186.)

(This Order will be reprinted for posting on Notice Boards.)

34.

#### FORM S.1135—GUN CALIBRATION FORM—INTRODUCTION.

The above-mentioned form has been introduced and should be rendered after each calibration firing on the lines laid down in paragraphs 106 and 114 of C.A.F.O. 2643/44 and A.F.O. 3371/46.

2. Duplicate copies should be forwarded direct to Director of Ordnance, Torpedoes and Mines.

3. Issue will be made by the Superintending Naval Store Officer, Sydney, in accordance with the following establishment, viz.:—

Cruisers	..	..	..	..	100
Destroyers	..	..	..	..	40
Frigates and Escort Vessels	..	..	..	..	20
R.A.N. P.C.C. Station, Sydney	..	..	..	..	500

(480/202/4852.)

35.

#### OFFICERS' MESS TRAPS—REPLACEMENT ALLOWANCES APPLICABLE FOR 1946-47.

With reference to C.O.R. Article 488, the amounts to which free replacements may be made during the year ending 30th June, 1947, of items of officers' mess traps included in the consumable sections of the scales shown in A.F.O. 5969/44 and items in the permanent sections of those scales which are marked with an asterisk are—

Mess.	In Stationary Ships and Shore Establishments.			In Sea-going Ships.		
	£	s.	d.	£	s.	d.
Flag Officer	—	..	..	24	5	0
Commodore or Captain	11	7	6	13	12	6
Flag Captain, Commander or Lieutenant- Commander	7	12	6	9	8	6
<i>Ward Room.</i>						
Mess of one officer	2	15	6	3	6	6
Mess of two officers	4	16	6	5	16	0
For every officer permanently borne in excess of two	0	13	6	1	0	6
<i>Gun Room.</i>						
Mess of one officer	2	11	6	3	1	6
For every officer permanently borne in excess of one	0	13	0	1	0	6
<i>Warrant Officers.</i>						
Mess of one officer	3	1	0	3	13	0
For every officer permanently borne in excess of one	0	10	6	0	16	6

2. All consumable stores drawn against these allowances are to be valued at the Admiralty Victualling Rate Book prices for 1946-47.

3. Where officers are borne supernumerary to complement for training, etc., the replacement allowances for such officers are to be calculated on the basis of the average daily numbers borne during each quarter.

4. When calculating replacement allowances, officers on permanent lodging and provision allowances are to be excluded.

(407/201/839.)

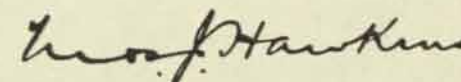
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## Commonwealth Navy Orders.

Navy Office, Melbourne,  
4th February, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,



Secretary.

*The Rear-Admiral Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

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### TABLE OF CONTENTS.

No.	Subject.
36.	Communications—Repeating of Signals to Operational and Administrative Authorities.
37.	Telegraphic Addresses.
38.	Plain Language Signals—Punctuation Marks.
39.	Mess Utensils of Chief Petty Officers', Petty Officers' and Seamen's Messes—Replacement Allowances for 1946-1947.
40.	Change of Title—Sick Quarters—H.M.A.S. "Penguin."

C.986/47.

36.  
**COMMUNICATIONS—REPEATING OF SIGNALS TO OPERATIONAL  
 AND ADMINISTRATIVE AUTHORITIES.**

Attention of Commanding Officers is drawn to the necessity for repeating to R.A.C.A.S. all signals of an operational or administrative nature affecting ships of H.M.A. Squadron, other than signals on purely local, routine or drafting matters.

2. When such signals affect ships of the 10th Destroyer Flotilla or the 1st Frigate Flotilla, they should be repeated also to Captain (D), 10th Destroyer Flotilla, or Senior Officer, 1st Frigate Flotilla.

(622/205/2133.)

37.  
**TELEGRAPHIC ADDRESSES.**

The Postmaster-General's Department have brought to notice that the registered telegraphic address NAVY, which is applicable to Navy Office, Melbourne, only, is being incorrectly used for telegrams addressed to the Naval Authorities at Brisbane and Townsville.

2. The correct telegraphic address (unregistered) for Naval Officers-in-Charge and Resident Naval Officers is NAVAL OFFICE.

3. In this connection reference should be made to "Postal and Telegraphic Addresses" in the Commonwealth Navy List.

(453/204/183.)

38.  
**PLAIN LANGUAGE SIGNALS—PUNCTUATION MARKS.**

In P/L messages transmitted by Post Office landline, it is essential that proper punctuation be signified by the appropriate words spelt out.

2. Messages should be composed of short sentences and "COMMA" and "FULLSTOP" inserted when essential for clearness.

3. The word "STOP" is not to be used as a punctuation mark to signify "FULLSTOP."

(622/205/2140.)

39.  
**MESS UTENSILS FOR CHIEF PETTY OFFICERS', PETTY OFFICERS'  
 AND SEAMEN'S MESSSES—REPLACEMENT ALLOWANCES  
 FOR 1946-47.**

With reference to C.O.R. Article 489, the annual amounts to which free replacements of consumable items in the scales of mess utensils laid down in A.F.O. 5969/44 will be allowed for Chief Petty Officers', Petty Officers' and Seamen's messes in H.M.A. Ships and Establishments for the year ending 30th June, 1947, are as follows:—

(a) Chief Petty Officers and Petty Officers—9s. per head.

(b) All other ratings—7s. 1d. per head.

2. The articles drawn against these allowances are to be valued at the Admiralty Victualling Rate Book prices for 1946-47, with the exception of earthenware mugs which are to be valued at 9d. each.

3. In the case of ships and establishments in which the cafeteria method of food service is in operation, and steel trays are in use, the replacement allowance for other ratings is 4s. 7d. per head.

4. Cafeteria trays, both tinned steel and stainless steel, are to be accounted for as permanent items, and any losses which occur are not to be written off against the replacement allowance.

(530/202/444.)

40.  
**CHANGE OF TITLE—SICK QUARTERS—H.M.A.S. "PENGUIN."**

The Sick Quarters of H.M.A.S. *Penguin* are now designated "Balmoral Naval Hospital," and are to be so referred to in all official correspondence. Returns and Medical Journals rendered by this establishment will in future bear the new title.

(527/213/17.)

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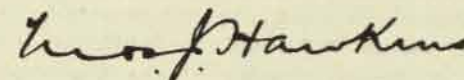
## Commonwealth Navy Orders.

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Navy Office, Melbourne,  
11th February, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board.



Secretary.

*The Rear Admiral Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
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### TABLE OF CONTENTS.

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No.	Subject.
41.	Sira Water Repellant Compound—Pattern 4292.
42.	Superfine Cloth for Officers' Uniforms.
43.	Books and Forms.

41.

**SIRA WATER REPELLANT COMPOUND—PATTERN 4292.**

Pattern 4292 Sira Water Repellant or Anti-rain Compound is now available for issue to H.M.A. Ships for the prevention of the accumulation of rain, mist or spray upon the external glass surfaces of binoculars, telescopes and other optical instruments, and initial supplies should be demanded from the Superintending Naval Store Officer, Sydney, in accordance with the scale laid down in Admiralty Fleet Order 3389 of 1945.

2. Particular attention is directed to paragraph 5 of the above-mentioned Admiralty Fleet Order and reports accordingly are to be forwarded to Navy Office when sufficient experience has been gained in the use of this compound.

(612/236/8473.)

42.

**SUPERFINE CLOTH FOR OFFICERS' UNIFORMS.**

A limited stock of English superfine cloth (23 oz.) for officers' uniforms is now available, the issuing price being £1 5s. 1d. per yard.

2. The stock is not sufficient to permit the maintenance of supplies other than at Royal Edward Victualling Yard and Victualling Depots, and repayment requirements of individual officers in each ship or establishment are, therefore, to be met by special demand on the nearest place of issue, the demand showing thereon the name and rank of each officer for whom supply is desired. Pending further instructions issue is to be restricted to one uniform length of material per annum and supply is authorized to permanent officers only.

3. Ample supplies of the locally-made substitute for superfine cloth—cloth for officers' uniforms—are also still available for issue as hitherto.

4. Navy Order 34 of 1941 is cancelled.

(433/201/489.)

43.

**BOOKS AND FORMS.**

First supplies of the under-mentioned publications have been distributed. Additional copies of B.R.'s 1079 and 1294 are being obtained to complete distribution:—

B.R.125, 1946/47.—Lloyd's Register of Shipping.

(571/202/2787.)

B.R.226 (B).—Establishment of Spare Parts, Tools, and Accessories for Gun Mountings.

(A.F.O. 7594/45.)

(571/202/2182.)

B.R.321 and Form D127B.—Establishment of Naval Stores for Engineering Purposes and List of Particulars—Lists of Errata Nos. 2 and 14 respectively.

(A.F.O. 5266/45.)

(571/202/2786.)

B.R.359 and Form D.128D.—Establishment of Naval Stores for Electrical and Torpedo Purposes—Errata No. 15, Establishment Pages, and List of Particulars—Errata No. 15.

(A.F.O. 7231/45.)

(571/202/2229.)

B.R.664.—King's Regulations and Orders for the Army—Amendments Nos. 50 and 51.

(A.F.O's 4423 and 5837/46.)

(584/203/126.)

B.R.762, 1944/1945.—Jane's Fighting Ships.

(571/202/2257.)

B.R.1077(1).—Regulations and Instructions for W.R.N.S.—Addendum No. 1.

(A.F.O. 4865/46.)

(571/202/2677.)

B.R.1079.—Inter-Service Standard Graphical Symbols.

(A.F.O. 4200/45.)

(571/202/2264.)

B.R.1105/45.—Barrage Director Mark III.—Ships' Officers Drawings.

(A.F.O. 3583/46.)

(571/202/2611.)

B.R.1245(43)(1).—Handbook for 4.7 in Mark IX., Q.F. Guns—Addendum No. 1.

(A.F.O. 4200/45.)

(571/202/2261.)

B.R.1289.—Speech Amplification Equipment. A Maintenance Pocket Book.

(A.F.O. 5708/46.)

(571/202/2780.)

B.R.1294.—Damage Control Manual.

(A.F.O. 5837/46.)

(571/202/2736.)

B.R.1295.—Pamphlet for the H.C. Naval Folding Limber for 20 m.m. Ammunition and other loads.

(A.F.O. 3158/46.)

(571/202/2578.)



B.R.1519 (1) and (2).—Handbook for Type 281 B.Q. Parts I and 2.

(A.F.O. 3007/46.)  
(571/202/2554.)

B.R.1592/46.—Handbook for the Simple Tachometric Director, Mark I.

(A.F.O. 3754/46.)  
(571/202/2632.)

O.U.5274.—Remarks on Handling Ships—Addendum No. 2.

(A.F.O. 3224/44.)  
(571/203/2597.)

A.P.2880A, Vol. 1.—Apparatus Kits Type 74 and 74A—First Edition, July, 1945.

(571/202/2656.)

Handbook for Canadian Equipment R.C.A. W/T Transmitter T.E.435A.

(571/201/5099.)

Comprehensive Classified List of Government Explosives 1945.—(Superseding Appendix 11 of O.U.5407A.)

(A.F.O. 6318/45.)  
(571/201/5138.)

Aluminium alloys for Naval use.

(571/201/5111.)

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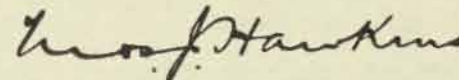
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## Commonwealth Navy Order.

Navy Office, Melbourne,  
11th February, 1947.

The following Order, having been approved, is hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,



Secretary.

*The Rear-Admiral Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

### TABLE OF CONTENTS.

No.	Subject.
44.	Clothes Rationing—Naval Personnel—Rationing Year, 1947.
C.1254/47.	

44.

**CLOTHES RATIONING—NAVAL PERSONNEL—RATIONING YEAR, 1947.**

The following instructions in regard to the application of civilian clothes rationing to Naval Personnel for the rationing year commencing on 1st January, 1947, are promulgated for information and guidance:—

*Part I.—Provision and Maintenance of Uniform and Clothing.*

1. Requirements of uniform and clothing taken up on repayment from Naval stocks do not necessitate the surrender of coupons. Made-to-measure uniforms obtained under Naval contracts (ratings), as notified in Navy Orders from time to time, also do not necessitate coupon surrender provided that Service materials obtained by the contractors from Naval stocks are used. Form A.S.87x "Authority to supply made-to-measure uniform clothing," is to be issued in respect of each order upon an outfitter operating under contract with the Department of the Navy. The authority is to be restricted to the minimum articles necessary for current Service use and a copy is to be retained for reference purposes by the issuing officer.

2. For purposes of issue of Service clothes rationing coupons, the rationing year is divided into the following periods, showing the coupon issues applicable:—

To whom Applicable.	Persons Serving on 1st January, 1947, or entered between 1st January and 30th April, 1947.	Persons entered between 1st May, 1947, and 31st August, 1947.	Persons entered between 1st September, 1947, and 31st December, 1947.
Royal Australian Navy .. ..	20	15	5
Royal Australian Naval Nursing Service and Women's Royal Australian Naval Service ..	25	15	5

Personnel returning to Australia from overseas are to receive the coupon issues appropriate to the date of return.

The above issues are intended to enable personnel to purchase necessary items of clothing not stocked by the Naval Service, and are to cover purchases from commercial sources during the above periods. Coupons are negotiable at any time during a period.

3. Bulk supplies of the special ration sheets are to be demanded by the Flag Officer-in-Charge, Sydney, Naval Officer-in-Charge, Brisbane and Fremantle, and Resident Naval Officers at Port Adelaide and Hobart from the Deputy Director of Rationing of the State concerned. Requirements of the Commodore Superintendent of Training, Flinders Naval Depot, and Naval Officers-in-Charge, Port Melbourne and Darwin, are to be demanded from the Director of Victualling. H.M.A. seagoing ships and naval establishments are to demand their actual requirements of ration sheets from any of those authorities as most convenient. The requirements of tenders, shore wireless stations, &c., are to be issued by the parent ship or establishment concerned.

Royal Navy personnel serving ashore in Australia are to be supplied by the most convenient R.A.N. Issuing Authority.

4. Ration sheets are to be issued to all personnel without acquittance, but a permanent record is to be maintained in ships and establishments showing the following information:—

- (a) total numbers of ration sheets received, serial numbers thereof, and source of supply;
- (b) name, rank, rating, and official number, as requisite, of each person to whom a ration sheet is issued;
- (c) serial number of the ration sheet with which each officer or rating is issued;
- (d) date of issue; and
- (e) number of any unissued ration sheets, serial number thereof, and final disposal.

Name, rank or rating, official number, and signature are to be inserted at the time of issue of the sheets.

5. The following returns are to be rendered to the Director of Victualling at the end of each rationing period:—

- (a) By Flag Officer-in-Charge, Sydney; Commodore Superintendent of Training, Flinders Naval Depot; Naval Officer-in-Charge, Port Melbourne, Brisbane, Darwin, and Fremantle; and Resident Naval Officers, Port Adelaide and Hobart, each return indicating—

- (i) Numbers of clothes ration sheets of each type received during the period, serial numbers, and sources of supply;
- (ii) numbers of sheets issued;
- (iii) ships (other than tenders) supplied; and
- (iv) balances unexpended and their final disposal.

- (b) By Commanding Officers of sea-going ships—a certificate signed by an officer (who is to be the Supply Officer where borne) and approved by the Commanding Officer, indicating—

- (i) number of sheets received, and sources of supply;
- (ii) total number of sheets issued;
- (iii) total balance unexpended and disposal; and
- (iv) that all issues have been recorded in the ship's ledger, other appropriate record, or reported to parent ship,

copy of the certificate being forwarded to the authority from whom original supply was obtained.

On paying off, all unexpended coupon sheets are to be returned to the most convenient issuing authority, and a final return rendered to the Director of Victualling.

6. A notation is to be made in the remarks column of the ledger, opposite the name of every officer and rating borne, indicating the serial number of the ration sheet issued, number of coupons, and date of issue. Parent ships are responsible for such notation in the case of tenders. A similar notation is to be made on Transfer Lists (Form A.S.45).

7. The use of clothing ration coupons is governed by the National Security (Rationing) Regulations, and Naval personnel are subject to the penalties contained therein for misuse of coupons. Members of the Naval Service are required to take special care to ensure that the ration sheets with which they are issued, and which become their personal property, are not lost, damaged, or defaced. The Commanding Officer may, however, authorize the issue of a new ration sheet of annual "maintenance" coupons to replace one that is lost if, after investigation, he is satisfied that the circumstances warrant that course. Particulars of such replacement issues, including the serial number of the new sheet and the number of coupons issued, are to be reported, as they occur, to the Director of Victualling. Applications for replacement of cards (56 coupons) for civilian clothing (Part II., paragraph 8, of this Order) are, however, to be referred to the Director of Victualling.

*Part II.—Special Issues.*

8. *Civilian Clothing.*—A special issue of a card containing 56 No. coupons, for the purchase of civilian clothing, may be made to all personnel who were serving on 9th December, 1946, and who had completed six months' service by that date. Coupon cards are to be requisitioned and issues recorded in accordance with Part I., paragraphs 3 and 6 respectively of this Order.

Members who receive this special issue who are discharged before 31st December, 1947, will not receive the complete pro-rata issue of civilian clothing cards, but an appropriate supplement will be added to demobilization issue. Separate instructions will be issued to Naval Officers-in-Charge at demobilization centres.

9. *Bed Linen.*—Supplementary issues to male Naval personnel for the purpose of the provision and maintenance of bed linen may be made as follows:—

- (i) *Officers entered or promoted subsequent to 1st January, 1947. Initial provision.*—A "permit to purchase" bed linen up to a maximum coupon value of 62 coupons, to cover three pairs of single bed sheets and 4 No. pillow cases, may be issued by the Deputy Director of Rationing upon application by an officer so entitled through his Commanding Officer to the appropriate Naval Officer-in-Charge, of a capital city area (Commodore Superintendent of Training, Flinders Naval Depot, Naval Officer-in-Charge, Darwin, and Port Melbourne to Director of Victualling). Such application is to state actual requirements and be accompanied by a signed statement indicating bed linen already in his possession. The coupon value of the "permit to purchase" will be assessed in accordance with such statement.

- (ii) *Naval personnel serving prior to 1st January, 1947. Maintenance provision.*—Annual maintenance issue of 5 No. coupons may be made to officers who were serving prior to 1st January, 1947. This special issue may be extended to officers and ratings (including the Royal Australian Naval Nursing Service and the Women's Royal Australian Naval Service) who are not accommodated in Service Quarters, provided that such personnel are required to maintain their own supplies of bed linen. Issue for the 1947 rationing year is not to be made before 1st August, 1947.

10. Supplies of sheets of 5 No. coupons are to be obtained in accordance with Part I., paragraph 3 of this Order, and issues recorded in accordance with paragraph 6 thereof.

11. *Replacement of Personal Clothing Lost or Destroyed.*—To permit of replacement of articles of personal apparel, such as dresses, men's suits and shirts, lost or destroyed as a result of casualty of the Service, other accident, pillage or theft, a member of the Naval Service may apply to the Deputy Director of Rationing in the appropriate State (Commodore Superintendent of Training, Flinders Naval Depot, and Naval Officer-in-Charge, at Port Melbourne and Darwin to Director of Victualling), for a special issue of coupons.

12. Applications are to include the following information:—

- (i) Name, rank or rating (official number if a rating);  
 (ii) Certified statement, signed by the claimant and witnessed by the Commanding Officer or a Commissioned Officer, as to—  
 (a) Ship or place and occasion of the loss, together with the result of civil police investigation, if any;  
 (b) numbers, types, and materials of garments lost;  
 (c) number of garments of similar type remaining in the member's possession.  
 (iii) Commanding Officer's recommendation, stating whether any blame is attributable to the member for the loss.

Copies of the applications are to be forwarded to the Director of Victualling.

13. Applications are not to be made to replace articles of clothing normally obtainable from Naval clothing stores. Coupons will not be issued to replace items which have become unserviceable through ordinary wear and tear or which have deteriorated as a result of climatic conditions.

14. *Loss of Bed Linen.*—The conditions laid down in paragraph 11 are applicable to sheets and pillow covers. The maximum replacement issue will be 62 coupons, to cover three pairs of single sheets and two pairs of pillow cases.

15. Personnel not accommodated in ships or establishments and who live in private homes or establishments where they are required to maintain their own requirements of bed linen, may apply direct for coupon issue for replacement to the Deputy Director of Rationing in the nearest capital city, who will deal with the matter on a "hardship" basis, taking into account the total quantity of bed linen in the possession of the household.

16. *House Linen—Outfit of.*—Members of the Royal Australian Navy, Royal Australian Naval Nursing Service, and Women's Royal Australian Naval Service about to furnish homes may obtain coupons for the purchase of initial supplies of household drapery by personal application to the Deputy Director of Rationing. Such coupons are for the purchase of household drapery only, and are not to be used for the purchase of clothing.

*Part III.—General.*

17. *Deceased Naval Personnel. Disposal of Ration Books or Sheets.*—Ration cards or sheets found amongst the effects of deceased Naval personnel are to be destroyed by, or in the presence of, a senior officer, and a certificate furnished to the Director of Victualling indicating—

- (a) serial number of card or sheet, and office of issue;
- (b) rank or rating (official number if rating), and date of death;
- (c) coupon value of book or sheet destroyed (e.g. 56, 25);
- (d) number of coupons destroyed; and
- (e) ships in which borne at time of death.

18. *Detachment of Coupons.*—Under civilian ration regulations, coupons may be detached from books or sheets only by the supplier of rationed commodities. To enable members serving in areas where the personal presentation of books or sheets is not possible, and who desire purchases to be made by their agents, i.e. relatives or friends, the Director of Rationing has approved that detached "Service" coupons may be accepted by retailers, subject to affixment to an official form or document, signed by the member concerned and countersigned by his Commanding Officer. Clothes ration coupon scales may be obtained through Naval Issuing Authorities.

19. *Surrender of Ration Documents on Entry into Naval Service.*—On entry into Naval Service, every person, except a member of the Naval Dockyard Police, is required to surrender civilian ration cards to the Recruiting Officer, or to the Commanding Officer, immediately after entry.

20. Should an entrant not produce civilian food and clothing ration card he is to be interrogated at once as to their disposal. A signed statement, witnessed by a responsible officer, is to be obtained showing his previous address. Such cases are to be reported, as they occur, to the Deputy Director of Rationing of the State of original issue, and of the State of entry into Naval Service.

21. Surrendered ration cards and books are to be scrutinized for irregularities, particularly in regard to the abstraction of coupons which have not become current, or advance abstraction of non-operative food coupons. Where irregularities are detected, the person surrendering the documents is to be interrogated at once as to the disposal of coupons wrongfully abstracted, informed that such removal constitutes

a breach of rationing regulations punishable in the civil courts, and directed to take immediate steps to effect recovery. Such cases are to be reported forthwith to the appropriate Deputy Director of Rationing accompanied by the rationing documents affected. Ships to which personnel concerned are appointed or drafted are to be informed. Until instructions are received from the Deputy Director of Rationing, no issue of Service coupons is to be made for commodities covered by the coupons wrongfully abstracted. Sheets of surrendered civilian ration cards are to be cancelled by a rubber stamp, or other method sufficient to ensure that the entire page is rendered useless.

22. Recruiting officers or Commanding Officers at ports of direct entry are to render the Deputy Director of Rationing in their respective States, at the end of each calendar month, a statement, as per pro forma hereunder, together with cancelled civilian ration books. Notations of action under paragraphs 19, 20, and 21 above are to be made in column 4 thereof.

Pro forma.

H.M.A.S. ....

Date .....

Persons Entered and Disposal of Civilian Ration Books.

Period .....

Date of Entry.	Name.	Ration Book Number.	Number of Coupons Used.
			A, B, C, D, E, &c.

Certified that the above list includes all persons entered into H.M.A. Naval Service through this establishment during the period .....

..... Rank.

(Appointment) Date .....

22. *Rationed Goods for Organized Groups—Sportswear, Theatrical Equipment, &c.*—The purchase of rationed goods of the nature of sportswear, theatrical properties, &c., required for communal use in H.M.A. Ships or Establishments may be arranged by application, in triplicate, to the Director of Victualling, as per pro forma hereunder. After examination, applications will be referred to the Director of Rationing for covering "Permit to Purchase," which will be forwarded to the requisitioning ship or establishment or, if desired, to any Naval authority nominated to effect purchase in the absence of a ship from proposed source of supply.

Pro forma.

H.M.A.S. ....

Date .....

Director of Victualling.

It is requested that covering rationing "Permit to Purchase" be provided for the under-mentioned articles of amenities:—

Name and Address of Supplier.	Full Description of Goods.	Quantity.	Remarks.

I certify that the goods above detailed are for communal use in H.M.A. Ships under my command, and will remain the property of the ship.

..... Rank.  
Commanding Officer.

Date .....

23. Purchases are to be strictly controlled and are to be limited to actual requirements. Abuse of this privilege will lead to its withdrawal by the Rationing Authority.

24. *Safe Custody of Rationing Documents.*—Stocks of ration books, sheets, &c., and rationing documents are to be placed in the custody of a responsible officer, and issues are to be made only on the authority of the Naval Officer-in-Charge, or Commanding Officer, who is responsible that suitable records are maintained of all transactions, and that every precaution is taken to avoid abuses or unauthorized issues.

25. *Individual approach to Rationing Authorities.*—Except as indicated in paragraphs 15 and 16 above, no member is, under any circumstances, to make direct representation to the Rationing Directorate, on any matter relating to Service clothes rationing.

26. *Operation of this Order.*—This Order is to apply as from 1st January, 1947, from which date Navy Order 167 of 1946 is cancelled. Copies will not be reprinted for posting on notice boards, but Commanding Officers are to ensure that all essential information is promulgated within their commands.

(350/201/173.)

By Authority: J. J. GOURLEY, Government Printer, Melbourne.

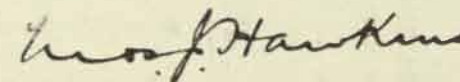
RESTRICTED.(FOR OFFICIAL USE ONLY.)

## Commonwealth Navy Orders.

Navy Office, Melbourne,  
18th February, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,



Secretary.

*The Rear Admiral Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

### TABLE OF CONTENTS.

No.	Subject.
45.	Examination of Sick Berth Ratings—November, 1946.
46.	Name Vessel for H.M.A.S. "Watson."
47.	Issue of Travelling Warrants to Personnel Proceeding to Queensland Areas.
48.	Tasmanian Leave Travel.
49.	Bearing Housings on Oil Sumps, &c.—Painting of Surfaces in Contact with Lubricating Oil.
50.	Radio Equipment—Preservation when in a State of Care and Maintenance.
51.	"Knock for Knock" Agreements—Navy Vehicles.
52.	Transactions in Pistols Revolver—Reports Required.
53.	Gas Cylinders for Water Pressure Tests.
54.	Navy, Army and Air Force Club of Victoria—Honorary Membership.

C.1462/47.

**EXAMINATION OF SICK BERTH RATINGS—NOVEMBER, 1946.**

45. The results obtained by candidates who passed in the Examination for advancement in the Sick Berth Branch, held on 26th November, 1946, are as given hereunder:—

Examination No.	Name.	Present Rating.	O.N.	Percentage of Marks Obtained.				Approximate Average for— (a) Written; (b) Oral and Practical.	Result.	Where Serving at Time of Examination.
				Paper No. 1.	Paper No. 2.	Written Average.	Oral and Practical.			
30	Faalkner, F. W.	S.B.P.O. ..	23118	77	78	77.5	74	76	Passed	Penguin
33	Hentstidge, M. E.	" ..	23446	61	77	69	74	71	Passed	Bushcutter
9	Robinson, D. W. F.	L.S.B.A. ..	31792	68	78	73	67	70	Passed	Cerberus
31	Connerly, K. B. ..	" ..	30757	78	67	72.5	71	72	Passed	Penguin
2	James, J. D. ..	S.B.A. ..	29236	66	68	67	70	68	Passed	Lonsdale
17	Rowe, W. E. ..	" ..	24124	47	54	50.5	72	61	Passed	Cerberus
26	Gray, K. L. G. ..	" ..	28561	48	60	59	61	60	Passed	Penguin
35	Withey, K. N. ..	" ..	29429	55	51	53	67	60	Passed	Bushcutter
56	McKee, C. A. J.	" ..	PM. 7629	67	73	70	56	63	Passed	Manoora

2. The marks obtained by candidates who failed have been communicated to the Commanding Officer of the Ship or Establishment in which the rating was serving at the time of the examination.

3. The 26th November, 1946, is to be regarded as the basic date for the passing of this examination.

4. The original copies of Forms A.S. 1236 and A.S. 1237 have been completed and forwarded to the Ships and Establishments concerned. Duplicate copies have been forwarded to the Commodore Superintendent of Training, Flinders Naval Depot. The necessary notation should be made on the Service Certificate of candidates. (465/207/1292.)

46.

**NAME VESSEL FOR H.M.A.S. "WATSON."**

With reference to Navy Order 110 of 1945, W.B. 417 has replaced M.B. 536 as the name vessel of H.M.A.S. *Watson*.

(603/246/6682.)

47.

**ISSUE OF TRAVELLING WARRANTS TO PERSONNEL PROCEEDING TO QUEENSLAND AREAS.**

Return rail tickets for travel from Brisbane to destinations in Queensland are not available from Queensland Railways Department.

2. In future, all Naval personnel proceeding on duty or leave to Queensland destinations from H.M.A. Ships and Establishments located south of Brisbane, excepting Flinders Naval Depot, are to be issued with three travelling warrants—

- (1) Covering return rail travel between H.M.A. Ship and Establishment and Brisbane.
- (2) Covering single journey from Brisbane to destination.
- (3) Covering single journey from destination for return to Brisbane.

(A.C.N.B. General Message 807i—150836 Jan. '47.)

(632/203/1083.)

48.

**TASMANIAN LEAVE TRAVEL.**

It has been brought under notice that many personnel travelling on leave to Tasmanian areas are, firstly, not being issued with the requisite travel warrants covering forward and return journeys by rail and steamer, and secondly, are not being instructed to arrange reservations with Tasmanian Steamers Pty. Ltd. for return steamer passage at first opportunity after arrival in Tasmania. Many ratings are almost completing leave period before making applications for return steamer passage.

2. This state of affairs is causing inconvenience and serious delays to personnel returning on due date at end of leave.

3. The practice of instructing personnel to obtain leave concession warrants and steamer warrants from R.T.O's Melbourne and Hobart is to cease forthwith.

4. In future, Commanding Officers of H.M.A. Ships and Establishments despatching personnel on leave to Tasmania are to ensure that the following travel warrants and instructions are given to personnel before they depart on leave:—

- (a) L.C.W. for return rail journey between H.M.A. Ship or Establishment and Melbourne;
- (b) Two steamer warrants covering single passage in each direction (forward journey account, Huddart Parker Ltd.; return journey account, Tasmanian Steamers Pty. Ltd.); and
- (c) Requisite return rail and/or bus warrants for travel within Tasmania.

5. Personnel are to be instructed to arrange reservations for return steamer journey direct with the shipping company *at the first opportunity after arrival in Tasmania*. If unable to secure reservations for the date due to return from leave, the matter is to be immediately reported to Naval Staff Office, Hobart.

6. Commanding Officers of Ships and Establishments despatching personnel exceeding ten in number on leave are to signal R.N.O., Hobart, the number of reservations and date required for return from leave. This will enable preliminary reservations to be made.

(A.C.N.B. General Message 8171-210317 Jan. '47.)

(632/201/183.)

49.

**BEARING HOUSINGS ON OIL SUMPS, ETC.—PAINTING OF SURFACES IN CONTACT WITH LUBRICATING OIL.**

A main circulating pump in one of H.M.A. Ships has been damaged because of the choking of the lubricating system with paint.

2. The attention of Commanding Officers and refitting authorities is drawn to A.F.O. 1508/41, which states that surfaces in contact with lubricating oil in a closed or forced lubrication system are not to be painted.

3. Systems are to be examined and cleaned and any paint removed as the opportunity occurs.

(603/247/2090.)

50.

**RADIO EQUIPMENT—PRESERVATION WHEN IN A STATE OF CARE AND MAINTENANCE.**

It has been decided to adopt A.F.O. 5678/46, with the following qualifications, in the R.A.N.

2. The provisions of paragraphs 1 to 12 inclusive, of A.F.O. 5678/46 will apply to ships in "F" Class Reserve only.

3. Ships in "E" Class Reserve are regarded as being in commission, with reduced radio maintenance rating complements, *vide* paragraph 13 of A.F.O. 5678/46.

4. Instructions for placing any part of the radio equipment, fitted in ships in "E" Class Reserve, in a state of care and maintenance will normally be issued by the Naval Board. In the absence of such instructions, however, Commanding Officers, Reserve Ships, may forward appropriate proposals to the Naval Board through the usual channels.

(612/246/3401.)

51.

**"KNOCK FOR KNOCK" AGREEMENTS—NAVY VEHICLES.**

With reference to Navy Orders 108 and 319 of 1943, relative to "Knock for Knock" Agreements between the Commonwealth and certain Insurance Companies and public bodies in respect of motor vehicle accidents, the following additions are to be made to the Appendices to Navy Order 108:—

<i>Appendix "A".</i> —The Commisisoner for Railways, Queensland .. .. .	Date of Agreement 26th July, 1945—with retrospective application to 9th February, 1943.
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<i>Appendix "B".</i> —The Federation Insurance Ltd. .. .. .	Date of Agreement and operation 24th May, 1943.
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(511/201/304.)

52.

**TRANSACTIONS IN PISTOLS REVOLVER—REPORTS REQUIRED.**

H.M.A. Ships and Establishments that have had transactions in the following pistols revolver since 24th June, 1943, are to report full details to Navy Office:—

Pistols revolver No. 1 with 6-in. barrels, Registered Nos. 188505, 342111, 382727, 289779, 193283, 2822, and 348327.

(412/204/322.)

53.

**GAS CYLINDERS FOR WATER PRESSURE TESTS.**

The under-mentioned Departmental gas cylinders are due for periodical water pressure tests in accordance with Article 310, clause 5, of B.R.16, Engineering Manual 1932:—

*Oxygen Cylinder Nos.*

S.13045, S.14350 to 14356, S.14358 to 14366, S.14368, S.14369, S.14372 to 14377, S.14379 to 14387, S.14389 to 14434, S.14436 and 14437.

*Ammonia Cylinders Nos.*

S.13512 to 13514.

2. Where facilities exist for testing and recharging, establishments should arrange for the necessary tests to be carried out locally. If facilities are not available, the cylinders are to be returned to the nearest Naval Store Depot for testing, as early as possible, after contents are exhausted.

3. Particulars of tests carried out by Naval Establishments are to be furnished to the Admiral Superintendent, Sydney, for insertion in the relevant history sheets of the cylinders.

(669/202/34.)

54.  
NAVY, ARMY AND AIR FORCE CLUB OF VICTORIA—HONORARY MEMBERSHIP.

In Navy Order 609 of 1944 it was notified that the increased restrictions brought about by the war had made it necessary to limit the privileges of Honorary Membership of the Navy, Army and Air Force Club of Victoria to officers who are members of affiliated Clubs.

2. Although the restrictions as regards food rationing, liquor and tobacco supplies and other commodities, may ease, the very long waiting list of eligible applicants for full membership necessitates the retention of the existing restrictions regarding honorary membership.

3. The following conditions regarding honorary membership, as recently approved by the Committee of the Club, are promulgated for the information of officers:—

(i) Officers on the Active List of the R.A.N. and officers of the Royal Australian Naval Reserves serving on full pay are eligible for honorary membership, provided that they are members of affiliated Clubs. An officer who desires to make use of the Club, should if possible obtain a letter or card of introduction from the Secretary of his own Club, and should in any case make a point of introducing himself to the Secretary or his Deputy on the first occasion of his visiting the Club.

(ii) Officers of the Royal Navy or Royal Naval Reserves on full pay are eligible for honorary membership during their service in Australian waters. An officer wishing to avail himself of honorary membership should introduce himself to the Secretary, supported by a letter of identification from his Commanding Officer or other Administrative Authority.

(iii) Members of affiliated Clubs are free of subscription for the first three months after admission to honorary membership; thereafter, while retaining honorary membership, they will be liable for subscription of 10s. 6d. a month.

Honorary members who are not members of affiliated Clubs will be free of subscription for one month only, and thereafter for a monthly subscription as above.

The monthly subscription for all honorary members will be calculated as payable from the first day of the calendar month following that on which the initial free period expires.

(iv) An officer who is a member of an affiliated Club may be nominated for full membership of the Club, in which case—

- (a) his name will be placed on the waiting list according to the date of lodgment of his nomination;
- (b) he will receive priority of election, under the same conditions as apply to ordinary Victorian candidates;
- (c) he will be eligible for honorary membership while waiting his turn on the waiting list;
- (d) on election he will be liable for entrance fee at half the rate appropriate to his rank.

4. The following are affiliated Clubs:—
- Imperial Service Club, Sydney.
  - United Service Club, Brisbane.
  - Naval, Military and Air Force Club of Tasmania, Hobart.
  - Naval, Military and Air Force Club, Adelaide.
  - Naval and Military and Air Forces Club, Perth.
  - Naval and Military Club, London.
  - Junior Army and Navy Club, London.
  - Officers' Club, Auckland, New Zealand.

(462/201/2316.)



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## Commonwealth Navy Orders.

Navy Office, Melbourne,  
25th February, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,

*W. J. Hawkins*

Secretary.

*The Rear-Admiral Commanding H.M.A. Squadron  
and Commanding Officers of H.M.A. Ships  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

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### TABLE OF CONTENTS.

---

No.	Subject.
55.	H.M.A. Ships—Paying Off.
56.	Examination of Engine Room Ratings—September, 1946.
57.	Bursaries for Children of Personnel Killed or Disabled During the Recent War.
58.	A.A. Verifying Cameras—Withdrawal of Allowances.
59.	Forms S.1147a—Return of Temperature of Storage of Cordite—Rendering, Inaccuracies, and Omissions.

55.

**H.M.A. SHIPS—PAYING OFF.**

The following H.M.A. ships paid off on the dates indicated:—

- M.S.L. 704, "F" class reserve—16th January, 1947.  
 M.W.L. 256, "F" class reserve—18th January, 1947.  
*Wilcannia*, "F" class reserve—7th February, 1947.  
*Dubbo*, "F" class reserve—7th February, 1947.  
 M.S.L. 702, "F" class reserve—17th February, 1947.

(603/247/2074.)

56.

**EXAMINATION OF ENGINE ROOM RATINGS—SEPTEMBER, 1946.**

The following list of successful candidates in the above examination is promulgated for information:—

O.N.	Name.	Present Rating	Application Received From.	Result.
	<i>E.R.A.</i>	<i>for Chief E.R. A.</i>		
30846 ..	Brignell, A. W.	E.R.A.3	<i>Rushcutter</i>	Satisfactory
PA.3677 ..	Skouden, W. T.	E.R.A.3	<i>Macquarie</i>	Satisfactory
	<i>E.R.A.a/4th Class and</i>	<i>E.R.A.a/4th Class (M) for Confirmation.</i>		
B.5498 ..	Aldred, P. C.	E.R.A.a/4 (M)	<i>Manoora</i>	Superior
PM.7969 ..	Brown, S. M.	E.R.A.a/4	<i>Barcoo</i>	Superior
27423 ..	Burgess, J. F.	E.R.A.a/4	<i>Hobart</i>	Superior
27424 ..	Butler, R. G.	E.R.A.a/4	<i>Hobart</i>	Superior
PM.7972 ..	Clough, P. J.	E.R.A.a/4	<i>Shoalhaven</i>	Satisfactory
S.10552 ..	Dockett, H. R.	E.R.A.a/4	<i>Platypus</i>	Satisfactory
F.5484 ..	Engledow, R. A.	E.R.A.a/4	<i>Warramunga</i>	Satisfactory
28211 ..	Gifford, A. R.	E.R.A.a/4 (M)	<i>Kanimbla</i>	Superior
28229 ..	Gilroy, B. F.	E.R.A.a/4 (M)	<i>Kanimbla</i>	Satisfactory
27866 ..	Goldsmith, T. A.	E.R.A.a/4 (M)	<i>Kanimbla</i>	Satisfactory
PM.8317 ..	Head, H. A.	E.R.A.a/4 (M)	<i>Wilcannia</i>	Satisfactory
PM.8321 ..	Head, D. M.	E.R.A.a/4	<i>Bataan</i>	Satisfactory
PM.8128 ..	Kneale, N. A.	E.R.A.a/4	<i>Latrobe</i>	Superior
28275 ..	Lamb, J. . .	E.R.A.a/4 (M)	<i>Kanimbla</i>	Satisfactory
28277 ..	Lord, R. T.	E.R.A.a/4	<i>L.S.T. 3022</i>	Superior
PM.8419 ..	Matthews, K. H.	E.R.A.a/4	<i>Barcoo</i>	Satisfactory
PM.7648 ..	Monahan, F. J.	E.R.A.a/4	<i>Gladstone</i>	Satisfactory
H.3121 ..	Montgomery, R. J.	E.R.A.a/4	<i>Katoomba</i>	Satisfactory
27939 ..	Moylan, K. A.	E.R.A.a/4 (M)	<i>Manoora</i>	Satisfactory
27982 ..	Norris, M. L.	E.R.A.a/4 (M)	<i>Kanimbla</i>	Satisfactory
28005 ..	Paul, S. L.	E.R.A.a/4	<i>Katoomba</i>	Satisfactory
PM.5768 ..	Roope, G. M.	E.R.A.a/4	<i>Warrego</i>	Satisfactory
28054 ..	Sargeant, J.	E.R.A.a/4 (M)	<i>Manoora</i>	Superior
PM.8132 ..	Sault, L. W.	E.R.A.a/4	<i>Warramunga</i>	Superior
28044 ..	Splatt, F. T.	E.R.A.a/4 (M)	<i>Manoora</i>	Satisfactory
28067 ..	Starling, R. K.	E.R.A.a/4 (M)	<i>Kanimbla</i>	Satisfactory
PM.8595 ..	Stone, J. H.	E.R.A.a/4	<i>Hobart</i>	Satisfactory
F.2514 ..	Thompson, C. B.	E.R.A.a/4	<i>Gladstone</i>	Superior
PM.8322 ..	Vaughan, B. J.	E.R.A.a/4	<i>Hobart</i>	Superior
28081 ..	Vinen, L. B.	E.R.A.a/4 (M)	<i>Kanimbla</i>	Satisfactory
28087 ..	Watson, D. H.	E.R.A.a/4 (M)	<i>Kanimbla</i>	Satisfactory
S.9902 ..	Yard, A. . .	E.R.A.a/4	<i>Penguin</i>	Satisfactory
	<i>Stoker Petty Officer for Chief</i>	<i>Stoker.</i>		
22639 ..	Doody, J. S.	S.P.O.	<i>Cerberus</i>	Satisfactory
24698 ..	Dyett, R. N.	S.P.O.	<i>Platypus</i>	Superior
22961 ..	Gregory, R. L.	S.P.O.	<i>Australia</i>	Satisfactory
23271 ..	Kerr, F. . .	S.P.O.	<i>Cerberus</i>	Satisfactory
22449 ..	McQuade, J.	S.P.O.	<i>Cerberus</i>	Superior
22661 ..	O'Meara, J. A.	S.P.O.	<i>Cerberus</i>	Satisfactory
23374 ..	Payne, J. H.	S.P.O.	<i>Lachlan</i>	Satisfactory
22572 ..	Peters, E. F.	S.P.O.	<i>Cerberus</i>	Satisfactory
22529 ..	Saggers, R. J.	S.P.O.	<i>Quiberon</i>	Satisfactory
23233 ..	Surawski, R. H.	S.P.O.	<i>Shropshire</i>	Satisfactory

2. The necessary notation should be made on the appropriate Form A.S.1233G or A.S.1246A of these ratings.

3. Forms A.S.442 for successful and unsuccessful candidates have been forwarded to ships and establishments concerned for signature by the candidates. The original is to be retained by the candidate and the duplicate forwarded to the Secretary, Naval Board (for Deputy Director of Manning).

4. Candidates who failed to sit for the above examination for reasons beyond their control will not be penalized, provided that a fresh application is made on Form A.S.442 to sit for the next examination. A statement of the reasons for missing the last examination must accompany Form A.S.442. If satisfactory reasons are given, the passing date for successful candidates will be ante-dated to the date of the previous examination.

(465/207/1303.)

(This Order will be reprinted for posting on Notice Boards.)

57.

**BURSARIES FOR CHILDREN OF PERSONNEL KILLED OR DISABLED DURING THE RECENT WAR.**

The Trustees of the R.A.N. Bursaries Trust Fund have decided to provide a limited number of bursaries of up to £25 per annum for children of members of the Royal Australian Navy killed or disabled in the recent war, who, during 1947, intend undertaking study in the University of Sydney or "Diploma" courses in Technical Schools. These will be in addition to those shown in Navy Order 325 of 1946.

2. Applications marked "R.A.N. Bursaries" should be forwarded to the Flag Officer-in-Charge, Naval Base Headquarters, Potts Point, Sydney, by the 28th day of February, 1947. They should be accompanied by a statement from the Registrar of the University or the Principal of the School stating that the applicant has been accepted as a student for 1947, and also the fees payable. The amount of any bursary awarded will be paid to the University or School direct.

3. Such bursaries will be tenable for the full course subject to successful examination results.

(552/201/1355.)

58.

**A.A. VERIFYING CAMERAS—WITHDRAWAL OF ALLOWANCES.**

Allowances of A.A. verifying cameras and associated equipment have been withdrawn, *vide* A.F.O. 5911/1946.

2. Ships and establishments are to return all A.A. verifying cameras and associated equipment to the nearest Naval Store Depot for onward dispatch to the Superintending Naval Store Officer, Sydney.

(560/204/89.)

59  
**FORMS S.1147a—RETURN OF TEMPERATURE OF STORAGE OF  
 CORDITE—RENDERING, INACCURACIES, AND OMISSIONS.**

The necessity for rendering prompt and accurate Returns of Temperatures of Storage of Cordite (Form S.1147a) was stressed in Navy Order 12 of 1947.

2. The following list of common errors and omissions is promulgated for the information and guidance of officers when preparing Forms S.1147a:—

- (a) Failure to include all lot numbers *which have been subjected to temperatures in excess of 90°F.*
- (b) Lot numbers incorrectly recorded.
- (c) Nature of cordite incorrectly recorded.
- (d) Correct suffix or prefix not shown against lot numbers. This is particularly noticeable in the case of cartridges of R.U. lots. Cartridges that are, or have been, in a R.U. locker should be marked and reported with the suffix R.U. (Article 27, N.M.E.R., 1941).
- (e) Size of cordite not included in the appropriate column of the return.
- (f) To differentiate clearly between the various magazines and R.U. lockers where temperatures over 90°F. have been experienced.

(471/202/1512.)

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(FOR OFFICIAL USE ONLY.)

## Commonwealth Navy Order.

Navy Office, Melbourne,  
 25th February, 1947.

The following Order, having been approved, is hereby promulgated for information and guidance and necessary action.

By direction of the Naval Board,

*W. J. Hawkins*

Secretary.

*The Rear-Admiral Commanding H.M.A. Squadron,  
 and Commanding Officers of H.M.A. Ships,  
 Officers in Charge of H.M.A. Naval  
 Establishments, and others concerned.*

### TABLE OF CONTENTS.

No.	Subject.
60.	Harbour Craft for H.M.A. Naval Establishments.
	C.1722/47.

60.

**HARBOUR CRAFT FOR H.M.A. NAVAL ESTABLISHMENTS.**

The following schedule shows the allocation, both actual and anticipated, of harbour craft (not pulling boats) in the various R.A.N. Establishments.

2. The information is correct up to 31st January, 1947.

3. All Naval Officers-in-Charge to whom these craft have been allocated are responsible for informing Navy Office without delay of all transactions which would alter the information in this Order. Any errors or omissions are also to be reported.

4. Whenever reference is made to a particular harbour craft whether by letter or signal its complete identification must be stated. Locally allocated numbers or names are *not* sufficient.

*System of Identification.*

5. With the older craft there is no system of numbering to aid identification, but since 1944 the following system has been generally adopted. Letters (which are the initial letter of the full description of the type of craft) are used as a prefix before a three figure number, which in itself describes either the length of the craft or its capacity, and also its number in the construction of that particular craft:—

e.g., M.S.L. 701 = Motor Store Lighter, 70 tons capacity, No. 1 of that series.

M.S.L. 252 = Motor Store Lighter, 250 tons capacity, No. 2 of that series.

S.S.L. 558 = Sectional Steel Lighter, 55 feet in length, No. 8 of the series.

F.T.L. 607 = Flat Top Lighter, 60 tons capacity, No. 7 of that series.

D.T. 932 = Diesel Tug, 93 feet in length, No. 2 of the series.

*Note.*—The number following G.P.V. does not refer to any characteristic, but is a construction number.

6. The following initials have been adopted:—

A.B.—Australian Army Constructional prefix—retained for craft held temporarily.

A.W.B.—Australian Constructed Work Boat.

C.A.L.—Concrete Ammunition Lighter.

C.D.—This prefix will be found on certain old lighters allocated to the Captain of the Dockyard, Sydney.

D.L.—Distillate Lighter.

D.R.—Dory (26-ft. Motor Boat).

D.T.—Diesel Tug.

F.T.L.—Flat Top Lighter.

G.P.V.—75-ft. General Purpose Vessel.

H.S.L.—Harbour Sullage Lighter.

L.C.M.—Landing Craft Mechanized.

L.C.V.P.—Landing Craft Vehicle Personnel.

L.U.L.—Lock-up Lighter.

M.D.L.—Motor Distillate Lighter.

M.P.L.—Motor Petrol Lighter.

M.R.L.—Motor Refrigerator Lighter.

M.S.L.—Motor Stores Lighter.

M.W.L.—Motor Water Lighter.

O.F.L.—Oil Fuel Lighter.

O.F.L.(S).—Oil Fuel Lighter (fitted as separator lighter).

S.A.L.—Steel Ammunition Lighter.

S.B.—Steel Barge (Ship-shaped).

S.P.L.—Steel Philippine Type Lighter.

S.S.L.—Sectional Steel Lighter.

T.B.—45-ft. Tow Boat.

T.R.V.—Torpedo Recovery Vessel.

W.A.L.—Wooden Ammunition Lighter.

C.A.L.—Concrete Ammunition Lighter.

*Allocations.*

7. These allocations, although insufficient to meet the demands of an emergency, may in some cases be in excess of immediate needs, but, in any case, the craft are to be maintained in an efficient condition ready for use at short notice.

8. Where craft, not immediately required, can be advantageously leased to a civil Government authority or to a private firm, without detriment to the Naval Service, the Naval Officer-in-Charge concerned is to forward his proposals to the Naval Board for consideration. The Naval Officer-in-Charge is to satisfy himself that the craft would be maintained in good order by the lessee, and in a condition suitable for return for use in the Navy at short notice.

(2026/27/266.)

Command. (1)	Number of Craft. (2)	Description. (3)	Identification Numbers. (4)	Establishment or Department to which Allocated, and Remarks. (5)
F.O.I.C., Sydney	..	SELF PROPELLED CRAFT—	<i>Pandion</i> ..	<i>Penguin</i>
	5	75-ft. General Purpose Vessels	G.P.V. 953 .. 960 .. 963 .. 964 .. 965 ..	C.O.R.S. for use by Squadron Allocated 20th M.S.F. In "F" Class Reserve C.O.R.S. for use by Squadron <i>Penguin</i> C.O.R.S. for use by Squadron
	2	45-ft. Tow Boats ..	T.B. 7 .. 9 ..	C.D. S.A.S.O.
	1	93-ft. Diesel Tug ..	D.T. 932 ..	In "F" Class Reserve
	8	26-ft. Motor Dories	D.R. 1 .. 2 .. 5 .. 6 .. 10 .. 12 .. 13 .. 14 ..	Engineer Manager C.D. for disposal section. When no longer required for disposal, refit and retain as spare Dory C.D. C.O.R.S. C.D. N.O.I. Officer S.N.S.O.
	3	26-ft. Motor Dories	D. 68 .. 111 .. 138 ..	For refit
	1	250-ton Motor Refrigerator Lighter	M.R.L. 251 ..	Allocated Darwin but held in "F" Class reserve at Sydney pending further orders
	2	250-ton Motor Stores Lighters	M.S.L. 252 .. 251 ..	Reserve Allocated Fremantle but held in reserve at Sydney pending further orders
	2	250-ton Motor Water Lighters	M.W.L. 254 .. 257 ..	C.D. (for distilled water) C.D.
	1	250-ton Motor Water Lighter	M.W.L. 256 ..	Allocated Darwin but held in "F" Class reserve at Sydney
	1	80-ft. Steam Vessel	<i>Wattle</i> (336) ..	C.D.
	1	84-ft. Steam Vessel	<i>Waratah</i> (522) ..	S.N.S.O. (Derrick to lift five tons)

	1	60-ft. Torpedo Recovery Speed Boat	T.R.S.B. 421028 ..	R.A.N. To rpedo Factory
	4	70-ton Motor Stores Lighters	M.S.L. 701 .. 703 .. 702 .. 708 ..	C.O. Reserve Ships for use by Squadron S.N.S.O. Allocated Darwin but to be held in "F" class reserve at Sydney.
	17	40-ft. Workboats ..	A.W.B. 404 .. 405 .. 416 .. 417 .. 418 .. 419 .. 420 .. 421 .. 422 .. 423 .. 424 .. 425 .. 426 .. 427 .. 430 .. 433 .. 436 ..	S.A.S.O. C.O.R.S. C.O.R.S. <i>Rushcutter</i> Pool C.D. S.A.S.O. D.A.C.D. S.V.S.O. <i>Penguin</i> <i>Penguin</i> <i>Penguin</i> <i>Watson</i> Pool Pool Pool Pool
	5	40-ft. Workboats ..	A.W.B. 438 .. 439 .. 440 .. 441 .. 442 ..	A.S. for use by Squadron when required
	4	40-ft. Workboats ..	A.W.B. 443 .. 444 .. 445 .. 446 ..	S.N.S.O. To be retained as stock
		MISCELLANEOUS MOTOR BOATS—		
		40-ft. Motor Boat	<i>Sapphire</i> (464) ..	C.D.
		30-ft. Motor Boat	<i>Active</i> (745) ..	C.D.
		30-ft. Motor Boat	<i>Alert</i> (746) ..	C.D.
		55-ft. Motor Boat fitted for diving	<i>Otter</i> ..	<i>Penguin</i> Diving Boat

Command. (1)	Number of Craft. (2)	Description. (3)	Identification Numbers. (4)	Establishment or Department to which Allocated, and Remarks. (5)
F.O.I.C., Sydney— <i>continued</i>		MISCELLANEOUS MOTOR BOATS— <i>continued</i> —		
		43-ft. Motor Boat fitted with derrick	<i>Katoomba</i> (267) ..	C.D. ( <i>Note</i> .—Fitted with small derrick)
		35-ft. Motor Boat (Barge) ..	250 ..	F.O.I.C.'s Barge
		25-ft. Motor Boat (Barge) ..	206 ..	F.O.I.C.'s spare barge
		25-ft. Motor Boat ..	37237 ..	C.D. Galley
		30-ft. Motor Boat ..	251 ..	Engineer Manager's Motor Boat
		25-ft. Motor Boat ..	316 ..	Squadron Engineer Officer
		45-ft. Motor Boat ..	<i>Herakles</i> (171) ..	C.D.
		45-ft. Motor Boat ..	<i>Ulysses</i> (203) ..	C.D.
		21-ft. Motor Boat ..	260 ..	Master Attendant
		46-ft. Motor Boat ..	<i>Beryl</i> (373) ..	S.A.S.O.
		46-ft. Motor Boat ..	<i>Ruby</i> (191) ..	S.A.S.O.
		37-ft. Motor Boat ..	<i>Telopia</i> (195) ..	S.V.S.O.
		38-ft. Motor Boat ..	<i>Loch Long</i> (585) ..	R.A.N. Torpedo Factory
		38-ft. Motor Boat ..	<i>Bingleaves</i> (586) ..	R.A.N. Torpedo Factory
		25-ft. Motor Boat ..	<i>Greenoch</i> (587) ..	R.A.N. Torpedo Factory
		25-ft. Motor Boat ..	<i>Aldwich</i> (588) ..	R.A.N. Torpedo Factory
		Self Propelled Punt 36-ft. x 20-ft.	615 ..	R.A.N. Torpedo Factory
		38-ft. Barge ..	168 ..	<i>Rushcutter</i>
		36-ft. Motor Boat fitted for working small nets	<i>Marblehead</i> (300) ..	Boom Depot
		21-ft. Motor Boat ..	<i>Dunkeld</i> (387) ..	S.A.S.O.
		16-ft. Motor Skiff ..	295 ..	S.A.S.O.
		16-ft. Motor Skiff ..	884 ..	S.A.S.O.
		14-ft. Motor Dinghy ..	386 ..	C.D.
		Motor Boat ..	<i>Kuramia</i> ..	Boom Depot for Boom Gate Vessel
		LANDING CRAFT— L.C.M.'s ..	C. 29598 ..	Refit and store in a state of preservation pending allocation to <i>Assault</i>

	22	L.C.V.P. ..	C. 17738 23690 31045 31298 32192 33834 42413 43316 44452 54798 54840 54937 70078 70185 70529 71061 71068 71072 71075 71076 71112 79636	} Refit and store in a state of preservation pending allocation to <i>Assault</i>
		DUMB CRAFT—		
	1	300-ton Phillipine Lighter	A.B. 1283 ..	S.A.S.O.
	2	100-ton Phillipine Lighters	A.B. 1302 .. 1303 ..	S.A.S.O. S.A.S.O.
	3	55-ft. Section Steel Lighters	S.S.L. 558 .. 560 .. 562 ..	C.D. (still to be assembled). } <i>Note</i> .—S.S.L.'s 552, 553, 554, 561, and 60-ft. S.S.L. 618 in C. and M. at Sydney
	1	50-ton Lock Up Lighter ..	L.U.L. 507 ..	S.A.S.O.
		Steel Ammunition Lighters—		
	1	100-ton ..	1 ..	S.A.S.O.
	1	75-ton ..	7 ..	S.A.S.O.
	2	50-ton ..	2 ..	S.A.S.O.
			6 ..	S.A.S.O.
	1	30-ton ..	3 ..	S.A.S.O.

Command. (1)	Number of Craft. (2)	Description. (3)	Identification Numbers. (4)	Establishment or Department to which Allocated, and Remarks. (5)
F.O.I.C., Sydney— <i>continued</i>	9	DUMB CRAFT— <i>continued</i> 200-ton Concrete Ammunition Lighters	C.A.L. 201 ..	S.A.S.O.
			202 ..	S.A.S.O.
			203 ..	S.A.S.O.
			204 ..	S.A.S.O.
			205 ..	S.A.S.O.
			206 ..	S.A.S.O.
			207 ..	S.A.S.O.
			208 ..	S.A.S.O.
			209 ..	S.A.S.O.
	2	100-ton Concrete Ammunition Lighters	C.A.L. 101 ..	S.A.S.O.
			102 ..	S.A.S.O.
	4	50-ton Concrete Ammunition Lighters	C.A.L. 501 ..	S.A.S.O.
			503 ..	S.A.S.O.
			504 ..	S.A.S.O.
			508 ..	S.A.S.O.
	1	10-ton Wooden Ammunition Lighter	4 ..	S.A.S.O.
	4	30-ft. Wooden Ammunition Lighters	W.A.L. 301 ..	S.A.S.O.
			302 ..	S.A.S.O.
			303 ..	S.A.S.O.
			304 ..	S.A.S.O.
	8	50-ton Wooden Ammunition Lighters	9 ..	S.A.S.O.
			10 ..	S.A.S.O.
			11 ..	S.A.S.O.
			12 ..	S.A.S.O.
			13 ..	S.A.S.O.
			14 ..	S.A.S.O.
		15 ..	S.A.S.O.	
		16 ..	S.A.S.O.	
2	50-ton Steel Lighters on loan from M.W.T.	B. 1 ..	S.A.S.O.	
		2 ..	S.A.S.O.	

4	29-ton ship-shaped Steel Lighters (with hatches widened to make them suitable for embarking and disembarking ammunition)	S.B. 375 ..	S.A.S.O.
		592 ..	S.A.S.O.
		602 ..	S.A.S.O.
		693 ..	S.A.S.O.
3	29-ton ship-shaped Steel Lighters (with ordinary hatches)	609 ..	S.N.S.O.
		619 ..	S.N.S.O.
		618 ..	C.D.
3	560-ton Oil Fuel Lighter ..	O.F.L. 2 ..	Allocated Brisbane. Being fitted with machinery to enable lighter to act as separator lighter
		O.F.L. (S) 3 ..	C.D. Temporarily leased to Shell Company
		O.F.L. 4 ..	Allocated Tarangau. Retain in Sydney pending conversion to separator lighter
2	1,200-ton Oil Fuel Lighter ..	O.F.L. 1201 ..	C.D.
		1202 ..	C.D.
1	Distillate Lighter ..	D.L. 1 ..	S.N.S.O.
1	Petrol Lighter ..	5 ..	S.N.S.O.
2	45-ft. Well Lighters ..	277 ..	S.V.S.O.
		279 ..	S.V.S.O.
11	75-ton Flat Top Lighters ..	F.T.L. 601 ..	C.D.
		602 ..	C.D.
		603 ..	C.D.
		604 ..	C.D.
		605 ..	C.D.
		606 ..	C.D.
		607 ..	C.D.
		608 ..	C.D.
		610 ..	C.D.
		615 ..	C.D.
		616 ..	C.D.
1	59-ft. Flat Top Lighter ..	270 ..	C.D.
1	36-ft. Flat Top Lighter ..	260 ..	C.D.
1	70-ft. Flat Top Lighter ..	262 ..	C.D. (N.E. Wharf Pontoon)
1	60-ft. Steel Botany Lighter ..	764 ..	C.D.
1	60-ft. Steel Lighter ..	765 ..	C.D.

Command. (1)	Number of Craft. (2)	Description. (3)	Identification Numbers. (4)	Establishment or Department to which Allocated, and Remarks. (5)
F.O.I.C., Sydney— <i>continued</i>	6	DUMB CRAFT— <i>continued</i> — 54-ft. Harbour Sullage Lighters	H.S.L. 541 ..	C.D.
			542 ..	C.D.
			543 ..	C.D.
			544 ..	C.D.
			545 ..	C.D.
			546 ..	C.D.
	4	40-ton Wooden Sullage Lighters	H.S.L. 273 ..	C.D.
			274 ..	C.D.
			276 ..	C.D.
			584 ..	C.D.
	1	53-ft. Wooden Sullage Lighter	H.S.L. 771 ..	C.D.
	8	35-ton Tobruk Lighters ..	A.B. 331 ..	C.D.
			335 ..	C.D.
			341 ..	C.D.
1306 ..			C.D.	
1309 ..			C.D.	
1313 ..			C.D.	
1332 ..			C.D.	
1343 ..			C.D.	
1	Scow ..	..	Boom Defence	
1	1,000-ton Floating Dock ..	A.D. 1002 ..	..	
N.O.I.C., Brisbane	3	SELF PROPELLED CRAFT— General Purpose Vessels ..	G.V.P. 956 ..	} For R.M.S. Duties
			G.P.V. 961 ..	
	2	40-ft. Workboats ..	A.W.B. 431 ..	..
	3	26-ft. Motor Dories ..	D.R. 9 ..	Small Craft Base
			11 ..	..
1	45-ft. Motor Boat ..	<i>Maringo</i> ..	<i>Moreton Depot</i>	

N.O.I.C., Port Melbourne	1	DUMB LIGHTERS— 1,200-ton Oil Fuel Lighter ..	O.F.L. 1208 ..	Under consideration to lease to Oil Company	
	1	560-ton Oil Fuel Lighter ..	O.F.L. 2 ..	At Sydney being fitted as a Separator Lighter	
	1	60-ft. Sectional Steel Lighter ..	S.S.L. 615 ..	Small Craft Base	
	1	50-ton Lock Up Lighter ..	L.U.L. 501 ..	Small Craft Base	
	4	35-ton Tobruk Lighters ..	A.B. 1312 ..	Small Craft Base	
			1331 ..	Small Craft Base	
			1335 ..	Small Craft Base	
			1338 ..	Small Craft Base	
			S.B. 766 ..	Small Craft Base	
	1	29-ton ship-shaped Lighter (35 ft. long)	..	..	
	N.O.I.C., Port Melbourne	2	SELF PROPELLED CRAFT— 250-ton Motor Refrigerator Lighters	M.R.L. 252 ..	Allocated Fremantle. Held in reserve at Geelong.
				253 ..	Allocated New Guinea. Held in reserve at Geelong.
		2	75-ft. General Purpose Vessels	G.P.V. 958 ..	<i>Lonsdale</i>
		1	45-ft. Tow Boat ..	962 ..	C.O.R.S. Geelong
G.P.V. 45537 ..				<i>Lonsdale.</i> (Note.—Board approval for acquiring this boat still required)	
3		40-ft. Workboats ..	A.W.B. 428 ..	<i>Lonsdale</i>	
			429 ..	<i>Lonsdale</i>	
			437 ..	<i>Lonsdale</i>	
2		Miscellaneous Motor Boats— 55-ft. Motor Boat ..	139 ..	Swan Island	
			39-ft. Motor Boat ..	172 ..	N.O.I.C. Port Melbourne, barge
N.O.I.C., Fremantle	2	DUMB LIGHTERS— 100-ton Philippine Lighters	S.P.L. 101 ..	N.A.S.O. Maribyrnong	
			102 ..	N.A.S.O. Maribyrnong	
	1	50-ton Lock Up Lighter ..	L.U.L. 509 ..	<i>Lonsdale</i>	
N.O.I.C., Fremantle	1	SELF PROPELLED CRAFT— 250-ton Motor Refrigerator Lighter	M.R.L. 252 ..	In "F" Class reserve at Melbourne	
			..	..	
	1	250-ton Motor Stores Lighter	M.S.L. 251 ..	In reserve at Sydney	
	1	250-ton Motor Water Lighter	M.W.L. 251 ..	..	
	1	70-ton Motor Stores Lighter	M.S.L. 704 ..	In "F" Class reserve	
1	75-ft. General Purpose Vessel	G.P.V. 959 ..	In "F" Class reserve		



Command. (1)	Number of Craft. (2)	Description. (3)	Identification Numbers. (4)	Establishment or Department to which Allocated, and Remarks. (5)	
N.O.I.C., Fremantle —continued.	2	SELF PROPELLED CRAFT— <i>continued.</i> 45-ft. Tow Boats .. ..	T.B. 11 12		
	5	40-ft. Workboats .. ..	A.W.B. 406 410 411 413 415	Leeuwin Reserve Ships B.D.O. } Reserve Ships	
	1	DUMB LIGHTERS— 1,200-ton Oil Fuel Lighter ..	O.F.L. 1206	.. Naval Store Officer. Under consideration to lease to Oil Company	
	1	560-ton Oil Fuel Lighter ..	O.F.L. 1	.. Under consideration to lease to "Caltex". To be fitted as a Separator Lighter	
	1	75-ton Flat Top Lighter ..	F.T.L. 611	.. Leeuwin	
	3	55-ft. Sectional Steel Lighter	S.S.L. 563 564 566		
	1	50-ton Lock Up Stores Lighter	L.U.L. 508	.. Awaiting shipment at Melbourne	
	1	50-ton Harbour Sullage Lighter	H.S.L. 547	.. Leeuwin	
	N.O.I.C., Darwin	1	SELF PROPELLED CRAFT— 93-ft. Diesel Tug .. ..	D.T. 931	
		1	250-ton Motor Refrigerator Lighter	M.R.L. 251	.. "F" Class reserve at Sydney
		1	250-ton Motor Water Lighter	M.W.L. 256	.. "F" Class reserve at Sydney
		2	70-ton Motor Stores Lighters	M.S.L. 702 708	.. Withdrawn to "F" Class reserve at Sydney .. Withdrawn to "F" Class reserve at Sydney
3		26-ft. Motor Dories .. ..	D.R. 7 8 16		
1		Miscellaneous Motor Boat (39 ft.)	Melville		

N.O.I.C., Darwin —continued	1	DUMB LIGHTERS— 1,200-ton Oil Fuel Lighter ..	O.F.L. 1203	.. Withdrawn to Melbourne. Under consideration to lease to Oil Company
	1	300-ton Philippine Lighter ..	A.B. 1282	
	2	100-ton Philippine Lighters	A.B. 1287 1288	
	5	60-ft. Sectional Steel Lighters	S.S.L. 603 604 605 606 617	.. On loan to B.H.P. at Yampi Sound .. On loan to B.H.P. at Yampi Sound
	1	55-ft. Sectional Steel Lighter	S.S.L. 554	
	1	100-ton Steel Ammunition Lighter	S.A.L. 31	
	1	50-ton Steel Ammunition Lighter	S.A.L. 30	
	2	35-ton Tobruk Lighters ..	A.B. 310 1305	
	2	29-ton ship-shaped Barges ..	S.B. 622 678	
	1	1,000-ton Floating Dock ..	A.D. 1001	

N.O.I.C., Guinea New	1	SELF PROPELLED CRAFT— 250-ton Motor Refrigerator Lighter	M.R.L. 253	.. "F" Class reserve in Melbourne
	2	250-ton Motor Water Lighter	M.W.L. 253 255	.. Harbour Craft Status .. Harbour Craft Status
	1	93-ft. Steel Tug .. ..	D.T. 933	
	2	70-ton Motor Stores Lighters	M.S.L. 705 707	.. Harbour Craft Status .. Harbour Craft Status
	2	75-ft. General Purpose Vessels	G.P.V. 954 955	.. Harbour Craft Status .. Harbour Craft Status
	2	45-ft. Tow Boats .. ..	T.B. 5 .. 6 ..	.. Tarangau .. Tarangau
	2	40-ft. Workboats .. ..	A.W.B. 407 409	.. Tarangau .. Tarangau
	1	26-ft. Motor Dory .. ..	D.R. 3 ..	.. Tarangau

Command. (1)	Number of Craft. (2)	Description. (3)	Identification Numbers. (4)	Establishment or Department to which Allocated, and Remarks. (5)
N.O.I.C., New Guinea— <i>continued</i>	1	LANDING CRAFT— 20-ton capacity Australian Landing Craft	2365 .. ..	Tarangau
	1	50-ft. L.C.M. Type Landing Craft	A.L.C. (not known)	
	1	Landing Craft Vehicles Per- sonnel	C. 41675 .. ..	Tarangau
	3	DUMB LIGHTERS— 1,200-ton Oil Fuel Lighters	O.F.L. 1204 .. ..	Tarangau
			1205 .. ..	Tarangau
			1207 .. ..	Tarangau
	1	560-ton Oil Fuel Lighter ..	O.F.L. 4 .. ..	At Sydney for conversion to Separator Lighter
	2	50-ton Concrete Ammunition Lighters	C.A.L. 502 .. ..	Tarangau
	1	29-ton ship-shaped Barge ..	S.B. 494 .. ..	Tarangau
	1	300-ton Floating Dock ..	A.D. 301 .. ..	
1	Refrigerator Barge (300-ton Philippine Lighter	A.B. 2042 .. ..	Tarangau	
R.N.O., Port Adelaide	1	40-ft. Workboat .. ..	A.W.B. 403 .. ..	
	1	26-ft. Motor Dory .. ..	.. ..	Not yet allocated
R.N.O., Hobart ..	1	40-ft. Workboat .. ..	.. ..	Not yet allocated
	1	Miscellaneous Motor Boat ..	<i>Huon</i> .. ..	( <i>ex Arcadia</i> )
R.A.C.A.S. ..	1	70-ton Motor Stores Lighter ..	M.S.L. 701 .. ..	Held by C.O.R.S. Sydney for use of Squadron
	3	75-ft. General Purpose Vessels	G.P.V. 953 .. ..	Held by C.O.R.S. Sydney for use of Squadron
			963 .. ..	Held by C.O.R.S. Sydney for use of Squadron
			965 .. ..	Held by C.O.R.S. Sydney for use of Squadron
	5	40-ft. Workboats .. ..	A.W.B. 438 .. ..	Held by A.S. Sydney for Squadron
		439 .. ..	Held by A.S. Sydney for Squadron	
		440 .. ..	Held by A.S. Sydney for Squadron	
		441 .. ..	Held by A.S. Sydney for Squadron	
		442 .. ..	Held by A.S. Sydney for Squadron	

C.S.T., F.N.D. ..	1	25-ft. Motor Boat .. ..	<i>Ant</i> (451)	
	1	27-ft. Motor Boat .. ..	<i>Triton</i> (Motor Boat)	
	1	42-ft. Motor Launch .. ..	<i>Elephant</i> (616)	
	1	45-ft. Tow Boat .. ..	T.B. 10	
	3	40-ft. Workboats .. ..	A.W.B. 412 .. ..	
		434 .. ..		
		435 .. ..		
S.O., 20th M.S.F.	1	70-ton Motor Stores Lighter ..	M.S.L. 706 .. ..	
	1	75-ft. General Purpose Vessel	G.P.V. 960 .. ..	In "F" Class reserve at Sydney

RESTRICTED.

(FOR OFFICIAL USE ONLY.)

## Commonwealth Navy Orders.

Navy Office, Melbourne,  
4th March, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance and necessary action.

By direction of the Naval Board.

*W. J. Hawkins*

Secretary.

*The Flag Officer Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

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### TABLE OF CONTENTS.

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No.	Subject.
61.	Fire Fighting in H.M.A. Ships.
62.	Freight Charges on Service Baggage—Issue of Excess Luggage Warrants.
63.	Signalling to British Merchant Ships.
64.	Education Test I.—December, 1946—Results.
65.	Mechanical Semaphores—Removal of.
66.	External Telecommunication Services.

## FIRE FIGHTING IN H.M.A. SHIPS.

Copies of report prepared jointly by D.E.E., D.N.C. and E. in C. at Admiralty concerning investigations into the methods of dealing with fires, involving electrical apparatus, in H.M. Ships, have been distributed to F.O.C.A.S., C.S.T., F.N.D., H.M.A.S. *Penguin*, and Squadron Engineer Officer, Garden Island

2. The results of these investigations are summarized hereunder for general information and guidance:—

## RECOMMENDATIONS FOR FIGHTING ELECTRICAL FIRES IN H.M. SHIPS.

RECOMMENDATION.	REMARKS.
Whenever time and circumstances permit, all electrical circuits in the vicinity of fire-fighting operations should be rendered "dead" before tackling the fire.	The tests demonstrated the danger of using a sea-water jet on live electrical apparatus.
2. Plain jet branch pipes should not normally be used for fire-fighting in H.M. Ships.	The use of rubber gloves is thought to give a false sense of security as there is danger of severe shock due to tracking when the gloves become wet, should a high potential be present at the branch pipe.
3. Jet/spray branch pipes (A.P.1563 and 1503) can be used with reasonable safety on electrical apparatus at the normal ship service voltages.	The difficulty of cleaning the apparatus and restoring it to normal working condition precludes the use of foam.
4. Jet/spray branch pipes must not be used in the vicinity of live W/T, Asdic, or Radar apparatus.	Mechanical foam is a good conductor of electricity.
5. Rubber gloves should not be used.	Chemical foam is a poor conductor of electricity, but electric shock can be experienced when using this type of extinguisher at distances less than 5 feet.
6. Foam should not normally be used on fires involving electrical apparatus unless inflammable liquids are also present.	Tests showed that foam is the most effective medium for dealing with fires involving transformer oil.
7. Foam must never be used on live W/T, Asdic, or Radar apparatus.	
8. When using mechanical foam, as far as practicable, all electrical circuits in the vicinity should be rendered "dead."	
9. Where the application of chemical foam is necessary in the vicinity of live electrical apparatus at normal ships' service voltages, it may be used with safety, at ranges greater than 5 feet.	
10. Chemical or mechanical foam should be used to extinguish fires involving transformer oil <i>after</i> all electrical apparatus in the compartment has been rendered "dead."	
11. Carbon tetrachloride is not recommended for fires involving electrical apparatus at normal ship service voltages.	The noxious fumes generated by the use of carbon tetrachloride renders this medium unsuitable for use in enclosed or semi-enclosed compartments.
12. Carbon tetrachloride is recommended for use in Radar, W/T, and Asdic Offices.	Owing to the lack of a more suitable medium for use on apparatus involving H.T. voltages, the use of carbon tetrachloride must be accepted.
13. For H.A.C.P's, T.S's, &c., where Radar sets are fitted, it is recommended that fires in these compartments be dealt with by the normal means available <i>after</i> the current has been switched off.	It is accepted in these cases that (i) the operator would, in accordance with standard drill, switch off the radar supplies, (ii) the loss of the panel could be accepted.
14. It is recommended that all "NUSWIFT" extinguishers be charged with fresh water.	This would minimize the risk of an operator receiving an electrical shock; also reduce the possibility of damage to electrical apparatus and further tracking and arcing.
15. For fires involving electrical apparatus at potentials up to 440 volts A.C. or 800 volts D.C., "NUSWIFT" extinguishers charged with fresh water should be used.	The trials demonstrated that the use of a fresh-water jet is the most suitable means of controlling an electrical arc and the resultant carbonaceous fire.
16. That "NUSWIFT" extinguishers be allowed for Submarines.	
17. That the present allowance of carbon tetrachloride extinguishers for switchboards be deleted and replaced by "NUSWIFT" extinguishers, charged with fresh water.	Trials indicated that the noxious fumes produced by the carbon tetrachloride are such that the application of even a small quantity would render an enclosed or semi-enclosed compartment untenable. Under these circumstances the provision of a 2-gallon carbon tetrachloride extinguisher is therefore considered undesirable.
18. That the present allowance of 2-gallon carbon tetrachloride extinguishers, Pattern 4724, for main W/T offices in Cruisers and above be deleted and replaced by two in number 1-quart extinguishers, Pattern 4723.	These extinguishers have no effect on an electrical arc. These extinguishers have little effect on fires involving electrical apparatus and are liable to cause extensive damage to machinery.
19. C.O.2 extinguishers are not recommended for electrical fires.	When dealing with fires involving transformer oil, the risk of asphyxiation if C.T.C. is used, or shock if foam is used, is so great that the delay involved in switching off must be accepted. The use of non-inflammable oil would obviate this.
20. Sand, and extinguishers employing powders, are not recommended for fires involving electrical apparatus.	
21. That non-inflammable oil (Pyranol) be used in oil immersed transformers.	

62.

**FREIGHT CHARGES ON SERVICE BAGGAGE.—ISSUE OF EXCESS LUGGAGE WARRANTS.**

With the discontinuance of troop train travel for Naval personnel and the cessation of special war-time freight rates for Defence goods, it is essential that Departmental excess luggage warrants be issued in every instance where the weight of service baggage carried is in excess of the free Railways allowance.

2. Attention is drawn to the provisions of Naval Financial Regulations and Instructions, Articles 176 and 243, and Naval Account Regulations and Instructions, Article 330, in this regard.

(401/220/1402.)

63.

**YEARLY RETURN OF SIGNALLING WITH BRITISH MERCHANT VESSELS FOR YEAR ENDING DECEMBER, 1946.**

*General.*—Since the re-introduction of signalling to British Merchant Vessels on 1st February, 1946, the return shows a total of 313 successful exercises.

There was one failure to establish communication.

*Individual Ships.*

2. This table gives the number of successful exercises reported by H.M.A. Ships in order of merit. Ships with less than twenty exercises have not been included:—

H.M.A. Ship.	Successful Exercises.
"Shropshire"	62
"Arunta"	38
"Westralia"	38
"Hawkesbury"	27
"Murchison"	21

3. The following table shows the number of exercises carried out by vessels' companies. Companies with less than six exercises have not been included.

This table cannot be taken as a statement of comparative signal efficiency as between different companies, as the opportunities for signalling with H.M.A. Ships are so varied:—

Company.	No. of Successful Exercises.
Adelaide S.S. Co.	12
Ellerman Lines Pty. Ltd.	6
Broken Hill Pty. Ltd.	13
Commonwealth Line	7
Burns Philp	11
Port Line Ltd.	7
A.U.S.N. Co. Ltd.	8
Howard Smith Ltd.	6
Melbourne S.S. Co. Ltd.	6
British Tanker Co. Ltd.	7

4. Results deserving of special mention are as follows:—

Date.	H.M.A. Ship.	With.	Exercise.	Remarks.
26/5/46	"Westralia"	S.S. "Devon"	S/P	56 words transmitted and received at 10 W.P.M.
27/2/46	"Diamantina"	S.S. "Muliama"	Aldis	Communication commenced at range of 10 miles, 30 words transmitted.
8/11/46	"Shoalhaven"	S.S. "British Guardian"	Aldis	20 words transmitted at 10 W.P.M.
13/11/46	"Warramunga"	S.S. "Iron Warrior"	S/P	24 words transmitted at 8 W.P.M.
21/8/46	"Shropshire"	S.S. "Rangitata"	Light	40 words transmitted signalling V.G.I.
21/9/46	"Arunta" "Arunta"	S.S. "Port Fairy" S.S. "Burnside"	Light	20 words transmitted as a general signal <i>re</i> firing of star shell.

5. Copies of this Navy Order are being forwarded to Shipping Companies for distribution to all ships concerned.

(663/201/694.)

64.

**EDUCATIONAL TEST I.—DECEMBER, 1946.—RESULTS.**

The following ratings passed Educational Test I. held on 10th December, 1946:—

Name.	Rating.	Official Number.
H.M.A.S. <i>Australia</i> —		
Dredge, Lindsay J.	Leading Seaman	21242
Gillam, Richard J.	Able Seaman	28554
Jarvis, Francis R.	Able Seaman	23476
Morgan, John R. L.	Leading Seaman	23052
Robertson, Murray J.	Able Seaman	24367
H.M.A.S. <i>Bataan</i> —		
Masterton, Stanley L.	A/Able Seaman	28301
H.M.A.S. <i>Cerberus</i> —		
Barrett, John L.	Ordinary Seaman W/T	30407
Barwick, Leslie T.	Stoker 2nd Class	31360
Bates, Howard	Ordinary Seaman	30903
Berg, Ronald H.	Stoker 3rd Class	32001
Bishop, Reginald G.	Ordinary Seaman W/T	31314
Bonser, Peter K.	Ordinary Seaman W/T	29034
Bull, Dennis G.	Ordinary Seaman W/T	30398
Burrows, William	Stoker 2nd Class	31990
Cairns, John D.	Ordinary Seaman	30929
Cameron, Clifford S.	Stoker 2nd Class	32502
Carey, Raymond K.	Ordinary Seaman W/T	29531
Carmichael, Allan G.	Stoker 2nd Class	32027
Chapman, Peter McD.	Ordinary Seaman W/T	30945

## EDUCATIONAL TEST I, DECEMBER, 1946—continued.

Name.	Rating.	Official Number.
H.M.A.S. <i>Cerberus</i> cont.—		
Cleary, Bertram E. ..	Stoker 3rd Class ..	32032
Cobb, Charles W. ..	Ordinary Seaman W/T ..	31390
Code, Kenneth J. ..	Ordinary Seaman ..	31391
Colless, Arthur R. ..	Ordinary Seaman W/T ..	30025
Collins, William D. ..	Ordinary Seaman W/T ..	29532
Conway, Keith H. ..	Ordinary Seaman W/T ..	29549
Crain, Kenneth G. ..	Ordinary Seaman W/T ..	29534
Cummings, Geoffrey A. ..	Ordinary Seaman ..	31380
Davis, Donald K. ..	Stoker 2nd Class ..	31416
Duturbure, Stanley F. ..	Stoker 2nd Class ..	31403
Evennett, Frederick H. ..	Stoker 3rd Class ..	32061
Fairley, Ross D. ..	Stoker 2nd Class ..	32551
Farr, Maxwell V. ..	Stoker 2nd Class ..	31431
Ford, Kevin T. ..	Stoker 2nd Class ..	31433
Francis, Richard M. ..	Ordinary Seaman ..	32070
Frost, Ronald Y. ..	Stoker 2nd Class ..	31435
Gardiner, Frank G. ..	Stoker 3rd Class ..	32569
Gibney, Ronald L. ..	Ordinary Seaman ..	31018
Gleeson, Norman J. ..	Ordinary Seaman ..	31453
Green, Stanley D. M. ..	Ordinary Seaman W/T ..	29633
Griffiths, Peter C. ..	Stoker 2nd Class ..	31455
Haggett, Errol J. ..	Stoker 2nd Class ..	31054
Hamlyn, Donald A. ..	Ordinary Seaman ..	31505
Heaton, Robert E. ..	Ordinary Seaman W/T ..	31494
Hobart, Henry G. W. ..	Stoker ..	31491
Horsfall, Bernard R. ..	Ordinary Seaman W/T ..	29688
Jacobs, Cedric W. ..	Stoker 2nd Class ..	31515
Kildea, Thomas J. M. ..	Stoker 3rd Class ..	32134
Kleis, Lloyd J. ..	Stoker 2nd Class ..	32620
Lines, Bayden M. ..	Ordinary Seaman W/T ..	32634
McCarthy, Frederick J. ..	Stoker 2nd Class ..	31595
McGilligan, John T. ..	Ordinary Seaman W/T ..	30579
McKenzie, Kenneth H. J. ..	Ordinary Seaman W/T ..	29750
McMullen, Maurice P. ..	Stoker 2nd Class ..	31094
Nicholas, Brian W. ..	Ordinary Seaman ..	31627
Ottaway, Arthur V. ..	Ordinary Seaman W/T ..	30619
O'Brien, Ashley H. ..	Stoker 2nd Class ..	31635
Pearce, Ivan P. ..	Ordinary Seaman W/T ..	32698
Perkins, Milton G. ..	Ordinary Seaman ..	31164
Peters, Eric A. ..	Ordinary Seaman ..	32203
Pigram, Rex T. ..	Stoker 3rd Class ..	31655
Pritchard, Leslie G. ..	Ordinary Seaman W/T ..	31660
Rankin, John R. McD. ..	Ordinary Seaman ..	32711
Robertson, Ronald A. ..	Stoker 3rd Class ..	32209
Saal, Noel E. ..	Ordinary Seaman V/S ..	32742
Smith, Raymond N. ..	Sick Berth Attendant ..	30657
Smith, William A. ..	Stoker 2nd Class ..	30648
Thomson, Edward A. ..	Ordinary Seaman W/T ..	29913

## EDUCATIONAL TEST I, DECEMBER, 1946—continued.

Name.	Rating.	Official Number.
H.M.A.S. <i>Cerberus</i> cont.—		
Turner, John R. ..	Ordinary Seaman W/T ..	32769
Verco, Alfred M. ..	Stoker 3rd Class ..	32271
Wilson, John ..	Ordinary Seaman ..	31769
Wisdom, Lustern J. ..	Ordinary Seaman W/T ..	30718
H.M.A.S. <i>Harman</i> —		
Mitchell, Clifford V. ..	Ordinary Telegraphist ..	27628
H.M.A.S. <i>Hobart</i> —		
Brewer, Martin E. ..	Able Seaman ..	27782
H.M.A.S. <i>Kanimbla</i> —		
Dickson, Alexander H. ..	Ordinary Seaman ..	29118
H.M.A.S. <i>Lonsdale</i> —		
Hudson, Leslie F. ..	Ordinary Seaman ..	32107
H.M.A.S. <i>Manoora</i> —		
Leahy, Edward F. ..	Stoker ..	B/5145
Macdonald, David H. ..	A/Blacksmith 4th Class ..	29801
H.M.A.S. <i>Moreton</i> —		
Brook, Percy ..	Petty Officer ..	33375
Crynes, Allan R. ..	Leading Writer ..	23309
Rathborne, Robert R. ..	Writer ..	29352
H.M.A.S. <i>Murchison</i> —		
Broomham, Ronald L. ..	Leading Stoker ..	26424
H.M.A.S. <i>Platypus</i> —		
Harrison, Stewart M. ..	Stoker ..	28831
Maitland, Horace W. ..	Stoker ..	26206
Wyatt, Geoffrey M. ..	Stoker ..	26202
H.M.A.S. <i>Quadrant</i> —		
Alkemade, Neville R. ..	Ordinary Seaman ..	28735
Angus, David J. ..	Ordinary Seaman ..	28736
Curtis, Allan A. L. ..	Ordinary Seaman ..	27450
Davidson, James A. ..	Ordinary Seaman ..	28791
Doyle, Joseph E. ..	Able Seaman ..	27466
Harward, John A. ..	Ordinary Seaman ..	31883
H.M.A.S. <i>Quiberon</i> —		
Macnish, Colin J. ..	Ordinary Seaman ..	29277
H.M.A.S. <i>Rushcutter</i> —		
Fitzgerald, Edmund ..	Ordinary Seaman ..	31429
H.M.A.S. <i>Shropshire</i> —		
Bastin-Byrne, John H. ..	Ordinary Seaman ..	27402
Carville, Phillip H. ..	Writer ..	27428
Middleton, Maxwell S. ..	Able Seaman ..	22819
Myatt, Albert E. J. ..	Ordinary Seaman ..	27593
Macdonald, Donald ..	Ordinary Seaman ..	29740
Nolan, James P. ..	Leading Seaman ..	23653
H.M.A.S. <i>Tarangau</i> —		
Allard, Samuel R. ..	Acting Shipwright ..	31799
Willmore, Desmond F. ..	Engine Room Artificer ..	29409
H.M.A.S. <i>Warrego</i> —		
Shepherd, Leslie A. ..	Ordinary Seaman ..	29361

2. The following qualified educationally for Acting Leading Stoker:—

Name.	Rating.	Official Number.
H.M.A.S. <i>Cerberus</i> —		
Bigger, Kenneth ..	Stoker 3rd Class ..	32012
Bourne, William J. ..	Stoker 3rd Class ..	32009
Davidson, Thomas P.	Stoker 3rd Class ..	32054
Flower, Norman V. ..	Stoker 3rd Class ..	31432
Foster, Sidney W. ..	Stoker 2nd Class ..	32068
Gourley, Gordon E. ..	Stoker 3rd Class ..	32078
Hartnett, Kenneth W.	Stoker .. ..	31490
Hess, Edward M. ..	Stoker 2nd Class ..	32598
Kear, Barry R. ..	Stoker 3rd Class ..	31546
Kerr, Ian ..	Stoker 3rd Class ..	32124
McGhee, Kenneth H. ..	Stoker 2nd Class ..	31126
Royal, John D. ..	Stoker 2nd Class ..	32214
Stocks, William M. ..	Stoker 2nd Class ..	32247
H.M.A.S. <i>Condamine</i> —		
Stevenson, Thomas J.	Stoker .. ..	32328
H.M.A.S. <i>Kanimbla</i> —		
Rabling, Douglas W. ..	Stoker 2nd Class ..	28032
H.M.A.S. <i>Latrobe</i> —		
Whidbourne, Leslie M.	Stoker .. ..	27737
H.M.A.S. <i>Manoora</i> —		
Doll, Ronald W. ..	Stoker .. ..	28528
Francis, Keith E. ..	Stoker .. ..	28731
Lawson, Andrew H. ..	Stoker .. ..	28292
H.M.A.S. <i>Tarangau</i> —		
Featherstone, Raymond J.	Stoker .. ..	28546
Hetherton, Alfred J. ..	Stoker .. ..	30127
Male, Charles E. ..	Stoker .. ..	28311
McNair, Donald I. ..	Stoker .. ..	28310
Parker, Ernest J. ..	Stoker .. ..	25978
Rapkins, John W. ..	Stoker .. ..	31954
Wilford, Terence ..	Stoker .. ..	30293

(465/205/677.)

(This Order will be reprinted for posting on Notice Boards.)

65.

#### MECHANICAL SEMAPHORES—REMOVAL OF.

The provisions of Admiralty Fleet Order 7078/46 are to be observed.

2. Mechanical semaphores landed in accordance with this Order should be returned to the nearest Naval Store Depot at the first opportunity.

(612/218/276.)

66.

#### EXTERNAL TELECOMMUNICATION SERVICES.

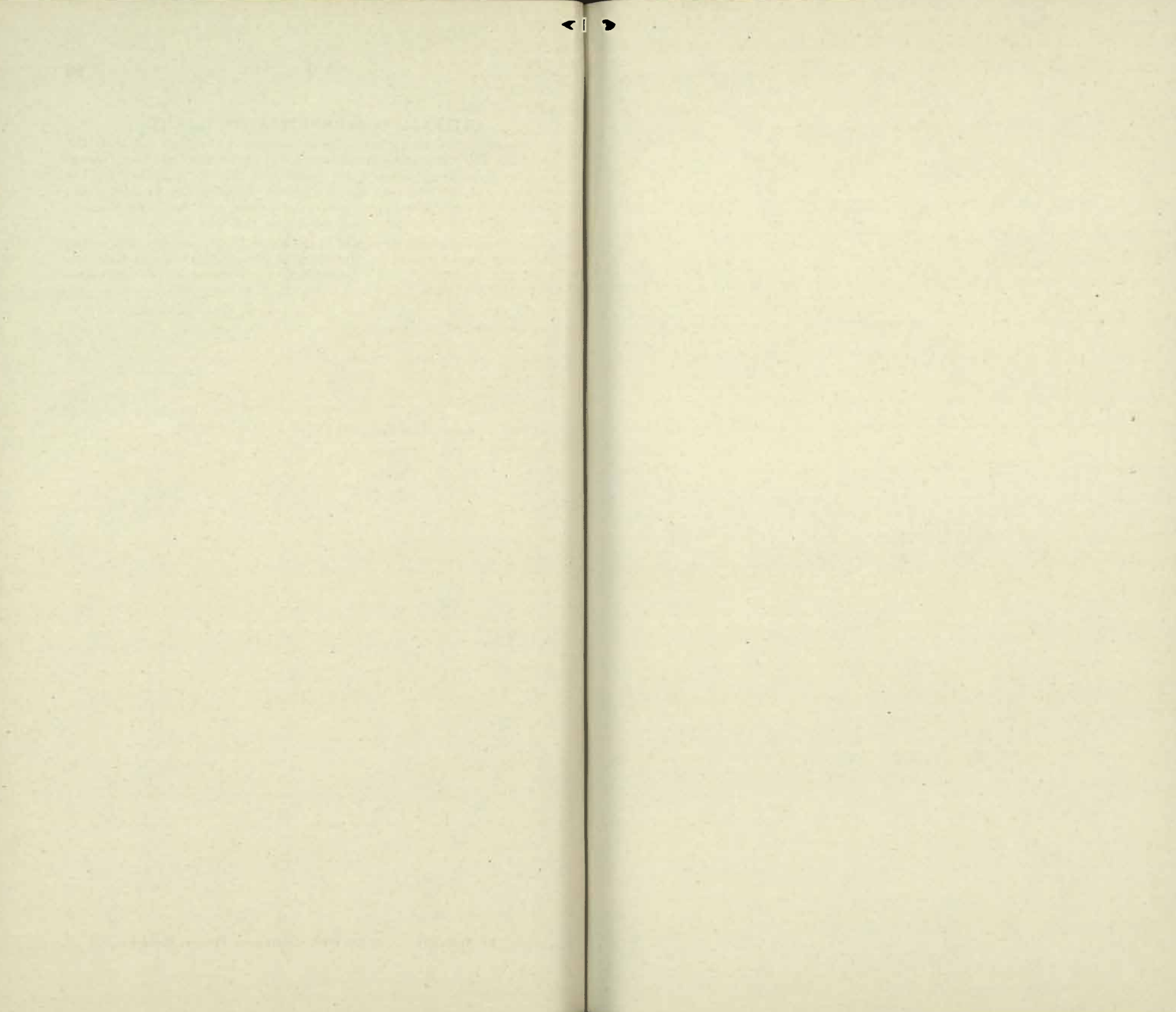
In accordance with the *Overseas Telecommunications Act* 1946, the Overseas Telecommunications Commission (Australia) has been created and, as from 1st February, 1947, assumed full responsibility for the operation of the Overseas Radiotelegraph Services, the Coastal Radio Stations in Australia, Papua, and New Guinea, and the Radio Stations employed in the Overseas Radiotelephone Services.

2. Correspondence in regard to the above-mentioned Services should therefore be addressed to the General Manager, Overseas Telecommunications Commission (Australia), 47 York-street, Sydney—Box 4581, G.P.O., Sydney.

3. Amalgamated Wireless (A/sia.) Ltd., who have ceased to be responsible for the services mentioned in paragraph 1 above, will continue in the business of manufacturing radio equipment, of supplying and operating wireless stations in ships and aircraft and of the traffic accounting in respect of messages handled by Australian Ships.

4. Amalgamated Wireless (A/sia.) Ltd. will also continue operation of the Coastal Radio Station at Suva, Fiji, and handling of traffic accounts for messages handled by Suva Radio Station.

(404/201/873.)





RESTRICTED.

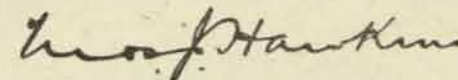
(FOR OFFICIAL USE ONLY.)

## Commonwealth Navy Orders.

Navy Office, Melbourne,  
11th March, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,



Secretary.

*The Flag Officer Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

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### TABLE OF CONTENTS.

No.	Subject.
67.	Naval Agent, Cairns.
68.	Complements—H.M.A. Ships and Establishments.
69.	Suit Cases and Drill Kit Bags.
70.	Books and Forms.

67.

**NAVAL AGENT, CAIRNS.**

The Sub-Collector of Customs, Cairns, has been appointed Naval Agent, with effect as from 1st February, 1947.

2. The duties performed in this capacity will be mainly the receipt and custody at Cairns of consignments of stores and subsequent delivery to H.M.A. Ships, and arrangements for victualling supplies from local contractors for ships visiting the port.

3. C.O.R., Article 51, is relevant.

(409/201/3849.)

68.

**COMPLEMENTS—H.M.A. SHIPS AND ESTABLISHMENTS.**

Under war-time conditions it was found necessary for various reasons to issue copies of War Complements to all administrative authorities. Under present conditions it has been decided that this is unnecessary, and the following scale of distribution is promulgated for information:—

*Peace and/or Interim Complements.*

- |   |    |           |
|---|----|-----------|
| (a) Ship or Establishment concerned                     | .. | 2 copies. |
| (b) Administrative Authority concerned                  | .. | 1 copy.   |
| (c) Ship or Establishment in which accounts are carried | .. | 1 copy.   |
| (d) Technical Training Schools                          | .. | 1 copy.   |

As (b) and (c) are subject to change, these copies will be endorsed as follows:—

*Administrative Authority's copy.*—To be transferred on change of administrative authority.

*Depot or Parent Ship's copy.*—To be transferred with accounts.

2. *Disposal of copies of Complements no longer required.*—Copies of War Complements and Peace and Interim Complements not required by administrative authorities should be returned to Navy Office.

War Complements of ships paid off are also to be returned to Navy Office.

3. *War Complements.*—Distribution of War Complements will be decided at a later date.

(463/201/1670.)

69.

**SUIT CASES AND DRILL KIT BAGS.**

It has been decided that the temporary restrictions imposed during the war in relation to the use of suit cases by Class II. and Class III. ratings are no longer to apply, and Navy Orders 258 of 1943 and 234 and 241 of 1944 are cancelled.

2. The following list of kit containers now authorized to be maintained in optional kits (apart from the large Service kit bag in the compulsory kit) is therefore promulgated for general information:—

- |   |  |
|---|--|
| Class I. (including Petty Officers in Class II) | 1 large or small suit case.  |
|   | 1 attache case.  |
|   | 1 small blue drill kit bag.  |
| Class II. (excluding Petty Officers)            | 1 small suit case (shore establishments only and under the circumstances stated in paragraph 3 below). |
|   | 1 attache case.  |
|   | 1 small blue drill kit bag.  |
| Class III.                                      | 1 small suit case (see paragraph 4 below).   |
|   | 1 attache case.  |
|   | 1 small blue drill kit bag.  |

3. Class II. ratings below Petty Officer may, when serving in shore establishments, use small suit cases when stowage is available, but only on the strict understanding that they will not be allowed to take them when drafted afloat. This course is necessary owing to the lack of stowage facilities in ships.

4. The large suit case is provided primarily for Class I. ratings, but Class III. ratings are authorized to take up the large cases, provided that the kit lockers in the ships in which they are serving will take the larger size.

5. All suit cases not of Service origin must conform to Service patterns in appearance and must not exceed Service dimensions.

6. The small blue drill kit bag is an authorized article for gratuitous issue by recruiting depots to each new-entry rating for the purpose of conveying personal effects on first proceeding to a training establishment.

7. The necessary amendments to Naval Financial Regulations and Instructions, Articles 46 and 48, will be made in due course.

(516/201/694).

70.

**BOOKS AND FORMS.**

First supplies of the under-mentioned publications have been distributed. Additional copies of B.R's 763, 815, 1294, 1430, 1638 (1), 1687, and 1691 are being obtained to complete distribution:—

B.R.150.—Aircraft Recognition Manual—Amendments Nos. 10 and 12.

(A.F.O. 1906 & 4200/45.)  
(571/202/2491.)

B.R.224.—Gunnery Pocket Book.

(A.F.O. 6483/46.)  
(571/202/2657.)

- B.R.268 (6) 45.—Electrical Manual, Volume II.: Main Electrical Supplies in Ring Main Ships—Notes on Operation, Care, and Maintenance.  
(A.F.O. 5000/46.)  
(571/202/2245.)
- B.R.323 and Form D.1281.—Establishment of Naval Stores for Gunnery Purposes and List of Particulars—Lists of Errata No. 13.  
(A.F.O. 5705/46.)  
(571/202/1416.)
- B.R.373.—Establishment of Naval Stores for "Hunt" Class Destroyers—List of Errata No. 7.  
(A.F.O. 5707/46.)  
(571/202/2352.)
- B.R.374.—Establishment of Naval Stores for M.T.B's 70-73 ft.—List of Errata No. 4.  
(A.F.O. 5419/45.)  
(571/202/2276.)
- B.R.388.—Establishment of Naval Stores for Minor Landing Craft.  
(A.F.O. 2640/46.)  
(571/202/2514.)
- B.R.695.—International List of Telegraph Offices (The Berne List) Annexe No. 60.  
(A.F.O. 5708/46.)  
(571/202/1814.)
- B.R.763, March, 1946.—List of Frequencies.  
(571/202/2792.)
- B.R.815/45.—Handbook for Echo Sounding Sets—Types 762, 763, and 763A.  
(A.F.O. 6483/46.)  
(571/202/2794.)
- B.R.862 (45).—Naval Magazine and Explosives Regulations.  
(A.F.O. 4285/46.)  
(571/202/2194.)
- B.R.1245 (43) (1).—Handbook for 4.7-in. Mark IX. Q.F. Guns—Addendum No. 1.  
(A.F.O. 4200/45.)  
(571/202/2261.)
- B.R.1294.—Damage Control Manual.  
(A.F.O. 5837/46.)  
(571/202/2736.)
- B.R.1430.—Handbook for Receiver B.28.  
(A.F.O. 6884/46.)  
(571/202/2655.)
- B.R.1452.—Handbook for Type 55M W/T Set.  
(A.F.O. 2818/46.)  
(571/202/2551.)

- B.R.1461.—Handbook for Types 60 EQR/FR/DR.  
(A.F.O. 3006/46.)  
(571/202/2553.)
- B.R.1464.—Instructions for the Siting and Calibration of H/F and V.H/F Equipment.  
(A.F.O. 5477/46.)  
(571/202/2733.)
- B.R.1520.—Handbook for Receiver Outfit Q.P.  
(A.F.O. 4740/46.)  
(571/202/2731.)
- B.R.1599.—Merchant Ship Silhouette Characteristics Register.  
(A.F.O. 3583/46.)  
(571/202/2593.)
- B.R.1638 (3).—Handbook for Mark VI. Director and Associated Equipment—Part 3—The Transit, Mark I.  
(A.F.O. 3755/46.)  
(571/202/2617.)
- B.R.1687.—Pitman's Keyboard Mastery Course.  
(A.F.O. 4131/46.)  
(571/202/2637.)
- B.R.1691.—United States Navy Synchros—Description and Operation (O.P. No. 1303).  
(A.F.O. 4289/46.)  
(571/202/2662.)
- O.U.5365A, O.U.5365B.—Priced Vocabulary of Naval Armament Stores: Part 1—Errata No. 23. Part 2—Errata No. 38.  
(A.F.O. 5708/46.)  
(571/203/2559.)
- O.P.1062.—Amplidyne Control Mechanism for Gun Director—Mark 37.
- O.P.1063.—Stable Elements, Mark 6 and Mods.  
(A.F.O. 4201/45.)  
(571/201/4853.)
- Inter-Services Aircraft Recognition Journal, New Series, Vol. 1, Nos. 1-3.  
(A.F.O's 6483 & 6884/46.)  
(571/201/5215.)
- The following C.B's have been declassified to B.R's in accordance with the C.A.F.O's quoted:—
- B.R.1756 (late C.B.4443/46).—Summary of Radio Aids to Navigation.  
(C.A.F.O. 632/46.)  
(571/202/2820.)
- B.R.1757 (late C.B.4430).—Provisional Handbook for Type 961.  
(C.A.F.O. 631/46.)  
(571/202/2819.)

B.R.1759 (late C.B.4115).—Handbook for Mass Procedure Teacher Types 124 and 128.

(C.A.F.O. 656/46.)  
(571/202/2823.)

2. The under-mentioned forms have been revised. First supply will be effected, without demand, by the Superintending Naval Store Officer, Sydney:—

A.O.8z (inside).—“Half-Yearly Abstract of Stores.”

(480/201/3693.)

S.1 (revised April, 1945).—“Established List of Printed Forms for Issue to H.M. Ships.”

(480/202/4897.)

3. The under-mentioned form has been introduced for use in the R.A.N., in lieu of the corresponding Admiralty Form S.1148 (n). First supply will be effected, without demand, by the Superintending Naval Store Officer, Sydney:—

A.S.1148 (n).—“Report of Failure of Automatic or Machine Gun Armament of 20 m.m. and Below, Small Arms and Their Ammunition in Naval Service.”

(A.F.O. 5273/45.)  
(480/202/4799.)

4. The latest revision of the under-mentioned Admiralty Forms has been adopted for use in the R.A.N. Distribution will be effected, without demand, by the Superintending Naval Store Officer, Sydney:—

S.1148 (1).—“Analysis Chart (drawing paper).”

(B.R.1042A, page 39, Appendix A.)

S.1148 (2).—“Analysis Chart (drawing paper).”

(B.R.1042B, page 8, para. 51, and page 11, para. 7.)

(480/202/4856.)

5. The under-mentioned form has been abolished:—

A.S.1155 (7).—“Destroyer's and Submarine's Fall of Shot and Analysis Chart.”

(480/202/4880.)

6. The under-mentioned form has been revised. Supply will be effected, on demand, by the Superintending Naval Store Officer, Sydney:—

A.S.250w.—“Balmoral Naval Depot Leave Card (Green, Blue, Red, and White).”

(480/202/4927.)

7. Superseded copies of B.R.105, “Merchant Ships” (Talbot Booth), are available for issue on repayment to R.A.N. personnel. Accountant Officers should arrange for demands, as necessary, to be placed on the Superintending Naval Store Officer, Sydney.

The prices to be charged are as follows:—

Immediately superseded copies, cost price less 20 per cent.; and for older copies, an additional 5 per cent. for each year of supersession will be deducted from the cost price. While 1944 is the current edition, the price to be charged for the 1943 edition is £2 9s. 6d., i.e., £3 1s. 11d. less 20 per cent.

(571/202/2216.)

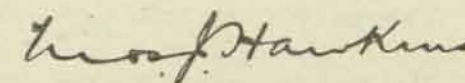
RESTRICTED.(FOR OFFICIAL USE ONLY.)

## Commonwealth Navy Orders.

Navy Office, Melbourne,  
18th March, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance and necessary action.

By direction of the Naval Board,



Secretary.

*The Rear-Admiral Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

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### TABLE OF CONTENTS.

No.	Subject.
71.	Signal Letters of British Ships—Interim Supplement No. 1947/1.
72.	Admiralty Shallow Water Diving Equipment.
73.	Recovery of Value of Stores Lost by Neglect.
74.	Form A.S. 459y—Application to Re-engage.
75.	Paint—Introduction of New Synthetic Plastic Type Paint Materials— Policy and General Instructions for the Use of Paints in H.M.A. Ships and Establishments.

C.2651/47.

71.

**SIGNAL LETTERS OF BRITISH SHIPS—INTERIM SUPPLEMENT  
No. 1947/1.**

The following International Code Signal Letters have been appropriated to the under-mentioned British ship:—

Date.	Signal Letters.	Name of Ship.	Port of Registry and Official Number.	Net Registered Tonnage.	Owner.
13·2·47	V.J.L.V.	<i>Moona</i>	Sydney, 178349	164·04	Red Funnel Trawlers Pty. Ltd., No. 5 Wharf, Woolloomooloo, Sydney, New South Wales

(663/201/697.)

72.

**ADMIRALTY SHALLOW WATER DIVING EQUIPMENT.**

Admiralty Shallow Water Diving Equipment will shortly be issued to H.M.A. ships and establishments, in accordance with the scale laid down in A.F.O's 1977/44 and 3433/44.

2. The attention of Commanding Officers is called to B.R. 155/43, Diving Manual, paragraph 609, and until divers have been trained in the use of Salvus in conjunction with this type of dress, the use of the Admiralty Shallow Water Diving Dress is to be confined to "air" diving, using a pattern 3 pump, to a depth of not greater than 40 feet.

(612/240/133.)

73.

**RECOVERY OF VALUE OF STORES LOST BY NEGLECT.**

The special attention of Commanding Officers and other officers concerned is drawn to the provision of Navy Order 454 of 1945.

2. The procedure specified in that Order shall continue to apply until varied or cancelled by a further Navy Order in due course, and an appropriate notation accordingly should be made meanwhile against Naval Financial Regulations and Instructions, Article 9, clause 4.

(556/201/2212.)

74.

**FORM A.S. 459y—APPLICATION TO RE-ENGAGE.**

The following alterations are to be made in Form A.S. 459y pending issue of a revised form:—

- (a) At top of form—for "Triplicate" read "Duplicate".
- (b) At bottom of Minute I—for "Captain Superintendent of Training, Flinders Naval Depot, Victoria", read "The Secretary, Naval Board, Melbourne".
- (c) Delete Minute II.
- (d) (i) Renumber Minute III to II, and delete "(copy to Captain Superintendent of Training)".  
(ii) After "C.O.R., Article 139, clause 3," insert "and Navy Circ. 833I, paragraph 2".

(480/202/4733.)

75.

**PAINT—INTRODUCTION OF NEW SYNTHETIC PLASTIC TYPE PAINT MATERIALS—POLICY AND GENERAL INSTRUCTIONS FOR THE USE OF PAINTS IN H.M.A. SHIPS AND ESTABLISHMENTS.**

A new type of paint has been introduced for general use in the Royal Australian Navy, and details concerning its manufacture and application are included in this Order.

2. During the war, it was found that the paint used in United States vessels was of better appearance, and was more serviceable than that used in H.M.A. ships, and investigation showed that it was also lighter, more fire-retardant, and less toxic than the R.A.N. paint, which contained white lead.

Local tests have been made to produce a paint with these qualities, and with a high degree of gloss.

3. The following are details of the qualities:—

- (a) The new synthetic paints weigh from 16–18 lb. per gallon instead of 24–27 lb. for Patt. 507c to the Admiralty formula. The high covering power of synthetic paints gives a paint film weight of approximately 1.5 oz. per square yard as against 2.5 to 3 oz. for lead and oil mixtures.
- (b) The term "fire-retardant" when applied to a paint refers to the dry film after painting. The paint itself as delivered in drums or tins is as inflammable as any other paint. A steel surface which has been painted with fire-retardant paint can be exposed to direct impingement of flame from a blow lamp for 30 minutes without igniting, and although the paint will be damaged, the damage will be confined to the zone of flame impingement. This could not be done with ordinary paint or enamel without

extensive burning and bubbling, and the evolution of dense acrid and toxic fumes. To obtain the best effect, fire-retardant paint should be applied either directly to steel or over zinc-chromate primer. Although it does retard burning to some degree when applied over previous coats of ordinary paints, it is not entirely satisfactory when so applied.

- (c) Certain ingredients used in orthodox paints, such as lead, render the paints toxic and injurious to personnel. Synthetic plastic paints do not require the use of these toxic ingredients, and no ill effects will result from their use.

4. After application, all paints pass through the following stages:—
- (a) Toughening to a gelatine-like condition.
  - (b) Hardening.
  - (c) Embrittling.
  - (d) Final deterioration and chalking.

The time taken for the paint to pass through these stages is dependent upon the type of binding medium used with the pigments. The binding medium formerly used with lead paints was linseed oil, sometimes reinforced with varnish or enamel. The time taken for this binder to pass through the various stages until it finally became ineffective was comparatively short.

5. The binder now in use is a synthetic plastic material known as alkyd or glyptal resin, which gives a much longer period between the initial toughening and the final degree of hardening, when brittleness and chalking begins.

The resultant synthetic plastic paint has a full gloss surface, is fire-retardant, washable, lighter in weight than lead-oil paint, non-toxic, and dries rapidly.

6. In order to reduce the fire risks, action was taken during the war to remove the existing paint surfaces between decks, and to substitute fire-retardant paint, as far as was practicable. The first fire-retardant paint used was not washable, and surfaces which soiled rapidly required frequent re-painting, and this paint was not suitable for use in bathrooms, &c.

7. The new synthetic plastic paint, known as Paint, Hull White, Basic Mixing, possesses better qualities, and is suitable for use between decks as well as for weather surfaces. It is manufactured in white only, but can be tinted to any desired shade by the admixture of standard pattern shading pastes ground in oil. This procedure avoids the purchase of paints in a range of colours.

8. Paint demanded for hull surfaces will be supplied in the current approved shade for the Squadron. Where paint is required for between-deck painting, Hull, White, Basic Mixing, will be supplied, unless a particular tint is demanded. This paint, either tinted or white, meets the requirements of weathering and protection for external surfaces, and fire-retardant and washable properties for between decks use.

9. A modified type of Hull, White, Basic Mixing paint, which is an absorbent material to correct sweating and condensation, is available for painting deckheads. It should be demanded as "Paint, White Deckhead, Flat", and is fire-retardant, but it is not washable. Owing to difficulty in obtaining ingredients, supplies of this paint may be short for some time.

10. Primer paints which give to the steel surfaces the necessary foundation are just as important as the finishing coats. Formerly they were mixtures of red lead and linseed oil, but this has been replaced by zinc-chromate primer, which contains synthetic plastic resin like the finishing coats, and is light in weight, fire-retardant, and non-toxic.

One of its principal advantages is the chemical property possessed by the zinc-chromate pigment in preventing corrosion. It has a matt finish, which is suitable for a foundation for finishing coats.

11. Red lead has several disadvantages for use in ships, as it is heavy, toxic, inflammable even after weathering, and, until weathered, has a gloss rather than a matt surface. Although it is a protective coat, it does not inhibit rust or neutralize moisture and salt, which may be trapped between the film applied and the steel.

12. Two types of zinc-chromate primer are available for issue to H.M.A. ships. One is greenish-yellow in colour, and is used principally for treating large areas of steel work during new construction and repair, and for protective-priming of between-deck structures. The other is red in colour and, whilst both types are effective rust-inhibiting materials, the red type is better for use when treating small patches of corrosion showing through old paint work, or where areas of hull to be primed may be exposed to weather for some time before they are painted.

13. Apart from its decorative effect, the primary function of painting is the protection of the underlying steel surfaces against corrosion, and special attention should be paid to areas in which corrosion occurs, and these should be correctly prepared before painting. Areas which are free from corrosion need not be disturbed, other than by washing and rubbing down the paint film to form a good foundation for the finishing coat.

14. As far as is practicable in preparing the hull of a ship for repainting, the entire surface should first be thoroughly scrubbed and hosed with fresh water to remove all traces of salt, chalky paint film, and dirt, and areas of corrosion should be examined and treated.

15. There are three principal types of corrosion effects—

- (a) Small spots of corrosion, either singly or in groups, which have caused a larger surface of the paint work to become stained. These stains should be washed from the paint by rubbing with a mixture of 1 lb. of whiting to 1 gallon of mineral turps, and washed with mineral turps. The rusted portions should be scrubbed clean by wire brushing, and any loose paint removed, then swabbed with mineral turps, dried, and painted with red zinc-chromate primer.

- (b) Corroded patches and paint covering corrosion, which can be removed in large flakes, should be chipped and scraped. This should be carried out in small areas and followed at once by wire-brushing and swabbing with mineral turps, as it is essential that a newly-chipped surface should not remain uncoated for more than an hour, or two.
- (c) In areas of corrosion where the paint has become removed by wear or abrasion, such as those places in the way of chain cable or water from drains, similar treatment should be used.

16. Once the ship has had several coats of the new synthetic paint, and the corrosion areas are under control, the appearance of the paint work can be maintained for long periods by washing and polishing, and the surface of screens and similar places can be treated with suitable preparations in the same way as an automobile body.

17. *Attention is drawn to the provisions of Admiralty Fleet Order 6980/46.*

*Difficulty is being experienced in obtaining many of the ingredients required for the manufacture of paint, and the utmost economy in its use must be exercised at all times. Every effort should be made to take care of painted surfaces, so that the intervals between paintings can be extended as much as is practicable.*

18. Details of the current painting scheme for H.M.A. ships are included in Commonwealth Navy Order 1936/1946, which should be read in conjunction with this Order.

19. The testing of paints will be continued in the Dockyard Laboratory at Garden Island to ensure the maintenance of proper standards and with a view to improvement, and the Dockyard Scientific Officer may be consulted on any problems that arise.

Reports as to the behaviour of the paint materials supplied and any suggestions for improvement in methods of application and preservation should be made to the Administrative Authority, with a copy to the Admiral Superintendent, Sydney. These should be forwarded to the Naval Board with any remarks deemed necessary.

(612/233/1330.)



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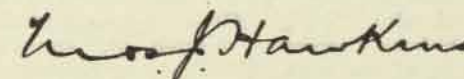
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## Commonwealth Navy Orders.

Navy Office, Melbourne.  
25th March, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,



Secretary.

*The Flag Officer Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

---

### TABLE OF CONTENTS.

No.	Subject.
76.	Drafting from Sea and Shore Service Rosters.
77.	Touch Typing—Communication Branch Ratings.
78.	Loss of Anchor and Chain Cable.
79.	Economy in the use of Motor Transport.
80.	Night Vision.

76.

**DRAFTING FROM SEA AND SHORE SERVICE ROSTERS.**

"Sea and Shore Service Rosters" will operate for drafting purposes as from 1st April, 1947.

**2. Definitions.****(a) Shore Service will comprise—**

Service in shore establishments and harbour service ships south of and including Brisbane.

One-half of service in shore establishments north of Brisbane if wife is resident in the area.

Service in reserve fleet ships and harbour service tenders to shore establishments which are not regularly sea-going (south of and including Brisbane).

**(b) Sea Service will comprise—**

Service in a commissioned sea-going ship.

Service in a sea-going ship refitting and remaining in commission.

Service whilst undergoing courses, when appropriated for such courses from a sea-going ship.

Service in shore establishments north of Brisbane (except when wife is also resident when only half of this period will count as sea service).

3. Positions on the sea or shore service rosters will be determined and adjusted according to the total amount of time served at sea or in shore service, calculated from 1st October, 1939. This will ensure an equitable period of both types of service for all ratings.

4. Normally, ratings will be required to complete two years' sea service before becoming eligible for shore service. This period, however, will be reduced in certain branches where there are few vacancies at sea, in order to afford all ratings an opportunity for sea service.

5. Ratings advanced to higher rating will assume a position on roster applicable to their new rating in accordance with date held on the roster in their former rating.

6. As far as possible, drafting will take place from the sea and shore service rosters, but due to non-substantive rating or other Service requirements, it may not always be possible to draft ratings strictly in roster order, but as a rating's position on rosters is determined by the total years and days he has served on shore or at sea, any drafting out of turn will automatically be balanced when his future position on either roster is determined.

7. Service in home port on compassionate grounds, when drafted from sea service before normal date for relief, will count as shore service, and a rating will be required to complete his sea service when his compassionate grounds have lapsed.

8. Time served in hospital or sick quarters, if discharged from sea service before normal date for relief, will count as sea service until such time as rating is discharged to duty in a shore establishment. If returned to his ship, no break in the continuity of his sea service will occur.

(502/201/795.)

*(This Order will be reprinted for posting on Notice Boards.)*

77.

**TOUCH-TYPING—COMMUNICATION BRANCH RATINGS.**

The provisions of A.F.O. 7126/46 are to be adopted in the R.A.N. Belconnen re-broadcasts, however, will remain at 25 W.P.M. until further notice, in accordance with Navy Order 288 of 1946, paragraph 3.

(614/217/37.)

78.

**LOSS OF ANCHOR AND CHAIN CABLE.**

Attention is drawn to a recent incident which resulted in the loss of an anchor and cable. On this occasion no Board of Inquiry sat, and it is desired to draw the attention of administrative authorities and Commanding Officers to K.R. and A.I., Articles 1101 and 1102, and B.R. 367, paragraph 11.

(612/234/3174.)

79.

**ECONOMY IN THE USE OF MOTOR TRANSPORT.**

With reference to Navy Order 590 of 1945, the attention of all concerned is again drawn to the necessity for closer supervision in the use of Naval Motor Transport, and for strict compliance with standing regulations and instructions in relation thereto. The employment of Departmental Motor Transport should at all times be confined to essential Service work, and be restricted to occasions when public transport facilities are either not available or are unsuitable, e.g., in cases of great urgency or where, on account of the number and situation of the places to be visited, gear to be carried, or other special reasons, public transport facilities are inadequate.

2. Now that conditions have reverted to normal, public transport facilities are to be used to the greatest possible extent.

3. The employment of vehicles for the conveyance of personnel on duty is to be restricted to those occasions when other means of travel are not available, or when such saving of time as would be effected by the use of motor transport is strictly necessary.

(638/202/2870.)

80.

**NIGHT VISION.**

It has been decided that night vision testing in accordance with C.A.F.O. 74/46, as amended by A.F.O. 1423/46, will be carried out only in the following establishments:—

Flinders Naval Depot.

H.M.A.S. *Mindari*.

2. New Mark IV adaptometers will be supplied by the Superintending Naval Store Officer, Sydney, without demand, to these establishments when they are received from the United Kingdom. Earlier marks of adaptometers should be retained until the Mark IV is received.

3. All ships and establishments not mentioned above are to return their adaptometers to the Superintending Naval Store Officer, Sydney, at the first opportunity.

(670/201/1063.)

RESTRICTED.(FOR OFFICIAL USE ONLY.)**Commonwealth Navy Orders.**

Navy Office, Melbourne,  
1st April, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance and necessary action.

By direction of the Naval Board,

*W. H. Hawkins*

Secretary.

*The Flag Officer Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

**TABLE OF CONTENTS.**

No.	Subject.
81.	H.M.A. Ships—Paying Off.
82.	Guns, Machine, 0.303-in.—Allowances.
83.	Gold Plastic Underwater Compositions.
84.	Inflatable Lifebelts.
85.	Silver Nitrate Tablets for Use with Boiler Water Testing Sets.

C.3115/47.

81.

**H.M.A. SHIPS—PAYING OFF.**

The following H.M.A. ships paid off on the dates indicated:—

*Air Master*, "F" class reserve—20th February, 1947.

*Air Cloud*, "F" class reserve—20th February, 1947.

G.P.V. 960, "F" class reserve—19th March, 1947.

(603/217/3574.)

82.

**GUNS, MACHINE. 0.303-IN.—ALLOWANCES.**

With reference to Admiralty Fleet Order 5441/46, Guns, Machine, 0.303-in. Vickers Mk. I (water cooled) and Bren will in future be the standard machine gun in H.M.A. ships.

2. The following shows the approved allowance for these weapons, and the purpose for which they are supplied:—

Ships.	Landing Organization.		Target Indication Shoulder Shooting.
	Vickers.	Bren.	Bren.
<i>Australia</i> ..	2	16	—
<i>Shropshire</i> ..	2	16	—
<i>Hobart</i> ...	2	10	—
Destroyers ..	—	4	—
Frigates A/A ..	—	4	—
Sloops ..	—	4	—
Frigates A/S ..	—	4	2
A.M.S. Vessels ..	—	—	2

3. On receipt of amendments to Warrant, ships are to return all 0.303 and 0.30 machine guns in excess of establishment, together with surplus spare parts, tools, and ammunition, to the nearest Naval Armament Depot.

4. Demands to complete are to be forwarded to the Superintending Armament Supply Officer, Sydney.

5. The allowances and instructions contained in this Order in no way affect those allowances shown in C.C.N.O. 19/46.

(490/212/1452.)

83.

**COLD PLASTIC UNDERWATER COMPOSITIONS.**

An instance has occurred of Cold Plastic Underwater Compositions having been applied on top of the old type Anti-fouling and Anti-corrosive Composition, with the result that portions of the Cold Plastic Compositions became detached, and excessive fouling resulted on the exposed portions of the hull.

2. When vessels which have been coated with the old type of underwater compositions are to be coated with Cold Plastic Compositions, the hull is to be cleaned to bare metal to remove all traces of the old compositions before the Cold Plastic Compositions are applied.

(612/233/1313.)

84.

**INFLATABLE LIFEBELTS.**

The war-time issue of inflatable lifebelts has been discontinued since the cessation of hostilities.

2. Any stocks of such lifebelts, covers, and sleeves held in ships and establishments are to be returned at the first opportunity to the nearest Victualling Yard or Depot. Torches and batteries for these lifebelts are to be returned to the nearest Naval Store Depot.

3. Articles still on permanent loan issue to serving personnel are to be recovered and disposed of also, as shown above.

4. Navy Orders 163 of 1939, 265 of 1940, 201 of 1941, 167, 168, 350, and 403 of 1942, and 126 and 212 of 1944 are cancelled.

(612/231/385.)

85.

**SILVER NITRATE TABLETS FOR USE WITH BOILER WATER TESTING SETS.**

Patterns 113 and 114, Silver Nitrate Crystals and Solution, at present in use in the R.A.N., are not of suitable standard strength for use with Boiler Water Testing Sets, and stocks held by H.M.A. ships and establishments are to be returned to the nearest Naval Store Depot for disposal.

2. The above items have been replaced by Silver Nitrate Tablets, in bottles of 250 No. each, and initial supplies will be issued on demand by the Superintending Naval Store Officer, Sydney.

3. The use of these tablets will permit of accurate preparation of standard strength solutions for boiler water testing purposes, and directions in regard thereto will be issued with each bottle.

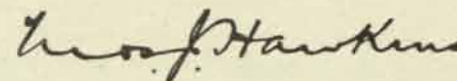
(612/219/296.)

RESTRICTED.(FOR OFFICIAL USE ONLY.)**Commonwealth Navy Orders.**

Navy Office, Melbourne,  
8th April, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,



Secretary.

*The Flag Officer Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

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**TABLE OF CONTENTS.**


---

No.	Subject.
86.	Flag Officer Commanding H.M.A. Squadron.
87.	School of Air Support—Laverton.
88.	Examination for the Rank of Lieutenant-Commander (S) R.A.N.
89.	Warrant Telegraphist—Appointment to Cruisers.
90.	Appointment of a Victualling Inspecting Officer for Small Ships.
91.	A.B.'s Q.O. Optical Course.
92.	H.E. Shells Filled with "Universal" Fuse Cavity.
93.	Oxygen Breathing Apparatus—Ignition of Oxygen Regulating Valve Seats.
94.	Ships Paying Off into Reserve—O.U. Publications and Books of Reference.
95.	Gas Cylinders Lost from H.M.A. Naval Dockyard, Williamstown.
96.	Books and Forms.

86.

**FLAG OFFICER COMMANDING H.M.A. SQUADRON.**

The Rear-Admiral Commanding H.M.A. Squadron is in future to be referred to in letters and signals as Flag Officer Commanding H.M.A. Squadron, short title F.O.C.A.S.

(578/201/256.)

87.

**SCHOOL OF AIR SUPPORT—LAVERTON.**

The School of Air Support will be formed at R.A.A.F. Station, Laverton, in the near future. It comprises—

- |   |  |
|---|--|
| (a) School Headquarters—Administrative Staff. | } Integrated Staff of Navy,<br>Army, and Air Force In-<br>structors. |
| (b) Offensive Support Wing                    |  |
| (c) Transport Support Wing                    |  |

The school is under the functional control of R.A.A.F. Headquarters, but the instructional staff comprises a proportion of officers from the three Services.

2. The objects of the school are—

- (i) To teach a common doctrine in Air Support by holding courses of instruction for all three Services.
- (ii) To study all matters affecting the air support of armies.
- (iii) To maintain close liaison with Army formations and Air Force areas to keep them up to date with current developments.

3. The following courses will be carried out:—

- (a) Senior Officers' Course—For the equivalent ranks of Wing Commander and above.
- (b) Intermediate Course (or Junior Course)—For the equivalent ranks of Squadron Leader and below.

The Senior Officers' Course will last for two weeks and the Intermediate Course for six weeks.

4. Naval Officers will undergo the Senior Officers' Course only and they will be appointed by the Naval Board, as opportunity offers, to carry out this course.

(614/230/30.)

88.

**EXAMINATION FOR THE RANK OF LIEUTENANT-COMMANDER (S) R.A.N.**

Part I. of the examination for the rank of Lieutenant-Commander (S) will be held about September, 1947.

2. The Provisions of Admiralty Fleet Order 2704/1944 are applicable, *vide* Navy Order 648 of 1944. The section relating to Air Stores will be omitted from Paper C.

3. Officers who are eligible and who desire to sit, should forward their applications to reach Navy Office by 1st July, 1947.

(465/206/273.)

89.

**WARRANT TELEGRAPHIST—APPOINTMENT TO CRUISERS.**

A Warrant Telegraphist will be included in the complement of cruisers.

2. Appointments will be filled as officers become available, and applications should not be made to the Naval Board; it will not be possible to fill all appointments for some considerable time.

(463/203/616.)

90.

**APPOINTMENT OF A VICTUALLING INSPECTING OFFICER FOR SMALL SHIPS.**

It has been decided to appoint a selected Commissioned or Warrant Stores Officer as Victualling Inspecting Officer for special full-time duty in connection with small ships, which do not carry Supply Officers, and especially those in which general messing has been instituted under the provisions of Navy Order 626 of 1944.

2. The main duties which he will be required to perform are briefly as follows:—

- (a) Supervision of general messing in all ships in which a Supply Officer is not borne in the complement for general victualling duties.
- (b) Inspection of the Victualling Store Accounts of those ships, stocks on board being mustered, or test checks of individual items only, as may be found necessary.
- (c) Advice and assistance generally in such ships to the Commanding Officer and victualling staffs in all victualling matters, especially in relation to general messing in order to ensure the satisfactory maintenance of the standard and variety of meals desired, including food service arrangements.
- (d) To bring to the personal notice of Commanding Officers concerned any instance of neglect or irregularity detected in the stocks or the victualling accounts, as well as cases of non-compliance with standing instructions in relation to victualling matters generally.
- (e) To ensure the maintenance on board of adequate stocks of victualling stores (at the same time guarding against excessive stocks of individual items) and compliance with standing instructions in respect thereof.
- (f) Inspection of storerooms to ensure they are vermin free, as far as is practicable, and that satisfactory stowage and other necessary arrangements are made to avoid damage to, or undue deterioration of, stocks.

3. The Victualling Inspecting Officer has been appointed to H.M.A.S. *Kuttabul* as this establishment bears the accounts of most of the ships affected by this Order. He may, however, be required to visit other ships whose accounts are not carried in that establishment.

4. The Victualling Inspecting Officer will work under the direct control and supervision of the Supply Officer, H.M.A.S. *Kuttabal*, who is authorized to correspond direct with the Flag Officer Commanding H.M.A. Squadron, Flag Officer-in-Charge, Sydney, the Commanding Officers of ships and other administrative authorities on all but disciplinary matters, copies of any such communications of an important nature being forwarded to the Director of Victualling for information.

5. The Naval Board desire that Commanding Officers and others concerned will afford all possible facilities and assistance to enable the duties required to be performed by the Victualling Inspecting Officer, as outlined in paragraph 2 above, to be carried out with all expedition on all occasions.

6. It is emphasized that one of the chief reasons for appointing a Victualling Inspecting Officer is to ensure that, as a result of personal supervision by a specialized officer, satisfactory and economical messing is maintained in these small ships, and that the victualling officers and stores ratings concerned are given all possible advice and guidance. Such duties do not, however, relieve Commanding Officers and Officers to whom victualling duties are delegated, of their responsibilities regarding mustering of stores, &c., as provided in existing regulations or Orders and in the printed instructions contained in the victualling store accounts.

7. Navy Order 26 of 1947 is cancelled.

(530/201/623.)

91.

#### A.B.'s Q.O. OPTICAL COURSE.

Consequent on the revised arrangements (*vide* Navy Order 297 of 1946) for the maintenance of optical instruments in the R.A.N., the wartime rating of Q.O. (O) will lapse.

2. It is intended that, should a requirement occur, selected A.B.'s Q.O. will undergo a four weeks' optical course at H.M.A.S. *Lonsdale*. Qualification in this course will not entitle ratings to additional non-substantive pay.

3. On completion of the optical course, the examination results are to be entered in the ratings gunnery history sheets (A.S. 1245).

4. A.B.'s Q.O. thus qualified will, when employed on optical work, carry out minor repairs to optical instruments and assist the O.A.'s in general optical work including the operation of the optical blooming plant.

5. Navy Order 497 of 1945 is cancelled.

(348/216/1.)

92.

#### H.E. SHELLS FILLED WITH "UNIVERSAL" FUZE CAVITY.

The provisions of A.F.O. 7070/46 will apply to ships of the R.A.N. when the supply position permits.

2. At the present time stocks of H.E. rounds filled with "Universal" Fuze Cavity are not available.

3. No action is necessary in regard to adjustment of outfits at present carried on board. Further instructions will be promulgated when stocks of the new ammunition are available.

(408/204/2565.)

93.

#### OXYGEN BREATHING APPARATUS-IGNITION OF OXYGEN REGULATING VALVE SEATS.

Several instances of "seat ignition" in the regulating valves of self-contained breathing apparatus have been reported by the Department of Mines to the Standards Association of Australia for investigation. It is understood that similar ignition in oxygen regulators has happened in the United States and caused serious concern there.

2. The type of breathing apparatus in which this "seat ignition" has occurred is similar to the "Salvus" apparatus which is used in H.M.A. Ships, and the possibility of ignition and firing of the regulator valve seats in the latter must, therefore, be borne in mind.

3. Whilst the cause of this ignition has not been finally determined, the following possible causes have been suggested:—

(a) Too sudden opening of the regulating valve builds up pressure rapidly, and may raise the temperature to the ignition point if suitable conditions exist otherwise.

(b) Preliminary examination has shown that the ignition of the seating material occurs more readily if the edges of the material are ragged or frayed, or if small roughnesses exist.

(c) It has also been stated that, if the incoming oxygen has been slightly warmed in any way, ignition may be facilitated. Regulating valves and oxygen flasks should, therefore, be kept away from sources of heat, including direct rays of the sun, as far as practicable.

(d) It is possible that, despite the care which experience has shown to be necessary in preventing access of combustible materials, such as inflammable dust, oils, grease, &c., to interior of parts of equipment containing oxygen, traces of those materials may have obtained access to these valves whose seats have ignited when valves are being changed, or refitted, in atmospheres that are not free from dust. It should be borne in mind that traces of oil or grease, even the natural grease of the skin, accidentally left by the fingers, might be sufficient to start ignition in oxygen. It is considered that this is an ever-present danger and should be scrupulously guarded against.

(e) The use of unsuitable materials in some valves is a possible cause; and research, with the object of producing a satisfactory material, is proceeding.

4. Pending the completion of investigations now proceeding, oxygen valves of self-contained breathing sets in H.M.A. Ships and Establishments should be examined to ensure that the valve seats are in good condition and free from any ragged edges.

5. Any instances of seat ignition or suspected ignition are to be reported to the Naval Board, with full details of the circumstances.

(524/201/3697.)

94.

#### SHIPS PAYING OFF INTO RESERVE—O.U. PUBLICATIONS AND BOOKS OF REFERENCE.

On each occasion when one of H.M.A. ships pays off into reserve and is replaced by a ship of the same class, officers of the ship paying off and of the relieving ship are to select such books as are considered suitable in description and condition from those O.U. Publications and Books of Reference on board and transfer them to the relieving ship.

2. Form A.S. 549 is to be raised to cover this transaction, an extra copy being forwarded to the Superintending Naval Store Officer, Sydney, who should be advised by the ship coming into commission of the date by which the books are required to complete to the ships authorized allowance. The Superintending Naval Store Officer, Sydney, will then issue without demand the necessary books.

3. Where, for any reason, personal contact of Ships' Officers, to permit action in accordance with paragraph 1, is not practicable within reasonable time prior to commissioning, ships paying off are to return all O.U. Publications and Books of Reference to the Naval Store Depot and immediately inform the Superintending Naval Store Officer, Sydney, who will then arrange issue of a complete set of books to the ship being commissioned.

Navy Order 372 of 1946 is cancelled.

(571/201/4973.)

95.

#### GAS CYLINDERS LOST FROM H.M.A. NAVAL DOCKYARD, WILLIAMSTOWN.

The undermentioned oxygen cylinders have been reported lost from H.M.A. Naval Dockyard, Williamstown:—

Cylinder No. 3557—100 cubic feet capacity.

Cylinder No. 13516—100 cubic feet capacity.

2. A search for these cylinders should be made in all H.M.A. ships and establishments and a report furnished to Navy Office if they are located or if any information is available in regard to their disposal.

3. Nil reports are not required.

(669/202/54.)

96.

#### BOOKS AND FORMS.

First supplies of the undermentioned publications have been distributed. Additional copies of B.R.'s 70, 1331, 1314 (series), are being obtained to complete distribution:—

B.R.70/1946.—Signal Letters of British Ships.

(571/202/2042.)

B.R.141/1946.—R.M. Clothing Appointments, Issuing Prices, &c.

(A.F.O. 5925/46.)

(571/202/2291.)

B.R.519, B.R.530A.—Geographical Handbook Series: Pacific Islands Vol. 1.—General Survey. China Proper. Vol. II.

(A.F.O. 6483/46.)

(571/202/2800.)

B.R.764.—Jane's All the World's Aircraft, 1945—46 Edition.

(A.F.O. 6483/46.)

(571/202/1846.)

B.R.912 (21).—Director Handbook—Electro-Magnetic Mercury Switch Control of Henderson "G," "H," and "J" Type, Gyro Sights and Type "P" Sight Oil Units.

(A.F.O. 4739/46.)

(571/202/2327.)

B.R. 1222.—Convoy Escort Code No. 3.

(A.F.O. 1230/45.)

(571/202/2149.)

B.R.1224c.—Handbook for the Mark XXXVII. Director System, Vol. III. The Computer-Maintenance, Adjustments and Stripping.

(A.F.O. 3156/46.)

(571/202/2409.)

B.R.1310.—Safe Handling of Small Arms.

(A.F.O. 7598/45.)

(571/202/2762.)

B.R.1314 (Series).—Shock Effects from Underwater Explosions—Parts 1, 2, 5, 6, 7, 8, 9, 10, 12, 13, 14, and 15.

(A.F.O. 6884/46.)

(571/202/2801.)

B.R.1331.—Handbook on the Production of Smoke Screens at Sea.

(A.F.O. 2451/46.)

(571/202/2517.)

B.R.1333.—The Distilling Plant—Theory and Operation.

(A.F.O. 3752/46.)

(571/202/2633.)

B.R.1458 (1).—Handbook for Types 277A/277T. Parts 1 and 2.—Technical Description.



B.R.1458 (2).—Handbook for Types 277A/277T. Part 3—Diagrams—1946.

(A.F.O. 1898/46.)  
(571/202/2494.)

B.R.1527.—Handbook for the Barrage. Director Mark III.

(A.F.O. 4037/46.)  
(571/202/2636.)

B.R.1669 (3/46).—Handbook of Depth Charges and Equipment, Description of Pistols.

(A.F.O. 6483/46.)  
(571/202/2614.)

B.R.1686 (1).—Handbook for 21-in. Mark XI. Torpedo—Addendum No. 1.

(A.F.O. 6884/46.)  
(571/202/2821.)

B.R.1736 (26) (late C.B.3081 (26)).—Battle Summary No. 33. Raid on Dieppe (Naval Movements).

B.R.1736 (27) (late C.B.3081 (27)).—Battle Summary No. 35. The Invasion of Sicily Operation "Husky."

(A.F.O. 7410/46.)  
(571/202/2651.)

B.R.1746 (J.A.N.P.113).—Joint Call Sign Book for United States Army Coast Guard and Navy Ships.

B.R.1747 (J.A.N.P.114).—Joint Call Sign Book for United States Army Coast Guard and Navy Fixed and Land Radio Stations.

(A.F.O. 7410/46.)  
(571/202/2818.)

By Authority: J. J. GOURLEY, Government Printer, Melbourne.

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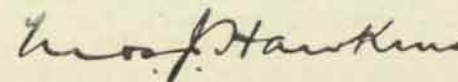
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## Commonwealth Navy Orders.

Navy Office, Melbourne,  
15th April, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,



Secretary.

*The Flag Officer Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

### TABLE OF CONTENTS.

No.	Subject.
97.	Special Advancements of Outstanding Men in Seagoing Ships.
98.	Sales of Stores.
99.	Accounting Procedure for Naval Stores in Stations and/or Services Attached to H.M.A. Naval Depots and Bases.

C.3499/47.

97.

**SPECIAL ADVANCEMENTS OF OUTSTANDING MEN IN  
SEAGOING SHIPS.**

Navy Order 588 of 1944 is cancelled.

(349/77/689.)

98.

**SALES OF STORES.**

Stores held by the various Storing Branches of this Department are supplied for Naval purposes and unless they become surplus to Naval requirements, obsolete or unserviceable, the question of their sale should not normally arise.

2. Where sale does become necessary in the above circumstances, disposal in bulk through the Commonwealth Disposals Commission (generally by public auction) is the normal procedure.

3. Applications, the number of which is increasing, are being forwarded to Navy Office from time to time from individual Government Departments, Shipping Companies and others, seeking to obtain Naval Stores on repayment. Statements made on occasion that the items desired are not obtainable from commercial sources are not, to the knowledge of the Naval Board, always fully borne out. It is possible the exact pattern or quality of the Naval article may not be so obtainable, but some other variety which would suffice could be purchased.

4. Dealing with such transactions, which are almost invariably submitted by signal as a matter of urgency, adds appreciably to the work of the Department and the Naval Board desires that action be taken to discourage them.

5. Where, in exceptional circumstances, it is considered that an application should be forwarded, it should be definitely stated, after confirmation by the Store or other Officer concerned, that the items desired are not obtainable from commercial sources or their supply from such sources cannot be arranged within a reasonable period. No understanding should be given to an applicant that the articles are available and that their issue merely awaits formal Naval Board approval. The possibility always exists that items which can be spared by one Store Officer are needed elsewhere within the Naval Service or by the Commonwealth and that applicants exist in a higher order of priority than that of the intending local purchaser. Persons applying to purchase stores should not, in any circumstances, be given any more understanding than that the application has been forwarded to Navy Office to ascertain whether the stores are available for sale from any surpluses that may exist.

(670/201/1126.)

99.

**ACCOUNTING PROCEDURE FOR NAVAL STORES IN STATIONS  
AND/OR SERVICES ATTACHED TO H.M.A. NAVAL DEPOTS  
AND BASES.**

The following instructions relating to the procedure for accounting in Naval Depots and Bases for Naval Stores supplied to attached stations or services are to be complied with. Attention is particularly drawn to paragraphs 2 (b) (iv), (v) and (c) (v).

1. *For services and/or stations attached to, and situated within the area of a depot or base:—*

The existing Naval Store accounting procedure, in accordance with the Naval Storekeeping Manual, B.R.4 and R.A.N. Supplement thereto, will continue to apply.

2. *For services and/or stations attached to, but situated outside the area of a depot or base:—*

(a) *Permanent Stores.*—Permanent items allowed by establishment or outfit, and books of reference and O.U. publications are to be accounted for on an Inventory Account on forms A.S.1099 (inside) prepared in triplicate at the parent depot or base, the several copies being dealt with as shown below. A separate account is required to be raised for *each* outlying service or station. The permanent stores and books included in the inventory should not be taken on charge in the depot or base naval store account, but the standard original account is to be taken on charge in the ledgers of the parent depot or base concerned.

*Original.*—Standard copy, for Supply Officer of the parent depot or base.

*Duplicate.*—Standard copy, for the Officer delegated to be responsible for the Stores in the attached service or station.

*Triplicate.*—Working copy, for the Officer responsible for Stores in the service or station.

The original and duplicate copies are to be enclosed in covers A.S.1099 (outside) and the certificates therein completed as necessary. The triplicate copy is to be enclosed in cover A.S.1099B.

(ii) In the case of new services, &c., the first supply of equipment should be entered in the inventory direct from the supply notes (forms A.S.134D) received from the (Superintending) Naval Store Officer concerned, and the vouchers retained in the depot or base with the standard (original) copy of the inventory. Subsequent supplies or permanent stores will be made through the naval store account of the parent depot or base, except in the case of large supplies of equipment not normally held in a base naval store, e.g., where complete W/T, &c., outfits are ordered for installation at an outstation, and supply is made direct. In such instances the transactions need not be recorded in the naval store account of the base, the supply notes being posted by the Supply Officer to the inventory concerned as for first supply items referred to above.

(iii) Permanent stores required for maintenance or to replace others returned for survey should be drawn from the depot or base naval store on forms A.S.156Y. These vouchers should be used to credit the depot naval store account, and debit the inventory account of the service or station concerned where a nett alteration to the latter account is involved. All vouchers in respect of transactions involving a nett increase or decrease in the total quantity on charge in the inventory account should be retained with the standard (original) copy in support of the amended quantity. All other vouchers (i.e. those involving no change in quantity or descriptions) should be retained in suitable bundles at the parent depot or base.

(iv) The stores are to be mustered, and the pertinent certificates in the inventory account completed, as follows:—

(A) Six-monthly, by the officer responsible in the service or station. On the occasion of the yearly muster however, the Supply Officer of the parent depot or base is to be represented at the stocktaking.

(B) On change of the responsible officer in the service or station. On these occasions both the outgoing and incoming officers are to be associated in the muster.

The original and duplicate copies of the inventory are to be compared every six months by the Supply Officer of the parent depot or base, who should complete the requisite certificate.

(v) Deficiencies of stores and/or books should be normally dealt with on forms A.S.126 or A.S.1096. Where, however, they cannot be dealt with as losses (e.g. accounting errors), forms A.S.148 are to be used, and forwarded to the Director of Naval Stores, Navy Office. A separate series of A.S.148 numbers should be used for each service or station.

(b) *Consumable Stores.*—Supplies of consumable naval stores will normally be effected through the naval store of the parent depot or base on forms A.S.156Y.

(ii) Supplies of consumable stores made from the parent depot are to be regarded as outright issues to the service or station concerned and no further accounting is necessary except as indicated at (iv) hereunder.

(iii) All items of a semi-permanent nature, e.g. tools, brooms and brushes, &c., are to be properly safeguarded and used with economy. An approximately equal quantity of broken or used items, irrespective of source of supply, should be returned to the naval store at the parent depot on Return Notes, forms A.S.1091Y, when replenishments are being effected.

(iv) A detailed record of expenditure of special items, e.g. petrol, torch batteries, W/T valves, &c., should be maintained at the service or station, and inspected by the Supply Officer of the parent depot at regular intervals.

(v) In some establishments, requirements of ordinary consumable maintenance stores cannot be met from stocks normally carried at the parent depot and in such cases, the consumable stores may be supplied direct from the appropriate Naval Store Depot. In these cases the supply notes are to be forwarded by the (Superintending) Naval Store Officer concerned to the Supply Officer of the parent depot, who is to arrange for signature and endorsement of the supply notes by the responsible officer at the service or station when the stores are received to the effect that all items shown thereon have been received and for the return of the notes to him. The Supply Officer of the parent depot is to make a check to ensure that quantities demanded and supplied are reasonable and that the supply notes are complete in all respects. The supply notes should be kept in a separate guard at the base, those for each station or service being filed separately. It is not necessary for such supplies to be shown on forms A.S.156Y or the supply notes posted to the ledgers of the parent base.

NOTE.—This procedure is designed to eliminate unnecessary ledger entries, *but should not be brought into operation at any depot or base without prior Naval Board approval.*

(c) *General.*—Numbered and stamped forms A.S.156Y and A.S.1091Y are to be supplied to the Officer-in-Charge of the outlying service or station. The names and ranks of persons authorized to sign demands and return notes, together with facsimiles of their signatures, are to be furnished to the Supply Officer of the parent depot or base.

(ii) Demands, forms A.S.156Y, are to be prepared in triplicate by the service or station requiring supply, the original and duplicate being forwarded to the Supply Officer of the parent depot or base and the triplicate retained at the station in the bound book. On the items being supplied by the parent depot or base naval store, the original and duplicate copies of forms A.S.156Y are to be dealt with as follows:—

*Original.*—To be retained at the base or depot as supporting voucher to entries in the Naval Store Account.

*Duplicate.*—To be forwarded to the service or station requiring supply. The Officer-in-Charge at the station should check the stores on arrival against the duplicate copy of form A.S.156Y, and after verification of the quantity and description of the stores supplied, receipt and return the form to the Supply Officer at the parent depot or base. He is to compare the duplicate with the triplicate, amend the latter as necessary to make both copies agree and initial the triplicate to signify that this has been done. On receipt of the duplicate form A.S.156Y at the parent depot it should be attached to the original copy in the monthly bundles of vouchers at the base.

(iii) Return Notes, forms A.S.1091Y, are to be prepared in triplicate by the service or station returning the stores, and separate forms are to be prepared for permanent and consumable stores. The original and duplicate copies should be forwarded to

the Supply Officer at the parent base, who should arrange for the forms to be signed by the person receiving the stores. The forms should then be disposed of as follows:—

*Original.*—To be retained at the base or depot as a supporting voucher to entries in the Naval Store Account and in the case of permanent items, in the inventory account of the service or station concerned, also whenever nett alterations are involved.

*Duplicate.*—To be returned to the Officer-in-Charge at the service or station from which the items were received. This copy should be retained for reference purposes at the service or station concerned.

(iv) The triplicate copies of forms A.S.156Y and A.S.1091Y are not to be removed from the bound books which should be held intact by the Officer-in-Charge at the service or station pending examination of the accounts by a Navy Office representative, when all completed books of forms A.S.156Y and A.S.1091Y and duplicate forms A.S.1091Y will be withdrawn.

(v) Arrangements should be made by the responsible Supply Officer to carry out checks of the several copies of the vouchers to ensure that unauthorized alterations are not made.

2. Navy Orders 682 of 1943 and 515 of 1945 are hereby cancelled.

(612/212/2862.)

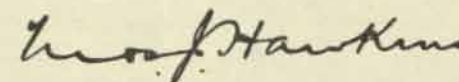
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## Commonwealth Navy Orders.

Navy Office, Melbourne,  
22nd April, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance and necessary action.

By direction of the Naval Board,



Secretary.

*The Flag Officer Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

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### TABLE OF CONTENTS.

No.	Subject.
100.	Naval Electrical Branch.
101.	Jewish Sacred Festivals—1947.
102.	40 mm. Bofors Guns in Single Mountings—Air Cooled Guns.
103.	Return of Ammunition Available on 30th June and 31st December.
104.	Accounting for Special Surveying Stores.
105.	Yen Currency Supplies for R.A.N. Ships in Japanese Waters.
106.	Discontinuance of use of Acrolein as Stenching Agent for Methyl Chloride Gas.
107.	Anti-Flash Clothing.
108.	Cuff Buttons on Jackets, Serge, Class III and Seamen's Overcoats.
109.	Bone-out Beef.

C.3796/47.

100.

## NAVAL ELECTRICAL BRANCH.

Navy Order 327 of 1946, paragraph 10 (II) is to be amended by the addition of the following to sub-paragraph (b) and new sub-paragraphs (c) and (d) as under:—

“Lieutenants over the age of 30½ years will be transferred as Probationary Lieutenant-Commanders (L) R.A.N. with seniority of date of transfer antedated by six months for each whole year by which the Officer's age exceeds 30½; the maximum antedate granted to be three years.

(c) Lieutenant-Commanders will be transferred as Lieutenant-Commanders (L) R.A.N. with their existing seniority, or, if more favourable to the Officer, with seniority antedated as laid down in sub-paragraph 10 (b) above.

(d) Any acting rank held will be disregarded in determining rank on transfer.”

(1937/2/389.)

101.

## JEWISH SACRED FESTIVALS—1947.

Subject to the exigencies of the Service, leave of absence may be granted to members of the Royal Australian Navy belonging to the Jewish faith who may desire to observe the under-mentioned festivals:—

<i>Passover</i>	1st Day	..	Saturday, 5th April, 1947
	2nd Day	..	Sunday, 6th April, 1947
	7th Day	..	Friday, 11th April, 1947
	Last Day	..	Saturday, 12th April, 1947
<i>Pentecost</i>	1st Day	..	Sunday, 25th May, 1947
	2nd Day	..	Monday, 26th May, 1947
<i>New Year</i>	1st Day	..	Monday, 15th September, 1947
	2nd Day	..	Tuesday, 16th September, 1947
<i>Day of Atonement</i>		..	Wednesday, 24th September, 1947
<i>Tabernacles</i>	1st Day	..	Monday, 29th September, 1947
	2nd Day	..	Tuesday, 30th September, 1947
<i>Solemn Assembly</i>		..	Monday, 6th October, 1947
<i>Rejoicing of Law</i>		..	Tuesday, 7th October, 1947

2. When practicable, the leave will be of a duration to enable the member to proceed to his home, or if the home is too far distant to the nearest Synagogue or other place of observance. In each case the festival begins at sunset on the previous day, and members who are granted leave should be permitted to reach their destinations before that time.

3. Leave granted is to be regarded as part of the annual leave of the officers and men in question.

(520/201/1332.)

*(This Order will be reprinted for posting on Notice Boards.)*

102.

## 40 MM. BOFORS GUNS IN SINGLE MOUNTING—AIR COOLED GUNS.

As the 40 mm. Bofors guns in single mountings are air cooled, it is necessary to carry 100 per cent. spare barrels. In accordance with B.R. 1263 (Restricted) 1945, pages 14 and 15, after firing 100 rounds (or earlier if spittle on the barrel disappears instantly), barrels are to be considered hot enough to need changing and for this purpose a hot barrel stowage is to be arranged in the vicinity of each mounting.

2. Normally the spare barrels should be stowed in the hot barrel stowages with canvas covers for weather protection, so that they are readily available for changing as indicated in paragraph 1 above. As an interim peace-time measure, in order to reduce maintenance, spare barrels may be stowed below the weather deck.

3. Navy Order 187 of 1946 is cancelled. Spare barrels, boxes and appurtenances stores, landed in accordance with Navy Order 187 of 1946 are to be re-embarked.

(612/205/1247.)

103.

## RETURN OF AMMUNITION AVAILABLE ON 30th JUNE AND 31st DECEMBER.

In connection with returns rendered in accordance with C.O.R. Article 375A, cases have been observed recently of ships not taking sufficient care in the use of the correct names of ammunition.

The following are examples of incomplete names used:—

Cartridges, S.A., 20 mm. Oerlikon.

Cartridges, S.A., .303, various.

Depth Charges, Mk. VII.

2. It is essential when rendering this return that ships include full details as to *type, mark and filling*, e.g.:—

Cartridges, S.A., 20 mm. Oerlikon, Practice, Tracer.

Cartridges, S.A., .303 Ball, Mk. VII, in charges.

Depth Charges, Mk. VII\*, Filled Minol, Heavy.

(408/201/2867.)

104.

**ACCOUNTING FOR SPECIAL SURVEYING STORES.**

Reports in accordance with paragraph 2 of Navy Order 109 of 1946 have not yet been furnished by all H.M.A. ships in commission. Commanding Officers of the vessels concerned are to arrange for the report referred to, to be forwarded to Navy Office as early as practicable.

(612/212/3628.)

105.

**YEN CURRENCY SUPPLIES FOR R.A.N. SHIPS IN JAPANESE WATERS.**

With reference to paragraph 4 (a) of Navy Order 30 of 1947, a modification is approved regarding the rate of exchange for Yen.

2. Currency exchange rate operative from 12th March, 1947, is as follows:—

- 1 Yen = one penny half-penny (1½d.) Australian Currency.
- 160 Yen = one pound (£1)—Australian Currency.
- 15 Yen = one Rupee.

(418/201/401.)

106.

**DISCONTINUANCE OF USE OF ACROLEIN AS STENCHING AGENT FOR METHYL CHLORIDE GAS.**

Attention is drawn to Admiralty Fleet Orders 2073/46 and 6008/46 in regard to the doping of Methyl Chloride Gas with Acrolein.

2. It has been decided to adopt the provisions of paragraphs 2 and 3 of the latter Order in the Royal Australian Navy and no further purchases of doped Methyl Chloride will be effected. Present stocks of the doped gas will be issued, however, until exhausted.

(612/236/7602.)

107.

**ANTI-FLASH CLOTHING.**

The wartime arrangements in regard to the issue of anti-flash gear, vide Navy Order 265 of 1940 and A.F.O. 75/1945 are discontinued and henceforth seagoing ships are to carry stocks in accordance with the Manual of Victualling, B.R. 93, Volume I, Chapter XII, Section 5.

2. Shore establishments are to return all stocks to the nearest Victualling Yard or Depot.

3. Ships in commission are to:—

- (i) Withdraw from personnel anti-flash gear held on loan, the quantities withdrawn being taken on voluntary charge in the loan clothing account.
- (ii) Return to the nearest Victualling Yard or Depot items surplus to requirements.

4. Navy Orders 265 of 1940 is cancelled.

(434/214/300.)

108.

**CUFF BUTTONS ON JACKETS. SERGE, CLASS III AND SEAMEN'S OVERCOATS.**

The pre-war procedure of wearing cuff buttons on serge jackets of Petty Officers and men not dressed as seamen is to be resumed and Navy Order 243 of 1943 is cancelled.

2. Ratings in possession of jackets not fitted with cuff buttons are to make the necessary alterations as soon as possible, the gilt or black horn 9/16-in. buttons required being purchased from Supply Officers.

3. Arrangements will be made for jackets supplied by contractors for ratings' made-to-measure uniforms to be fitted with cuff buttons and the additional cost will be advised in due course. Jackets will meanwhile be supplied without cuff buttons, and it will be necessary for action to be taken as in paragraph 2 above.

4. Pending further instructions no change is to be effected in the war-time procedure of seamen's overcoats being worn without cuff buttons.

(434/216/90.)

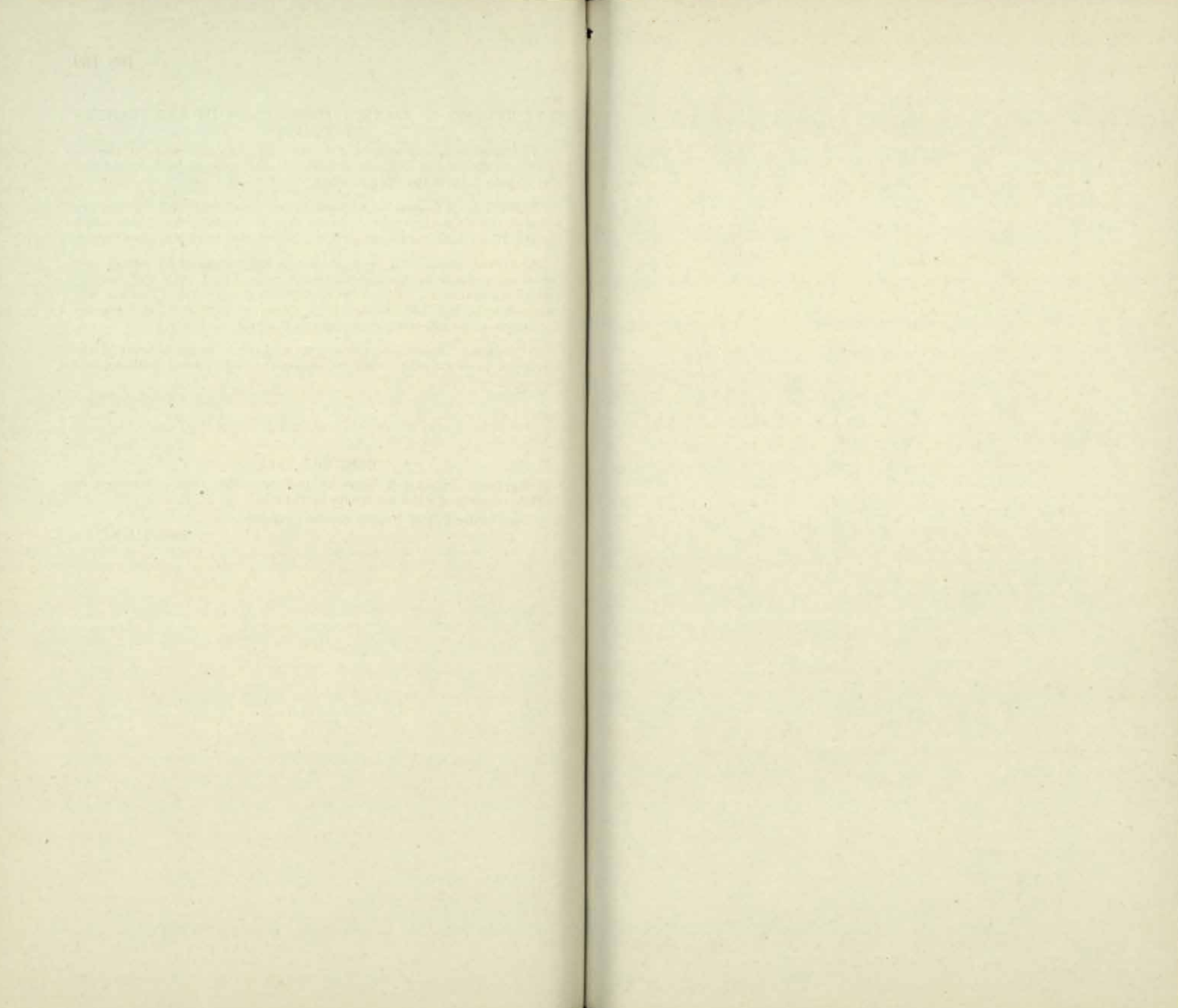
109.

**BONE-OUT BEEF.**

Supplies of packeted bone-out beef are not to be demanded by H.M.A. ships and establishments in future.

Navy Order 671 of 1943 is hereby cancelled.

(668/211/843.)



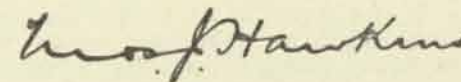


RESTRICTED.(FOR OFFICIAL USE ONLY.)**Commonwealth Navy Orders.**

Navy Office, Melbourne,  
29th April, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,



Secretary.

*The Flag Officer Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

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TABLE OF CONTENTS.

No.	Subject.
110.	H.M.A.S. "Culgoa"—Commissioning.
111.	H.M.A. Ships Paying Off.
112.	Supply and Secretariat Branch Officers Transferred from the Naval Reserves to the Permanent Naval Forces (Seagoing)—Promotion to the Rank of Lieutenant-Commander (S).
113.	The Duke of Gloucester's Standard.
114.	Projectors—Rocket Flare 2 Inch—Safety Firing Switch—H.M.A., A.S. and A.A. Frigates.
115.	Rates of Treatment in Private Hospitals with Approved Accommodation for Naval Officers.
116.	Sugar and Golden Syrup—Consumption Outside Territorial Waters.

C.4038/47.

110.

**H.M.A.S. "CULGOA"—COMMISSIONING.**H.M.A.S. *Culgoa* (Frigate) commissioned on 1st April, 1947.

(603/293/1925.)

111.

**H.M.A.S. SHIPS PAYING OFF.**

The following H.M.A. ships paid off on the dates indicated:—

H.M.A.S. *Barwon* "F" class reserve—31st March, 1947.H.M.A.S. *Ararat* "F" class reserve—11th April, 1947.

(603/247/2074.)

112.

**SUPPLY AND SECRETARIAT BRANCH OFFICERS TRANSFERRED FROM THE NAVAL RESERVES TO THE PERMANENT NAVAL FORCES (SEAGOING)—PROMOTION TO THE RANK OF LIEUTENANT-COMMANDER (S).**

It was stated in Navycirc. 716, I (D.T.G. 120345/October, 1946), which called for volunteers for transfer from the Reserves to the Permanent Naval Forces, that officers of the Supply Branch may be required to undergo a professional examination before promotion to, or confirmation in, the rank of Lieutenant-Commander (S).

2. It has now been decided in the interests of the Service and of the officers themselves that, before being eligible for promotion to the confirmed rank of Lieutenant-Commander (S), the officers concerned shall have passed the examination prescribed in paragraph 6 of A.F.O. 2704/1944, less the Air Stores portion of Paper C and Paper F (cyphering, etc.).

3. In view however of the fact that some officers are already approaching eight years seniority as Lieutenant (S) and have had little or no opportunity of gaining general experience in the duties of an officer of the Supply and Secretariat Branch, ex-Reserve Lieutenants (S) with seniorities in the Permanent Naval Forces of the years 1939 and 1940 will, if they have not previously passed the examination, and provided they have satisfactory records, be promoted to the acting rank of Lieutenant-Commander (S) on attaining eight years seniority as Lieutenant (S). Such officers will however be required to pass fully before 30th June, 1950, and failure to do so will entail consideration of their future employment in the Royal Australian Navy. On passing fully their seniority as Lieutenant-Commander (S) will be antedated to that of eight years seniority as Lieutenant (S). Whilst holding the rank of Acting Lieutenant-Commander (S), "on promotion" rates of pay are payable.

4. Lieutenants (S) of seniority of the years 1942 to 1945 inclusive will be expected to pass before attaining eight years seniority as in the case of ex-cadet entries.

5. *Ledger Certificate*.—With reference to paragraph 9 of A.F.O. 2704/1944, ex-Reserve Officers of 1939 and 1940 seniorities will be required to produce ledger certificate (e) and officers of later seniorities either (a), (b), (c) or (d).

6. Applications for the examinations will be called for twice yearly by Navy Order. The examinations will take place as follows:—

Part I—September.

Part II—March.

7. The Naval Board recognize that the majority of ex-Reserve Officers, also a number of ex-Cadet Officers, have been unable during the war to obtain general experience in the duties of an officer of the Supply and Secretariat Branch, having for the most part specialized in one set of duties only. For the present the requirements of the Service render it impracticable to make any sweeping changes in appointments in order to enable junior (S) Officers to obtain experience in the duties in which they have so far not been employed, but when the manning position becomes stable every endeavour will be made to re-arrange appointments advantageously. In the meantime, the officers concerned are recommended to apply themselves as much as may be practicable to a study of duties outside those normal to their current appointments, and senior Supply Officers should provide facilities accordingly.

(568/201/1071.)

113.

**THE DUKE OF GLOUCESTER'S STANDARD.**

Navy Order 140 of 1945 is cancelled.

(476/201/779.)

114.

**PROJECTORS—ROCKET FLARE 2 INCH—SAFETY FIRING SWITCH—H.M.A., A.S. AND A.A. FRIGATES.**

The total weight added in connection with fitting the safety firing switch described in Navy Order 29 of 1947 is approximately 15 lbs.

2. Paragraph 4 of Navy Order 29 of 1947 is to be amended as follows:—

"The Commanding Officers of all H.M.A., A.S. and A.A. Frigates (C.O. Reserve ships for ships in reserve) are to include an item in their main defect list for the fitting of safety firing switches to rocket flare projectors, quoting this Navy Order as the authority. This modification is to be noted in the Gunmounting History Sheets for the mountings concerned."

(490/203/1342.)

### RATES OF TREATMENT IN PRIVATE HOSPITALS WITH APPROVED ACCOMMODATION FOR NAVAL OFFICERS.

The agreements made with Private Hospitals in the various capital cities have, with slight variations, been renewed until the 29th February, 1948.

2. Preference is to be given to the hospital with the lower rate of charge if accommodation is available and suitable for the case concerned.

3. Attention is directed to the provision of C.O.R., Article 548, clause 1, regarding class of accommodation allowed, and to Clause 2 concerning preparation of vouchers for payment of claims.

4. Navy Order 134 of 1946 is hereby cancelled.

5. The rates of treatment for the year commencing 1st March, 1947, are shown hereunder:—

Name and Address of Hospital.	Private Room— (a) per Day. (b) per Week.	Two or more in Room— (a) per Day. (b) per Week.	Operating Theatre Charges— (a) Major. (b) Minor.	Charge for Special Nurses per Week.	Number of Beds Available.	Class of Case Taken.	Remarks.
<i>New South Wales—Sydney—</i> "Jenner," 2 Macleay-street, Potts Point. (Tel. FT. 2113)	(a) 24s. (b) 168s.	Two or more in room— (a) 15s. (b) 105s.	(a) 42s. (b) 21s.	Day Nurse, 94s. 6d. and expenses plus board. Night Nurse, 116s. 6d. and expenses plus board	As beds are available	Medical and Surgical only	
"St. Luke's," 18 Roslyn-street, Darlinghurst. (Tel. F 2181)	(a) 21s. to 30s. (b) 147s. to 210s.	Two in room— (a) 19s. 6d. (b) 136s. 6d. Three in room— (a) 16s. 6d. (b) 115s. 6d.	(a) 52s. 6d. (b) 31s. 6d.	Night and Day Nurse, 105s. plus board	Varying number available from time to time	All cases except tuberculosis and infection.	
<i>Tasmania—Hobart—</i> "St. Helen's," 186 Macquarie-street. (Tel. 4109)	(a) 12s. (b) 84s.	(a) 9s. (b) 63s.	(a) 21s. (b) 10s. 6d.	Night and Day Nurse (including board), 105s. 1st week, 89s. subsequent weeks	16	All cases except infectious Public Health notification cases	
Calvary," 41 Augusta-road, Hobart	(a) 24s. (b) 168s. plus 6s. per week telephone rental	(a) 18s. (b) 126s.	(a) 42s. (b) 21s.	Own arrangements made	As beds are available	Medical and Surgical only	
"St. John's" C. of E. (Incorporating Hobart Homeopathic Hospital), 30 Cascade-road. (Tel. 5089)	(a) 24s. (b) 168s.	(a) 13s. (b) 91s.	(a) 42s. (b) 30s.	Own arrangements made	21	Medical and Surgical only	
<i>Victoria—Geelong—</i> "Riviera," 80 Myers-street. (Tel. 1276)	(a) 17s. to 20s. (b) 119s. to 140s.	(a) 14s. (b) 98s.	(a) 42s. (b) 21s.	Day and Night Nurse (including board), 114s.	Several	Medical and Surgical only	
<i>Queensland—Brisbane—</i> "St. Helen's," Stanley-street, Brisbane South. (Tel. J 2213)	(a) 16s. 6d. to 21s. (b) 115s. 6d. to 147s. (according to type of room available)	Two in room— (a) 15s. (b) 105s. More than two— (a) 13s. (b) 90s.	(a) 42s. (b) 21s.	Night and Day Nurse. Fees in accordance with Arbitration Court Award	39	Medical and Surgical only. Infectious cases if approved by Health Department	
<i>South Australia—Adelaide—</i> "Memorial Inc.," Pennington-terrace, North Adelaide. (Tel. C 2302)	(a) 18s. to 26s. (b) 125s. to 168s. (according to type of room available)	Two in room— (a) 14s. 6d. (b) 100s. More than two— (a) 13s. (b) 90s.	(a) 42s. (b) 31s. 6d.	Night and Day Nurse (including board) 98/-	115	Medical and Surgical only	25 per cent. discount allowed on maintenance charges only for personnel with World War 1 Service
"Wolverton," 122 Esplanade, Semaphore. (Tel. Y 6423)	(a) 16s. 6d. (b) 115s. 6d.	(a) 13s. (b) 90s. Ward Cases— (a) 11s. 6d. (b) 80s.	(a) 42s. (b) 21s.	Night and Day Nurse (including board), 85s.	20	Medical and Surgical only	
<i>Western Australia—</i> "St. John of God," Subiaco	(a) 15s. to 18s. (b) 105s. to 126s. (according to type of room available)	(a) 12s. (b) 84s.	(a) 42s. (b) 21s.		As beds are available		Fees cover nursing charges and include the usual drugs and dressings such as the supply and administering of Morphine or Barbitone but do not cover cases such as Pneumonia, Cardia, and amputations

With the exception of "St. John of God" charges, as indicated in the "Remarks" column, the cost of drugs, dressings, X-rays, &c., are extra.

(527/211/2143.)

116.

**SUGAR AND GOLDEN SYRUP—CONSUMPTION OUTSIDE  
TERRITORIAL WATERS.**

The practice prescribed in Navy Order 357 of 1944 of rendering, to the Director of Victualling, certificates in respect of sugar and golden syrup received from Australian sources and consumed outside Australian territorial waters is to be discontinued forthwith. Requirements of such commodities for consumption in any area will be purchased in future at the prevailing shore consumption prices, no subsequent consideration being given to the current export rate of those commodities.

2. Navy Orders 357 and 553 of 1944 are cancelled.

(668/213/80.)

RESTRICTED.

(FOR OFFICIAL USE ONLY.)

## Commonwealth Navy Orders.

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Navy Office, Melbourne,  
6th May, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,

*W. J. Hawkins*

Secretary.

*The Flag Officer Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

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### TABLE OF CONTENTS.

No.	Subject.
117.	Operation and Administration of the R.A.N.
118.	School of Air Support—Joining Instructions.
119.	Cinema Operation and Maintenance—Future Policy.
120.	H.M.A. Ships—Engine Room Department Periodical Returns.
121.	Tropical Dress in the R.A.N.
122.	Contracts for Ratings' Made-to-Measure Uniforms.
123.	Corrigendum.

117.

## OPERATION AND ADMINISTRATION OF THE R.A.N.

With reference to Navy Order 81 of 1946, paragraph 4 is to be amended by deleting the footnote, and amending the reference to H.M.A.S. *Australia* to read—

<i>Ship;</i>	<i>Administration;</i>	<i>Operation.</i>
<i>Australia;</i>	F.O.C.A.S;	F.O.C.A.S

(404/201/882.)

118.

## SCHOOL OF AIR SUPPORT—JOINING INSTRUCTIONS.

Details of the School of Air Support, Laverton, the objects of the school, and the courses to be carried out were given in Navy Order 87 of 1947. The following Joining Instructions are promulgated for information:—

*General.*

2. Officers nominated to attend the course will report to the Officers' Mess, R.A.A.F. Station, Laverton, by 1730 on the day of assembly. Detailed instructions regarding mess bills and general arrangements will be issued to the students on arrival.

3. Transport will be provided from Spencer-street Railway Station at 1600 on the day of assembly. It will depart from the office of the R.A.A.F. R.T.O. (opposite the end of Bourke-street). Students arriving in Melbourne by train from other States may leave their baggage with the R.T.O. pending departure for Laverton.

4. Officers attending courses will be accommodated in the Officers' Mess. It will be necessary in most instances for two officers to share a room. Camp equipment and bedding is not required. Towels and soap must be brought.

5. Officers who wish to live out must apply for permission from the Commandant, School of Air Support, R.A.A.F., Laverton, as soon as possible after receiving notification of their nomination. Officers living out will lunch in the Officers' Mess and will pay for these meals.

*Dress.*

6. Officers may wear either service dress or battle dress. Plain clothes may also be brought.

*Batmen.*

7. Officers will not take batmen. These are provided by the school.

*Recreation.*

8. Recreation facilities exist for squash rackets and tennis. A limited number of rackets are available in the mess, but sports attire must be provided by the individuals.

*Railway Warrants.*

9. Ships and shore establishments are to despatch students with warrants covering the return journey.

(614/230/30.)

119.

## CINEMA OPERATION AND MAINTENANCE—FUTURE POLICY.

It has been decided that, for the future, the new Electrical Branch is to be responsible for cinema operation and the maintenance of cinema equipment.

2. Pending the introduction of the new Electrical ratings who will form part of the Electrical Branch, however, the cinema duties in the squadron and shore establishments should be carried out by selected Torpedo ratings.

3. Volunteers for cinema operators should accordingly be called for from Continuous Service Torpedo ratings and Electrical Artificers. Selected ratings should, before commencing duty, be given a two weeks' course at the Torpedo School, Flinders Naval Depot, provided they can be spared without relief. This should be done when ships are refitting or when ratings are standing by new construction.

4. *Maintenance.*—For the future, the cinema equipment must be considered as part of the ship's electrical equipment and, as such, any routine maintenance should be carried out by the ship's electrical staff. Major repairs and refitting will be carried out by the dockyards in common with other defects and alterations and additions.

5. Ships and establishments should send senior ratings to the Torpedo School, Flinders Naval Depot, for a maintenance course, so that cinema equipment would only be sent to the dockyard when major overhauls were necessary.

6. *Allowance of Cinema Operators.*—Cinema operators when available will be allowed to ships on the following scale without substantive increase:—

- (a) Ships carrying 35 mm. projector/s only—two cinema operators.
- (b) Ships carrying 35 mm. and 16 mm. projectors—two cinema operators.
- (c) Ships carrying 16 mm. projector/s only—one cinema operator.

7. The following shore establishments will be allowed cinema operators as laid down. These ratings will be appropriated, when available, for torpedo and cinema duties:—

F.N.D.	..	..	..	6
Lonsdale	..	..	..	1
Leeuwin	..	..	..	1
Mindari	..	..	..	2
Rushcutter	..	..	..	1
Watson	..	..	..	1
Penguin	..	..	..	1
Melville	..	..	..	1
Tarangau	..	..	..	1
				15
			Total	.. 15

8. *Pay*.—Pending the introduction of the proposed new pay code or the institution of the Electrical Branch, whichever is the earlier, ratings carrying out the duty of cinema operator may be paid an allowance under the conditions laid down in K.R. & A.I., Appendix 17, Part 3, No. 7. This allowance is payable at the rate of 1s. per diem, with a maximum of 3s. 6d. per week, when the duty is satisfactorily performed on four or more days each week.

9. *Volunteers*.—All ships and shore establishments are to render immediate returns to Commodore Superintendent of Training on Form A.S.1303 of volunteers to undergo training at Flinders Naval Depot. Future returns are to be forwarded monthly.

120.

#### H.M.A. SHIPS—ENGINE ROOM DEPARTMENT PERIODICAL RETURNS.

Navy Order 5 of 1947, paragraph 2, is to be amended by deleting "April, 1947," appearing opposite the words "Engine Room Register," and inserting "July, 1947."

(480/202/4917.)

121.

#### TROPICAL DRESS IN THE R.A.N.

With reference to Navy Orders 460 of 1942 and 171 of 1943, it has been decided that khaki shall continue as official tropical dress in the R.A.N. until further notice, in view of large stocks of articles of khaki tropical dress held in store on the termination of hostilities, which situation still applies.

2. Further consideration will, however, be given to this matter at a later date after details of Admiralty decisions have been received in respect of post-war uniform changes generally in the Royal Navy, as recommended by the Admiralty Uniform and Clothing Committee which is still functioning in the United Kingdom.

3. Meanwhile all R.A.N. ratings, entered since the termination of hostilities and issued on entry with articles of white tropical dress, are to be issued gratuitously with corresponding khaki articles, and, in addition, with two khaki cap covers.

4. Until a further decision is promulgated in respect of paragraph 2 above, ratings receiving the gratuitous khaki issues referred to in paragraph 3 are required to retain in their kit all articles of white tropical dress previously issued.

(584/206/149.)

(This Order will be reprinted for posting on Notice Boards.)

122.

#### CONTRACTS FOR RATINGS' MADE-TO-MEASURE UNIFORMS.

The current contracts with Messrs. David Lack Pty. Ltd., Finlays Buildings, corner of Little Lonsdale-street and Elizabeth-street, Melbourne, and the National Clothing Company (1939) Ltd., 40 King-street, Perth, have been extended for the period ending 31st December, 1947.

2. The contract with Messrs. David Jones Ltd., Marlborough-street, Surrey Hills, Sydney, has expired, and a new contract for the period ending 31st December, 1947, has been arranged with Messrs. Esquire Pty. Ltd., 230 Elizabeth-street, Sydney.

3. The prices operating under these contracts are set forth in the schedule hereto, the prices being inclusive of the cost of all materials.

4. Certain conditions of the contract are set forth below, and ratings should, in order to ensure satisfaction, insist on the contractors observing the conditions, which provide for at least one try-on fitting in the basted or unfinished condition and a final fitting in the finished state.

5. The conditions of contracts referred to are—

- (a) When ordering garments, the ratings must present to the contractor a written authority, on Form A.S.87x, signed by the Supply Officer of his ship if one is borne, otherwise by the Commanding Officer or an officer delegated by him. Such authority is to state the rating's name, official number, rating, ship or establishment in which serving, and must specify in detail the articles and quantities thereof authorized to be purchased. Unless Form A.S.87x containing the full details required is lodged with the contractor at the time of ordering, the order will not be accepted.
- (b) The rating must sign the order book of the contractor when placing order, and must make an initial payment of at least five shillings. All orders are to be paid for in full on delivery.
- (c) The garments ordered must be made by the contractor *to the measurements of the rating, and are to be tried on at the contractor's premises at least once in the basted or unfinished condition and again in the finished state.*
- (d) The garments are to be made to the complete satisfaction of the rating, *but must conform to Service requirements and specifications held by the contractor.* Certain extras are, however, permissible, if desired, and these are also set forth in the schedule.
- (e) Completion of garments is to be effected within at least fourteen days from date of measurement of the rating, or as otherwise arranged by mutual consent between the rating and the contractor, the delivery period to be subject to the rating attending for a try-on on the date specified by the contractor.
- (f) Delivery of garments is to be taken at the contractor's premises, otherwise at the rating's expense.

5. Ratings are warned that they themselves are responsible for ensuing that uniforms obtained under the contracts or from private outfitters are made strictly to the approved patterns, and that they are liable to disciplinary action if incorrect uniform is worn.

6. In addition to the supply of personal requirements of made-to-measure garments, the contracts provide for the supply of garments against official orders in circumstances where this may be necessary. In these circumstances, the following conditions shall apply:—

- (a) Orders shall be placed by Supply Officers on Treasury Form 21, accompanied by properly completed self-measurement form (if ratings are unable to attend for measurement) and Form N.A.4.
- (b) Garments shall be completed within fourteen days of receipt by the contractor of the official order and delivered by parcels post to the address shown thereon, postal charges being to the account of the ship or establishment concerned.
- (c) Unsatisfactory garments supplied against official orders shall be returned to the contractor to be altered to the complete satisfaction of the Ordering Officer and at the contractor's expense, including forwarding charges each way.

7. Navy Orders 405, 406, 508, and 628 of 1944 and 120, 121, 466, and 467 of 1945 are cancelled.

(434/216/118.)

#### SCHEDULE OF PRICES.

	Melbourne.			Sydney.			Perth.		
	£	s.	d.	£	s.	d.	£	s.	d.
Jackets, double-breasted, diagonal serge, with gilt buttons, C.P.O.	3	16	0	3	5	6	4	13	6
Jackets, double-breasted, diagonal serge, with gilt buttons, P.O. . .	3	14	0	3	4	3	4	12	0
Jackets, double-breasted, diagonal serge, with horn buttons . . .	3	11	0	3	3	4	4	11	0
Trousers, diagonal serge, with fly	1	11	0	1	7	10	1	14	0
Jackets, single-breasted, seamen's serge, with gilt buttons, C.P.O.	3	0	6	3	1	2	4	4	0
Jackets, single-breasted, seamen's serge, with gilt buttons, P.O. . .	3	0	0	2	19	11	4	3	0
Jackets, single-breasted, seamen's serge, with horn buttons . . .	2	17	0	2	19	0	4	2	6
Trousers, seamen's serge, with fly . .	1	3	9	1	6	11	1	13	0
Jumpers, seamen's serge . . .	1	16	6	1	9	9	1	15	6
Trousers, seamen's serge, with fall	1	11	0	1	9	3	1	11	6
Overcoats, blue cloth with gilt buttons . . .	4	11	6	4	12	0	5	7	0
Overcoats, blue cloth with horn buttons . . .	4	10	0	4	10	6	5	5	0

#### Extra Charges.

	Sydney Contract.		Melbourne and Perth Contracts.	
	s.	d.	s.	d.
<i>Class I. and III. Uniforms.</i>				
Extra inside pocket in single-breasted jackets . . .	0	9	0	9
Hip pockets . . .	1	3	1	3
Extension bands and pleats on trousers . . .	1	10	0	9
Leather bindings on bottoms of trousers . . .	0	8	0	3
Sewing on of badges and chevrons . . .	0	9	0	9
			per badge	0
			or chevron	9
Fob pocket on trousers . . .	1	0	1	0
Straight tops on trousers with loops for belt . . .	No extra charge		No extra charge	
<i>Class II. Uniforms.</i>				
Sewing on of badges and chevrons, emblems . . .	0	9	0	9
			per badge	9
			or chevron	per garment
Attaching zip fasteners on trousers . . .	2	0	2	3
Taping of bottoms of trousers with dark material to tone with serge . . .	1	1	0	6

(This Order will be reprinted for posting on Notice Boards.)

123.

#### CORRIGENDUM.

Navy Order 70 of 1947, paragraph 7, is to be amended by deleting the word "Accountant" and inserting in lieu the word "Supply."



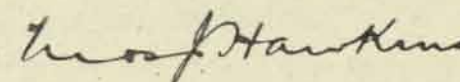
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## Commonwealth Navy Orders.

Navy Office, Melbourne,  
13th May, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance and necessary action.

By direction of the Naval Board,



Secretary.

*The Flag Officer Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

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### TABLE OF CONTENTS.

No.	Subject.
124.	Radar Plot Branch—Promotion to Warrant Rank.
125.	Fire Control Equipment—Transfer from Charge of the Superintending Naval Store Officer to Gun Mounting Depots—A.F.O's 2366/46, 3221/46, 4881/46, and 7259/46.
126.	Wireless—Aerials—Stores for.
127.	Accounting for Transactions in Components of Radio, &c., Sets—Introduction of Ledger Page, Form A.S.153r.
128.	Gas Cylinder Lost from H.M.A. Naval Dockyard, Williamstown. C.4468/47.

124.

**RADAR PLOT BRANCH—PROMOTION TO WARRANT RANK.**

With reference to Navy Order 569 of 1945, it is notified for information that the provisions of A.F.O. 5551/46, instituting the rank of Boatswain (P.R.), have been adopted *in principle* in the R.A.N.

2. Action to implement the provisions of the A.F.O. is, however, not to be taken pending further instructions.

(568/202/1056.)

125.

**FIRE CONTROL EQUIPMENT—TRANSFER FROM CHARGE OF SUPERINTENDING NAVAL STORE OFFICER TO GUN MOUNTING DEPOTS—A.F.O.'s 2366/46, 3221/46, 4881/46, AND 7259/46.**

With reference to paragraph 1 of A.F.O. 2366/46, a similar policy will be adopted in the R.A.N., and further instructions will be issued to implement the transfer of stores when the necessary storage facilities are available at the Gun Mounting Depots.

(490/214/510.)

126.

**WIRELESS—AERIALS—STORES FOR.**

Attention is drawn to Admiralty Fleet Order 1873 of 1945, the provisions of which are applicable in the R.A.N.

2. Stocks of aerial insulators pattern W.1476 and associated fittings referred to therein are now available for issue, and H.M.A. ships concerned are to demand stores, as appropriate, from the Superintending Naval Store Officer, Sydney, in accordance with allowances shown.

(612/246/3471.)

127.

**ACCOUNTING FOR TRANSACTIONS IN COMPONENTS OF RADIO, ETC., SETS—INTRODUCTION OF LEDGER PAGE, FORM A.S.153R.**

With reference to Navy Order 424 of 1945, a revised permanent ledger page, Form A.S.153R, has been introduced for use in H.M.A. ships and establishments for the purpose of recording transactions in components of A/S, radio, &c., sets, other than those supplied with the sets as "spares," in accordance with the relevant Establishment List.

2. Requirements of the new Form A.S.153R should be demanded in a similar manner as for other naval storekeeping forms which require to be serially numbered before issue, as indicated in Navy Order 254 of 1945.

3. An illustration of the manner in which transactions in the new form should be recorded is set out in the appendix to this Order.

(612/212/3502.)

A.S. 153R Ledger for Radio Com- ponents.	TRANSACTIONS IN COMPONENTS FOR ASDIC EQUIPMENT TYPE 128CV. (Other than those supplied as Spares <i>vide</i> relevant Establishment List.)				Description.	Pattern No.	Servicable Components.		Unservicable Components.		
	Authority.	Date.	Voucher No.	Receipts.			Issues.	Receipts.	Issues.	Remains.	Remains.
A.F.O. XXX	3.4.46	A.S. 134D/714	5810C	1	Panel, Transmitting	5810C	1				
	4.4.46	A.S. 156/XR 2	"	1	" "	"					
	7.4.46	A.S. 1091/XR 64	5810B	1	Panel, Transmitting	5810B	1				
	9.4.46	A.S. 311/275	"	1	" "	"					
	21.5.46	A.S. 1091/XR 75	6111C	1	Key, Send—Receive	6111C		1			1
	22.5.46	A.S. 331/376	"	1	" "	"					Nil
	26.5.46	A.S. 134D/829	"	1	" "	"		1			
	29.5.46	A.S. 156/XR 30	"	1	" "	"		1			
C.A.F.O. XX	2.6.46	A.S. 134D/1616	A. 1762	1	Range Setter	A. 1762		1			
	3.6.46	A.S. 156/XR 57	"	1	" "	"		1			Nil
Where an existing component is replaced by a component, a spare of which is not carried on board, Replacement of an unservicable item, a spare of which is not carried on board, Where an additional item, a spare of which is not carried on board, is supplied.											

" A "

" B "

" C "

" A "

" B "

" C "

128.

**GAS CYLINDER LOST FROM H.M.A. NAVAL DOCKYARD,  
WILLIAMSTOWN.**

Oxygen gas cylinder No. 1144 (100 cubic feet capacity) has been reported lost from H.M.A. Naval Dockyard, Williamstown.

2. A search for this cylinder should be made in all H.M.A. ships and establishments, and a report furnished to Navy Office if it is located or if any information is available in regard to its disposal.

3. Nil reports are not required.

(669/202/54.)

*Defence Library*

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## Commonwealth Navy Orders.

Navy Office, Melbourne,  
20th May, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,

*W. J. Hawkins*

Secretary.

*The Flag Officer Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

### TABLE OF CONTENTS.

No.	Subject.
129.	Organization of New Guinea Area.
130.	Executive Officers—Selection of Specialists—Reports.
131.	Professional Examination for Warrant Engineer and Warrant Mechanician.
132.	Education Tests in the R.A.N.
133.	Gun Mountings 2 pdr. Mk. VII*P—Modification to Improve Lubrication to Lower Bevel Training Gear Box.
134.	Small Arms—Standardization of Types.
135.	Painting of H.M.A. Ships—Use of Enamel.
136.	Superfine Cloth for Officers' Uniforms.
137.	Motor Transport Drivers.

129.

**ORGANIZATION OF NEW GUINEA AREA.**

Consequent upon the reduction of certain Naval activities in recent months, the present organization of the R.A.N. in the New Guinea area is promulgated hereunder:—

**PORT MORESBY.**

The Resident Naval Officer was withdrawn on 3rd January, 1947. The Chief Collector of Customs, Port Moresby, assists H.M.A. ships visiting the port and deals with any Naval messages requiring action.

A Naval party, under a Stoker Petty Officer, remains in charge of the oil fuel installation and oil fuel is available for issue. No other Naval facilities exist at this port.

**RABAUL.**

The Harbour Master, Rabaul, will assist H.M.A. ships visiting that port as much as possible. There are no Naval personnel or Naval facilities at Rabaul.

**DREGER.**

The R.A.N. forward base of H.M.A.S. *Tarangau* and the headquarters of Naval Officer-in-Charge, New Guinea, remain at Dreger.

(549/201/289.)

130.

**EXECUTIVE OFFICERS—SELECTION OF SPECIALISTS—REPORTS.**

The provisions of A.F.O. 627/47 are to be observed in the Royal Australian Navy.

2. C.O.R. Article 227 will be amended in due course.

(561/204/11.)

131.

**PROFESSIONAL EXAMINATION FOR WARRANT ENGINEER AND WARRANT MECHANICIAN.**

The next professional examinations for the rank of Warrant Engineer and Warrant Mechanician will be held about December, 1947.

2. Commanding Officers of H.M.A. ships and Naval establishments are requested to forward to Navy Office, not later than 1st September, 1947, the names of candidates desirous of sitting for this examination. Blank returns are required.

3. Commanding Officers should satisfy themselves that candidates are qualified in accordance with K.R. and A.I. Article 313, as regards:—

- (a) Educational Test for Warrant Rank.
- (b) Service and Character.
- (c) Certificates.

before being allowed to take the examinations.

(465/207/1313.)

*(This Order will be reprinted for posting on Notice Boards.)*

132.

**EDUCATION TESTS IN THE R.A.N.**

*Higher Education Test (H.E.T.).*—As promulgated in Navy Order 320 of 1946 the provisions of A.F.O. 3679/46 will be followed in the R.A.N. in so far as it affects R.A.N. personnel.

In effect, this means that as from 1st January, 1947, candidates for Gunner, Gunner (T), Boatswain, and Boatswain A/S will be required to qualify educationally under the terms of A.F.O. 3679/46, i.e. to obtain a H.E.T. Certificate 2nd Class. Candidates who qualified for Warrant Rank educationally before 31st December, 1946, will not be required to re-qualify. No alteration is involved in existing educational standards for other Warrant Ranks.

2. *Educational Test I (E.T.I.).*—The educational qualification of Educational Test I Certificate is required for permanent advancement in all branches where it is required as a condition of advancement under the Regulations laid down in K.R. and A.I. Appendix XVII, Part I, subject to waiving in special cases as detailed in A.F.O. 1009/47. The War Regulations promulgated in A.F.O. 4469/40 and adopted in the R.A.N. by Navy Order 132 of 1941, whereby this educational qualification is not required in connection with temporary advancement, is still in force but will be cancelled when normal peace time regulations for advancement are re-introduced. The attention of all men holding temporary higher rates but who do not possess the necessary educational qualification should be directed to the fact that they must obtain this qualification before their present rate can be made permanent and that failure to do this will necessitate their reversion to a lower rate as soon as the number of higher rates allowed in fleet numbers have been filled by permanent advancements.

3. *Educational Test II (E.T.II).*—The Educational Test II will be resumed in September, 1947, *vide* C.O.R. Article 211.

(568/202/718.)

*(This Order will be reprinted for posting on Notice Boards.)*

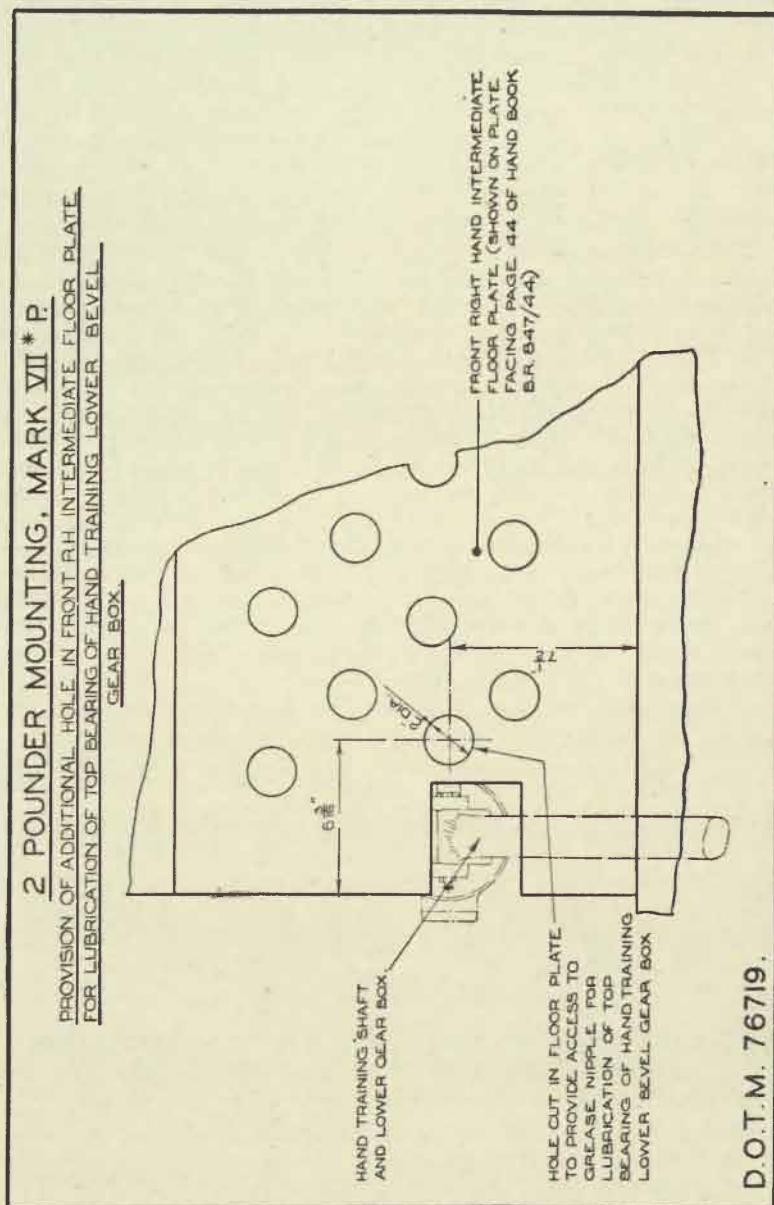
133.

**GUN MOUNTINGS 2 PDR. MK. VII\*P—MODIFICATION TO IMPROVE LUBRICATION TO LOWER BEVEL TRAINING GEAR BOX.**

Owing to lack of lubrication in the lower bevel gear box, seizure of the training gear has occurred. To obviate this, an additional 2 inch diameter hole, as shown in the attached diagram, D.O.T.M. 76719, is to be cut in the front right-hand intermediate floor plate, to provide easier access to the grease nipple.

2. The modification is to be carried out by ships' staff.

(490/208/781.)



134.

**SMALL ARMS—STANDARDIZATION OF TYPES.**

With reference to A.F.O. 3262/46, the standard types of pistols, revolver, in use in the R.A.N. in future will be:—

Pistols, revolver, No. 2 Marks I\* or I\*\* (Enfield).

Pistols, revolver, Webley .38-in. Mark 4.

Pistols, revolver, Smith and Wesson, .38-in.

2. All ships and establishments holding pistols of any other type are to return them, together with ammunition, to the nearest Naval Armament Depot as convenient, and demand pistols of a standard type and appropriate ammunition in lieu. Mixed outfits are to be avoided as far as possible.

3. Rifles No. 1 are to remain in use in the R.A.N. as at present.

4. Necessary amendments to warrants of Naval Armament Stores will be promulgated by the Superintending Armament Supply Officer, Sydney.

(412/201/111.)

135.

**PAINTING OF H.M.A. SHIPS—USE OF ENAMEL.**

It is not intended to adopt the provisions of A.F.O. 5910/46. Enamel will not be supplied for use in H.M.A. ships.

2. The new synthetic plastic Basic White Hull Mixing Paint, described in Navy Order 75 of 1947, being of full gloss type, washable and fire-retardent, is suitable for all interior painting purposes, including treatment of the compartments referred to in the above-mentioned Admiralty Fleet Order.

(612/233/1330.)

136.

**SUPERFINE CLOTH FOR OFFICERS' UNIFORMS.**

With reference to Navy Order 42 of 1947, uniforms made of the English superfine cloth referred to, can be obtained by permanent officers from the Commonwealth Clothing Factory, which holds a small stock of cloth for this purpose.

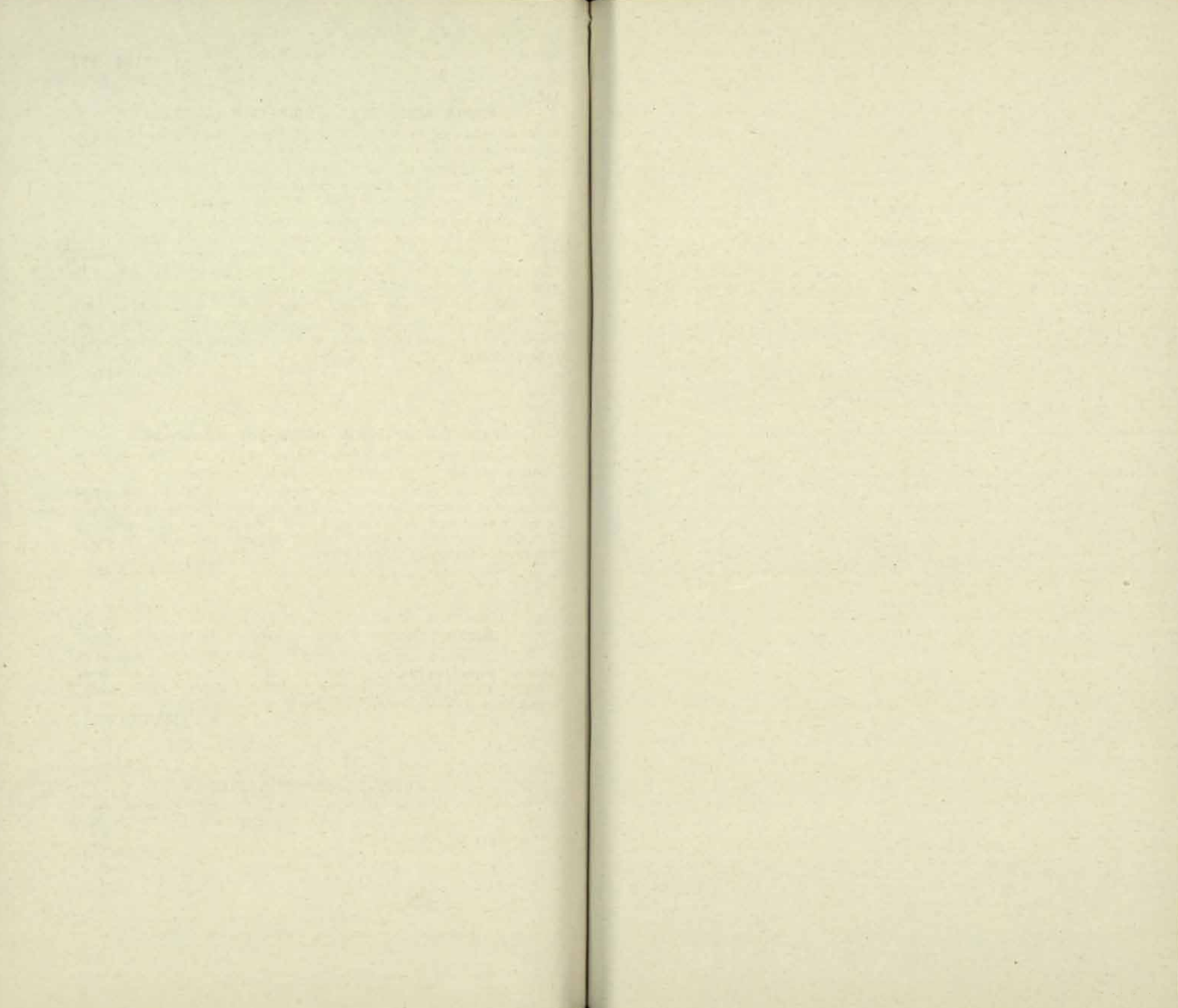
(433/201/979.)

137.

**MOTOR TRANSPORT DRIVERS.**

Names of Stokers who are volunteers and recommended for training as Motor Transport Drivers are to be forwarded by letter to the Secretary, Naval Board.

(614/230/17.)



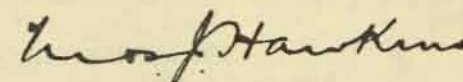
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## Commonwealth Navy Orders.

Navy Office, Melbourne,  
27th May, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance and necessary action.

By direction of the Naval Board,



Secretary

*The Flag Officer Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

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### TABLE OF CONTENTS.

No.	Subject.
138.	Sentences of Penal Servitude, Imprisonment or Detention—Information to Next-of-Kin.
139.	Naval Storekeeping.
140.	Losses of Medical and/or Dental Stores.
141.	Ear Protectors.
142.	Commonwealth Government Clothing Factory Prices of Officers' Uniforms.
143.	Kits of Ratings Drafted to "Tarangau" and "Melville."
144.	Electrical Equipment in Use in Official Residences of the R.A.N.
145.	Liquid Metal Polish Tins.
146.	Form 1156Z—History Sheet for Transferable Gun Mountings.
147.	Form A.S.5—Requisition for Money—Revision and Reprint, 1947.
148.	Books and Forms.

138.

**SENTENCES OF PENAL SERVITUDE, IMPRISONMENT OR  
DETENTION—INFORMATION TO NEXT-OF-KIN.**

The provisions of A.F.O. 451 of 1947 have been adopted in the Royal Australian Navy.

(452/201/2708.)

139.

**NAVAL STOREKEEPING.**

Recent examination of Naval Store Accounts, including those of H.M.A. ships paying off, indicates that insufficient attention is being paid by Storekeeping and other Officers concerned to their responsibilities in regard to accounting for Naval Stores. Under war-time conditions, discrepancies in Naval Stores and Naval Store Accounts were frequently unavoidable, but with the return to peace, Officers responsible for the custody of Naval Stores are to take all action necessary to ensure that Naval Stores under their control are accounted for in accordance with the regulations.

2. The more common errors and omissions disclosed are as follows:—

- (a) Form A.S.1098 and Bin Tally Cards (Forms A.S.1093) not kept up to date.

This makes the efficient location of items in stock difficult and has the effect of retarding stocktaking progress.

- (b) Muster of items on Permanent Loan not carried out on change of responsible Officers.

It is stressed that stores on Permanent Loan must be completely mustered on each occasion of change of the responsible officer. Cases have arisen where the departure of an officer takes place before the arrival of his successor and the necessary muster has not therefore been made prior to the departure of the outgoing officer. The attention of Commanding Officers is drawn to the necessity for appointing an officer to temporarily take charge of Naval Stores in such cases until the arrival of the incoming officer.

- (c) Original and duplicate copies of Permanent Loan Lists not compared at the specified intervals.

In the case of ships paying off, many differences are invariably discovered when Permanent Loan Lists have not been compared for some time, and much time is wasted in tracing and adjusting discrepancies.

3. Commanding Officers and all other officers concerned are to ensure that officers and ratings under their control, who are responsible for discharging duties in connection with Naval Stores, are fully conversant with and comply with the relevant regulations and instructions.

4. The attention of Commanding Officers and Storekeeping Officers is also called to King's Regulations and Admiralty Instructions, Article 1581, paragraphs 3 and 4, and Naval Financial Regulations and Instructions, Article 71, paragraph 5, concerning the withholding of and/or charge against Storekeeping Allowances where storekeeping duties are carried out in an unsatisfactory manner.

(612/245/992.)

140.

**LOSSES OF MEDICAL AND/OR DENTAL STORES.**

Many instances have occurred of the loss of Medical and Dental Stores on charge to H.M.A. ships and establishments not being reported to the Commanding Officer immediately on discovery of the loss.

2. The attention of all members of the Royal Australian Navy in charge of such stores is drawn to the following relevant regulations:—

K.R. & A.I., Article 1130—Losses of valuable or important stores to be reported.

C.O.R., Article 417—Mis-appropriation of Government Stores.

C.O.R., Article 533—Discrepancies in and damage to Naval and Victualling Stores in transit.

N.A.R. & I., Article 361—Thefts, Irregularities, &c., Advice to Naval Board and Audit Office.

N.F.R. & I., Article 9—Charges against pay for Losses and Improper Expense.

Navy Order 454 of 1945—Recovery of value of stores lost by neglect.

Navy Order 21 of 1947—Naval Stores—Prevention of Mis-appropriation, Losses, &c.

3. All losses are to be reported to the Commanding Officer immediately and investigated by him. Reports are to be forwarded as soon thereafter as possible.

4. Particular care is also to be taken to ensure that the Lost and Broken Report, Form A.M. 189, accompanying the relevant store account is signed by the Commanding Officer and bears a statement that the circumstances have been investigated by him.

(612/213/3327.)

141.

**EAR PROTECTORS.**

It has been decided that the army type ear protector—Eardrum (Aust.) Mark I.—is to be used in the R.A.N. in future and that issue is to be confined to personnel in the following categories, viz.:—

- (a) Personnel whose efficiency is dependent on their sense of hearing, e.g., Asdic, W/T ratings.

(NOTE.—Ear protectors should not be used when ear-phones are actually being worn).

- (b) Personnel whose action, defence or cruising stations are at exposed positions or in positions exposed to severe blast.



(c) Engine-room personnel employed in noisy machinery compartments (e.g., main gear rooms and turbo generator rooms) in the following classes of ships, for which purpose the quantities shown should be sufficient:—

Cruisers .. .. 30 sets per ship.  
Destroyers .. .. 20 sets per ship.

2. Requirements are to be demanded from Royal Edward Victualling Yard and the superseded articles returned to the nearest Victualling Yard or Depot.

3. The army type ear protector is of three sizes, viz.: large, medium, and small, contained in a metal case comprising 1 pair of protectors, 1 tube of antiseptic ointment, 1 pair of inserters and a set of instructions. Unless otherwise demanded, supplies will be made in the following proportion of sizes:—

Large .. .. 20 per cent.  
Medium .. .. 60 per cent.  
Small .. .. 20 per cent.

4. Personnel entitled to an issue of ear protectors, in accordance with the above, are to be supplied gratuitously—issues being recorded on Form A.S.105—with one set, but replacements in cases of losses by neglect, &c., are to be on repayment at 3s. per set, or as shown in future issues of the official memorandum—Prices of clothing, &c., maintained for issue on repayment to Ships' Companies.

5. Navy Orders 65 and 203 of 1941 are cancelled.

(612/213/3206.)

142.

### COMMONWEALTH GOVERNMENT CLOTHING FACTORY PRICES OF OFFICERS' UNIFORMS.

The prices for the supply of Naval officers' uniforms by the Commonwealth Government Clothing Factory have been further increased on account of industrial wage determinations during recent months and revised prices, which are operative from 15th January, 1947, are set out in the schedule to this Order.

2. It should be noted that the schedule for R.A.N. uniforms provides for the use of superfine cloth, the issue of which is restricted by Navy Order 42 of 1947 to R.A.N. officers.

3. Navy Order 25 of 1947 is cancelled.

#### Schedule of Revised Prices.

(A) Uniforms for R.A.N. Officers.

(here insert as per attached sheet.)

(B) Uniforms for R.A.N.R. (S), R.A.N.R., and R.A.N.V.R. Officers,

and

(C) Uniforms for Naval Chaplains.

(here insert as per attached sheet.)

(434/201/3950.)

### SCHEDULE OF REVISED PRICES.

(A) Uniforms for R.A.N. Officers.

Rank.	Superfine Cloth.		Cloth for Officers' Uniforms.		Lightweight Serge.	Diagonal Serge.	Greatcoat Beaver Cloth (with shoulder straps).	Shoulder Straps (per pair).
	Undress Jacket.	Mess Jacket.	Undress Jacket.	Mess Jacket.				
Warrant Officer	£ 8 0 6	£ 6 6 9	£ 7 0 0	£ 5 9 3	£ 6 14 3	£ 6 9 6	£ 9 3 0	£ 1 3 6
Commissioned Officer from Warrant Rank	8 9 3	6 15 6	7 8 9	5 18 0	7 3 0	6 18 3	9 8 6	1 9 0
Midshipman	7 0 0	5 6 3	5 19 6	4 8 9	5 13 9	5 9 0	8 8 0	0 8 6
Sub-Lieutenant	8 9 3	6 15 6	7 8 9	5 18 0	7 2 9	6 18 3	9 8 6	1 9 0
Lieutenant	8 19 9	7 6 0	7 19 3	6 8 6	7 13 3	7 8 9	9 15 9	1 16 3
Lieutenant-Commander	9 6 6	7 12 9	8 6 0	6 15 3	8 0 3	7 15 6	10 3 3	2 3 9
Commander	9 10 6	7 16 9	8 10 6	6 19 3	8 4 3	7 19 6	10 5 0	2 5 6
Captain	10 1 3	8 7 6	9 0 9	7 10 0	8 15 0	8 10 3	10 13 3	2 13 9
Midshipman (E) and Midshipman (S)	7 9 0	5 15 3	6 8 6	4 17 9	6 2 9	5 18 0	8 15 3	0 15 9
*Sub-Lieutenant (E)	8 11 6	6 17 9	7 11 0	6 0 3	7 5 3	7 0 6	9 10 3	1 10 9
*Lieutenant (E)	9 2 9	7 9 0	8 2 3	6 11 6	7 16 6	7 11 9	9 18 3	1 18 9
*Lieutenant-Commander (E)	9 9 6	7 16 0	8 9 0	6 18 6	8 3 3	7 18 6	10 5 6	2 6 0
*Commander (E)	9 13 6	7 19 9	8 13 0	7 2 3	8 7 3	8 2 6	10 7 6	2 8 0
*Captain (E)	10 4 4	8 10 6	9 3 9	7 13 0	8 18 0	8 13 3	10 15 9	2 16 3
All Officers.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Waistcoat	1 15 6	1 15 6	1 10 6	1 10 6	1 9 6	1 8 6	1 8 6	1 0 3
Trousers Plain	2 18 0	2 18 0	2 2 0	2 2 0	1 17 9	1 14 0	1 8 3	1 8 3
Tunic with buttons	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	1 5 0
Tunic without buttons	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..

\* And all other officers of equivalent rank with distinctive cloth between here.

Rank	Clash for Officers' Uniforms and Non-metallic Gold Lace		Lightweight Blue Serge and Non-metallic Gold Lace		Dingoes and Non-metallic Gold Lace		Great Coat No. 3 Cloth, with No. 3 Shoulder and No. 3 Sleeve and No. 3 Collar		Shoulder Straps, Cloth No. 3 and No. 3 (per pair)	
	Undress Jacket		Undress Jacket		Undress Jacket		R.A.N.R. (S) and R.A.N.V.R.		R.A.N.R. (S) and R.A.N.V.R.	
	R.A.N.R. (S)	R.A.N.R. and R.A.N.V.R.	R.A.N.R. (S)	R.A.N.V.R.	R.A.N.R. (S)	R.A.N.V.R.	R.A.N.R. (S)	R.A.N.V.R.	R.A.N.R. (S)	R.A.N.V.R.
Midshipman	£ 5 19 6	£ 6 15 6	£ 5 13 9	£ 6 19 9	£ 5 9 0	£ 6 15 0	£ 7 9 9	£ 8 4 6	£ 0 8 6	£ 1 3 3
Warrant Officer	7 5 6	6 15 6	6 19 9	6 19 9	6 5 0	6 15 0	8 9 0	8 4 6	1 0 0	1 3 3
Commissioned Officer from War	7 5 6	6 15 6	6 19 9	6 19 9	6 5 0	6 15 0	8 9 0	8 4 6	1 7 9	1 3 3
Sub-Lieutenant	7 5 6	6 15 6	6 19 9	6 19 9	6 5 0	6 15 0	8 9 0	8 4 6	1 6 0	1 3 3
Lieutenant	8 0 0	7 3 9	7 4 3	6 18 3	6 13 6	7 9 6	8 14 0	8 12 0	1 12 9	1 10 9
Lieutenant-Commander	8 4 0	7 10 3	7 18 0	7 4 6	6 19 9	7 13 3	8 16 3	8 15 9	1 15 0	1 14 6
Commander	8 14 0	7 10 3	8 8 3	7 4 6	8 3 6	8 18 3	9 0 6	8 15 9	1 19 3	1 14 6
Captain	9 8 9	7 18 0	9 3 0	7 12 3	7 7 6	8 18 3	9 0 6	8 18 9	2 6 9	1 17 6
*Sub-Lieutenant (E)	7 7 6	6 18 3	7 1 9	6 12 3	6 7 9	6 17 0	8 9 9	8 6 3	1 8 6	1 5 0
*Lieutenant (E)	8 1 9	7 6 9	7 17 0	7 1 0	6 16 3	7 17 3	8 16 3	8 14 9	1 15 0	1 13 6
*Lieutenant-Commander (E)	8 7 9	7 12 9	8 2 0	7 7 0	7 2 3	7 17 3	8 18 9	8 17 6	1 17 6	1 16 3
*Commander (E)	8 17 3	7 12 9	8 1 6	7 7 0	8 6 9	8 6 9	9 2 6	8 17 6	2 1 3	1 16 3
*Captain (E)	9 11 6	8 1 3	9 5 9	7 15 6	9 1 0	9 1 0	9 10 9	9 1 3	2 9 6	2 0 0
<i>All Officers</i>										
Waistcoat	£ 1 10 6	£ 9 6	£ 1 9 6	£ 9 6	£ 8 6	£ 8 6	£ 8 6	£ 8 6	£ 8 6	£ 8 6
Trousers	2 2 0	1 17 9	1 17 9	1 17 9	1 14 0	1 14 0	1 14 0	1 14 0	1 0 3	1 8 3
Tunic with buttons	..	..	..	..	..	..	..	..	..	..
Tunic without buttons	..	..	..	..	..	..	..	..	..	..
<i>White Drill</i>										
£ s. d.										
.. .. 1 0 3										
.. .. 1 8 3										
.. .. 1 5 0										
<i>White Drill</i>										
£ s. d.										
.. .. 1 16 6										
.. .. 1 0 3										

\* And all other officers of equivalent rank with distinctive cloth between braces.

(C) *Uniforms for Naval Chaplains*  
 Dress Jacket (without gold lace)  
 Trousers  
 Tunics (including plain detachable shoulder straps)  
 Trousers

143.

### KITS OF RATINGS DRAFTED TO "TARANGAU" AND "MELVILLE."

In future, all ratings who are routed through Sydney to *Tarangau* and *Melville* are to deposit in *Penguin* the unrequired articles of their kit as indicated in Navy Order 263 of 1944.

2. Ratings routed through Sydney to Brisbane for air passage are, in addition, in order to comply with baggage restrictions, to deposit their hammocks and bedding in *Penguin* and necessary bedding will be issued on loan at destination. *Penguin* will issue an additional loan kit bag to each rating where necessary for temporary stowage for unrequired articles of his kit.

3. The foregoing variations of Navy Order 263 of 1944 are intended to ensure that ratings on draft to the destinations stated will arrive in Sydney in the appropriate climatic dress which can immediately be reverted to, if necessary on return to Sydney in due course.

(516/201/792.)

144.

### ELECTRICAL EQUIPMENT IN USE IN OFFICIAL RESIDENCES OF THE R.A.N.

Particulars of percentage charges recoverable from tenants using the undermentioned electrical, &c., equipment in R.A.N. official residences occupied as married quarters, are promulgated for the information and guidance of all concerned:—

Description.	Remarks.
<i>Electric Stoves—</i> Elements for	(a) The Department to be responsible for the initial provision of the equipment, including elements.
<i>Electric Coppers—</i> Elements for	(b) A percentage charge of fifteen per cent. per annum to be made on the total cost, less the value of the elements.
<i>Electric Panel Heaters—</i> Elements for	(c) Five per cent. to be written off the value for percentage charge purposes at the end of three years, such value to then remain constant during the life of the article.
<i>Electric Kettles—</i> Elements for	(d) Replacement of elements to be the liability of the tenant for the time being
<i>Electric Fans</i>	Four per cent. per annum of total value recoverable from the tenant.
<i>Electric Radiators, and Vacuum Cleaners</i>	Fifteen per cent. per annum of total value recoverable from the tenant.
<i>Refrigerators—Electric, Gas, or Kerosene</i>	Twelve and one half per cent. per annum of total value recoverable from the tenant.

(483/203/2128.)

145.

**LIQUID METAL POLISH TINS.**

The provisions of Navy Order 245 of 1941 are not being observed and responsible officers should take action to ensure that liquid metal polish tins are maintained in a serviceable condition and that the maximum possible are returned to store for refilling.

2. This is all the more essential at the present time owing to the shortage of tin plate.

(612/201/6198.)

146.

**FORM A.S. 1156Z—HISTORY SHEET FOR TRANSFERABLE GUN MOUNTINGS.**

The following amendment is to be made on page 5 of all copies of the above form.

2. In Column 1 below "Radar Installation" insert "Gunsights."

(490/201/2644.)

147.

**FORM A.S.5—REQUISITION FOR MONEY—REVISION AND REPRINT, 1947.**

Form A.S.5 has been revised and reprinted with a view to meeting requirements as regards transfers of cash to tenders as well as advances to ships carrying their own accounts.

2. The instructions for preparation and rendition of the form are incorporated in the reprint. So far as the requirement in regard to completion by the receiving officer of the original form is concerned, this should be read in conjunction with Standing Instructions relating to form of acquittance required for money received. Thus, where the ship requisitioning the money carries its own accounts and the advance is made direct by Treasury cheque or one drawn on an Advance Account the endorsement of the cheque will constitute the receipt for the money received and further acquittance on Form A.S.5 will not be necessary. Similarly, should an advance be made in such circumstances in cash, the acquittance would be by receipt on the payment voucher.

3. However, the instructions in regard to completion of Form A.S.5 by the Supply Officer of the parent ship will continue to apply in those cases where the transfer of cash is made to a tender in circumstances indicated in Naval Account Regulations and Instructions, Article 97.

4. First supply will be made without demand, and on receipt thereof the existing print is to be regarded as obsolete.

5. Articles 46 and 97 of Naval Account Regulations and Instructions will be amended in due course.

6. Navy Order 430 of 1945 is cancelled.

(480/202/4818.)

148.

**BOOKS AND FORMS.**

First supplies of the undermentioned publications have been distributed. Additional copies of B.R.'s 1275 (A.C.I.) 1534 (series) and 1536 are being obtained to complete distribution:—

B.R.150.—Aircraft Recognition Manual—Amendments Nos. 13, 14, and 15.

(A.F.O.'s. 6761/45 and 5708/46.)  
(571/202/2491.)

B.R.321.—Establishment of Naval Stores for Engineering Purposes—Errata No. 3.

(A.F.O.7211/46.)  
(571/202/2786.)

B.R.332A.—Establishment of Naval Stores for Flotilla Leaders and Destroyers (except "Hunt" class)—Errata No. 14.

(A.F.O. 5228/46.)  
(571/202/2213.)

B.R.347 & Form D.116.—Establishment of Naval Stores for Trawlers and "Flower" class Corvettes and List of Particulars—Errata Nos. 4 and 6 respectively.

(A.F.O. 6481/46.)  
(571/202/2054.)

B.R.371.—Establishment of Naval Stores for Boom Working Vessels—Errata No. 5.

(A.F.O. 5706/46.)  
(571/202/2478.)

B.R.664.—King's Regulations and Orders for the Army—Amendment No. 52.

(A.F.O. 323/47.)  
(584/203/126.)

B.R.790(3).—Combined Operating Signals, 3rd Edition.

(A.F.O. 323/47.)  
(571/202/2760.)

B.R.1103.—Ship's Officers Drawings for Range Finder Directors Mark IIW, IIIW, &c.—Amendment No. 1.

(A.F.O. 6483/46.)  
(571/202/2458.)

B.R.1202.—Handbook on Inter-service Ammunition and Ammunition Package Markings—Guard Book and Index.

B.R.1202(A).—Projectiles, all natures; Bombs, Naval and Air Service; Underwater Charges, Naval.

(A.F.O. 1713/46.)  
(571/202/2520.)

B.R.1234A/45.—"The Coxswain's Guide."

(A.F.O. 2275/46.)  
(571/202/2455.)

B.R.1275 (A.C.I.).—Admiralty Convoy Instructions to Escorts—Copy of Convoy Escort Code No. 3.

(A.F.O. 5708/46.)  
(571/202/2782.)

B.R.1290.—Handbook for the 40-m.m. Bofors Twin Mark IV\*  
Mounting.

(A.F.O. 4860/46.)  
(571/202/2660.)

B.R.1521.—Handbook for Type 685 and Receiver Outfits  
C.D.N/C.D.Q.

(A.F.O. 5927/46.)  
(571/202/2807.)

B.R.1534.—Handbook on Minor Fire Control Instruments, Parts  
1-8. Series.

(A.F.O.4567/46.)  
(571/202/2730.)

B.R.1536.—Dictionary of Naval Gunnery Fire Control  
Terms with their Definitions and the Symbols used.

(A.F.O. 6986/46.)  
(571/202/2816.)

B.R.1598(1).—Radar Maintenance Sheets, Type 277.

B.R.1598(2).—Radar Maintenance Sheets, Type 276 and 293.

B.R.1598(3).—Radar Maintenance Sheets, Type 291/U/W/M/P.

B.R.1598(4).—Radar Maintenance Sheets, Type 253/P/M.W.

B.R.1598(5).—Radar Maintenance Sheets, Type 242 and 243.

B.R.1598(6).—Radar Maintenance Sheets, Type 271/2/P/Q/R.  
273.

(A.F.O. 323/47.)  
(571/202/2832.)

B.R.1600A.—Inter-Service Radar Manual, Volume II.

(A.F.O. 6153/46.)  
(571/202/2808.)

B.R.1676(11).—Handbook of the Hedgehog and Split Hedgehog,  
Power Stabilized Hedgehog, Care and Maintenance.

(A.F.O. 6882/46.)  
(571/202/2584.)

Priced Vocabulary of Naval Armament Stores:—

O.U.5365E.—Part IV., Errata No. 7. (A.F.O. 6483/46.)

O.U.5365A.—Part I., Errata No. 24.

O.U.5365B.—Part 2, Errata No. 39.

O.U.5365C.—Part 3, Errata No. 21. (A.F.O. 6884/46.)

O.U.5365A.—Part 1, Errata No. 25. (A.F.O. 7410/46.)

(571/203/2559.)

Papers on Engineering Subjects:—

No. 19. (A.F.O. 3008/46.)

No. 20. (A.F.O. 6483/46.)

(571/201/4913.)

RESTRICTED.

(FOR OFFICIAL USE ONLY.)

## Commonwealth Navy Orders.

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Navy Office, Melbourne,  
27th May, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,

*W. J. Hawkins*

Secretary.

*The Flag Officer Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships.  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

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### TABLE OF CONTENTS.

No.	Subject.
149.	Electrical Branch—Institution of—Composition of the Electrical Branch and Qualifications.
150.	Torpedo Anti-Submarine Branch—Institution of Transfer of Officers.

### ELECTRICAL BRANCH—INSTITUTION OF—COMPOSITION OF THE ELECTRICAL BRANCH AND QUALIFICATIONS.

In Navy Order 196 of 1946, the Naval Board stated that it was intended to establish a Naval Electrical Branch to be responsible for the installation and maintenance of all electrical installations in H.M.A. ships and establishments, except where special considerations require otherwise, and for operating those electrical equipments which do not form part of the installations for other users.

2. Although many details remain to be determined, additional information is given hereunder of the general scope and prospects, which it is hoped will give sufficient information to prospective applicants for appropriation as ratings in this branch. It is necessary, however, to state that an establishment of ratings for the Electrical Branch has not yet been laid down, that is to say, it has not yet been determined how many ratings, either in the aggregate or in the various substantive rates, shall constitute the branch upon its formation. Accordingly, until this has been done—and arrangements are in train to obtain an approved establishment at an early date—no actual transfers can be made to the branch, but it may be accepted that appointments will be made within the limits of the approved establishment as soon as it is possible to do so.

3. Electrical Branch ratings will be specialized in either electricity or radio. Leading Electricians' Mates or Leading Radio Electricians' Mates and below will be dressed in Class II uniform, but those leading rates who transfer from a branch wearing Class III uniform may continue to wear Class III uniform. A list of the ratings of which the branch will consist and equivalent ratings with whom their terms of service will be generally comparable are shown below:—

<i>Electricity.</i>	<i>Radio.</i>	<i>Comparable Rating.</i>
Chief Electrical Artificer (L)	Chief Electrical Artificer (R)	Present Chief Electrical Artificer.
Electrical Artificer (L)	Electrical Artificer (R)	Present Electrical Artificer.
Chief Electrician	Chief Radio Electrician	Chief Petty Officer.
Electrician	Radio Electrician	Petty Officer.
Leading Electrician's Mate	Leading Radio Electrician's Mate	Leading Rate.
Electrician's Mate, 1st Class	Radio Electrician's Mate, 1st Class	"Able" Rate.
Electrician's Mate, 2nd Class	Radio Electrician's Mate, 2nd Class	"Ordinary" Rate.
Recruit (Electrical Branch)	Recruit (Electrical Branch)	"Recruit" Rate.

4. *Advancement in the Electrical Branch.*—All new entries in the branch will be recruited as Recruit (L.B.) and qualifications for advancement will be as follows:—

To EM.2 or REM.2 .. Three months' disciplinary training in the New Entry School and three months' preliminary training in the Electrical School. On satisfactory completion of this training recruits will be advanced to REM.2 or EM.2 and will continue courses in the Electrical School. This advancement may be retarded up to two months if progress is not satisfactory.

To EM.1 or REM.1 .. (a) A normal of eighteen months as EM.2 or REM.2 of which three months must be at sea. Provision will be made for acceleration up to six months.

(b) Must pass technical examination.

(c) Recommended by C.O.

To LEM. or LREM. .. (a) Not less than two years as EM.1 or REM.1.

(b) Qualified at Electrical School.

(c) Recommended by C.O.

(d) To be rated "Acting" for one year.

To E.1 or RE.1 .. (a) Not less than two years LEM or LREM (including acting time).

(b) Qualified at Electrical School.

(c) Recommended by C.O.

(d) To be rated "Acting" for one year.

To CE.1 or CRE.1 .. (a) Not less than three years as E.1 or RE.1 (including acting time).

(b) Qualified at Electrical School.

(c) Recommended by C.O.

The technical qualifications required and courses will be similar to those shown in Appendices A to E of A.F.O. 6525/46.

5. There will be opportunity in the Electrical Branch for promotion to Commissioned or Warrant rank under the following conditions:—

(a) Electrical Artificer (L) and (R). Outstanding ratings between the ages of 22 and 26 who have the required qualifications may be promoted to Commissioned rank in the same way as Artificers of other branches.

- (b) Electricians and Leading Electricians' Mates, Radio Electricians, and Leading Radio Electricians' Mates to Commissioned rank; outstanding ratings between the ages of 22 and 26 who have the required qualifications may be promoted to Commissioned rank in the Electrical Branch.
- (c) Electrical Artificer to Warrant rank. Chief Artificers and Artificers may be promoted to Warrant rank six years after being rated Acting Electrical Artificer 4th Class, provided they have the necessary qualifications.
- (d) Electricians and Radio Electricians to Warrant rank. Ratings over the age of 28 and with one year's service in the Petty Officer or Acting Petty Officer rank will be required to pass the same examination at sea as Artificers for promotion to Warrant rank. The compulsory part of this examination will deal with basic theory and the optional part with suitable questions for the Electrician, Radio Electrician, or Artificer.

*Transfer to the Electrical Branch.*

6. (a) Transfer to the Electrical Branch is open to Permanent Naval Forces ratings listed below, provided that on 1st July, 1947, they have not less than three years to serve before the expiration of their current engagement. Ratings who have less than three years to serve, but who are eligible for a further term of service, may volunteer for transfer, and if recommended and accepted will be required to sign a form of re-engagement before transfer is effected.

(b) Transfer is open to serving Reserve ratings listed below. If accepted they will be required to sign a form of re-engagement either—

- (1) For a period of twelve years' service from the date of transfer, or
- (2) From the date of transfer for the period necessary to complete twelve years' service from the date of mobilization or date of reaching the age of eighteen years, whichever is the later.

(c) Transfer is also open to ratings listed below serving a two years' engagement. If accepted they will be required to sign one of the two forms of re-engagement referred to in paragraph 6 (b) above.

(d) The Radio Mechanic Branch is to die out, and transfer of ratings in this branch who are serving on regular engagements is therefore automatic. Ratings will be transferred as follows:—

- (i) Ratings undergoing course at the Adelaide School of Mines will transfer as Radio Electrician's Mate 2. All ratings will be advanced to REM.1 on successful completion of their Technical Course at the Adelaide School of Mines. Thereafter these ratings will undergo their Service Course at *Watson*, and their future advancement

will be in accordance with paragraph 4 above. The necessary suffix, W/T or R, is to be placed after the man's rate on completion of his course at *Watson*.

- (ii) Ratings undergoing Service Training at H.M.A.S. *Watson* will be transferred as REM.1, suffix W/T or R as applicable, and their future advancement will be in accordance with paragraph 4 above.
- (iii) All other ratings in the Radio Mechanic Branch will be transferred in accordance with the table below, and future advancement will be in accordance with paragraph 4 above.

(e) Many of the ratings who transfer will not be fully qualified under their new rating in the Electrical Branch and will retain a suffix, as shown below, to indicate their previous qualifications. This suffix will have no effect upon a man's rate of pay and will be removed as soon as he has successfully completed the necessary conversion courses.

Present Rating.	Transfer to.	Alternative.
C.E.A. .. ..	C.E.A. (L)	
E.A. .. ..	E.A. (L)	
E.M.3 and above ..	Not eligible except in accordance with Note 1.	
E.M.4 .. ..	Electrician .. ..	See Note 1.
E.M.5 .. ..	Ldg. Electrician's Mate ..	See Note 1.
C.P.O. Radio Mech. (R)	Chief Radio Electrician (R)	See Note 2.
C.P.O. Radio Mech. (W/T)	Chief Radio Electrician (W/T)	See Note 2.
C.P.O. Radio Mech. (WR)	Chief Radio Electrician (WR)	See Note 2.
P.O. Radio Mech. (R)	Radio Electrician (R) ..	See Note 2.
P.O. Radio Mech. (W/T)	Radio Electrician (W/T) ..	See Note 2.
P.O. Radio Mech. (WR)	Radio Electrician (WR) ..	See Note 2.
Ldg. Radio Mech. (R)	Ldg. Radio Electrician's Mate (R)	See Note 2.
Ldg. Radio Mech. (W/T)	Ldg. Radio Electrician's Mate (W/T)	See Note 2.
Ldg. Radio Mech. (WR)	Ldg. Radio Electrician's Mate (WR)	See Note 2.
Radio Mech. (R) ..	Radio Electrician's Mate (R), 1st Class	See Note 2.
Radio Mech. (W/T)	Radio Electrician's Mate (W/T), 1st Class	See Note 2.
Radio Mech. (WR) ..	Radio Electrician's Mate (WR), 1st Class	See Note 2.
P.O. Wireman ..	Electrician (L)	
P.O. Wireman (CL)	Electrician (CL)	
P.O. Wireman (CMS)	Electrician (CMS)	
Ldg. Wireman ..	Ldg. Electrician's Mate (L)	
Ldg. Wireman (CL)	Ldg. Electrician's Mate (CL)	
Leading Wireman (CMS)	Ldg. Electrician's Mate (CMS)	
Wireman ..	Electrician's Mate (L), 1st Class	

Present Rating.	Transfer to.	Alternative.
Wireman (CL) ..	Electrician's Mate (CL), 1st Class	
Wireman (CMS) ..	Electrician's Mate (CMS), 1st Class	
C.P.O., T.I. ..	Chief Electrician (TI) ..	Or remain in the Seaman Branch.
C.P.O., L.T.O. (L.P.)	Chief Electrician (LTOLP)	Or remain in the Seaman Branch.
P.O., T.I. ..	Electrician (TI) ..	Or remain in the Seaman Branch.
P.O., L.T.O. (L.P.) ..	Electrician (LTOLP) ..	Or remain in the Seaman Branch.
P.O., L.T.O. ..	Electrician (LTO) ..	Or remain in the Seaman Branch.
L.S., T.I. ..	Ldg. Electrician's Mate (TI)	Or remain in the Seaman Branch.
L.S., L.T.O. (L.P.) ..	Ldg. Electrician's Mate (LTOLP)	Or remain in the Seaman Branch.
L.S., L.T.O. ..	Ldg. Electrician's Mate (LTO)	Or remain in the Seaman Branch.
L.S., S.T. ..	Ldg. Electrician's Mate (ST)	Or remain in the Seaman Branch.
A.B., L.T.O. (L.P.) ..	Electrician's Mate (LTOLP), 1st Class	Or remain in the Seaman Branch.
A.B., L.T.O. ..	Electrician's Mate (LTO), 1st Class	Or remain in the Seaman Branch.
A.B., S.T. (T.L.W.)	Electrician's Mate (TLW), 1st Class	Or remain in the Seaman Branch.
A.B., S.T. ..	Electrician's Mate (ST), 1st Class	Or remain in the Seaman Branch.
C.P.O. Tel. W/T 2 (H)	Chief Radio Electrician (W/T 2)	Or remain in the Telegraphist Branch.
P.O. Tel. W/T 2 (H)	Radio Electrician (W/T 2)	Or remain in the Telegraphist Branch.
P.O. Tel. W/T 2 (L)	Radio Electrician (W/T 3)	Or remain in the Telegraphist Branch.
Ldg. Tel. W/T 2 (H)	Ldg. Radio Electrician's Mate (W/T 2)	Or remain in the Telegraphist Branch.
Ldg. Tel. W/T 2 (L)	Ldg. Radio Electrician's Mate (W/T 3)	Or remain in the Telegraphist Branch.
Ldg. Tel. W/T 3 (H)	Ldg. Radio Electrician's Mate (W/T 3)	Or remain in the Telegraphist Branch.

NOTE 1.—Electrical Mechanics who hold special qualifications and are recommended may be considered for transfer to Electrical Artificer (L) or (R), in accordance with A.F.O. 362/45, paragraph 6.

NOTE 2.—Radio Mechanic ratings (including ex-Telegraphist ratings who have transferred or are transferring to Radio Mechanic) who transfer to a Radio Electrician rating may subsequently volunteer to qualify as Electrical Artificer (R). They will require to be specially recommended and to pass a trade test and to take a suitable course. If they do not qualify for E.A.(R) they will be required to complete the regular engagement, which they have signed, as Radio Electrician ratings.

NOTE 3.—Chief Petty Officers, L.T.O., Chief Petty Officers (T), Petty Officers (T), and Wireman (C/M) are not eligible for transfer to the Electrical Branch.

7. All ships and establishments are to forward to Naval Board on or before 1st August, 1947 (by air from abroad), a return in triplicate in the form shown below, for each rating concerned who is borne on the ship's books a.m. on 1st July, 1947. The triplicate of the form is to be rendered through the appropriate Technical School.

The forms should be prepared on board on *quarto size paper*.

#### TRANSFER TO ELECTRICAL BRANCH.

To be forwarded to Naval Board in duplicate. The triplicate is to be forwarded to Naval Board through the appropriate Technical School to enable them to remark.

Date ..... H.M.A.S. ....

Surname (in block letters), Christian Names, and Official Number.	Substantive Rating and Seniority as Such.	Part II. (Non-Substantive) Qualification.	Type of Present Engagement and Date of Expiry.

Future Branch ..... } Rating's signature .....

Choice of engagement .....

Recommended by Commanding Officer for .....

Commanding Officer's remarks:--

Remarks by Technical School concerned:--

#### FOR USE IN NAVY OFFICE.

The man named above—

A. Has been accepted for the *Electrical* Branch.

B. Is not required for the *Electrical* Branch.

Signature .....

8. The table below shows which of the ratings listed in paragraph 4 are required to fill in a form, and the choices open to each. Men must be in the P.N.F., or volunteers to transfer to that Service.

Branch and Engagement.	Ratings Required to Complete Form.	Alternatives to be Filled in and Signed by the Rating in the Spaces Marked:—	
		"Future Branch."	"Choice of Engagement," <i>vide</i> para. 6 (a) & (b).
1. Torpedo ratings, P.N.F.	All	(a) Seaman (TAS)	(b) Electrical
2. Torpedo ratings on two-year Engagement and Reserve Torpedo ratings	Volunteers only	(a) Seaman (TAS)	(b) Electrical
3. Wireman ..	Volunteers only	Electrical	(a) Telegraphist
4. Telegraphist, P.N.F.	All those who are eligible (see para. 6)	(a) Telegraphist	(b) Electrical
5. Telegraphist ratings on two-year Engagement and Reserve Telegraphist	Volunteers only	Electrical	
6. Reserve Radio Mechanic	Volunteers only	Electrical	
7. Electrical Mechanics on two-year Engagements	Volunteers only	Electrical	



9. When the Establishment of ratings has been approved and the necessary selections have been made by the Naval Board, one copy of the form will be returned to the ship (by air to ships abroad) showing whether the rating:—

- A. Has been selected for the Electrical Branch.
- B. Is not required for the Electrical Branch.

10. On receipt of this information, the following action is to be taken on board:—

(i) If the selection is A above, the man is to be transferred from the rating he holds on the date of receipt of the form to the equivalent rating shown in paragraph 6 of this Order. If the man is a candidate for Electrical Artificer in accordance with Note 1 or 2 to the table in paragraph 6, the Commanding Officer may forward a recommendation to the Naval Board.

(ii) If the selection is B above and the man is a Seaman rating, the Part II. (non-substantive) qualification which he holds on the date of receipt of this form is to be amended as follows:—

Existing Title.	New Title (retaining present substantive rating).
T.I. .. ..	T.A.S.I. (T)
L.T.O.(L.P.) .. ..	T.D.2. (T)
L.T.O. .. ..	T.D.2. (T)
S.T. .. ..	T.D.3. (T)
S.D.I. .. ..	T.A.S.I. (D)
H.S.D. .. ..	T.D.2. (D)
S.D. .. ..	T.D.3. (D)

NOTE.—The suffix (T) or (D) will have no effect on pay or advancement and will be removed when a rating successfully completes the necessary conversion course for full qualification.

(iii) In the case of serving Reserve ratings, action in accordance with (i) and (ii) above is dependent on the rating signing an engagement as indicated in paragraph 6 (b).

(iv) In all cases the changes of rating, qualification, and engagement are to be reported on Form A.S.161.

#### Part III.—Preparation of Advancement Rosters on Transfer.

11. (a) All ratings who are accepted will transfer to the equivalent rating shown in paragraph 6, retaining their seniority in their present substantive rating, but as they are transferring to a technical branch some allowance must be made for their varying standards of electrical knowledge.

Consequently, the seniority of certain Seaman and Telegraphist ratings will be adjusted for *advancement purposes only*, as follows:—

To be ante-dated twelve months—

A.B., L.T.O. (L.P.)—on transfer to EM.1 (LTOLP).

To be ante-dated nine months—

Ratings of the Radio Mechanic Branch who transfer as R.E.M. 1 or R.E.M. 2—on transfer or advancement to R.E.M. 1.

To be ante-dated six months—

L.S., T.I.—on transfer to LEM (TI).  
L.S., L.T.O. (L.P.)—on transfer to LEM (LTOLP).  
A.B., L.T.O.—on transfer to EM (LTO).  
Ldg. Tel. W/T 2 (H)—on transfer to LREM (W/T 2).

Those who have previously transferred from the Telegraphist Branch to Radio Mechanic category and had at that time the above qualifications.

To be post-dated six months—

P.O., L.T.O.—on transfer to EL (LTO).  
L.S., S.T.—on transfer to LEM (ST).  
P.O. Tel. W/T 2 (L)—on transfer to REL (W/T 3).

These specially adjusted seniorities will be retained, irrespective of passing conversion courses, until the man has been advanced to the next higher rating in the Electrical Branch.

(b) Separate rosters will be maintained for advancement to Chief Electrician, Electrician, Leading Electrician's Mate, Chief Radio Electrician, Radio Electrician, and Leading Radio Electrician's Mate, and these are to be made up as follows:—

All ratings with two years' seniority as Electrician's Mate, 1st Class, Leading Electrician's Mate, Radio Electrician's Mate, 1st Class, or Leading Radio Electrician's Mate, or with three years' seniority as Electrician or Radio Electrician (including time in previous equivalent rating adjusted, where applicable, as shown in (a) above) are to be rostered in order of seniority, and men who attain the necessary two or three years' seniority later are to be added to the roster.

12. *Advancements*.—Advancements will be authorized by Naval Board on Forms D.O.10.

13. *Drafting*.—Until schemes of complement have been amended to show the numbers of Electrical Branch ratings required in each ship, ratings will be drafted and employed in accordance with their previous qualifications, as shown by the suffix to their new titles.

14. *Future Advancements*.—At a later date, it is intended to introduce the system of recommendations on Form A.S.507 as a necessary qualification before a man may be put on the advancement roster.

15. *Pay*.—Ratings, other than Artificers, in the Electrical Branch will be paid in accordance with the common scale. Artificers will be paid in accordance with the special scale laid down for such ratings in the New Pay Code.

**TORPEDO ANTI-SUBMARINE BRANCH—INSTITUTION OF  
TRANSFER OF OFFICERS.**

As a first step towards the amalgamation of the Torpedo and Anti-Submarine Branches of the R.A.N., officers will, on 1st July, 1947, change their distinguishing nomenclature as indicated in paragraph 4.

2. The suffix (T) and (D) will indicate that officers have not yet undergone their respective conversion courses to qualify them fully for their duties in the Torpedo Anti-Submarine Branch. The suffix will be removed on an officer successfully completing the necessary conversion course for full qualification.

3. Until fully qualified for the Torpedo and Anti-Submarine Branch, officers will be appointed and employed in accordance with their previous qualifications, as shown by the suffix to their new titles.

4. Present Title.	New Title.
Lieutenant-Commander (T)	.. Lieutenant-Commander TAS (T).
Lieutenant (T)	.. Lieutenant TAS (T).
Commissioned Gunner (T)	.. Commissioned Gunner TAS (T).
Gunner (T)	.. Gunner TAS (T).
Lieutenant-Commander (A/S)	.. Lieutenant-Commander TAS (D).
Lieutenant (A/S)	.. Lieutenant TAS (D).
Commissioned Bosn. (A/S)	.. Commissioned Gunner TAS (D).
Boatswain (A/S)	.. Gunner TAS (D).

5. Officers who may have volunteered to transfer to the Electrical Branch will assume the new titles as indicated in paragraph 4 until such time that they have been accepted and transfer effected.

(1937/2/389.)

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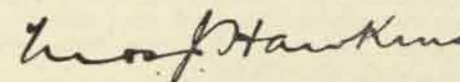
## Commonwealth Navy Orders.

Navy Office, Melbourne,

3rd June, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance and necessary action.

By direction of the Naval Board.



Secretary.

*The Flag Officer Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

---

### TABLE OF CONTENTS.

No.	Subject.
151.	14-ft. Sailing Dinghies—Uniform System of Marking.
152.	Treatment of Undeliverable Postal Articles.
153.	Demands for Naval Stores.
154.	Transactions in Small Arms—Reports Required.
155.	Economy in the Use of Stationery, &c.
156.	Gas Cylinders for Water Pressure Tests.
157.	Books and Forms.

151.

**14-FT. SAILING DINGHIES—UNIFORM SYSTEM OF MARKING.**

The principle of A.F.O. 662/47 will not be adopted in the R.A.N.

2. Sail markings for 14-ft. sailing dinghies in R.A.N. ships and establishments are "MZ" as detailed in Admiralty Manual of Seamanship, Volume 1, page 280.

(603/243/2356.)

152.

**TREATMENT OF UNDELIVERABLE POSTAL ARTICLES.**

Navy Order 351 of 1943 is cancelled.

2. Undeliverable mail should be dealt with in accordance with Navy Order 137 of 1943.

(563/201/3746.)

153.

**DEMANDS FOR NAVAL STORES.**

It is observed that in certain instances demands for Naval Stores have been signed by a Departmental or Technical Officer instead of the Store Accounting Officer of the ship or establishment concerned. Such practice leads to confusion in Naval Store accounting and can result in serious discrepancies.

2. In centrally-stored ships and establishments all demands for Naval Stores are to be signed by the Supply Officer, *vide* Article 12 of the Naval Storekeeping Manual B.R.4, and in all other vessels by the Store Accounting Officer indicated in the appropriate Store Accounting Instructions.

3. When Naval Stores are drawn from a Naval Store Depot, receipts are to be endorsed with the date and rank or rating in addition to the signature of the person drawing the stores. In cases where the signature on the receipt is not readily legible, the Issuing Officer is to ensure that the name is also inserted in block letters by the person receiving the stores.

4. Navy Order 313 of 1946 is cancelled.

(612/236/8614.)

154.

**TRANSACTIONS IN SMALL ARMS—REPORTS REQUIRED.**

H.M.A. ships and establishments that have had transactions in the following pistol since 26th September, 1945, are to report full details to Navy Office:—

Pistol, revolver. .38-inch, Smith and Wesson, registered No. 377840.

(412/204/290.)

155.

**ECONOMY IN THE USE OF STATIONERY, ETC.**

Typewriter ribbons are to be used to the fullest extent of their life and must be reversed and turned upside down to make them last as long as possible.

2. Officers in charge of typists and senior typists are to exercise particular care in the issue of typewriter ribbons to ensure that every effort is being made to comply with this instruction, as there is likely to be a serious shortage of these ribbons because of the difficulty in securing supplies of ribbon fabric from England.

(544/202/1077.)

156.

**GAS CYLINDERS FOR WATER PRESSURE TESTS.**

The under-mentioned Departmental gas cylinders are due for periodical water pressure test in accordance with Article 310, clause 5 of B.R.16, Engineering Manual, 1932:—

*Oxygen Cylinder Nos.* S.14358, S.14360, S.14362, S.14369, S.14372, S.14373, S.14374, S.14377, S.14380, S.14383, S.14385, S.14386, S.14387, S.14389, S.14391, S.14392, S.14393, S.14395, S.14397, S.14400, S.14406 to S.14413, S.14417, S.14418, S.14420 to S.14423, S.14425, S.14426, S.14428 to S.14430, S.14433, S.14436 to S.14440, S.14444, S.14446.

*Ammonia Cylinder No.* S.13512.

2. Where facilities exist for testing and recharging, establishments should arrange for the necessary tests to be carried out locally. If facilities are not available, the cylinders are to be returned to the nearest Naval Store Depot for testing, as early as possible, after contents are exhausted.

3. Particulars of tests carried out by Naval establishments are to be furnished to the Admiral Superintendent, Sydney, for insertion in the relevant history sheets of the cylinders.

(669/202/61.)

## BOOKS AND FORMS.

The latest revision of the under-mentioned Admiralty Forms has been adopted for use in the R.A.N. First supply will be effected, without demand, by the Superintending Naval Store Officer, Sydney:—

S.231 (revised January, 1947).—Stowage and Expenditure of Fuel and Water.

(480/202/4288.)

D.232.—Annual Return of H.M. Ships and Vessels Not in Commission.

D.232B, c, and d.—Annual Return of Small Craft, &c.

(A.F.O. 3014/46.)  
(480/201/3713.)

2. The under-mentioned form has been adopted for use in the R.A.N. First supply will be issued, on demand, by the Superintending Naval Store Officer, Sydney:—

Form S.1277 (size 2).—Documents Not Received.

(A.F.O. 3904/46.)  
(480/202/4873.)

3. The under-mentioned form has been revised. First supply will be effected, without demand, by the Superintending Naval Store Officer, Sydney, when the existing form will be rendered obsolete:—

A.S.1245c.—Radar Plot History Sheet.

(480/202/4894.)

4. The under-mentioned form has been revised. Supply will be effected on demand, when stock of the existing form has been exhausted:—

A.S.536d.—Qualification Sheet for Rating of Able Seaman.

(480/202/4879.)

RESTRICTED.

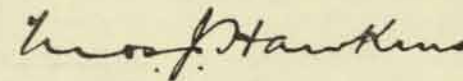
(FOR OFFICIAL USE ONLY.)

## Commonwealth Navy Orders.

Navy Office, Melbourne,  
10th June, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,



Secretary.

*The Flag Officer Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

### TABLE OF CONTENTS.

No.	Subject.
158.	Signal Letters of British Ships.
159.	Supply Branch, R.A.N.—Professional Examination.
160.	Reports of Mines Washed Ashore—Identification.
161.	Rendering Mines and Bombs Safe—Return of Mechanism Plates.
162.	Taxation Clearances—Defence Personnel Travelling on Duty.
163.	Examination for Appointment, Transfer, or Promotion as Technician (Radio), Department of Civil Aviation, All States.
164.	Examination for Appointment, Transfer, or Promotion as Senior Technicians (Radio), Department of Civil Aviation, All States.

158.

**SIGNAL LETTERS OF BRITISH SHIPS.**

The following International Code Signal has been appropriated to the under-mentioned British ship:—

Date.	Signal Letters.	Name of Ship.	Port of Registry and Official Number.	Net Registered Tonnage.	Owner.
7.5.1947	V.J.L.Q. . .	"Halgard"	Sydney, 178367	48.27	Halgard Trawlers Pty. Ltd., Ben Boyd-road, Neutral Bay, N.S.W.

(663/201/697.)

159.

**SUPPLY BRANCH, R.A.N.—PROFESSIONAL EXAMINATION.**

The concluding words of paragraph 1 of Navy Order 207 of 1946 are amended to read "with effect from 9th June, 1944."

(465/207/1304.)

160.

**REPORTS OF MINES WASHED ASHORE—IDENTIFICATION.**

British mines can be identified from the serial number of the charge case. On occasions when the serial number of the mine shell is indecipherable and it has been found necessary to remove the top cover plate for any reason, the serial number of the charge case should be obtained and noted on form A.S.1516. Navy Order 140 of 1946, paragraph 13, refers.

(533/201/605.)

161.

**RENDERING MINES AND BOMBS SAFE—RETURN OF MECHANISM PLATES.**

The mechanism plates of British mines are no longer required to be returned to the Officer-in-Charge, Mine Depot, Swan Island, but are to be dumped or destroyed with the mine.

Navy Order 140 of 1946, paragraph 11, is to be amended to read as follows:—

"The mechanism, cover, and access plates of all British mines, together with the horns, if applicable, are to be dumped at sea or destroyed with the mine.

The mine shells, if not destroyed, are, if possible, to be dumped at sea or alternatively rolled inland for a short distance. This action is necessary to prevent further reports being forwarded of mines ashore which have already been rendered safe.

Enemy mine shells, of unknown types, are to be recovered and forwarded to Flinders Naval Depot."

(533/201/605.)

162.

**TAXATION CLEARANCES—DEFENCE PERSONNEL TRAVELLING ON DUTY.**

With the expiration of Regulation 8 of the National Security (Supplementary) Regulations, it is again necessary for a member of the Defence Force leaving Australia in the course of his duties to produce a taxation clearance certificate before a passage ticket is issued.

2. Navy Order 325 of 1941 is cancelled.

(621/201/9712.)

163.

**EXAMINATION FOR APPOINTMENT, TRANSFER, OR PROMOTION AS TECHNICIAN (RADIO), DEPARTMENT OF CIVIL AVIATION, ALL STATES.**

An examination for appointment, transfer, or promotion to the above-mentioned position will be held, subject to the following conditions:—

*Date of Examination.*—The examination will commence on 6th September, 1947.

*Examination Centres.*—All State capital cities, and such other centres in the States as determined.

*Persons Eligible to Enter.*—(a) Officers (males) of the Commonwealth Public Service who were born not later than 6th March, 1927; (b) males not on the permanent staff of the Commonwealth Public Service who are natural-born or naturalized British subjects and who were born not earlier than 6th March, 1897, and not later than 6th March, 1927; (c) males who are natural-born or naturalized British subjects who are former members of the Forces, and who were born not earlier than 6th March, 1897.

*How to Make Application.*—Application from permanent officers of the Commonwealth Public Service should be written on foolscap, and should contain the following particulars:—

- (a) Examination No. 2763.
- (b) Name in full.
- (c) Classified position.
- (d) Official address.
- (e) Centre at which candidate desires to attend for examination.
- (f) Signature.
- (g) Date of application.

Applications from persons not on the permanent staff of the Commonwealth Public Service must be made on printed forms which are obtainable from the Commonwealth Public Service Inspectors at the under-mentioned addresses:—

Sydney—Phillip House, Phillip-street, Sydney.

Melbourne—Commonwealth Bank Building, 225 Bourke-street, Melbourne.

Brisbane—Commonwealth Offices, Adelaide-street, Brisbane.

Adelaide—A.M.P. Buildings, 23 King William-street, Adelaide.

Perth—Commonwealth Bank Buildings, Perth.

Hobart—Customs House, Hobart.

*Examination Fee.*—Each application from a person not on the permanent staff of the Commonwealth Public Service must be accompanied by a postal note for Five shillings, made payable to the Collector of Public Moneys, as entrance fee.

*Applications Close.*—Applications must reach the Secretary to the Commonwealth Public Service Board, Canberra, A.C.T., not later than 16th July, 1947.

Applications received after 16th July, 1947, will be rejected unless the applicant has advised the Secretary to the Board by letter or telegram which reaches him not later than 16th July, 1947, that he is forwarding an application, and he has actually posted his application before or on 16th July, 1947.

The receipt of applications will not be formerly acknowledged. An applicant should therefore make a record of the posting of his application. If he does not receive advice to attend the examination at latest fourteen (14) days before the date of the examination, he should at once communicate with the Secretary to the Board, and at the same time furnish evidence of the date, time, and place of posting of his application.

*Change of Address.*—Any candidate who changes his address after submitting his application should at once furnish his new address to the Secretary to the Board.

*Salaries.*—The following are the current rates of salary payable, but the amounts are subject to variation in accordance with the rise or fall of the index numbers of the cost of living:—Minimum, £362 per annum; maximum, £398 per annum.

*Subjects of Examination.*—The examination will comprise for all candidates—

- (1) A written examination of two hours on Basic Electrical and Radio Theory.
- (2) A written examination of two hours on applied Radio Theory and Practice.
- (3) A practical-oral examination.

Copies of the syllabus of the examination may be obtained on application to a Commonwealth Public Service Inspector.

*Pass Conditions.*—Only those candidates who have obtained at least 60 per cent. of the maximum marks allotted to each written paper, and in the case of candidates other than officers on the permanent staff have passed also in the educational subjects, will be eligible for the Practical and Oral Test, the maximum marks of which will be 300 and the pass marks 180.

To pass the examination, a candidate must secure at least 60 per cent. of the maximum marks in each written paper and also in the Practical and Oral Test. In the case of a person not on the permanent staff of the Commonwealth Public Service, he must also have qualified in the Educational Section of the examination.

*Order of Appointment, Transfer, or Promotion.*—All candidates who qualify for appointment will be considered in accordance with the provision for preference of persons entitled thereto in the *Re-establishment and Employment Act 1945*, and, subject to that provision, in accordance with their order of merit at the examination.

Successful candidates will be listed in two groups—

- (a) Officers of the Service.
- (b) Persons from without the Service.

In the case of successful candidates who are permanent officers of the Service, promotions will be made in accordance with the provision of section 50 of the *Commonwealth Public Service Act 1922-1946*.

*Vacancies.*—The following is an estimate of the number of vacancies to be filled by candidates who qualify:—

New South Wales .. .. .	25
Victoria .. .. .	15
Queensland .. .. .	30
South Australia .. .. .	25
Western Australia .. .. .	15
Tasmania .. .. .	4
Port Moresby .. .. .	4

*Period of Eligibility.*—Except in the case of former members of the Forces, a candidate who qualifies will be eligible for appointment, transfer, or promotion only until the expiration of twelve months commencing on the date of publication of the results of the examination in the *Commonwealth Gazette*. The eligibility of a former member of the Forces for appointment will terminate on his attaining the age of 51 years.

*Travelling Expenses.*—Officers on the permanent staff who are required to travel for the purpose of attendance at examinations for advancement may apply to the Chief Officer for refund of the cost of conveyance necessarily incurred in such attendance. Payment will be subject to the approval of the Board, and may be disallowed if the results of the examination do not warrant refund, or if in the opinion of the Board the advancement sought is not in the regular line of the officer's advancement.

*Conditions of Appointment.*—A qualified candidate from outside the Service must, upon appointment produce evidence of the date of his birth, and a medical certificate satisfying the Board in such particulars as it may determine of sound bodily health and freedom from physical defects. He should not undergo this medical examination until instructed by the Board or a Public Service Inspector to do so. Upon confirmation of his appointment after probation an officer will be required to contribute to the Commonwealth Superannuation Fund, or in the case of returned soldiers, to the Provident Account, as the case may be.

Qualified candidates who on appointment are already temporarily employed, or who take up duty within fourteen days of the date of issue by the Chief Officer of notification of appointment and request to report for duty will be regarded for seniority purposes as having entered the Commonwealth Service on the date of the Public Service Inspector's appointment certificate.

*Cost of Railway or Other Fare to Place of Appointment.*—An appointee will be required to defray the cost of fares to the place of his appointment, but any expense on second-class fares in excess of £3 incurred by him may be refunded by the Department upon the expiration of three months from the date of commencing duty.

*Refusal of Appointment.*—If a successful candidate declines to accept an appointment offered to him, or fails to reply within seven days to a communication from the Board, a Public Service Inspector, or a Chief Officer respecting his nomination to the Public Service, his name may be removed from the "Register of Persons Qualified for Appointment."

164.

**EXAMINATION FOR APPOINTMENT, TRANSFER, OR PROMOTION AS SENIOR TECHNICIAN (RADIO), DEPARTMENT OF CIVIL AVIATION, ALL STATES.**

An examination for appointment, transfer, or promotion to the above-mentioned position will be held, subject to the following conditions:—

*Date of Examination.*—The examination will commence on 13th September, 1947.

*Examination Centres.*—All State capital cities, and such other centres in the States as determined.

*Persons Eligible to Enter.*—(a) Officers (males) of the Commonwealth Public Service who were born not later than 6th March, 1927; (b) males not on the permanent staff of the Commonwealth Public Service who are natural-born or naturalized British subjects and who were born not earlier than 6th March, 1897, and not later than 6th March, 1927; (c) males who are natural-born or naturalized British subjects who are former members of the Forces, and who were born not earlier than 6th March, 1897.

*How to Make Application.*—Application from permanent officers of the Commonwealth Public Service should be written on foolscap, and should contain the following particulars:—

- (a) Examination No. 2764.
- (b) Name in full.
- (c) Classified position.
- (d) Official address.
- (e) Centre at which candidate desires to attend for examination.
- (f) Signature.
- (g) Date of application.



Applications from persons not on the permanent staff of the Commonwealth Public Service must be made on printed forms which are obtainable from the Commonwealth Public Service Inspectors at the under-mentioned addresses:—

Sydney—Phillip House, Phillip-street, Sydney.

Melbourne—Commonwealth Bank Building, 225 Bourke-street, Melbourne.

Brisbane—Commonwealth Offices, Adelaide-street, Brisbane.

Adelaide—A.M.P. Buildings, 23 King William-street, Adelaide.

Perth—Commonwealth Bank Buildings, Perth.

Hobart—Customs House, Hobart.

*Examination Fee.*—Each application from a person not on the permanent staff of the Commonwealth Public Service must be accompanied by a postal note for Five shillings, made payable to the Collector of Public Moneys, as entrance fee.

*Applications Close.*—Applications must reach the Secretary to the Commonwealth Public Service Board, Canberra, A.C.T., not later than 16th July, 1947.

**Applications received after 16th July, 1947, will be rejected unless the applicant has advised the Secretary to the Board by letter or telegram which reaches him not later than 16th July, 1947, that he is forwarding an application, and he has actually posted his application before or on 16th July, 1947.**

The receipt of applications will not be formerly acknowledged. An applicant should therefore make a record of the posting of his application. If he does not receive advice to attend the examination at latest fourteen (14) days before the date of the examination, he should at once communicate with the Secretary to the Board, and at the same time furnish evidence of the date, time, and place of posting of his application.

*Change of Address.*—Any candidate who changes his address after submitting his application should at once furnish his new address to the Secretary to the Board.

*Salaries.*—The following are the current rates of salary payable, but the amounts are subject to variation in accordance with the rise or fall of the index numbers of the cost of living:—Minimum, £422 per annum; maximum, £446 per annum.

*Subjects of Examination.*—The examination will comprise for all candidates—

- (1) A written examination of two hours on Basic Electrical and Radio Theory.
- (2) A written examination of three hours on applied Radio Theory and Practice.
- (3) A practical-oral examination.

Copies of the syllabus of the examination may be obtained on application to a Commonwealth Public Service Inspector.

*Pass Conditions.*—Only those candidates who have obtained at least 60 per cent. of the maximum marks allotted to each written paper, and in the case of candidates other than officers on the permanent staff have passed also in the educational subjects, will be eligible for the Practical and Oral Test, the maximum marks of which will be 300 and the pass marks 180.

To pass the examination, a candidate must secure at least 60 per cent. of the maximum marks in each written paper and also in the Practical and Oral Test. In the case of a person not on the permanent staff of the Commonwealth Public Service, he must also have qualified in the Educational Section of the examination.

*Order of Appointment, Transfer, or Promotion.*—All candidates who qualify for appointment will be considered in accordance with the provision for preference of persons entitled thereto in the *Re-establishment and Employment Act 1945*, and, subject to that provision, in accordance with their order of merit at the examination.

Successful candidates will be listed in two groups—

- (a) Officers of the Service.
- (b) Persons from without the Service.

In the case of successful candidates who are permanent officers of the Service, promotions will be made in accordance with the provisions of section 50 of the *Commonwealth Public Service Act 1922-1946*.

*Vacancies.*—The following is an estimate of the number of vacancies to be filled by candidates who qualify:—

New South Wales .. .. .	10
Victoria .. .. .	6
Queensland .. .. .	12
South Australia .. .. .	10
Western Australia .. .. .	6
Tasmania .. .. .	1
Port Moresby .. .. .	1

*Period of Eligibility.*—Except in the case of former members of the Forces, a candidate who qualifies will be eligible for appointment, transfer, or promotion only until the expiration of twelve months commencing on the date of publication of the results of the examination in the *Commonwealth Gazette*. The eligibility of a former member of the Forces for appointment will terminate on his attaining the age of 51 years.

*Travelling Expenses.*—Officers on the permanent staff who are required to travel for the purpose of attendance at examinations for advancement may apply to the Chief Officer for refund of the cost of conveyance necessarily incurred in such attendance. Payment will be subject to the approval of the Board, and may be disallowed if the results of the examination do not warrant refund, or if in the opinion of the Board the advancement sought is not in the regular line of the officer's advancement.

*Conditions of Appointment.*—A qualified candidate from outside the Service must, upon appointment produce evidence of the date of his birth, and a medical certificate satisfying the Board in such particulars as it may determine of sound bodily health and freedom from physical defects. He should not undergo this medical examination until instructed by the Board or a Public Service Inspector to do so. Upon confirmation of his appointment after probation an officer will be required to contribute to the Commonwealth Superannuation Fund, or in the case of returned soldiers, to the Provident Account, as the case may be.

Qualified candidates who on appointment are already temporarily employed, or who take up duty within fourteen days of the date of issue by the Chief Officer of notification of appointment and request to report for duty will be regarded for seniority purposes as having entered the Commonwealth Service on the date of the Public Service Inspector's appointment certificate.

*Cost of Railway or Other Fare to Place of Appointment.*—An appointee will be required to defray the cost of fares to the place of his appointment, but any expense on second-class fares in excess of £3 incurred by him may be refunded by the Department upon the expiration of three months from the date of commencing duty.

*Refusal of Appointment.*—If a successful candidate declines to accept an appointment offered to him, or fails to reply within seven days to a communication from the Board, a Public Service Inspector, or a Chief Officer respecting his nomination to the Public Service, his name may be removed from the "Register of Persons Qualified for Appointment."

RESTRICTED.

(FOR OFFICIAL USE ONLY.)

## Commonwealth Navy Orders.

Navy Office, Melbourne,

17th June, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,

*W. J. Hawkins*

Secretary.

*The Flag Officer Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

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### TABLE OF CONTENTS.

No.	Subject.
165.	Appointments, Etc., Where Date is to be Reported—Reports.
166.	Advancement of Ratings during the War.
167.	E.A.N. Armament Depot, Maribyrnong.
168.	H.M.A.S. "Tarangau"—Supplies of Victualling and Canteen Stores.
169.	Pocket Watches—Prevention of Loss.
170.	Annual Return of Presentations, Relics, and Trophies.
171.	Economy in the Use of Linoleum—A.F.O. 490/47.

C.5733/47.

165.

**APPOINTMENTS, ETC., WHERE DATE IS TO BE REPORTED—  
REPORTS.**

A number of ships and establishments are not now furnishing reports of appointment dates in accordance with Navy Order 332 of 1944.

2. This Order is still in force and Commanding Officers are to ensure that prompt action is taken to comply with the provisions thereof.

(409/201/3903.)

166.

**ADVANCEMENT OF RATINGS DURING THE WAR.**

Navy Order 376 of 1943 is amended by deleting the words "equivalent rating" and inserting the words "Stoker 1st Class."

(568/202/1116.)

167.

**R.A.N. ARMAMENT DEPOT, MARIBYRNONG.**

The Naval Armament Supply Officer and the Deputy Inspector of Naval Ordnance, Maribyrnong, are now located at Chicago-street, Maribyrnong.

2. The postal address is:—

Private Bag No. 8,  
Post Office,  
Ascot Vale, W.2,  
Victoria.

(443/201/1673.)

168.

**H.M.A.S. "TARANGAU"—SUPPLIES OF VICTUALLING AND  
CANTEEN STORES.**

In order to reduce unavoidable condemnations to a minimum, stocks of victualling and canteen stores maintained in H.M.A.S. *Tarangau* are normally only sufficient to meet the requirements of H.M.A.S. *Tarangau* and other approved local commitments.

2. It is therefore necessary for ships visiting New Guinea to replenish fully with victualling stores (both fresh and dry) and canteen stores, also for ships' companies to be kitted-up before departure from the mainland, thus confining the possibility of demands on H.M.A.S. *Tarangau* to emergent cases of an unforeseen nature.

3. In the event of a visiting ship being sufficiently long in the area to necessitate a local replenishment of fresh provisions from the mainland, notice of requirements is to be communicated to the Base Supply Officer, H.M.A.S. *Tarangau*, not less than one month in advance of the date when replenishment is proposed so that the necessary arrangements may be initiated through Navy Office.

(612/248/1604.)

169.

**POCKET WATCHES—PREVENTION OF LOSS.**

In order to reduce the risk of loss of pocket and stop watches whilst in use, such items are in future to be fitted with a lanyard to permit of attachment to the person to whom issued.

2. All watches should be returned to store as soon as possible after completion of the work for which required, or at the end of the working day if required for long periods, e.g., surveying duties.

(670/204/729.)

170.

**ANNUAL RETURN OF PRESENTATIONS, RELICS, AND TROPHIES.**

With reference to C.O.R. Article 396 (3) and the R.A.N. Supplement to B.R.4 (App. reference No. 3), rendition to Navy Office of the Annual Return (*pro forma* "B") of Presentations, Relics, and Trophies received during the year is to be recommenced.

2. A list showing particulars of all presentations, relics, and trophies held on board as at 30th June, 1947, is to be rendered to Navy Office by all H.M.A. ships and establishments. Subsequent returns, in accordance with paragraph 1 above, should be rendered on 31st December of each year.

3. Navy Order 83 of 1940 is cancelled.

(635/201/1809.)

171.

**ECONOMY IN THE USE OF LINOLEUM—A.F.O. 490/47.**

Owing to the critical shortage of linseed oil, great difficulty is being experienced in obtaining supplies of linoleum in either Australia or Great Britain, and it is not anticipated that supplies will be available for many months.

2. The greatest economy should therefore be exercised in the use of linoleum and, pending improvement in the supply position, the provisions of paragraphs 2 and 4 of A.F.O. 490/47, are to be observed.

(612/236/8379.)

RESTRICTED.(FOR OFFICIAL USE ONLY.)

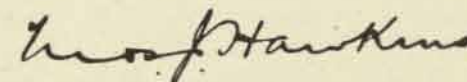
## Commonwealth Navy Orders.

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Navy Office, Melbourne,  
24th June, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance and necessary action.

By direction of the Naval Board,



Secretary.

*The Flag Officer Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

---

### TABLE OF CONTENTS.

---

No.	Subject.
172.	H.M.A. Ships—Paying Off.
173.	Ian Macdonald Memorial Prize.
174.	Education Test I.—Qualifying Standard for Advancement to Leading Rate.
175.	H.M.A. Ships Paying Off—Return of Naval Armament, Gunmounting and Torpedo Stores.
176.	Working Cargo—Precautions.
177.	Care of 16 mm. Sound Cinema Projectors.
178.	Daily Statement of General Mess—Form A.S. 72Z.

172.

**H.M.A. SHIPS—PAYING OFF.**

The following H.M.A. ships paid off on the dates indicated:—

M.W.L. 251.—“ F ” Class Reserve—7th May, 1947.

*Cowra*—“ F ” Class Reserve—12th May, 1947.

*Hawkesbury*—“ E ” Class Reserve—9th June, 1947.

(603/217/3574.)

173.

**IAN MACDONALD MEMORIAL PRIZE.**

The Ian Macdonald Memorial Prize for 1945 has been awarded to Lieutenant R. C. Swan, R.A.N.

2. The following officers, who gained first class certificates in signals, were also considered for this award:—

Lieutenant M. C. Reeves.

Lieutenant A. A. Willis.

Lieutenant R. Brokenshire.

(635/201/1698.)

174.

**EDUCATION TEST I.—QUALIFYING STANDARD FOR  
ADVANCEMENT TO LEADING RATE.**

Navy Order 208 of 1946 is cancelled.

(568/202/718.)

175.

**H.M.A. SHIPS PAYING OFF—RETURN OF NAVAL ARMAMENT,  
GUNMOUNTING AND TORPEDO STORES.**

Navy Order 443 of 1945, paragraph 1 (a) is to be amended to read as follows:—

(a) *Ships paying off for disposal.*

The outfit of Naval Armament, Torpedo and Gunmounting stores is to be returned to the Naval Armament, Torpedo, or Gunmounting Depot at the paying off port, or, where such depots do not exist, to the Naval Officer-in-Charge for despatch to the nearest appropriate depot.

2. Navy Order 529 of 1945 is cancelled.

(612/202/3754.)

176.

**WORKING CARGO—PRECAUTIONS.**

While cargo was being unloaded from one of H.M.A. ships recently a fatal accident occurred as the result of a case falling on one of the men comprising the working party.

2. The normal precaution of making all men stand from under is to be emphasized on every occasion of working cargo.

(429/201/953.)

177.

**CARE OF 16 MM. SOUND CINEMA PROJECTORS.**

Instances have occurred where considerable damage has been caused by the “stripping” of cinema projectors by inexperienced ships’ personnel.

2. Machines returned to store for overhaul and repair have shown signs of heavy handling, maladjustment and lack of maintenance. This applies particularly to the sound head optical system which is generally found to be out of adjustment. This unit is correctly adjusted at the maker’s or repairer’s works and it should not be necessary to make any alteration in that adjustment.

3. Routine maintenance only should be effected aboard and then only by authorized personnel. Projectors requiring major repairs should be returned to the dockyard. Navy Order 119 of 1947 also refers.

(612/236/8488.)

178.

**DAILY STATEMENT OF GENERAL MESS—FORM A.S. 72Z.**

The Daily Statement of General Mess, Form A.S. 72Z, is frequently not completed by Supply Officers in respect of the daily temperature readings of refrigerator chambers. Special care is necessary to ensure that such information is invariably inserted in future.

(530/201/628.)

179.

**R.A.N. PERSONNEL ATTACHED TO UNITED KINGDOM ESTABLISHMENTS—COMPLIANCE WITH OFFICIAL SECRETS ACT.**

The Dominions Office, London, has requested that officers who are attached to United Kingdom Government Departments or Service Establishments, as Liaison Officers or for the purpose of undergoing courses of instruction in the United Kingdom or otherwise, should sign the Declarations under the United Kingdom Official Secrets Act which are customarily signed by United Kingdom Service Officers working in the same circumstances.

2. R.A.N. personnel concerned are to comply with this requirement.

(403/201/179.)

180.

**GOWRIE SCHOLARSHIPS—1947 AWARDS.**

The Gowrie Trustees—Sir John Latham, Sir Robert Garran, Chief Judge Piper and Sir Leslie Morshead—have announced the awards of Gowrie Scholarships for 1947. The total awards since the inception of the fund are 51 Scholarships, including five Research Travelling Scholarships, fourteen University Scholarships, and 32 Secondary School Scholarships. Thirty-eight scholarships are now current.

2. The period of tenure of scholarships varies in different cases. The successful candidates will be advised by the trustees of the terms of the grant in each case.

3. The awards are as follows:—

**RESEARCH TRAVELLING SCHOLARSHIPS OF £A500 PER ANNUM.**

*Major Patrick Hore-Ruthven Memorial.*

Temporary Squadron Leader James Lewis Williams, B.Sc. (Hons.), Sydney.

**UNIVERSITY SCHOLARSHIPS OF £A100 PER ANNUM.**

*Gowrie Scholarship (Rob and Jack Cuming Memorial).*

Miss Margaret A. Blackburn, Crafers, S.A.—The Wilderness School, Medindie, S.A. (Honours French, University of Adelaide.)

*Gowrie Scholarship (H.M.A.S. Leeuwin W.A. Foundation).*

Miss Elizabeth B. Dixon, 193 Park-street, Subiaco, W.A.—Perth Modern School, W.A. (Arts, University of Western Australia.)

*Gowrie Scholarship (Capt. Ian Frederick McMaster M.C. Memorial.)*

Bernard R. Huxtable, 43 Marsh-street, Armidale, N.S.W.—The Armidale School, N.S.W. (Medicine, Armidale and Sydney Universities.)

*Gowrie Scholarship (H.M.A.S. Cerberus Victoria Foundation).*

Richard J. Ivers, 25 Maysia-street, Canterbury, Victoria.—St. Patrick's College, Sale, Victoria. (Civil Engineering, University of Melbourne.)

*Gowrie Scholarship (Major Patrick Hore-Ruthven Memorial).*

Brian Ledley, 571 Vulture-street, East Brisbane.—Church of England Grammar School, Erisbane. (Science, University of Queensland.)

*Gowrie Scholarship (Major Patrick Hore-Ruthven Memorial).*

Lloyd S. Zampatti, 127 Blencowe-street, West Leederville, W.A.—Perth Modern School, W.A. (Science, University of Western Australia.)

**SECONDARY SCHOOL SCHOLARSHIPS OF £A50 PER ANNUM.**

*Gowrie Scholarship (Pilot-Officer William Wallace Anderson Memorial).*

Peter M. Correy, 47 Gipps-street, Concord, N.S.W.—Fort-street Boys' High School, N.S.W.

*Gowrie Scholarship (C.W.O. Foundation).*

Miss Ann M. Dixon, 8 Lalbert-crescent, Armadale, Victoria.—Convent of the Sacred Heart, East Malvern.

*Gowrie Scholarship (Major Patrick Hore-Ruthven Memorial).*

Andrew R. Fowler, North Jerralong, Gippsland.—St. Patrick's College, Sale, Victoria.

*Gowrie Scholarship (Major Patrick Hore-Ruthven Memorial).*

Dane N. Gorn, 1 Howard-street, Fremantle, W.A.—Perth Modern School, W.A.

*Gowrie Scholarship (Major Patrick Hore-Ruthven Memorial).*

Miss Nancy F. Lutton, 14 Randwick-street, Randwick.—Sydney Girls' High School.

*Gowrie Scholarship (Major Patrick Hore-Ruthven Memorial).*

Miss Joan W. McCann, 17 Warringal-place, Heidelberg, Victoria.—Ivanhoe Girls' Grammar School, Ivanhoe, Victoria.

*Gowrie Scholarship (Major Patrick Hore-Ruthven Memorial).*

Denis U. Shepherd, Braddon-avenue, Sandy Bay, Tasmania.—The Hutchins School, Hobart.

*Gowrie Scholarship (Lines of Communication S.A. Area Foundation).*

Miss Marie Y. Simmons, 36 Cowra-street, Mile End, Adelaide.—Methodist Ladies' College, Wayville, Adelaide.

*Gowrie Scholarship (Country Women's Association of N.S.W. Foundation).*

Miss Wandell M. Simmons, 17 Frederick-street, Oatley, N.S.W.—St. George Girls' High School, Kogarah, N.S.W.

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(FOR OFFICIAL USE ONLY.)

## Commonwealth Navy Orders.

Navy Office, Melbourne  
1st July, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,

*W. J. Hawkins*

Secretary.

*The Flag Officer Commanding H.M.A. Squadron  
and Commanding Officers of H.M.A. Ships.  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

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### TABLE OF CONTENTS.

No.	Subject.
179.	R.A.N. Personnel Attached to United Kingdom Establishments— Compliance with Official Secrets Act.
180.	Gowrie Scholarships—1947 Awards.
181.	Machinery—Inspection Doors.
182.	Radio Hazards to Explosives and in Demolition Work.
183.	Radar Types A276 and A286Q—Summary of Modifications.
184.	Fuelling at Sea—Reports.
185.	Modification Stores for Radio Sets.
186.	Books and Forms.



*Gowrie Scholarship (Major Patrick Hore-Ruthven Memorial).*

Miss Beverley J. Taylor, 56 Pallas-street, Maryborough, Queensland.—Girls' High and Intermediate School, Maryborough, Queensland.

*Gowrie Scholarship (Schools' Patriotic Fund S.A. Foundation).*

Richard L. Whittle, 21 Trevorten-avenue, Glenunga, S.A.—Unley High School, Kingswood, S.A.

## 1948 AWARDS.

4. With reference to Navy Order 52 of 1945, applications for Research Travelling Scholarships should reach The Registrar of an Australian University not later than 30th November, 1947.

5. Applications for Secondary School Scholarships and University or similar Scholarships should reach the Trustees, The Gowrie Scholarship Trust Fund, G.P.O. Box 2069, Sydney, not later than 31st December, 1947.

6. Scholarships are available only to members of the Forces who have served on active service during the war of 1939-1945, or their descendants.

7. Forms of application are obtainable from the trustees and requests therefor should state the type of scholarship desired—i.e. Research Travelling Scholarship, University or similar Scholarship, or Secondary School Scholarship.

(474/203/558.)

*(This Order will be reprinted for posting on Notice Boards.)*

## 181.

**MACHINERY—INSPECTION DOORS.**

The provisions of A.F.O. 7302/46, regarding the replacement of butterfly nuts securing certain handhole doors on main or auxiliary machinery, by hexagon nuts or set bolts, are to be implemented in H.M.A. ships concerned.

(603/247/2145.)

## 182.

**RADIO HAZARDS TO EXPLOSIVES AND IN DEMOLITION WORK.**

With reference to Navy Order 280 of 1946, the following recommendations are proposed by the Admiralty as an interim measure against radio hazards when employing electrical initiation in demolition work:—

- (a) A single-core earth return firing lead should not be used near a powerful aerial system. The earth currents might induce sufficient energy in an unscreened cable to fire a sensitive detonator, and premature firing might occur with a screened cable when connected up, depending on the capacity of the firing switch.

(b) A twin-core phosphor-bronze braided cable is the safest proposition, especially if fitted with screen plugs.

(c) If no plugs are available, the bronze braiding should be cut back just sufficient to allow the two free ends to span the terminals. There should be little danger in holding up the firing key end of such a cable in clear view of the operator at the detonator, provided that the free ends are twisted together and make electrical connection.

(d) It is considered that demolition circuits should not be used in the vicinity of any powerful radio installation, while it is transmitting, if this can be avoided.

2. These measures are to be adopted in H.M.A. ships and establishments.

(437/201/995.)

## 183.

**RADAR TYPES A276 AND A286Q—SUMMARY OF MODIFICATIONS.**

The following summary of modification Orders in force, is issued for the guidance of personnel concerned.

2. *Type A276*—(NOTE.—C.C.N.O. 82/45, as amended by C.C.N.O. 171/45, relates to the first fitting of *Type A276* and/or the modification of *Type A272*.)

- (i) C.C.N.O. 162/45.—Modification of Receiver Patt. (Aust.) 240.  
C.C.N.O. 165/45.—Replacement of R14 in Indicator Time-bases.  
C.N.O. 329/45.—Local Oscillator Unit—Modification.  
C.N.O. 212/46.—Fitting of A.P. No. A55758 Anti-wave-clutter Unit.  
C.N.O. 256/46.—Improved Transformer type IXE14800—Fitting.

(ii) A Navy Order will be issued shortly, introducing an Improved 14 K.V. H.T. Cable into service.

3. *Type A286Q*.

- (i) C.C.N.O. 113/44.—Modification for Listening Watch.  
C.C.N.O. 17/45.—Preamplifier Patt. No. (Aust.) 420 for Radar *Type A286Q*.  
C.C.N.O. 37/45.—Fitting of Magnetic Screens to 1802 Cathode Ray Tubes.

(ii) Attention is drawn to C.C.N.O. 123/45, regarding the maintenance of Aerial Outfits BAP/H/M.

(2037/7/1260.)

184.

## FUELLING AT SEA.—REPORTS.

Attention is drawn to A.F.O. 7308/46, the provisions of which are to be observed in the Royal Australian Navy.

2. Reports in accordance with this A.F.O. are to be forwarded to the Naval Board through administrative authorities on each occasion of supplying or receiving fuel at sea.

(482/203/1842.)

185.

## MODIFICATION STORES FOR RADIO SETS.

Spares for all Admiralty type Radar and W/T equipments which have hitherto been held by the Superintending Naval Store Officer (R.N.), Sydney, for supply to Allied Services on demand, will in future be supplied by the Superintending Naval Store Officer (R.A.N.), Sydney, consequent on the closing down of the R.N. Store Depot and transfer of Admiralty stocks from Australia.

2. No outstanding demands from H.M.A. ships in respect of radio modifications, etc., introduced, *vide* A.F.O.s and C.A.F.O.s, are held by the Superintending Naval Store Officer, Sydney, but there is a possibility that demands for such equipment for H.M.A. ships may have been cancelled during the closing down of R.N. activities, without covering R.A.N. demands having been raised.

3. A detailed list of all items still required to be supplied to complete modifications, etc., in accordance with Admiralty Fleet Orders up to the end of 1946 should therefore be furnished to Navy Office by H.M.A. ships concerned as early as possible.

(2037/8/251.)

186.

## BOOKS AND FORMS.

First supplies of the under-mentioned publications have been distributed. Additional copies of B.R.'s 295 (D), 1485 (3), 1580 (4), and A.P. 1480A are being obtained to complete distribution.

B.R.49/1945.—Naval Secretariat Handbook.

(A.F.O. 675/47.)  
(571/202/2861.)

B.R.70/1946.—Signal Letters of British Ships—March, June, and September Supplements.

(A.F.O's. 6483, 7410/46 and 1068/47.)  
(571/202/2042.)

B.R.295(D)/45.—Handbook for Naval Rangefinders and Inclino-meters Vol. V. Stereoscopic Rangefinders and Training of Stereoscopic Rangefinders.

(A.F.O. 2273/46.)  
(571/202/2761.)

B.R.317C(62).—Mining Drill Book-Loading Mines "A."  
A.P.2813C(62).—Mark 8 and 8\* on to Mosquito B, Mark XVI Aircraft.

(A.F.O. 7099/46.)  
(571/202/2644.)

B.R.664.—King's Regulations and Orders for the Army—Amendment No. 53.

(A.F.O. 771/47.)  
(584/203/126.)

B.R.959(44).—Handbook for 8-in. Marks VIII, VIII\*, and VIII\*\* Guns on Twin Mark 1 and 1\* Mountings.

(A.F.O. 218/45.)  
(571/202/2128.)

B.R.980(X).—Range Table No. 630 for Q.F. 4.5-in. Guns Marks 1, 3, 4, and 5.

(A.F.O. 771/47.)  
(571/202/2277.)

B.R.1246.—Victualling Rate Book—Errata No. 3.

(A.F.O. 6884/46.)  
(571/203/2574.)

B.R.1337/45.—British and Foreign Merchant Vessels Lost and Damaged by Enemy Action during Second World War.

(A.F.O. 322/47.)  
(571/202/2863.)

B.R.1459.—Handbook for Whip Aerial Outfit A.W.A.

(A.F.O. 6601/46.)  
(571/202/2806.)

B.R.1485(3).—Preliminary Notes on Indicator Outfit J K (Skiatron) and Indicator Outfit J R (Auto Radar Plotter) Part III—Addendum No. 1.

(A.F.O. 6383/46.)  
(571/202/2425.)

B.R.1580(4).—Handbook for Types 282/3/4/5, Part 4—Addendum No. 1 to Parts 1-3.

(A.F.O. 5836/46.)  
(571/202/2406.)

B.R.1613.—Handbok for D/F Outfit F.H.4 (with Switched Coils).

(A.F.O. 407/47.)  
(571/202/2865.)

B.R.1614.—Handbook for Wavemeter Outfit G.Y. (Wave Monitor G.308).

(A.F.O. 6692/46.)  
(571/202/2809.)

- B.R.1626.—Communication Exercises Manual.  
(A.F.O. 323/47.)  
(571/202/2847.)
- B.R.1640(7D).—Combined Operations Handbook No. 7D,  
Employment and Organization of R.A.S.C. Units for  
Beach Maintenance.  
(A.F.O. 6693/46.)
- B.R.1640(7F).—Combined Operations Handbook No. 7F,  
Employment and Organization of R.A.O.C. Units for  
Beach Maintenance.  
(A.F.O. 6694/46.)
- B.R.1640(2c).—Combined Operations Handbook No. 2c, Com-  
munications for Beach Organizations.  
(A.F.O. 7101/46.)
- B.R.1640(7c).—Combined Operations Handbook No. 7c,  
Employment and Organization of R.E. Transportation  
Units for Beach Maintenance.  
(A.F.O. 323/47.)  
(571/202/2813.)
- B.R.1676(8).—Handbook of Hedgehog and Split Hedgehog.  
(A.F.O. 1068/47.)  
(571/202/2584.)
- B.R.1732.—Regulations for Maintenance of 21-in. C.C.R. Impact  
only Pistols.  
(A.F.O. 771/47.)  
(571/202/2864.)
- B.R.1750.—Pulheems A System of Medical Classification for  
the Fighting Services.  
(A.F.O. 6793/46.)  
(571/202/2810.)
- A.P.1480A.—Recognition Handbook of British Aircraft. Part  
1—Sections A to D—Reprint.  
(571/201/4927.)
- Inter-Services Aircraft Recognition Journal, Vol. 1, Nos. 4-7.  
(A.F.O's 7410/46, 323, 771, and 1068/47.)  
(571/201/5215.)
- Papers on Engineering Subjects—Nos. 21 and 22.  
(A.F.O. 1068/47.)  
(571/201/4913.)

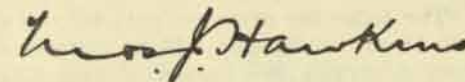
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## Commonwealth Navy Orders.

Navy Office, Melbourne,  
8th July, 1947.

The following Orders, having been approved, are hereby  
promulgated for information and guidance, and necessary  
action.

By direction of the Naval Board,



Secretary.

*The Flag Officer Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

---

### TABLE OF CONTENTS.

No.	Subject.
187.	Operation and Administration of the Royal Australian Navy.
188.	Administration of 10th Destroyer Flotilla.
189.	Booklet "Damage Control 'Reminders'"—Introduction.
190.	Cinema Operation and Maintenance.
191.	Higher Educational Test—April, 1947—Results.
192.	Radar Type A276—Improved 14 K.V. H.T. Cable.
193.	Revision of Fixed Issuing Prices for Provisions as from 1st July, 1947.
194.	Uniforms of Ratings—Deviations from Service Patterns.
195.	Materials for Cleaning Purposes—Economy in Use.
196.	R.A.N. Armament Depot, Brisbane.
C.6579/47.	

187.

## OPERATION AND ADMINISTRATION OF THE ROYAL AUSTRALIAN NAVY.

Paragraph 4 of Navy Order 81 of 1946, is amended by transferring H.M.A.S. *Shropshire* to the administrative control of Flag Officer-in-Charge, Sydney, as from Monday, 30th June, 1947.

2. Copies of all correspondence regarding alterations and additions for this ship whilst refitting are to be sent to the Flag Officer Commanding, His Majesty's Australian Squadron.

(404/201/882.)

188.

## ADMINISTRATION OF 10TH DESTROYER FLOTILLA.

The following arrangements for the administration of ships of the 10th Destroyer Flotilla will be in force whilst Captain D.10 is absent from Australia in *Bataan* during the period August-November, 1947:—

- (i) The Commanding Officer, H.M.A.S. *Arunta*, will become Senior Officer, Destroyers, as from 29th July.
- (ii) Office of D.10 will transfer to *Arunta* on 28th July.
- (iii) Administration of the Flotilla will be carried out from *Arunta* from 28th July and as from that date all routine official correspondence for Captain D.10 is to be addressed—Captain (D), 10th Destroyer Flotilla, H.M.A.S. *Arunta*.
- (iv) All routine signals for D.10 of an administrative or local operational nature regarding Destroyers in Australian waters are to be addressed to D.10 Admin. in *Arunta*. Any non-routine signals regarding the administration of the Flotilla, which may be addressed to D.10, should also be repeated to D.10 Admin. in *Arunta*.
- (v) The Commanding Officer, H.M.A.S. *Warramunga*, will assume the duties of Senior Officer, Destroyers, when *Arunta* departs for Japan about mid-October and the office of D.10 will transfer to *Warramunga* on this date.
- (vi) On the arrival of *Warramunga* in Japan about the end of November, the appointment of Senior Officer, Destroyers, will lapse, and Captain D.10 in *Bataan* will resume the administration of the 10th Destroyer Flotilla.

(404/201/889.)

189.

## BOOKLET "DAMAGE CONTROL 'REMINDERS'"—INTRODUCTION.

A booklet with the above title has been introduced and will be supplied to ships and establishments without demand.

2. The object of this booklet is to assist all officers and ratings to realize the importance of Damage Control and Firefighting training and preparation in peace as well as in war. It should be given a very wide circulation and used by officers and senior ratings for instructional purposes.

3. Commanding Officers are invited to forward to the Naval Board any additional items which they consider should be included in a future edition.

4. Issue will be made by the Superintending Naval Store Officer, Sydney, in accordance with the following establishment, viz.:—

Flinders Naval Depot	.. .. .	70 copies.
Balmoral Naval Depot	.. .. .	50 copies.
<i>Rushcutter</i>	} —10 each .. .. .	90 copies.
<i>Lonsdale</i>		
<i>Torrens</i>		
<i>Leeuwin</i>		
<i>Moreton</i>		
<i>Watson</i>		
<i>Tarangau</i>		
<i>Huon</i>		
<i>Melville</i>		
Cruisers—50 each	.. .. .	150 copies.
Destroyers—20 each	.. .. .	120 copies.
Sloops and Frigates—15 each	.. .. .	150 copies.
A.M.S.'s—10 each	.. .. .	60 copies.
Navy Office	.. .. .	15 copies.
Ships in reserve (tugs, A.M.S. and above)—1 each	.. .. .	35 copies.
Spare	.. .. .	260 copies.

(571/201/5318.)

190.

## CINEMA OPERATION AND MAINTENANCE.

Navy Order 119 of 1947, paragraph 7, is to be amended to include "Harman.....1" and by amending the total to read "16".

(348/210/5.)

HIGHER EDUCATIONAL TEST—APRIL, 1947—RESULTS.

The pass results obtained by candidates in the subjects taken by them in the Higher Educational Test held from 15th April, to 18th April, 1947, inclusive, are given hereunder.

Included in these results are the pass marks obtained by each candidate at previous examinations where such marks are higher than those obtained at the April, 1947, examinations.

Name.	Rating.	Official Number.	Where Serving at the Time of Examination.	Papers.							Remarks.
				I.	II.	III.	IV.	V.	VI.	VII.	
				Gen. and Kno. of Engg.	English Literature.	Geography.	Navigation.	Practical Maths in titles.	Mechanics.	Magn. tism and Elec. & City	
Bloxham, Francis O.	A/E.R.A., 4th Class	30014	<i>Arumta</i>								
Ashton, Oriel I. . .	Petty Officer . .	21906	<i>Cerberus</i>	80	59(tt)	75		92		73	Qualified for Warrant Rank, Awarded H.E. Certificate, 2nd Class
Bennett, Douglas H.	E.A., 3rd Class	23512				55		68		71	
Bondfield, Alan N.	A/E.R.A.	32488						55			
Brash, Warren J.	Writer	30924		55	72	75					
Drayson, Henry J.	Stoker P.O.	22038		60				76			
Duncan, Victor R.	E.A., 2nd Class	21589		75(b)		64(b)		77(b)		85	Qualified for Warrant Rank, Awarded H.E. Certificate, 2nd Class
Griffiths, David J.	E.A., 2nd Class	23595		58(b)		58				80	
Hillen, Ronald N.	Petty Officer . .	20546		65(b)	60	69		67		61	Qualified for Warrant Rank, Awarded H.E. Certificate, 2nd Class
Hodgson, Norman	A/E.R.A., 4th Class	32574		56							
Jones, Ronald V.	E.R.A., 3rd Class	30781		80		77		95	88		Qualified for Warrant Rank, Awarded H.E. Certificate, 1st Class
King, Norman . .	Stoker P.O.	21476		62				55			
Lee, Kenneth L.	Petty Officer . .	23733		67(b)	66	66					
Murdock, Raleigh J.	Stoker, 2nd Class	33248		61							
Pearsall, William J.	Ord. Seaman, R/M.	33791						60			
Pearson, Harry . .	Ldg. Tel.	23843		68				72		75	
Pegler, Vincent G.	A/Ch. O.A.	21332		59(b)	63(b)			55(tt)			
Pieters, Thomas D.	E.A., 3rd Class	25690		55		67					
Reid, James E. . .	Stoker P.O.	21132		58				66			
Swasbrick, Collin P.	Petty Officer . .	22835		67(b)		57					
Thompson, Lyndsay R.	Prob. Writer	33568				61					
Thurkle, Selby C. D.	Chief Petty Officer	16710		58(a)				70			
Train, Harold	Stoker P.O.	21134		68				57			
Trullson, Montan P.	S.B.C.P.O.	17882		61		57					Qualified for Warrant Rank
Wallace, Maurice R.	Stoker P.O.	23257	<i>Cerberus</i>	55							
Hall, Stanley A.	C.P.O. Tel.	22039	<i>Harman</i>	64	60	68		65		72	Qualified for Warrant Rank, Awarded H.E. Certificate, 2nd Class
Cook, Robert N.	Plumber	29065	<i>Hobart</i>	61	62	68					
Cowling, Jack S.	Chief E.R.A. . .	21419		62	58	57					
Lush, Stewart F.	Ldg. Tel.	21769								74	
Mackie, Robert B.	E.A., 3rd Class	25693								82	
Pengilly, Alan B.	P.O. Tel.	22069		55				66		70	
Pilkington, Vincent J.	C.P.O. Writer . .	22996		87(qq)							
Quinn, Herbert M.	Ldg. Seaman	23666		66		57		61			
Sangwell, Edward R.	E.R.A., 3rd Class	23860		75		70		88	58		Qualified for Warrant Rank, Awarded H.E. Certificate, 2nd Class
Fatchen, Donald P.	Ord. Seaman . .	28811	<i>Katoomba</i>	68	61	67		60			Qualified for Warrant Rank, Awarded H.E. Certificate, 2nd Class
Maher, Kenneth	Stoker, 2nd Class	B/5532		67		57					
Shiplee, Arthur E.	P.O. Tel.	22727		62							
Kerkin, Edward J.	Ch. Rad. Mech.	S/1632	<i>Kuttabal</i>	61(yy)	81(b)	63(yy)		59		77(yy)	Qualified for Warrant Rank, Awarded H.E. Certificate, 2nd Class
White, Alan W.	Ldg. Rad. Mech.	29942		75				89	59	75	Qualified for Warrant Rank, Awarded H.E. Certificate, 2nd Class
Banner, John W.	Writer	30895	<i>Moreton</i>			63					
Brook, Percy	Petty Officer . .	33375		62		60					
Armstrong, Kenneth B.	C.P.O. Writer . .	21561	<i>Penguin</i>	55(b)				57			
Faulkner, Frederick W.	S.B.P.O.	23118	"	57							
Grace, Frederick V.	Stores P.O.	23410	"	63(qq)	75(qq)			56			Qualified for Warrant Rank
Dyson, Arthur R.	Ch. E.R.A.	23068	<i>Wagga</i>		56	62					
Braithwaite, Tom S.	A/Ch. E.R.A. (Ty.)	24570	<i>Warramunga</i>			61		78(tt)	79		
Roland, Armand J.	Ord. Seaman	27680	"	57		55					
Blatchford, Frederick W.	Mech. 2nd Class	19565	<i>Warrego</i>	60(zz)		50(a)		73(a)			
Fontana, John D.	Ord. Seaman	33468	<i>Watson</i>			63					
St. George, Stephen S.	Able Seaman . .	20222								79	

(ii) Marks obtained at April, 1937, examination.  
 (qq) Marks obtained at April, 1941, examination.  
 (tt) Marks obtained at October, 1942, examination.  
 (yy) Marks obtained at April, 1945, examination.

(zz) Marks obtained at October, 1945, examination.  
 (a) Marks obtained at May, 1946, examination.  
 (b) Marks obtained at October, 1946, examination.

Maximum marks in each subject—100.  
 75 per cent. of marks is considered a first-class pass.  
 55 per cent. of marks is considered a second-class pass.

The marks obtained by candidates in subjects in which they did not pass are not shown above. Should any candidate desire to be informed of these marks, he should make application to the Commanding Officer of the ship or establishment in which he is serving, who has been supplied with a statement of the full results. Notation of the Award of Higher Educational Certificates and Qualified for Warrant Rank (Q.W.R.) should be made on the Service Certificates of the ratings concerned.

(This Order will be reprinted for posting on Notice Boards.)

192.

## RADAR TYPE A276—IMPROVED 14 K.V., H.T. CABLE.

It is necessary to replace the existing 14 K.V. H.T. cable A.W.A. Type 43B51181, connecting spark gap to modulator in Type A276, with Admiralty Pattern No. 13834 (polythene) cable.

2. Arrangements have been made to obtain stocks of Pattern No. 13834 cable, fitted with modified plugs (*vide* A.W.A. Drawing No. 51181D1), for issue to ships fitted with Type A276.

3. Ships concerned are to demand from the Superintending Naval Store Officer, Sydney, 1 No. improved 14K.V. H.T. cable for Type A276, quoting this Order as authority.

4. The modification is to be carried out by ships' staffs, assisted as necessary by base staffs. The Admiralty Pattern cable has improved electrical characteristics over the A.W.A. cable, but it is less flexible. Consequently, it will be impracticable to slide the motor-alternator tray and the modulator tray freely on the runners with the Admiralty Pattern cable connected.

5. Details of the new cable are included in the new handbook for Type A276, to be issued shortly.

(2037/7/1369.)

193.

REVISION OF FIXED ISSUING PRICES FOR PROVISIONS  
AS FROM 1ST JULY, 1947.

The Fixed Issuing Prices for Provisions have been amended as from 1st July, 1947, and printed pamphlets showing the revised prices have been distributed to all ships and establishments concerned.

2. Consequent upon the above revision of the Fixed Issuing Prices the current victualling allowance has been increased to 2s. 4½d. per diem as from 1st July, 1947.

3. The increase in the victualling allowance from 1s. 9d. to 2s. 4½d. per diem is entirely due to the much higher cost of Service foodstuffs since the last review of fixed issuing prices was made in 1939, and the revised issuing prices, which are based on current costs, only provide for the continued maintenance of the existing approved standard of general messing, no variation in this respect resulting from either the revised victualling allowance or the new fixed issuing prices.

4. Necessary amendments to the various Regulations and Instructions involved will be made at an early date.

(668/201/3537.)

194.

UNIFORMS OF RATINGS—DEVIATIONS FROM SERVICE  
PATTERNS.

It has again been brought to the notice of the Naval Board that ratings ordering made-to-measure uniform and other garments from civilian tailors still do not exercise sufficient care with the object of ensuring that all articles supplied closely comply with Service patterns.

2. It is the responsibility of individual ratings to ensure when ordering, and again on taking delivery, that unauthorized deviations from Service standards are not made either by civilian tailors or even by naval contractors. Any neglect in this respect may result in financial loss to ratings concerned as the wearing of non-uniform garments will not be permitted or, if worn, will lead to disciplinary action.

3. The main deviations from Service patterns which are made by civilian tailors, either with or without the knowledge and consent of ratings, are primarily confined to class II uniform and are—

- (a) material of non-Service pattern or shade;
- (b) exaggerated bell-bottoms of fall trousers;
- (c) "U" or semi-"U" instead of "V" fronts, also low cut fronts in serge jumpers;
- (d) narrow or over-long serge collars of serge jumpers; and
- (e) blue jean collars of incorrect dimensions and tapes incorrectly spaced.

4. The following particulars of class II articles of uniform indicated are therefore promulgated for the future guidance of all ratings ordering such uniform from civilian tailors:—

(a) *Serge Jumper.*

Collar 16-in. wide by 8½-in. deep.

Approximate height of rating.	Length of V front opening.	Length of Jumper.
5 ft. 4 in. ..	12 inches. ..	26 inches.
5 ft. 6 in. ..	13 inches. ..	27 inches.
5 ft. 8 in. ..	13½ inches. ..	28 inches.
5 ft. 10 in. ..	14 inches. ..	29 inches.
6 ft. 0 in. ..	15 inches. ..	30 inches.

(b) *Serge Trousers.*

Approximate height of rating.	Circumference of bottom of trousers.
5 ft. 4 in. ..	25 inches.
5 ft. 6 in. ..	26 inches.
5 ft. 8 in. ..	27 inches.
5 ft. 10 in. ..	28 inches.
6 ft. 0 in. ..	28 inches.

(c) *Blue Jean Collar.*

Width, 16½ in.; depth, 9 in.; width of tape, 3/16 in.; width between rows of tapes, ½ in.; distance of outside row of tapes from edge of collar, ⅜ in.

(434/216/118.)

(This Order will be reprinted for posting on Notice Boards.)

195.

**MATERIALS FOR CLEANING PURPOSES—ECONOMY IN USE.**

The following materials for cleaning purposes are in very short supply and every care is to be taken to ensure that the utmost economy possible is exercised in their use:—

Pattern No.	Description.
86	Cleaning cloth.
—	Rags, old.
T801	Cotton waste, grade 1, coloured.
T803	Cotton waste, grade 1, white.
T806	Cloths, sponge.
—	Stockinette, white.

2. The supply position in the case of cleaning cloth is very acute.

(433/201/955.)

196.

**R.A.N. ARMAMENT DEPOT, BRISBANE.**

Communications for the R.A.N. Armament Depot, Brisbane, should now be addressed as follows:—

Officer-in-Charge,  
R.A.N. Armament Depot,  
Lamington Street,  
New Farm,  
Brisbane, Queensland.

2. C.C.N.O. 147 of 1945 is to be amended accordingly.

(443/201/1510.)

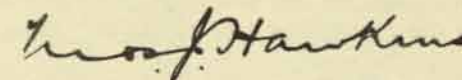
By Authority: J. J. GOURLEY, Government Printer, Melbourne.

RESTRICTED.(FOR OFFICIAL USE ONLY.)**Commonwealth Navy Orders.**

Navy Office, Melbourne,  
15th July, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance and necessary action.

By direction of the Naval Board,



Secretary.

*The Flag Officer Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

**TABLE OF CONTENTS.**

No.	Subject.
197.	Warrant Writer Officers and Warrant Stores Officers—Professional Examination.
198.	Service Personnel Passing Through Egypt.
199.	Educational Test I—March, 1947—Results.
200.	75-ft. General Purpose Vessels—Anchor Cable Attachment.
201.	O.Q.F. 40-mm. Bofors Marks I and I*.
202.	Annual Return, &c., of Chronometers and Watches.
203.	Payment of Fares of Relatives Attending Funerals of Deceased Personnel.
204.	Corrigendum.

C.7020/47.

197.

**WARRANT WRITER OFFICERS AND WARRANT STORES OFFICERS  
—PROFESSIONAL EXAMINATION.**

The next professional examinations for the ranks of Warrant Writer Officer and Warrant Stores Officer will be held in December, 1947.

2. Commanding Officers of H.M.A. ships and Naval establishments are requested to forward to Navy Office, not later than 1st October, 1947, a list of the names of candidates desirous of sitting for these examinations. Blank returns are required.

(465/207/1315.)

(This Order will be reprinted for posting on Notice Boards.)

198.

**SERVICE PERSONNEL PASSING THROUGH EGYPT.**

Service personnel passing through Egypt are to wear plain clothes and are to carry civilian passports, complete with the required endorsements and visae. No reference to Service status is to be made in the passport or any other document.

(632/214/1585.)

199.

**EDUCATIONAL TEST I—MARCH, 1947—RESULTS.**

The following ratings passed Educational Test I held on 18th March, 1947:—

Name.	Rating.	Official Number.
H.M.A.S. <i>Arunta</i> —		
Gill, Ronald J. ..	Able Seaman ..	28565
Hudson, Douglas H. W. ..	Able Seaman ..	27878
Nolan, Michael F. ..	Ordinary Seaman ..	27983
H.M.A.S. <i>Australia</i> —		
Barnes, Mervyn J. ..	Stoker ..	27769
Williams, Clyde J. ..	Stoker ..	31259
H.M.A.S. <i>Cerberus</i> —		
Allen, Kenneth ..	Ordinary Seaman W/T ..	33119
Anderson, George J. ..	Stoker 2nd Class ..	32900
Athens, John E. ..	Ordinary Seaman ..	32897
Barnett, Raymond ..	Stoker 2nd Class ..	32485
Beiers, Colin A. ..	Ordinary Seaman ..	32907
Bellette, Walter H. ..	A/Plumber 4th Class ..	33847
Bennett-Hallin, Frederick R. ..	Ordinary Seaman ..	32475
Bone, Eric J. ..	Ordinary Seaman ..	32908
Bowley, Glen ..	Ordinary Seaman ..	32921

**EDUCATIONAL TEST I, MARCH, 1947—continued.**

Name.	Rating.	Official Number.
H.M.A.S. <i>Cerberus</i> —contd.		
Bray, Evan S. ..	Stoker 2nd Class ..	32915
Brown, Donald E. J. ..	Stoker 3rd Class ..	32926
Burt, Maurice C. ..	Stoker 2nd Class ..	32467
Callaghan, Brian J. ..	Ordinary Seaman ..	32040
Cameron, Clifford S. ..	Stoker 2nd Class ..	32502
Clifford, Walter ..	Stoker 2nd Class ..	32518
Coleman, Peter R. ..	Ordinary Seaman W/T ..	33158
Coombe, John L. D. ..	Stoker ..	29571
Cowan, Harold C. ..	Ordinary Seaman W/T ..	29087
Cowen, Donald J. ..	Ordinary Seaman ..	32025
Crocombe, Rodney E. ..	Stoker 2nd Class ..	32037
Darlison, Gerald E. ..	Stoker 2nd Class ..	32527
Davis, Ronald J. ..	Ordinary Seaman ..	33161
Deane, Henry G. ..	Ordinary Seaman ..	33162
Death, Leslie R. ..	Stoker 2nd Class ..	32528
Delmarco, Desmond ..	Stoker 3rd Class ..	32954
Denney, Kevin ..	Ordinary Seaman ..	33463
Dixon, Norman M. ..	Stoker 2nd Class ..	32955
Douglas, Leslie V. ..	Stoker 2nd Class ..	32521
Duffuss, Ronald M. ..	Stoker 2nd Class ..	32943
Evans, Walter E. ..	Ordinary Seaman ..	33175
Fiddes, Robert A. ..	Stoker 2nd Class ..	32543
Fletcher, Allan A. ..	Stoker 2nd Class ..	32960
Frost, James E. ..	Ordinary Seaman ..	32549
Fry, Cedric R. ..	Stoker 2nd Class ..	32961
Fuller, Milton L. ..	Ordinary Seaman ..	33176
Glenn, Colin C. ..	Ordinary Seaman W/T ..	32968
Goodger, Kevin J. ..	Stoker 2nd Class ..	32567
Green, Roy K. ..	Ordinary Seaman ..	32570
Haarsma, Frederick T. ..	Ordinary Seaman ..	32594
Harbour, Francis A. ..	Acting Joiner ..	31470
Harkin, Dennis J. ..	Ordinary Seaman W/T ..	33495
Harkin, George R. ..	Ordinary Seaman ..	33496
Harris, David ..	Stoker 3rd Class ..	32587
Hart, Dean W. ..	Stoker 2nd Class ..	32580
Hillier, Arthur J. ..	Ordinary Seaman ..	33201
Hitch, Gilbert ..	Ordinary Seaman ..	32988
Hudson, Arthur C. ..	Ordinary Seaman W/T ..	33493
Hunter, Alan J. ..	Stoker 2nd Class ..	29211
Jones, Raymond C. ..	Ordinary Seaman ..	32993
Joslyn, Ian G. ..	Ordinary Seaman ..	30161
Kearns, Arthur J. ..	Ordinary Seaman ..	32505
Lane, Robert C. ..	Stoker 2nd Class ..	32630
Luff, Neville F. ..	Ordinary Seaman ..	33219
Lyons, George C. E. ..	Ordinary Seaman ..	33512
Malone, Urban R. ..	Ordinary Seaman ..	33237
Matthews, Allan J. ..	Ordinary Seaman W/T ..	33523
Matthews, Maxwell K. ..	Ordinary Seaman ..	32165
Milne, Leonard A. ..	A/Joiner 4th Class ..	26371
Mitten, John W. ..	Stoker 2nd Class ..	32671
Moten, Murray D. ..	Stoker 2nd Class ..	32670
Murdoch, John R. ..	Stoker 2nd Class ..	33248
Murfet, Lawrence B. ..	Stoker 2nd Class ..	33024
Musson, Geoffrey B. ..	Ordinary Seaman ..	33246
McConchie, Ben J. ..	Ordinary Seaman ..	32170
McDougall, Colin ..	Stoker 2nd Class ..	33019
McDougall, Keith M. ..	Ordinary Seaman W/T ..	31600
McGregor, Alfred C. ..	Stoker 3rd Class ..	32657
McNamara, Frank ..	Stoker 2nd Class ..	33029
O'Halloran, Aloysius J. ..	Stoker 2nd Class ..	33037



## EDUCATIONAL TEST I, MARCH, 1947—continued.

Name.	Rating.	Official Number.
H.M.A.S. <i>Cerberus</i> —contd.		
Pettit, Milton C.	Ordinary Seaman	33049
Powling, Frederick A.	Ordinary Seaman	32201
Riddle, Norman	Stoker 2nd Class	32710
Rowe, Mervin J.	Ordinary Seaman W/T	32717
Rowe, Richard C.	Ordinary Seaman W/T	32269
Rush, John R.	Ordinary Seaman	33547
Ryan, Laurence	Ordinary Seaman	33055
Schwarzinger, Ernest A.	Ordinary Seaman	33066
Serotzki, Paul M.	Stoker 2nd Class	33062
Seymour, Frank A.	Ordinary Seaman W/T	33553
Sked, Donald	Ordinary Seaman	31701
Slattery, Norman F.	Ordinary Seaman	32243
Smith, Frank H.	Leading Seaman	24527
Smith, Ian N.	Stoker 3rd Class	32756
Souter, Keith W.	Stoker 3rd Class	32736
Stalhut, Reginald H.	Stoker	26662
Stewart, Alfred C.	Ordinary Seaman W/T	33061
Tabuteau, Lysle	Stoker 2nd Class	32764
Thompson, George A.	Stoker 2nd Class	32771
Trouton, Leslie	Ordinary Seaman	32766
Trueman, Ezekiel M.	Ordinary Seaman W/T	32264
Tuck, Colin M.	Stoker 2nd Class	32770
Turner, Allan A.	Ordinary Seaman	32744
Twigg, Douglas R.	Ordinary Seaman W/T	32764
Vale, Brian R.	Ordinary Seaman	32777
Victory, John A.	Ordinary Seaman	32778
Webb, Ernest L.	Leading Seaman	26364
Westley, Kenneth J.	Ordinary Seaman	33305
White, Ronald F.	Ordinary Seaman	33578
White, Thomas G.	Stoker 2nd Class	32786
Willis, Ronald D.	Stoker 2nd Class	33093
H.M.A.S. <i>Deloraine</i> —		
Purdey, Allan E.	Ordinary Signalman	27659
H.M.A.S. <i>Harman</i> —		
Connellan, John F.	Writer	29091
Smith, Basil N.	Telegraphist	32341
H.M.A.S. <i>Katoomba</i> —		
Fatchen, Donald P.	Ordinary Seaman	28811
H.M.A.S. <i>Leeuwin</i> —		
Carville, Robert A.	Writer	29558
Cloudsley, Hutton B.	Writer	29564
Polglaze, Ronald	Stoker	31646
H.M.A.S. <i>Lonsdale</i> —		
Morton, Wilfred C.	Stoker	24300
H.M.A.S. <i>Manoora</i> —		
Elliott, Allen A.	Stoker	F/5736
Gant, Maxwell R.	Stoker	28223
Stafford, Hugh C.	Ordinary Seaman	29879
H.M.A.S. <i>Melville</i> —		
Moss, Alan L.	Shipwright	30200
Sanders, Bernard P.	Writer	31896
H.M.A.S. <i>Mildura</i> —		
Baxter, Eric W.	Stores Assistant	28748
O'Connor, Edgar C.	Stoker	27996
H.M.A.S. <i>Penguin</i> —		
Wilson, Maxwell G.	Signalman	S/7272
H.M.A.S. <i>Quiberon</i> —		
Collins, Frederick C.	Stoker	27803
Osborne, Edward	Stoker 2nd Class	31633

## EDUCATIONAL TEST I, MARCH, 1947—continued.

Name.	Rating.	Official Number.
H.M.A.S. <i>Quickmatch</i> —		
Millington, David	Stoker	27585
H.M.A.S. <i>Rushcutter</i> —		
Mason, Blair W.	Leading Seaman	B/4751
Power, Thomas F.	Able Seaman	B/4218
H.M.A.S. <i>Shropshire</i> —		
Alexander, Roy	Able Seaman	29019
Castle, Roy D.	Able Seaman	28518
Faulkner, Reginald C.	Able Seaman	27488
Gealy, Kelvin B.	Able Seaman	27503
Mills, Richard E.	Cook	27593
Rafferty, Henry	Leading Seaman	22452
Seib, Darrall W.	Steward	29887
Stow, Kevin V.	Able Seaman	29866
Tampion, Raymond J.	Able Seaman	27721
Tones, Bevan H.	Able Seaman	27724
H.M.A.S. <i>Swan</i> —		
A'Church, Alan V.	A/Leading Seaman	30797
H.M.A.S. <i>Tarangau</i> —		
Bostock, William G.	Leading Stoker	31886
Gallagher, Neville H.	Engine Room Artificer	27860
Gleeson, James B.	Stoker	26799
Rapkins, John W.	Stoker	31954
H.M.A.S. <i>Warramunga</i> —		
Aldred, Tom	Ordinary Seaman	29455
Gynn, William J.	Ordinary Seaman	27800
Hall, Howard	Ordinary Seaman	28241
Hodge, Eric J.	Ordinary Seaman	27877
Martin, Norman J.	Able Seaman	30803
Merrilees, Peter A.	Able Seaman	32312
Nagle, Douglas M.	Ordinary Seaman	28647
Shorten, Thomas S.	Ordinary Seaman	26633
H.M.A.S. <i>Watson</i> —		
Gibson, Ronald C.	Able Seaman	26330
Grant, Kenneth A.	Ordinary Seaman	29172
Hollibone, Claude E.	Ordinary Seaman	32589
Kneipp, Keith C.	Stores Assistant	29248
Moy, John J.	Able Seaman	27603
McNeill, Laurence F.	Able Seaman	32872
Peterson, Leonard B.	Able Seaman	PM/4929
Toohey, Leo J.	Able Seaman	PM/6742
Wells, Albert A.	Able Seaman	28446
Wood, George E.	Ordinary Seaman	32794

2. The following qualified educationally for Acting Leading Stoker:—

Name.	Rating.	Official Number.
H.M.A.S. <i>Australia</i> —		
Donovan, John K.	Stoker	26546
Ewing, Reginald T.	Stoker	26725
Goodwin, Keith A.	Stoker 2nd Class	31469
Tonkin, Frederick A.	Stoker 2nd Class	31226

## EDUCATIONAL TEST I, MARCH, 1947—continued.

Name.	Rating.	Official Number.
H.M.A.S. <i>Cerberus</i> —		
Baird, Alan D. . .	Stoker 3rd Class	32924
Baxter, William D. . .	Stoker 3rd Class	32472
Berichon, Louis J. A. . .	Stoker 3rd Class	32925
Berry, Kevin C. . .	Stoker 3rd Class	32909
Besford, Ronald . . .	Stoker 2nd Class	32918
Green, James R. . .	Stoker 2nd Class	32566
Harrison, William D. . .	Stoker 2nd Class	32976
Hawkins, Ross W. . .	Stoker 2nd Class	32095
Lewis, Mervyn A. . .	Stoker 2nd Class	32622
Miller, Frederick A. . .	Stoker 2nd Class	32176
Mullamphy, Ronald . . .	Stoker 2nd Class	32553
Macdonald, Angus . . .	Stoker 3rd Class	32650
Noble, Murray M. . .	Stoker 2nd Class	33034
Scott, Charles D. H. . .	Stoker 2nd Class	32741
Shea, Owen J. . .	Stoker 2nd Class	33064
Soper, Jack K. . .	Stoker 3rd Class	32749
Tweeddale, Royce . . .	Stoker 2nd Class	33073
Tyler, Ian M. . .	Stoker 2nd Class	32763
Waight, Francis M. . .	Stoker 2nd Class	33089
H.M.A.S. <i>Harman</i> —		
Nish, Ralph C. . .	Stoker	26111
H.M.A.S. <i>Lachlan</i> —		
Searle, William A. . .	Stoker 2nd Class	30664
H.M.A.S. <i>Manoora</i> —		
Doll, Ronald W. . .	Stoker	28528
Lawson, Andrew H. . .	Stoker	28292
Turbet, Robert E. C. . .	Stoker	31848
H.M.A.S. <i>Mildura</i> —		
Walker, Leslie A. . .	A/Leading Stoker (Ty.)	32405
H.M.A.S. <i>Quiberon</i> —		
Foster, Sidney W. . .	Stoker 2nd Class	32068
H.M.A.S. <i>Tarangau</i> —		
Daniel, Frederick W. . .	Stoker	32393
Ogilvie, Gordon . . .	Stoker	32358
Patch, Leslie . . .	A/Leading Stoker (Ty.)	31951
Webster, Morris H. B. . .	Stoker Petty Officer (Ty.)	23278

(465/205/678.)

(This order will be reprinted for posting on Notice Boards.)

200.

## 75-FT. GENERAL PURPOSE VESSELS—ANCHOR CABLE ATTACHMENT.

An anchor and chain cable has been lost from a 75-ft. General Purposes Vessel, due to the failure of the attachment at the fore peak bulkhead.

2. It has been decided that the securing arrangements for anchors and cables in all vessels of the class are to be altered, and the work is to be taken in hand at the first opportunity.

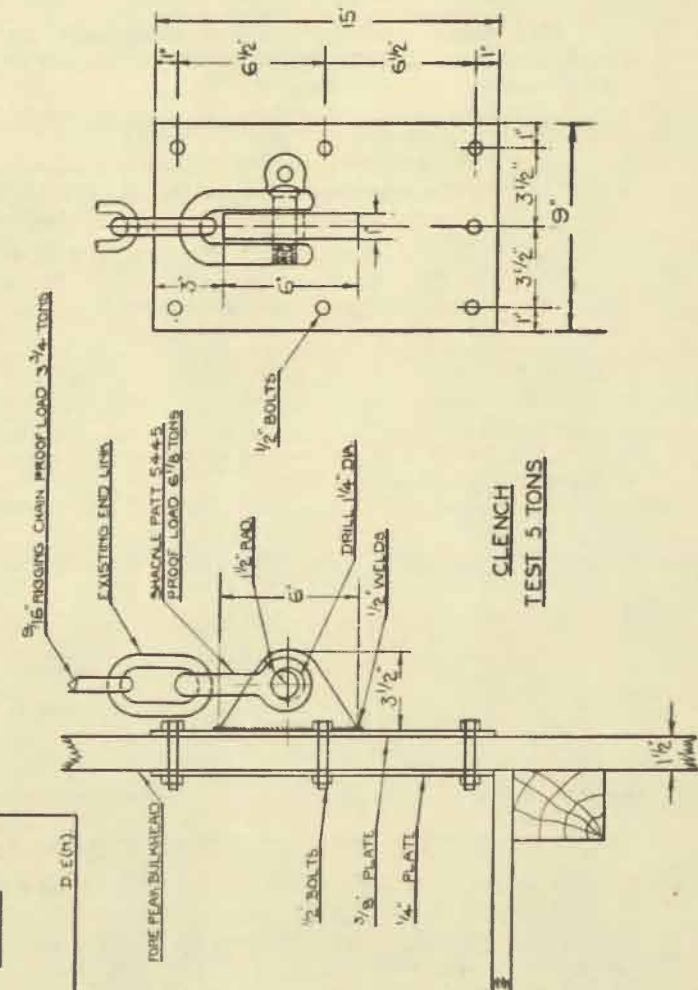
3. Modifications are to be made in accordance with Navy Office Plan 182/18 appended to this Order.

4. This item is to be included in ship's Defect Lists, and the work is to be carried out as a deficiency in existing arrangements.

(603/246/6213.)

75 FT GENERAL PURPOSE VESSEL,  
ANCHOR CABLE SECURING ARRANGEMENT,

DATE	10/2/46	DATE	13/6/47
DRAWN BY	HR	CHECKED BY	17/6/47
TRACED BY	HR	APPROVED	
STAMPED BY	HR	DATE	17/6/47



201.

**O.Q.F. 40 mm. BOFORS MARKS I AND I\*.**

An instance has occurred of the catch (A.N.1651) of an Operating Cover (A.N.1612) gradually releasing itself during firing, leaving the cover free to swing open.

2. This defect may be found in other guns and all ships and Naval Armament Depots are to carry out an examination before the next occasion of firing or issue.

3. The following tests are to be carried out:—

(a) With the operating cover open and with the locking spring fully engaged in the catch, check that there is sufficient protrusion of the catch to prevent the cover being closed.

(b) With the operating cover open, check whether each key is capable of properly actuating the catch of its own gun. Repeat this test several times. Keys may not be interchangeable between guns.

4. In the event of a failure to function correctly as indicated in paragraph 3, spare keys, springs or catches should be tried as necessary till correct functioning is obtained. In the event of further failure the defect is to be repaired by Naval Armament Depot staff at the first opportunity.

(490/212/1517.)

202.

**ANNUAL RETURN, ETC., OF CHRONOMETERS AND WATCHES.**

The attention of all officers concerned is drawn to the provisions of K.R. & A.I. Article 1193 (6) and C.O.R. Article 342 regarding the rendition of Chronometer Returns, Forms (A.H.394), on each of the following occasions:—

(a) Ship paying off.

(b) Annually, on 31st December.

(c) Supercession of the Navigating Officer.

(d) Transfer of instruments to another ship.

2. Commanding Officers of H.M.A. ships and establishments are to ensure that Returns A.H.394 are rendered promptly in future on all appropriate occasions.

3. Navy Order 341 of 1945 is cancelled.

(670/204/728.)

203.

**PAYMENT OF FARES OF RELATIVES ATTENDING FUNERALS OF DECEASED PERSONNEL.**

With reference to Naval Financial Regulations and Instructions, Article 12 (6) (b), it has now been approved, pending determination of the post-war procedure, that relatives of deceased personnel desirous of attending the funeral of the late member may be granted travelling facilities and fares at Departmental expense up to £10 for each person attending, not exceeding two, if they can arrive in time for the funeral.

2. Should the return fare exceed £10 per person, Departmental travel warrant for the full journey may be issued, subject to prior payment of the amount in excess of £10.

3. Navy Orders 411 of 1942 and 274 of 1944 are to be amended accordingly.

(632/202/1240.)

204.

**CORRIGENDUM.**

With reference to Navy Order 149 of 1947, paragraph 3, under the heading "Electricity" amend the first-mentioned rating to read "Chief Electrical Artificer L."

STATE OF NEW YORK - DEPARTMENT OF AGRICULTURE

REPORT OF THE COMMISSIONERS OF THE DEPARTMENT OF AGRICULTURE  
FOR THE YEAR 1872

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(FOR OFFICIAL USE ONLY.)

## Commonwealth Navy Orders.

Navy Office, Melbourne,

22nd July, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,

*W. H. H. H. H.*

Secretary.

*The Flag Officer Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

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### TABLE OF CONTENTS.

No.	Subject.
205.	Gun Salutes—Procedure.
206.	Communication Training Policy.
207.	Boilers—Prevention of Contamination by Oil, upon Recommissioning from Reserve.
208.	Naval Armament Depot, Byford.
209.	Packing of Acids for Shipment.
210.	External Telecommunication Services.
211.	Trunk Line Telephone Calls.
212.	R.A.N. Christmas Book, 1947.
213.	Books and Forms.

205.

**GUN SALUTES—PROCEDURE.**

As from 1st July, 1946, full peace-time procedure for firing gun salutes has been re-introduced on all Stations in accordance with K.R. and A.I. Article 83 and other articles governing salutes generally.

2. Salutes are not normally to be fired in areas—

- (a) which are still operational,
- (b) where ships of different nationalities are serving under one command, or
- (c) in ports of occupied territories,

and no salute is to be fired without prior consultation with the Senior British Naval Officer who, before authorizing a salute, will consult with any other authority as circumstances may require.

3. In no circumstances may salutes be fired if there is any likelihood of their causing interference with operational requirements or if there is risk of their being mistaken for operational activities.

4. With reference to K.R. and A.I. Article 83, the following classes of ships are to be regarded as Saluting Ships:—

- (a) Battleships.
- (b) Fleet Carriers.
- (c) Light Fleet Carriers and Escort Carriers.
- (d) Cruisers.
- (e) Submarine and Destroyer Depot Ships.
- (f) H.M. Ships *Unicorn*, *Pioneer*, and *Perseus*.
- (g) Sloops and Frigates (A.A. Frigates only in the R.A.N.) employed on detached service on Foreign Stations, or as despatch vessels to Commander-in-Chief, and commanded by a Captain or Commander.

The following are non-saluting ships:—

Destroyers.

Sloops and Frigates other than in (g).

All other ships not complying with the requirements of K.R. and A.I. Article 83.

5. It is Naval Board policy not to fit 3 pdr. saluting guns, and ships are to use their Q.F. 4 in. guns for saluting.

6. Blank saluting charges 1-lb., Mark II., will normally be supplied for 4 in. guns, but it may on occasion be necessary to use 1-lb. Mark I. or 3-lb. charges. When using either of the latter two charges, care is to be taken to avoid damage by burning debris.

7. Magazine stowage arrangements will be required in H.M.A. ships as follows:—

- (a) Cruisers: 960 charges 1 lb. and primers No. 1.
- (b) Sloops and A.A. Frigates: 96 charges 1 lb. and primers No. 1.

NOTE.—Cruisers will carry 480 rounds as private ships and 960 rounds as Flagship.

These stores will be supplied in the following packages:—

Charges filled 1 lb.: 48 per Case Powder M.L. C.119 (1 ft. 5 in. by 1 ft. 2 in. by 1 ft. 2 in.).

Primers No. 1: 140 per Box A.S.A. H.13 (1 ft. 5 in. by 8½ in. by 11 in.).

8. Commanding Officers of ships concerned are to raise an Alteration and Addition Item classification "A" "To provide magazine stowage for saluting charges."

(662/201/62.)

206.

**COMMUNICATION TRAINING POLICY.**

With reference to A.F.O. 347/47, the following is the Communication Training Policy in the Royal Australian Navy.

2. The several changes which are now taking place in the duties and responsibilities of the communication branch have necessitated a review of the training policy within the branch. The changes which are referred to in this Order are as follows:—

- (a) The formation of the Electrical Branch.
- (b) Increased responsibilities for coding and cyphering.
- (c) The introduction of touch-typing and the ability to operate teletypes.
- (d) The increased use of voice for manoeuvring and inter-communication.
- (e) The need for a higher standard of D/F operating.

3. *Modified syllabi for Telegraphist Ratings.*

- (a) Although the Electrical Branch will eventually accept responsibility for the maintenance of all radio equipment, it will still be necessary for all Telegraphist ratings to have sufficient knowledge of basic radio theory to enable them to handle receivers with the maximum of efficiency, and to be capable of tuning sets with instructions and portable equipment without instructions.
- (b) It is not possible to forecast yet at what time the Electrical Branch will have sufficient ratings to assume responsibility for all wireless equipment. For the time being, therefore, the following are the arrangements for the technical training policy of Telegraphists:—

- (i) Candidates for Petty Officer Telegraphist—Up to present standard until June, 1948, when the position will again be reviewed.
- (ii) Candidates for Leading Telegraphist—Up to present standard until October, 1947, then as in sub-paragraph (a) above.
- (iii) Junior Telegraphist ratings—as in sub-paragraph (a) above.

4. *Increased responsibilities for coding and cyphering.*

- (a) The Communication Branch is now wholly responsible for the coding and cyphering of all messages (except messages marked TOP SECRET or TOP SECRET-NODECO) and, consequently, a better knowledge of these subjects is required by communication personnel.
- (b) The importance of this change is to be impressed on senior communication ratings and, particularly, on those ratings who volunteer for advancement courses.

5. *The introduction of touch typing and the ability to operate teletypes.*

- (a) It is intended to make touch-typing an integral part of the professional qualifications of all communication ratings as soon as practicable.
- (b) Every opportunity should be taken by ratings to become proficient in this subject and every encouragement given by Flag and Commanding Officers.
- (c) A knowledge of teletype procedure will, in future, be included in the examinations of all communication ratings.

6. *The increased use of voice for manoeuvre.*

- (a) In the past, a high standard of knowledge has been required, by Telegraphist ratings, of the abbreviated and executive methods of W/T procedure.
- (b) Consequent on the increased use of voice for manoeuvring and inter-communication, it has been decided that, in future, an acquaintance only with the two W/T methods in (a) is required.

7. *The need for a higher standard of D/F operating.*—As the general service Telegraphist Branch is responsible for the operation of all M/F, H/F and VH/F D/F equipments, increased training is being given in these subjects, which will, in future, be included in advancement courses.

8. *Miscellaneous.*

- (a) Morse flag will no longer be used in Naval signalling.
- (b) Limited instruction in the use of Heliograph will continue to be given, but this subject will not be included in examinations for advancement. Heliographs will continue to be carried in ships and should be exercised when opportunity offers, for instance on landing parties.
- (c) Mechanical semaphores will no longer be fitted in ships and use thereof is to be omitted from all courses and examinations. This equipment will be retained at appropriate shore stations and ratings drafted thereto are to make themselves proficient in its use on joining.

9. Detailed standards of knowledge to incorporate the above changes will be published in due course.

(614/217/41.)

207.

**BOILERS—PREVENTION OF CONTAMINATION BY OIL UPON RECOMMISSIONING FROM RESERVE.**

A boiler of one of H.M.A. ships, recommissioned from reserve, was seriously damaged recently by overheating, due to oily and greasy matter on internal surfaces.

2. The damage occurred because of failure to observe the following routine precautions:—

- (a) Machinery was not opened up and wiped free from oil applied to preserve it whilst in reserve.
- (b) On initial starting up of machinery, joints at air pump discharge pipes were not broken to allow oily condensate to escape into bilges.

- (c) An adequate inspection of feed water filters was not maintained, and filtering media were not changed sufficiently frequently, especially soon after starting up.
- (d) An excessive quantity of lubricating oil was used by ship's staff, and proper records of expenditure were not kept.

3. The importance of the precautions indicated in paragraph (2) above cannot be over-emphasized, and the attention of all concerned is directed to relevant instructions given in Service publications. (Engineering Manual, Articles 79, 197, 199, 200, 203, A.F.O.'S 2703/40, 1612/41, 1111/44, 53/45, and Navy Order 27 of 1946 refer.)

4. When H.M.A. ships are brought forward from reserve for recommissioning, oil used for preservation is to be wiped from internal parts of machinery as far as practicable before starting up, and during basin trials the condensate is to be led to the bilges. (*Vide* Engineering Manual, Article 79 (5).)

5. Upon conclusion of the basin trials, boilers are to be opened up for inspection and cleaning. If oil or grease is present on internal surfaces, it is to be removed by the boiling-out process. (*Vide* Engineering Manual, Article 200, as modified by A.F.O. 53/45 and Navy Order 27 of 1946.)

6. Very frequent examinations of feed water filters are to be made for some time after machinery is put into normal use subsequent to completing the precautionary measures outlined above.

(603/280/2036.)

208.

**NAVAL ARMAMENT DEPOT, BYFORD.**

The Naval Armament Establishments in the Fremantle Area comprise:—

- (a) The former Torpedo Depot, which is in use for gunwharf storage,
- (b) Magazine and Mining storage at Byford, and
- (c) Naval Armament Storage at Guilford.

2. The Mine Depot, Byford, has been combined for administrative purposes with the Naval Armament Depot, and, together with the former Torpedo Depot, is under the control of the Naval Armament Supply Officer.

3. It has been decided that the name of the combined establishment shall be:—

Naval Armament Depot,  
Byford.

4. The short title of the Officer-in-Charge is Naval Armament Supply Officer, Byford, and all correspondence should be addressed to:—

Naval Armament Supply Officer,  
Naval Armament Depot,  
Byford, W.A.

5. The telephone number of the Depot is Armadale 117.

6. Navy Orders 84 of 1945 and 155 of 1946, and Confidential Commonwealth Navy Order 65 of 1944, are hereby cancelled.

(525/201/1011.)

209.

**PACKING OF ACIDS FOR SHIPMENT.**

It has been decided to adopt Admiralty Fleet Order 1619/45, subject to modifications necessary to comply with the requirements of the Australian navigation authorities, and the following procedure is to be followed when packing consignments of acid for shipment:—

- (a) Stone jars of 2 gallon or 10 quart capacity are to be used.
- (b) Asbestos washers *must* be used for the stoppers for jars containing nitric acid, the asbestos material used being chemically examined to ensure freedom from organic matter such as cotton fibres.  
Rubber washers should be used for other acids *but must not be used for nitric acid.*
- (c) More than one washer should be used if necessary to ensure that the stopper is a tight fit. As a further safety measure, the stopper should be closely fitted with a hessian and plaster of paris cover.
- (d) The minimum air space to be allowed in each container is 10 per cent. for nitric acid and for other acids 5 per cent.
- (e) After the stopper is finally fitted, the jar should be turned on its side for approximately half an hour—after which any sign of the acid leaking should be apparent.
- (f) The external packing material, which is to surround the stone jars entirely to a minimum thickness of 1 inch should in the case of nitric acid consist of a mixture of 60 per cent. Kieselguhr (Infusorial Earth) and 40 per cent. asbestos flock, whilst for other acids a mixture of 80 per cent. whiting and 20 per cent. sawdust should be used. The packing should be thoroughly mixed and well bedded down to prevent the stoppers of the jars being exposed through the material settling down during handling and transit.  
In view of the risks attached to the transport of nitric acid it is essential for every care to be taken and for the above-mentioned packing material to be thoroughly examined to ensure absolute freedom from organic matter.
- (g) When two jars are packed in a case, the minimum thickness of packing between the jars is also to be 1 inch.
- (h) The outer wooden case should normally be of sufficient size to contain 2 stone jars packed as described in subparagraphs (f) and (g) above. Care should be taken to ensure that no open spaces appear between the boards through which the packing material can escape.

2. Attention is also directed to Admiralty Fleet Order 580/47 regarding the necessity for clearly marking acid containers in order to ensure careful handling in transit.

(612/219/287.)

210.

**EXTERNAL TELECOMMUNICATION SERVICES.**

As from 1st July, 1947, the Overseas Telecommunications Commission (Australia) assumed full control of external telecommunications services previously operated by Cables and Wireless Limited.

2. All correspondence concerning such Cable Services and Stations should in future be addressed to the Commission whose address is 47 York-street, Sydney (Box 4581, G.P.O., Sydney).

(404/201/873.)

211.

**TRUNK LINE TELEPHONE CALLS.**

The attention of all Commanding Officers is directed to the requirements set out in Navy Order 342 of 1942, for the proper recording of private trunk line calls and collection of charges therefor.

2. It has come under notice that in some cases the instructions to forward lists of private trunk line calls to the Naval Officer-in-Charge monthly, and on discontinuance of the service, have not been observed.

3. Responsibility rests on Commanding Officers for any losses which may arise as the result of the non-observance of instructions.

(401/222/805.)

212.

**R.A.N. CHRISTMAS BOOK, 1947.**

Members are invited to submit contributions for consideration for inclusion in the R.A.N. Christmas Book to be published at the end of this year as successor to the volumes published during the war.

2. Articles, stories, serious or humorous, factual or fictional, verse, paragraphs, and black and white drawings, provided they have a Service background or application, will be suitable.

3. Payment at recognized rates will be made for all items selected for use. Higher rates of payment will be made for items of exceptional interest or merit.

4. Contributions should be forwarded as soon as possible to Director, Australian War Memorial, Canberra, A.C.T. In the case of members serving outside Australia despatch by air mail would be advisable.

(571/201/5330.)

*(This Order will be reprinted for posting on Notice Boards.)*

213.

**BOOKS AND FORMS.**

The latest revision of the under-mentioned Admiralty forms has been adopted for use in the R.A.N. First supply will be effected, without demand, by the Superintending Naval Store Officer, Sydney:—

S.346A (Revised September, 1946).—Report of Full Power Trials of Internal Combustion Machinery.

(A.F.O. 39/47.)

(480/202/1596.)

O.6.—Annual Demand for, and List of, Ammunition Labels.

(480/201/2985.)

2. The under-mentioned Admiralty forms have been adopted for use in the R.A.N. First supply will be issued without demand:—

O.49B.—Receipts and issues of mines, sinkers, charge cases, mine primers and detonators, depth reels.

(A.F.O. 2860/38.)

(480/201/1749.)

S.1196.—Engine Room Electrical Log Sheet for L.S.T. (2).

(A.F.O. 2821/45.)

(480/202/4905.)



S.1203A.—Report of attack on a known or suspected U-Boat.  
S.1203B.—Details of attack on submerged U-Boat.

(A.F.O. 1362/45.)  
(480/202/4946.)

S.1245D.—Quartermaster History Sheet.  
(480/202/4960.)

3. The latest revision of the under-mentioned Admiralty forms has been adopted for use in the R.A.N. First supply will be effected, on demand, by the Superintending Naval Store Officer, Sydney:—

O.32 (Revised February, 1945).—Gun Return for R.N.A. Depot.  
O.32A (Revised January, 1945).—Gun Return.  
O.32B (Revised January, 1945).—Gun Return.  
O.33 (outside).—Half-yearly Return of Guns in Store.  
O.33 (inside).—Half-yearly Return of Guns in Store.  
(480/201/3612.)

4. The under-mentioned forms have been introduced for use in the R.A.N. First supply will be issued, on demand, by the Superintending Naval Store Officer, Sydney:—

A.S.250Y.—Action Station Bill for R.A.N. "Tribal" Class Destroyers.  
A.S.250Z.—Station Bill for R.A.N. Destroyers.  
(480/202/4952.)

5. The under-mentioned form has been introduced for use in the R.A.N. in lieu of the corresponding Admiralty form. Supply will be effected, on demand, when stock of the existing form is exhausted:—

A.S.250 (Size 1).—Watch and Station Bill.  
(480/202/4697.)

6. The under-mentioned form has been revised. Supply will be effected, on demand, when stock of the existing form is exhausted:—

A.D.701.—Monthly Return of Rejections.  
(480/201/3729.)

7. The following forms have been allocated "O" numbers:—

O.381.—Index Sheets for T.D.I's, T.E.I's, P.D.I's, and M.D.I's, &c.

O.382.—Addenda Index Sheets for T.D.I's &c.

Stock of these forms has previously been held by Navy Office, but will, in future, be maintained by Superintending Naval Store Officer, Garden Island, Sydney, on whom future demands should be placed.

(A.F.O. 632/1944.)  
(480/201/3760.)

8. The under-mentioned forms are no longer required for use in the R.A.N.:—

D.499A.—Result of Testing Dynamos.  
D.499F.—Result of Testing Electric Circuits—Branch Breakers or Contactors.  
D.499P.—Result of Testing Firing Circuits.  
D.499D(2).—Result of Testing Electric Motors and Circuits—Shunt Motors.  
D.499H.—Result of Testing Electric Circuits—Motor Alternators, Generators, Converters, &c.  
(480/201/3752.)

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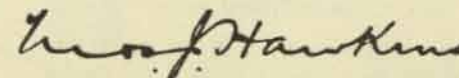
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### TABLE OF CONTENTS.

No.	Subject.
214.	Classes and Professional Examination for Seaman Petty Officer and Leading Seaman.
C.7354/47.	

## CLASSES AND PROFESSIONAL EXAMINATION FOR SEAMAN PETTY OFFICER AND LEADING SEAMAN.

The syllabuses for the Professional (Part I) examination of Leading Seaman for Petty Officer and of Able Seaman for Leading Seaman are set out hereunder. Each syllabus is divided into two sections—Section I and Section II.

2. Candidates are to be examined in Section I by officers of their own ships. No marks are to be awarded but the standard reached by each man who passes is to be indicated by a Very Good, Good or Fair assessment in the Captain's Certificate on Form A.S. 441. Candidates must pass in Section I before being examined in Section II.

3. Candidates are to be examined in Section II by Boards of officers. The examination is to be oral. The Board of Examiners for both Petty Officer and Leading Seaman is to consist of:—

- 1 Commander as President.
- 1 Navigating and Direction Officer.
- 2 Lieutenant-Commanders or Lieutenants.
- 1 Commissioned Boatswain or Boatswain.

NOTES.—(i) If no Navigating and Direction Officer is available a Lieutenant-Commander or Lieutenant may be substituted.

(ii) If no Commissioned Boatswain or Boatswain is available a Commissioned Gunner, Commissioned Gunner (T), Gunner or Gunner (T) may be substituted.

4. The maximum number of candidates to be examined by one Board should normally be limited to twelve.

5. In normal circumstances, examinations should be held once every half year and as late as may be convenient in the half year.

6. The Flag Officer Commanding His Majesty's Australian Squadron will make the necessary arrangements for the assembly of the half yearly Squadron Boards, and the attendance of candidates.

7. Ratings in shore establishments are to be examined by Boards convened by Naval Officers-in-Charge unless an opportunity arises for them to be examined by a Squadron Board.

8. Naval Officers-in-Charge, when convening Boards, should arrange dates which will permit the attendance of candidates from sea-going ships under their command and if possible from detached ships temporarily in their areas and unable to send their candidates to Squadron Boards.

9. Men serving in detached ships who have been unable to attend either Squadron or Shore Establishment Boards during the half year are to be examined by a similar Board, but consisting of officers of their own ship. In these cases the President of the Board may be a Lieutenant-Commander whose appointment is in command.

10. With a view to providing opportunities to men for preparing themselves for the higher rating, organized classes are to be arranged in ships and establishments for men who wish to pass for Leading Seaman and for Petty Officer. A definite syllabus of instruction in each case is to be drawn up. The special course of training should be of approximately two months' duration, and the instruction should be given mainly by officers.

11. Men must be prepared to work in their own time, but organized instruction is to be given in working hours when feasible. Voluntary instruction out of working hours should be given for an aggregate of three hours a week, the times and periods comprising the voluntary instruction being arranged as convenient in each ship or establishment.

12. Commanding officers are to use their discretion as to the inclusion in classes during working hours of men who have previously undergone a course in the ship or establishment, or of men who absent themselves from voluntary instruction during non-working hours.

13. Care is to be taken that instruction and examination are not confined to requirements for higher rating in the candidates own ship except where specified in the syllabuses.

14. Able Seamen are eligible for examination for Leading Seaman at any time after advancement to their present rating and Leading Seaman may be examined for Petty Officer at any time after confirmation in rating. Candidates must have passed Section I of the examination before they are eligible for examination in Section II and no candidate may appear before more than one Board in the half year. Form A.S. 441 in duplicate is to be completed in respect of each man who passes Section I and forwarded to the Senior Officer convening the Board in accordance with the instructions on the form. Failures in Section I are to be noted on Form A.S. 264 (Divisional Record Sheet).

15. The fact that a man has passed professionally for higher rating will not alone qualify him for advancement. He must also be qualified educationally and by length of Service, hold the Part II (non-substantive) qualification appropriate to the higher rating, and be recommended by his Commanding Officer on Form A.S. 507 as fit for immediate advancement.

16. The syllabuses are as follows:—

### (A) SYLLABUS FOR EXAMINATION OF LEADING SEAMAN FOR PETTY OFFICER.

*Section I.—Ability to take Charge—Ability to Steer a Ship—Boat  
Work Practical Rigging—Damage Control.*

Ability to take Charge. —

- (a) To take charge of a class in—
  - (i) Squad drill.
  - (ii) Physical and recreational training.

- (b) To tell off a party of men for work of the following nature and carry it out:—
- (i) Getting out kedge anchor.
  - (ii) Working derricks and cranes.
  - (iii) Handling awnings.
- (c) To take charge of a party in a damage control drill, e.g., in putting out a fire, evacuating wounded from a damaged area, or supervising the emergency closing down of an occupied compartment.

#### Ability to Steer a Ship.—

To qualify in this subject, a candidate is required to produce a certificate from the Captain of a sea-going ship that he has carried out the duties of helmsman satisfactorily in that ship. This certificate may be obtained at any time that a future candidate for higher rating is serving in a sea-going ship.

#### Boat Work.—

- (a) Handling boats under power, sail and oars.
- (b) Ability to instruct a crew of inexperienced ratings under oars and sail.
- (c) Hoisting, lowering and securing a seaboat.
- (d) Knowledge of boat's fittings and gear; including reeving and securing.
- (e) Practical knowledge of temporary repairs to boats' hulls, masts and fittings.

#### Practical Rigging.—

Ability to instruct in and demonstrate practically:—

- (a) All knots, splices, bends, hitches and other practical rigging normally taught to seamen.
- (b) Improvisation of sheer-legs up to 5 tons lift on board.
- (c) Repairing canvas gear and elementary sailmaking.

#### Damage Control.—

To qualify in this subject a candidate must have passed the examination in Damage Control Class "B" in a sea-going ship in accordance with the provisions of C.A.F.O. 2287/44. Instruction and examination in this subject should not be considered as part of higher rating training and examination, but conducted in accordance with paragraph I, Part III of the above C.A.F.O.

#### *Section II.—Technical Ability.*

#### Rigging.—Thorough knowledge of—

- (a) (i) Types and uses of all hawsers.
- (ii) Calculation of working and breaking strains of wire rope and cordage.
- (iii) Different types of tackles, their uses, and how to fit them.
- (iv) Boats' falls—fitting, reeving, and securing. All fittings on davits.
- (v) Care and maintenance of all hawsers and blocks.

- (b) Target Work.—To be confined to a general knowledge of towing arrangements and setting and furling sails.
- (c) All rigging in own ship.

#### General Duties.—

- (a) Sufficient knowledge of compass, chart reading, laying off courses and uniform system of buoyage to carry out the duties of coxswain of a harbor tender (e.g., G.P.V.) or ship's boat.
- (b) Practical knowledge of all methods of sounding.
- (c) Writing up log-book. Reading a barometer.
- (d) To be able to use a Boatswain's Call for calls in normal daily use.

#### Rule of the Road.—

Practical knowledge of the regulations for preventing collisions at sea but to be confined to those regulations necessary to ensure that the candidate could be entrusted, as Coxswain, with the safe navigation of ships' boats and small craft such as G.P.V's and M.S.L's. A detailed knowledge of more obstruse matters is not required.

#### Anchor Work.—

- (a) A practical knowledge of working anchors, cables and capstans in all circumstances.
- (b) A practical knowledge of laying out and weighing kedge anchors and dan buoys.
- (c) All forms of forecastle work, including "bringing to" and tending wires.
- (d) Duties when in charge of an anchor watch.

#### Organization.—

- (a) To describe any evolution carried out in the candidate's ship, including a general knowledge of paravanes when fitted, and fuelling at sea.
- (b) General duties of a Petty Officer, including—
  - (i) Captain of a top.
  - (ii) Petty Officer of the day.
  - (iii) Petty Officer of the watch at sea.
  - (iv) Regulating, patrol and sentry duties (K.R. & A.I., Chapter XLIII).
  - (v) Commander's office duties.
- (c) Outline knowledge of the issue of Naval stores and provisions and of the care and maintenance of stores and portable fittings in part-of-ship.

#### Signals.—

- (a) To be able to interpret any signals in the Boats' Signal Book with the aid of the book.
- (b) Sufficient knowledge of semaphore and morse lamp to make and read a message at the following rates:—
 

Semaphore—Ten words per minute.

Morse—Six words per minute.
- (c) Knowledge of the colours of flags and pendants.

(B) SYLLABUS FOR EXAMINATION OF ABLE SEAMEN FOR LEADING SEAMAN.

*Section I.—Ability to take charge—Ability to steer a Ship—Boat Work—Practical rigging—Damage control.*

Ability to take charge.—

- (a) To take charge of a class in—
  - (i) Squad drill.
  - (ii) Physical and recreational training.
- (b) To tell off a party of men for work of the following nature and carry it out:—
  - (i) Working small derricks or single davits.
  - (ii) Handling awnings.
- (c) To take charge of a party in a damage control drill, e.g., in putting out a fire, evacuating wounded from a damaged area, or supervising the closing down of an occupied compartment.

Ability to steer a Ship.—

To qualify in this subject, a candidate is required to produce a certificate from the captain of a sea-going ship that he has carried out the duties of helmsman satisfactorily in that ship. This certificate may be obtained at any time that a future candidate for higher rating is serving in a sea-going ship.

Boat Work.—

- (a) Handling of boats under power, oars and sails.
- (b) Hoisting and lowering of boats in harbor and securing a seaboat.
- (c) Knowledge of boats' fittings and gear, including reeving and securing.
- (d) Practical knowledge of temporary repairs to boats' hulls, masts and fittings.

Practical Rigging.—

Thorough knowledge and practical work in—

- (a) All knots, splices, bends and hitches, and other practical work normally taught to seamen.
- (b) Rigging derricks as fitted in own ship and the improvization of sheers on board with particular reference to passing the head lashings and strops, laying out and securing splay and keel tackles, placing blocks for the leads of purchase and topping lifts, and deck shoring beneath the sheer legs.
- (c) Repairs of canvas gear and elementary sailmaking.

Damage Control.—

To qualify in this subject a candidate must have passed the examination in Damage Control Class "A" in a sea-going ship in accordance with the provisions of C.A.F.O. 2287/44. Instruction and

examination in this subject should not be considered as part of higher rating training and examination, but conducted in accordance with paragraph I, Part III of the above C.A.F.O.

*Section II.—Technical Ability.*

Rigging.—

Thorough knowledge of—

- (a) (i) Types and uses of all hawsers.
- (ii) Calculation of working and breaking strains of wire rope and cordage.
- (iii) Different types of tackles, their uses and how to fit them.
- (iv) Boats' falls—fitting, reeving and securing. All fittings on davits.
- (v) Care and maintenance of all hawsers and blocks.
- (b) Target Work.—To be confined to a general knowledge of towing arrangements and setting and furling sails.
- (c) Rigging in own ship.—To be limited to a working knowledge of it.

General Duties.—

- (a) Sufficient knowledge of compass, chart reading, laying off courses, and uniform system of buoyage to carry out the duties of Coxswain of ships' boats.
- (b) Practical knowledge of all methods of sounding.
- (c) Writing up log-book. Reading a barometer.
- (d) To be able to use a Boatswain's Call for calls in normal daily use.

Rule of the Road.—

Practical knowledge of the regulations for preventing collisions at sea, but to be confined to those regulations necessary to ensure that the candidate could be entrusted, as Coxswain, with the safe navigation of ships' boats. A detailed knowledge of more obstruse matters is not required.

Anchor Work.—

- (a) A practical knowledge of working anchors, cables and capstans in all circumstances.
- (b) A practical knowledge of laying out and weighing kedg anchors and dan buoys.
- (c) All forms of forecastle work, including "bringing to" and tending wires.
- (d) Duties when in charge of an Anchor Watch.

Organization.—

- (a) General duties of a Leading Seaman:—
  - (i) Leading hand of a mess.
  - (ii) Coxswain of seaboat and night boats' crew.
  - (iii) As Second Captain of top.
  - (iv) Patrol and escort (K.R. & A.I., Chapter XLIII).
  - (v) Duties under K.R. & A.I., Article 514A.

- (b) Outline knowledge of the issue of Naval stores and provisions and the care and maintenance of stores and portable fittings in part-of-ship.

Signals.—

- (a) To be able to interpret any signals in the Boats' Signal Book with the aid of the book.
- (b) Sufficient knowledge of Semaphore and Morse lamp to make and read a message at the following rates:—  
 Semaphore—Eight words a minute.  
 Morse—Four words a minute.
- (c) Knowledge of the colour of flags and pendants.

17. In Section I "Ability to take charge," candidates should be judged on their general bearing, the manner in which they set about the tasks given them and in which they give their orders and see them carried out. Attention is drawn to the fact that an Able Seaman passing for Leading Seaman must not be expected to show that power of command which is expected in a candidate for Petty Officer, and allowance should be made for his cultivating this during his time as Leading Seaman.

18. In Section II marks are to be awarded in accordance with the following scales:—

	<i>For Petty Officer.</i>		<i>For Leading Seaman.</i>	
	Maximum.	To pass.	Maximum.	To pass.
(a) Rigging	40	20	60	30
(b) General Duties	60	30	40	20
(c) Rule of the Road	30	25	30	25
(d) Anchor Work	50	25	60	30
(e) Organization	40	20	30	15
(f) Signals	30	15	30	15

19. Subject to recommendation by the Examining Board, a candidate who fails in not more than one subject in Section II may be re-examined in this subject by his own ships' officers after not less than two months. If then successful his basic date of passing will be a date two months subsequent to that which would have been his basic date had he passed the Board examination.

20. A candidate who fails in more than one subject in Section II or who fails on re-examination in his own ship may apply for re-examination in the following half year. Such re-examination is to cover all subjects in both Section I and Section II. New Forms A.S. 441 are to be prepared for these re-examinations. There is no limit to the number of times a candidate for either Petty Officer or Leading Seaman may be re-examined.

21. On completion of the Board examinations, each President of a Board is to forward the completed Forms A.S. 441 to the Senior Officer who convened the Board, together with any observations he

may wish to represent on the conduct of the examination and the results obtained. The convening officer is to dispose of the completed forms as follows:—

Passes.—One copy to the Secretary, Naval Board, together with a nominal list of all ratings examined showing passes and failures, a copy of the observations of the President/s of the Board/s and his own remarks.

One copy to the candidate's ship for retention.

Failures.—Both copies to the candidate's ship for retention.

22. On receipt of completed Forms A.S. 441, Commanding Officers are to ensure that "passes" are noted on Service Certificates and in the ledger. The form is then to be handed to the successful candidate for his retention. In the case of "failures" recommended for re-examination by his own ships' officers, both copies are to be retained pending such re-examination. When a candidate is successful in this re-examination, the result is to be entered on the forms, one copy forwarded direct to the Secretary, Naval Board, and the other dealt with as for a "pass" form. In all other cases of failure, one copy is to be retained with the rating's Service documents and the other copy destroyed.

23. The basic date of passing for all ratings who pass the Board examination (for notation on advancement rosters and Service documents) will be the last day of the half year in which they were examined. Where it is not practicable for reasons outside his control for a rating to appear before a Board in the half year in which he passed in Section I, his basic date of passing will be antedated to the last day of the half year in which he passed in Section I, provided he passes the Board examination at the first available opportunity. The basic date of passing of ratings who are successful in the re-examination in their own ships will be two months after the last day in the half year in which they were examined by a Board.

24. The relative positions on the advancement roster of ratings who have the same basic date of passing under the above rules will be fixed according to their seniority in rating. When two or more ratings are equal in basic dates of passing and seniority in rating, their length of service in man's rating will fix their relative positions on the roster. Should two or more ratings be equal in all respects as regards basic date of passing, seniority in rating and length of service, their relative roster positions will be determined on the marks obtained in Section II of the examination.

25. Navy Orders 241 of 1945 and 9 of 1947 are cancelled.

26. Amended Forms A.S. 441 are in preparation and will be issued shortly.

27. This Order will be included in R.I. Series.

(465/207/1266.)

(This Order will be reprinted for posting on Notice Boards.)

By Authority: J. J. GOURLEY, Government Printer, Melbourne.

The first part of the book is devoted to a general introduction to the subject of the history of the world. The author begins by discussing the various theories of the origin of life and the development of the earth. He then proceeds to a detailed account of the geological and biological changes that have taken place since the beginning of time. The second part of the book is a history of the human race, from the earliest times to the present day. The author discusses the various races and civilizations that have existed, and the progress of human knowledge and art. The third part of the book is a history of the world, from the beginning of the Christian era to the present day. The author discusses the various empires and nations that have ruled the world, and the progress of human civilization. The fourth part of the book is a history of the world, from the beginning of the Christian era to the present day. The author discusses the various empires and nations that have ruled the world, and the progress of human civilization.

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## Commonwealth Navy Orders.

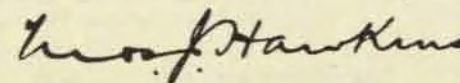
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Navy Office, Melbourne,

29th July, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,



Secretary.

*The Flag Officer Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

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### TABLE OF CONTENTS.

No.	Subject.
215.	Supply of Japanese Currency for British Commonwealth Force for Occupation of Japan—Yen Currency for R.A.N. Use.
216.	Modification Stores for Radio Sets.
217.	Supply by Civilian Tailors of Articles of Naval Uniform not Conforming to Standard Naval Patterns.
218.	Missing Gas Cylinders.
219.	Caps for Electric Lamps.

215.

**SUPPLY OF JAPANESE CURRENCY FOR BRITISH COMMONWEALTH FORCE FOR OCCUPATION OF JAPAN—YEN CURRENCY FOR R.A.N. USE.**

Japanese currency required for the R.A.N. in that country is to be drawn from Army Chief Paymaster (Japan and Korea), except that H.M.A. ships based on Kure area may draw advances of Yen from the Supply Officer, Royal Navy Port Party, Kure (H.M.S. *Commonwealth*). Advances are to be drawn by the Senior Naval Officer (R.A.N.) present only, who will issue ships' requirements as necessary.

2. Yen currency held in a ship leaving the occupation area is to be transferred to the R.A.N. Senior Officer remaining in the area or about to proceed to the area.

3. Cash account entries (kept in Australian currency) should show the Yen equivalent, and contain a reference to the date and place of supply, and to disbursements. Vouchers and Forms A.S.5 are to be appropriately endorsed.

4. The following instructions apply generally to usage of Yen currency:—

- (a) The exchange rate is 1 Yen = one penny half-penny (1½d.) Australian currency; 160 Yen = one pound (£1) Australian currency; 15 Yen = one Rupee.
- (b) Personnel are not to be paid in Yen; their requirements when proceeding on shore should be met by exchanging on board Australian money to Yen as required, at the existing rate of 160 Yen to £1 (Australian), but this Yen will not be converted back in any circumstances.
- (c) Exchanges will be made on behalf of R.A.N. personnel only.
- (d) Sterling or Australian currency must not be expended or exchanged ashore.
- (e) Yen currency may not be sent out of the country by post or other means; and currency irregularly acquired will not, in any circumstances, be exchanged or permitted to be brought into or sent out of the country.

5. Navy Orders 30 and 105 of 1947 are cancelled.

(418/201/401.)

216.

**MODIFICATION STORES FOR RADIO SETS.**

With reference to Navy Order 185 of 1947, particulars of modifications to Radio Outfits introduced in A.F.O's and C.A.F.O's since 1st January, 1947, which are required to be carried out in the R.A.N., together with information regarding supply of such modification stores as may be required, will be promulgated in Navy Orders in future. Demands for stores required for modifications introduced in A.F.O's and C.A.F.O's should not be raised by H.M.A. ships in future except on the authority of a Navy Order relating to such modifications.

(2037/8/251.)

217.

**SUPPLY BY CIVILIAN TAILORS OF ARTICLES OF NAVAL UNIFORM NOT CONFORMING TO STANDARD NAVAL PATTERNS.**

The following is text of a circular letter, relating to the above subject, which has been forwarded to all civilian tailors holding permits under war legislation still in operation, and is promulgated for general information:—

With regard to the permit issued to you under National Security (General) Regulation No. 31A, which war-time control is still applicable as you are doubtless aware, I am directed by the Naval Board to inform you that some Naval outfitters and tailors, presumably at the request of Naval ratings concerned, continue to supply items of uniform which do not strictly conform to standard Naval patterns. Examples of such departures are the use of incorrect materials, jumpers cut in "U" or semi "U" shape and much too low ("V" front openings only are permitted), collars narrow and overlong and taping not correctly spaced, trousers tailored to produce an exaggerated bell-bottom effect, and white duck caps of the former circular pattern instead of the new oval shape being supplied and frequently not fitted with a chin strap. In addition, white drill fronts, which is not an approved article of Naval uniform, are sometimes supplied as a substitute for the Service vest.

2. It is permitted that the following variations, which in no way affect the general design or outward appearance of uniforms, may be embodied in uniforms, if desired by ratings, but no other departures whatever from standard patterns are authorized:—

- (a) Extra inside pocket in single breasted jackets,
- (b) Hip and fob pockets in fly trousers,
- (c) Extension bands and pleats in fly trousers,
- (d) Leather bindings on bottom of fly trousers,
- (e) Straight tops in fly trousers with loops for belts,
- (f) Zip fasteners in fall trousers,
- (g) Taping of bottoms of fall trousers with dark material to tone with the serge.

3. I desire to state that the non-observance by Naval personnel of current uniform regulations is a disciplinary offence, and ratings wearing uniforms which do not comply with Service requirements are liable to disciplinary action. It is hoped, however, that the efforts now being made generally in this direction will reduce such offences to a minimum in future.

4. The Naval Board has therefore directed me to communicate with all present holders of permits with a view to obtaining their full co-operation in an endeavour to obtain strict uniformity of dress in the Royal Australian Navy in future. Such action on your part would not only substantially assist the Naval Board and Commanding Officers of H.M.A. ships and establishments in ensuring the desired result, but would also be of material benefit



to the ratings concerned who in most instances are young men beginning their Naval career and are accordingly not always appreciative of the importance of this matter from a Service viewpoint.

5. I shall be glad if you will kindly acknowledge the receipt of this communication, and advise me at your early convenience whether the desired co-operation on your part will be forthcoming in the case of all orders which you may receive in future.

2. It is desired that administrative authorities concerned will cause any future departures from authorized Naval patterns on the part of any particular civilian tailor to be brought to his personal notice whenever possible, and that, in addition, the matter be reported to the Naval Board in order that immediate consideration may be given to the cancellation of an existing permit under the war regulation referred to above or that other suitable action be taken.

3. It is considered that effective control on these lines in respect of articles supplied by civilian tailors, combined with adequate vigilance in individual ships and establishments to ensure that unauthorized articles are not worn by ratings, will result in the reported unsatisfactory position generally at the present time in relation to ratings' uniform, especially that of Class II ratings, being rapidly rectified.

(584/206/141.)

218.

#### MISSING GAS CYLINDERS.

The under-mentioned gas cylinders have been reported missing at H.M.A. Naval Store Depot, Garden Island, Sydney:—

Ammonia cylinder No. 8096  
Ammonia cylinder No. 11686  
Oxygen cylinder No. S.13503.

2. A search for these cylinders should be made in all H.M.A. ships and establishments and a report furnished to Superintending Naval Store Officer, Sydney, if any are located or if any information is available in regard to their disposal.

3. Nil reports are not required.

(669/202/66.)

219.

#### CAPS FOR ELECTRIC LAMPS.

An acute shortage exists of the metals required in the manufacture of caps for electric lighting lamps, and caps recovered from unserviceable lamps are therefore to be returned to the Naval Store Depots at Sydney, Brisbane or Melbourne for subsequent return to contractors. Article 112(2) of B.R.4 refers.

(523/202/876.)

By Authority: J. J. GOURLEY, Government Printer, Melbourne.

RESTRICTED.

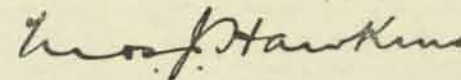
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## Commonwealth Navy Orders.

Navy Office, Melbourne,  
5th August, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,



Secretary.

*The Flag Officer Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

#### TABLE OF CONTENTS.

No.	Subject.
220.	Absentees and Personnel left in Hospital on H.M.A. Ships Sailing.
221.	Cartridges S.A. .455-in. Ball Revolver of M.Q. Manufacture—Withdrawal.
222.	Ear Protectors.
223.	Inter-Departmental Adjustments.
224.	Issues of Fresh Milk and Milk Products.
225.	Contracts for Ratings' Made-to-measure Uniforms
226.	Pans, Iron, Roasting.
227.	Re-introduction of Form A.S. 219—Return of All Ranks and Ratings Absent on Ship Sailing.
228.	Forms A.S. 161 and A.S. 165.

C.7816/47.

220.

ABSENTEES AND PERSONNEL LEFT IN HOSPITAL ON H.M.A.  
SHIPS SAILING.

Personnel absent from H.M.A. ships on sailing are to be discharged to the depot ship, in which a ledger is kept, at or nearest to the port from which the absence occurred. In Melbourne discharge is to be to H.M.A.S. *Lonsdale*.

2. Whenever possible, the Service Certificate, Medical History Documents, transfer lists, kit bags, hammocks, bedding and anti-gas respirators of ratings so discharged, are to be landed prior to ship's sailing.

3. The necessary amendments to Naval Account Regulations and Instructions, Article 129, and C.O.R., Articles 245 and 553, will be promulgated in R.I. Series in due course.

4. Navy Orders 271 of 1940 and 3 of 1941 are cancelled.

(480/202/4887.)

(349/1/2213.)

221.

CARTRIDGES S.A. .455-IN. BALL REVOLVER OF M.Q.  
MANUFACTURE—WITHDRAWAL.

Owing to puff shots and missfires, &c., experienced, cartridges S.A. .455-in. ball revolver of M.Q. manufacture, are to be withdrawn from service.

2. H.M.A. ships are to land all cartridges of this manufacture at the nearest Naval Armament Depot.

(408/206/1653.)

222.

EAR PROTECTORS.

With reference to Admiralty Fleet Order 256/47, Navy Order 141 of 1947, paragraph 1 (a) is to be amended as follows:—

Delete: "Asdic."

Insert: "T.A.S. Officers and ratings."

(434/214/719.)

223.

INTER-DEPARTMENTAL ADJUSTMENTS.

With effect from 1st July, 1947, all expenditure in respect of supplies and services between the Departments of Defence, Navy, Army and Air, will be adjusted on a cash basis.

2. Services which are rendered jointly for more than one Department, and in respect of which the initial cost is borne by any one Department, will be adjusted on broad lines rather than on the basis of actual costs. The proportionate allocation of the costs of such services (e.g., cleaning, lighting, telephone services, water, sanitation, etc.) will be the subject of mutual agreement between representatives of the Departments sharing the services. Such allocation will be subject to the approval of the Naval Board.

3. Navy Order 429 of 1943 is hereby cancelled.

(474/201/469.)

224.

ISSUES OF FRESH MILK AND MILK PRODUCTS.

In confirmation of message D.T.G.160736 July, it is notified that Navy Orders 305 of 1945 and 7 of 1946 in relation to milk rationing are cancelled, normal peace-time procedure now being permitted in the case of both general mess and repayment issues.

(350/201/183.)

225.

CONTRACTS FOR RATINGS' MADE-TO-MEASURE UNIFORMS.

The contracts for ratings' made-to-measure uniforms now provide for the supply of serge jackets fitted with cuff buttons, *vide* Navy Order 108 of 1947, and the revised prices for the garments concerned are as under:—

	Melbourne.	Sydney.	Perth.
	£ s. d.	£ s. d.	£ s. d.
Jackets, double-breasted, diagonal serge, with gilt buttons, P.O. . .	3 15 3	3 5 6	4 13 3
Jackets, double-breasted, diagonal serge, with horn buttons	3 11 9	3 4 1	4 11 10
Jackets, single-breasted, seamen's serge, with gilt buttons, P.O. . .	3 1 3	3 1 2	4 4 3
Jackets, single-breasted, seamen's serge, with horn buttons	2 17 9	2 19 9	4 3 4

2. The necessary amendments are to be made to the schedule of prices set forth in Navy Order 122 of 1947.

(434/216/118.)

(This Order will be reprinted for posting on Notice Boards.)

226.

PANS. IRON, ROASTING.

An improved pattern of iron roasting pan, made with tapered sides and of a heavy-gauge steel with double-welded corners and fitted with handles, has been adopted for general issue when present stocks of the existing type have been exhausted.

2. The new pan will be supplied in the following sizes:—

For Cruisers	26" x 19" x 3"
„ Tribal Class Destroyers	21" x 20" x 3" and 17½" x 15½" x 3"
„ Other Destroyers	24" x 18" x 4" and 19" x 11" x 2"
„ Escort Vessels	18" x 18" x 4"
„ Flinders Naval Depot . .	27" x 17" x 3"
„ Other Ships and Establishments	(In above sizes as may be most suitable.)

2. Navy Order 115 of 1939 is cancelled.

(530/201/624.)

227.

**RE-INTRODUCTION OF FORM A.S. 219.—RETURN OF ALL RANKS AND RATINGS ABSENT ON SHIP SAILING.**

With reference to Navy Order 220 of 1947, Form A.S. 219 is to be re-introduced forthwith.

2. This form is being revised and reprinted. First supply of the reprinted form will be made without demand. Pending issue of the reprint, existing form, amended as requisite (see paragraph 3), is to be utilized, distribution being amended to:—

Copies to (each)—

- (i) Commanding Officer of ship to which the absentee is discharged,
- (ii) The Naval Officer-in-Charge, or the Resident Naval Officer, of port nearest to port of departure, and
- (iii) Secretary Naval Board—Navy Office, Melbourne (for Director of Manning).

3. In the reprint, the following particulars regarding disposal will be incorporated:—

- (a) Ship or establishment to which discharged.
- (b) Date of discharge.
- (c) Disposal of Certificate of Service and Transfer List.
- (d) Disposal of kit.

These particulars are to be inserted (manuscript notation) until the reprinted forms are available.

4. C.O.R., Articles 245 and 553 will be amended in due course.  
(480/202/4887.)  
(349/1/2213.)

228.

**FORMS A.S. 161 AND A.S. 165.**

Consequent on the transfer of Drafting Office from Flinders Naval Depot to Navy Office, it is necessary that the original Form A.S. 161 and the duplicate copy of Form A.S. 165 be forwarded to Navy Office.

2. The following amendments, which will be incorporated in the next reprint of these forms, are notified:—

*Form A.S. 161.*—Paragraph 2 of instructions, and original of the form; delete “Naval Officer in Charge, Flinders Naval Depot”, and insert in lieu—“Secretary Naval Board, Navy Office, Melbourne, (for D. of M.)”.

*Form A.S. 165.*—Directions for use; paragraph 1, clause 2—delete, and insert in lieu—

“The original is to be forwarded to Director of Navy Accounts, Navy Office, Melbourne, and the duplicate to Secretary, Naval Board, Navy Office, Melbourne (for D. of M.)”.

“The triplicate copy is to be retained on board.”

3. The quadruplicate copy of Form A.S. 165 will be omitted in future prints.

(480/202/4243.)

By Authority: J. J. GOURLEY, Government Printer, Melbourne.

*Reference Library*

229/47.

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## Commonwealth Navy Order.

Navy Office, Melbourne,  
12th August, 1947.

The following Order, having been approved, is hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,

*W. J. Hawkins*

Secretary.

*The Flag Officer Commanding H.M.A. Squadron, and Commanding Officers of H.M.A. Ships, Officers in Charge of H.M.A. Naval Establishments, and others concerned.*

**TABLE OF CONTENTS.**

No.	Subject.
229.	Machinery Spares—Organization for the Provision, Storing, Supply, and Accounting for Main Auxiliary Engines and Spare Gear, including Associated Electrical Gear for H.M.A. Ships and Small Craft, that is items which are not included in the Rate Book of Naval Stores or Sea Store Establishments.

C.7996/47.

**MACHINERY SPARES—ORGANIZATION FOR THE PROVISION, STORING, SUPPLY, AND ACCOUNTING FOR MAIN AND AUXILIARY ENGINES AND SPARE GEAR, INCLUDING ASSOCIATED ELECTRICAL GEAR FOR H.M.A. SHIPS AND SMALL CRAFT, THAT IS, ITEMS WHICH ARE NOT INCLUDED IN THE RATE BOOK OF NAVAL STORES OR SEA STORE ESTABLISHMENTS.**

A new organization has been established in the Royal Australian Navy for the provision, storing, supply, and accounting of machinery and machinery spares for all H.M.A. ships and craft. It is emphasized that the supply position of all spares, particularly internal combustion engine spares, is critical, and it is essential to observe the utmost economy in their use, particular attention being paid to the following points:—

- (a) Maintenance work must be thorough.
  - (b) Spares should never be fitted unless necessary.
  - (c) All worn parts are to be salvaged when possible.
- (See paragraphs 35-38 of this Order.)
2. Machinery Spares are to be defined as under:—
    - (a) All engineering items included in the lists of portable fittings and spare gear.
    - (b) Spare engines.
    - (c) Associated hull spares (such as rudders, rudder tubes, stern tubes, stern bearings, A brackets, &c.).
    - (d) Depot spares.
    - (e) Electrical spares classified as machinery spares, and including the following:—Diesel and electric generators, cranes, winches, ventilating fans and blowers, electric pumps, cool room equipment, drinking water units, laundry equipment, electric stock pots, large electric urns, electrical boiler cleaning gear, &c.
  3. Replacement parts are to be defined as items required for the replenishment of the original equipment of spare gear or to satisfy requirements for certain items of the hull, machinery, or electrical parts for which (more particularly in small craft) spares were not provided.
  4. (a) Naval stores, as distinct from machinery spares, are to be defined as:—
    - (i) Articles included in the Rate Book of Naval Stores,
    - (ii) Articles included in the Sea Store Establishments, and
    - (iii) Special stores on Form D.127b, Table VIII, etc.

(b) Naval stores are to be dealt with by exactly the same procedure as in the past. Machinery spares are to be dealt with in accordance with instructions herein.

*Particulars of New Organization.*

5. The machinery spares are to be dealt with in a new sub-branch of the engineering and construction branch.

6. The main bulk store is in Sydney and will be the Central Machinery Spares Depot. The store is to be under the immediate control of the Engineer Manager, Garden Island, and under the local administrative control of the Naval Officer-in-Charge, Sydney. The direct management of the store will be under a Naval Engineer Officer entitled Machinery Spares Assistant to Engineer Manager.

The name and address of the Store are to be:—

Machinery Spares Store,  
Holden's Buildings,  
Dowling-street,  
Sydney, N.S.W.

The short title of this Store is the "Central M.S. Depot, Sydney".

7. For the supply and replenishment of machinery spares, the authority of the Engineer Manager, Garden Island, has been extended to incur expenditure and to place demands and orders for this purpose. (Article 230c, clause 2 of the Naval Financial Regulations and Instructions, and Naval Board letter to the Naval Officer-in-Charge, Sydney, dated 13th May, 1943, No. 37871, refer.)

8. For the supply and replenishment of machinery spares from overseas sources, the Engineer Manager, Garden Island, will raise demands through Navy Office, or by such other procedure that may be approved in special circumstances.

*Tropic Proofing and Packing.*

9. When machinery spares are requisitioned for use in forward areas where damp, humid tropical conditions may exist, they are to comply with the latest current instructions covering tropic proofing and packing. These services may be carried out at contractors' works (if suitable plant exists), or at some other approved works, or may be carried out at the Central M.S. Depot. On arrival at the forward base, care is to be taken that the tropic proofing seal is not broken until the part is to be used. Thus, if the package is designed as part of the tropic proofing, it is not to be broken open until the parts in it are required for use.

*Inspection.*

10. For machinery spares which are to be made in Australia, the inspection for acceptance and supervision of packing are to be carried out by the Principal Naval Overseer of the State, and arrangements are to be made that he is informed of the order, plans, and specifications relevant.

*Payment.*

11. In accordance with paragraph 7, requisitions for supplies to this Department will be raised and orders placed by the Engineer Manager, Garden Island, or the Director of Engineering (Naval) at Navy Office. The original requisition should be forwarded to the Superintending Accountant, Garden Island; and instructions on the order should provide for claims to be rendered to that Officer.

12. (a) Where supplies have been shipped direct from the manufacturer to destinations other than the Central M.S. Depot, they are to be taken on charge on receipt of advice from the Principal Naval Overseer that the goods are satisfactory, and have been despatched. At the same time the Central M.S. Depot should take necessary action to raise a store issue note (Form M.S./D.E.(N) 20) and forward it to the receiving depot.

(b) In such cases, to enable accounts to be paid, the certificate required under Naval Account Regulations and Instructions, Article 207, should be amended to read as follows:—

“I certify that the goods referred to in this account have been despatched by the Principal Naval Overseer at \_\_\_\_\_ and taken on charge in the \_\_\_\_\_ account, and that account for these articles has not previously been certified.”

13. Machinery spares are to be accounted for on Lists of Portable Fittings and Spare Gear, referred to in A.F.O. 231/36. Replenishments are to be requisitioned on the Central M.S. Depot by procedure as under:—

14. Machinery spares for internal combustion engines for H.M.A. ships and naval craft and establishments, except those engines shown in paragraph 16, are to be requisitioned on the Central M.S. Depot, Sydney, or on other M.S. Depots, where established. Broadly, the principles laid down in A.F.O. 2415/42 will apply. Form M.S./D.E.(N) 17, *vide* Fig. 2, is to be used.

15. All other machinery spares required are to be included in a Spare Gear Defect List (Forms A.S.340 and D.275), in accordance with established practice.

16. Machinery spares required for *Main Propelling* machinery of L.S.'s *Bingera, Yandra, Kukra, Wilcannia, Whyalla*, are to be included in a defect list according to established practice.

17. Requisitions for machinery spares *must* be authorized in Sydney by the Engineer Manager or Machinery Spares Assistant, and in operational bases by the Base Engineer Officer or his assistants.

18. A record is to be kept of all appropriations of spare gear, and replenishments up to allowance are to be demanded periodically on Form M.S./D.E.(N) 17, or if required from the Dockyard, in a defect list, and paragraphs 14, 15, and 16 refer.

*Forms M.S./D.E.(N) 17 (vide Fig. 2).*

19. This form is to be used by authorities requisitioning machinery spares replenishments on the Central M.S. Depot, or on another ship. Use one copy of the form for parts for each engine. Electrical spares classified as machinery spares should not be on the same copy of the form as other spares for one particular engine.

20. *The instructions on the form are to be followed carefully, and one copy of each requisition is to be sent to the Central M.S. Depot. If there be any doubt about the requisition arriving at its destination, a copy marked “Duplicate, by alternative route,” is to be sent by some other means, such as by another steamer, or by air. Each requisition is to be numbered. (Vide paragraph 31.)*

21. It is of the utmost importance that requisitions are made out, complete with all details of information required, such as maker's name, model, engine type, engine number, marine conversion number (if any), as well as parts numbers and description of part. The absence of complete information may lead to delays in issuing.

22. When propellers are requisitioned, state pitch, diameter, and handing. For propeller shafts, give length from the forward face of the coupling to the large end of the cone and the taper.

23. When making requisitions by message, part number or code words are to be repeated, thus—“part number 3851, repeat 3851.” A confirming copy of the message should always follow by post marked “confirming copy.”

24. When making out requisitions for electrical parts, always provide the following information in full:—

Maker and Maker's part number.

Handing from driven end—clockwise or anti-clockwise—for rotating parts.

Voltage (D.C. or A.C. and wattage).

Maker of engine and engine type.

Maker of screening (if fitted) when requisitioning high tension leads and distributor assemblies.

25. It is essential that the issuing authority has a clear idea of the order priority of items in a requisition. For this reason Form M.S./D.E.(N) 17 is to be completed as to items (a), (b) dated, (c), and (d) by writing the word “yes” in the column intended to operate. The meanings are to be read as follows:—

Urgency (a)—Required immediately (reason such as boat unable to run, &c.).

Urgency (b) (date)—Required as soon as possible, but not later than.....

Urgency (date) (c)—Required to replenish stocks, but not required until approximately.....

Urgency (d)—Anticipated requirements for delivery in due course.

26. *Requisitions should cover requirements actually needed for replenishment, and no more. If larger quantities are demanded than are immediately necessary, the whole organization will be thrown out of gear.*

27. Authorized stocks of machinery spares for small craft, motor driven, will fall generally into three categories, namely:—

A—Machinery spares to be carried on board.

B—Machinery spares to be carried at operational bases.

C—Machinery spares to be carried at major overhaul bases.

28. Printed supplies of Form M.S./D.E.(N) 17 should be requisitioned from the Superintending Naval Store Officer, Sydney.



43. Navy Order 216 of 1945 refers.  
 44. Navy Orders 666 of 1944, 16 and 176 of 1945 are cancelled.

## APPENDIX A.

All instruments.  
 All types of electrical equipment.  
 Any copper, brass or bronze items.  
 Ball and Roller bearings.  
 Bearing shells.  
 Blower Assemblies.  
 Bosch and Excello fuel pumps.  
 Cams.  
 Camshafts.  
 Cam Rollers and Pins.  
 Chains.  
 Connecting Rods.  
 Connecting Rod and Bearing Bolts.  
 Cooler and Heat Exchanger Elements and Tubes.  
 Couplings.  
 Crankshafts.  
 Cylinder Block.  
 Cylinder Heads.  
 Electrical meters (attached to engines).  
 Filter and strainer elements.  
 Flexible Couplings.  
 Fuel and Lubricating Oil Pumps and parts.  
 Gears, gear hubs, and sprockets.  
 Governors and parts.  
 Hydraulic governors.  
 Injectors and parts.  
 Liners.  
 Pistons.  
 Piston Pins.  
 Piston Pin Bushings.  
 Reduction and Reverse Gear Assemblies  
 Rocker Shafts, fuel pump shafts, and control shafts.  
 Silencers.  
 Springs.  
 Studs.  
 Tachometers.  
 Tachometer generators.  
 Thermocouples.  
 Valves.  
 Water pumps and parts.

NAVY OFFICE - MELBOURNE	
DRG. NO. 50030	
DATE - 27/8/44	
COPY NO. MSD	
DESIGNED BY	27/8/44
CHECKED BY	27/8/44
APPROVED BY	27/8/44
APPROVED <i>M. L. Kelly</i>	

**MACHINERY SPARES - STORE**  
**MARKING OF CASES**  
 SCALE - 1 1/2 INCHES = 1 FOOT

THE PACKAGES CONTAINING MACHINERY SPARES ARE TO BE MARKED ON ONE FACE OF DIAGONAL CORNERS WITH THE WORDS "AUST. NAVY" IN A MEDIUM HEIGHT OF 1/2 INCHES. THE LETTERS SHOULD BE IN A MEDIUM HEIGHT OF 1/2 INCHES. THE LETTERS SHOULD BE IN A MEDIUM HEIGHT OF 1/2 INCHES. THE LETTERS SHOULD BE IN A MEDIUM HEIGHT OF 1/2 INCHES.

1. ALL PACKAGES FOR DESPATCH TO FORWARD OPERATIONAL SITES ARE TO HAVE IN ADDITION TO THE USUAL MARKING, THE BRAND "AUST. NAVY" LOOSELY STENCILED IN APPROPRIATE PRINT ON ALL SIDES OF THE CASE. THE HEIGHT OF LETTERS IS TO BE A MINIMUM OF 1/2 INCHES FOR LARGE CASES, AND IS TO BE REDUCED AS NECESSARY FOR MEDIUM AND SMALL CASES.

2. SMALL PACKAGES MAY BE STAMPED WITH METAL TYPERS. THESE SHOULD BE 1/2 INCHES IN DIMENSIONS, WITH THE LETTERING "AUST. NAVY" STENCILED THEREON.

3. S.M.O. 197 ON 1944. REVISED

FIG. 1

DETAIL OF CORNER





RESTRICTED.

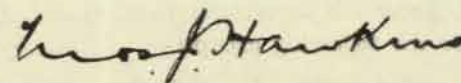
(FOR OFFICIAL USE ONLY.)

## Commonwealth Navy Order.

Navy Office, Melbourne,  
12th August, 1947.

The following Order, having been approved, is hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,



Secretary.

*The Flag Officer Commanding H.M.A. Squadron, and Commanding Officers of H.M.A. Ships, Officers in Charge of H.M.A. Naval Establishments, and others concerned.*

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### TABLE OF CONTENTS.

No.	Subject.
230.	E.A.N. Post War Pay Code.
	C.7997/47.

230.

## R.A.N. POST WAR PAY CODE.

## SECTION 1.—GENERAL.

The new rates of pay and allowances approved by the Government and applicable from 1st July, 1947, to all officers and men of the Naval Forces on daily rates of active pay are promulgated for information and guidance. The conditions set forth herein are not complete in detail and may be subject to amendment. Other matters not dealt with in this Navy Order will be promulgated as soon as details have been fully determined. Every important change is being announced, in the first instance, by the R.A.N. Pay Code Signal series. Except as stated in section 6 of this Order the rates of pay and allowances specified in Naval Financial Regulations and Instructions cease to apply after 30th June, 1947, and the relevant articles thereof should be appropriately endorsed immediately upon receipt of information of new rates or conditions.

2. The determination of the new rates has been made after a comprehensive review of present day conditions in the Service and in civilian life. The aim has been to simplify the rates of pay and allowances and the conditions of payment and to establish a substantial degree of uniformity in pay matters between the three Services.

3. There are separate common scales of active pay (see Appendix I.) for the following groups:—

- (a) Officers of the Executive, Engineering, Electrical Instructor and Supply and Secretariat Branches.
- (b) Warrant Officers and Officers promoted from Warrant Rank.
- (c) Ratings other than Artificers, Mechanicians and Artisans.

Allowances in the nature of pay including specialist and non-substantive allowances, are, with few exceptions (see Appendix II.) absorbed in the Common Scale. Non-substantive rating becomes an essential qualification for advancement and the following standards will be required in the Seaman Branch.

A.B.	..	..	..	3rd Class Non-substantive Rate.
Leading Seaman	..	..	..	2nd Class Non-substantive Rate.
P.O. and C.P.O.	..	..	..	1st Class Non-substantive Rate.

4. Ordinary Seaman and relative ratings, including those of Writer, Stores and Sick Berth Branches entered before 1st July, 1947, may be advanced to the Able rating under conditions existing on 30th June, 1947.

Petty Officers, Leading and Able Ratings of the various Branches will be required to qualify under revised conditions, e.g., obtain appropriate non-substantive standard, before being eligible for advancement to the next higher rating. Petty Officers and men not holding the appropriate non-substantive qualifications on 1st July, 1947, however, will not be required to revert to a lower rating.

Revised conditions of advancement referred to above are set out in section 5 of this Order.

5. Officers and men are to be transferred to the Post War Pay Code in the acting, temporary or confirmed rank or rating held on 30th June, 1947, except as specified hereafter:—

- (a) The following titles are in future to be used to designate the Ordinary rating *over and under 18 years of age* in the various branches—

Ordinary Seaman, Ordinary Signalman, Ordinary Telegraphist, Stoker 2nd Class, Writer 2nd Class, Stores Assistant 2nd Class, Sick Berth Attendant 2nd Class, Musician 2nd Class, Assistant Steward, Assistant Cook.

- (b) The daily rate of active pay for ratings under 18 years of age or for ratings (new entries) who have not completed six months' service on 1st July, 1947, and who are still holding the rating or relative rating of Ordinary Seaman, will be as specified in the following scale and not as specified in Appendix I. of this Order:—

<i>Rating or Relative Rating.</i>	<i>Rate per Diem.</i>
Ordinary Seaman undergoing recruit training—	s. d.
Under 21 years of age .. ..	8 6
21 years of age and over .. ..	10 0
Ordinary Seaman after completion of recruit training—	
Under 18 years of age .. ..	8 6
18 years of age and over—	
(until completion of six months' service) .. ..	10 0
(after completion of six months' service) .. ..	11 0

6. Men (new entries) entered after 1st July, 1947, will be entered in the rating of *Recruit* with the appropriate branch added in brackets, e.g., Recruit (Seaman), Recruit (Writer), Recruit (A/E.R.A. 4th Class), Recruit (Joiner 5th Class). Recruit Artificers and Artisans, however, will receive from date of entry the rate of active pay specified for the class and branch in which entered and will retain the title of Recruit, only for the duration of the recruit training period.

7. *Increments of Pay.*—(a) Except as provided hereunder the time qualification for increments of pay will be governed by the date of seniority in the substantive rank or rating on the Active List of the Seagoing and/or Auxiliary Services. Officers of the Retired and Emergency Lists and Officers and men of the Temporary and Reserve Forces will count for increments of pay all full time service on pay in the rank or rating. A member holding a paid acting or temporary rank or rating may be paid increments of pay whilst he continues to hold such rank or rating. The counting of acting time for increments of pay will in no way affect the seniority in confirmed rank.

(b) The following service will not count towards increments of pay:—

- (i) Time under total forfeiture of pay, e.g., detention, cells, waiting trial, &c.
- (ii) Time for which pay is not credited, e.g., leave without pay.
- (iii) Time prior to desertion where "R" has not been removed, or time prior to absence from the Service for over five years.
- (iv) Time served in the unpaid acting or temporary rank or rating.

(c) The following service will be permitted to count towards increments of pay:—

- (i) Time served in a relative rank or rating which has the same or higher scale of active pay.
- (ii) Time served by an Officer in a paid acting or temporary rank if such time is continuous with his confirmed time in that rank.

(d) Increments of pay on the change over to the Post War Pay Code may be authorized by the Supply Officer, but in respect of Officers entitled to increments subsequent to 1st July, 1947, application to the Naval Board is to continue to be made in accordance with Naval Account Regulations and Instructions, Article 96.

8. *Good Conduct Badges.*—(a) The qualifying period for award of Good Conduct Badges, with pay at 4d. per diem for each Badge, will be 4, 8, and 12 years' service, subject to the provisions of K.R. & A.I. Article 527 as to conduct. For this purpose, service will mean *all time since date of entry* (except time forfeited *vide* K.R. & A.I.) irrespective of age on entry.

(b) Men already in possession of their first Good Conduct Badge on 30th June, 1947, or eligible for it on or before that date are to receive badge pay at the new rate from 1st July, 1947. Adjustment of badge pay for an award earlier than 1st July, 1947, is to be made at the rate of 3d. per diem up to and including 30th June, 1947.

(c) Men with eight or twelve years' qualifying service from date of entry on 1st July, 1947, may be awarded the second or third badge respectively from that date.

(d) Restoration of a first Good Conduct Badge may be made after six months' service from date of deprivation, whether or not the full qualifying period of 4 years for the award under the above conditions has been served.

9. *Definitions.*—For the purpose of this Order the following definitions will apply:—

"Living In"—When victualled and/or accommodated in Service quarters.

"Living Out"—(a) Single Member—when Service victualling and accommodation are not available. (b) Married Member—when Service victualling and accommodation are not available, or when permitted to reside at own home or be accommodated in married quarters.

"Away from Home"—A married member when "living out" but unable through Service requirements to reside at his own home.

"Married Member"—A member who, being married or widowed, is in receipt of Marriage Allowance, and who can qualify for payment of "separation" or "living out" allowance of 3s. per diem.

## SECTION 2.—MARRIAGE ALLOWANCE AND SEPARATION ALLOWANCE.

1. Subject to the conditions set out in this section, Marriage and Separation (or Living Out) Allowances are payable to married or widowed members as from 1st July, 1947. Child Allowance and Dependant Allowance will not be paid after 30th June, 1947. See, however, section 4 regarding payment of Non-Reduction Allowance.

2. Marriage Allowance at the rate of 4s. per diem is payable to—

- (a) A married member who maintains normal domestic relations with his wife (see paragraph 5), or
- (b) A widowed member who maintains his own separate home (i.e., which he owns or for which he pays full rental) for his legitimate children or step children under the age of 16 years, or up to 18 years if receiving full-time education (see paragraph 5).

3. Separation Allowance at the rate of 3s. per diem is payable, in addition, to a member who is in receipt of marriage allowance, when such a member is, because of Service requirements, unable to reside at home. When a member is able to reside at home he is to be paid a "living out" allowance of 3s. per diem in accordance with section 3, but will not be eligible for payment of Separation Allowance.

4. A member who is in receipt of Marriage Allowance must allot to his wife, or, in the case of a widowed member, the guardian of his children, not less than a standard allotment of 6s. per diem from his active pay and, in addition, the amount of Marriage Allowance and Separation or "living out" Allowance of 3s. per diem, whichever is payable. The minimum allotment payable will therefore be 13s. per diem.

5. Marriage and Separation Allowances are not payable in the following circumstances:—

- (a) Death of wife, unless qualified in accordance with paragraph 2 (b).

- (b) Desertion by either party.  
 (c) Mutual agreement of Separation.  
 (d) Divorce.  
 (e) A widowed member who ceases to maintain his own home, *vide* paragraph 2 (b) above.

6. All personnel claiming marriage allowance as from 1st July, 1947, are to complete a statutory declaration in the following form:—

APPLICATION FOR MARRIAGE ALLOWANCE.

Statutory Declaration.\*

I, (full name) .....  
 rank or rating ..... O.N. ....  
 of His Majesty's Australian Ship .....  
 Royal Australian Navy, do solemnly and sincerely declare as follows:—

1. I was married to my wife (full maiden name of wife) .....  
 on date ..... at (place of marriage) .....  
 2. My said wife is being maintained by me at (address) .....  
 3. There has been no dissolution by divorce of the marriage of my wife and myself, nor has any order or decree of judicial separation been made or given affecting the said marriage.  
 4. There is no subsisting deed of separation or other mutual arrangement between my wife and myself whereby we have agreed to live apart from each other.  
 5. I have not deserted my wife, nor have I been deserted by my wife.  
 6. I am not living apart from my wife other than for Service reasons.  
 AND I make this solemn declaration by virtue of the *Statutory Declarations Act 1911-1944* conscientiously believing the statements contained therein to be true in every particular.

Signature .....

Declared before me\* (full name) .....

Rank ..... of His Majesty's Australian Ship .....  
 the ..... day of ..... 194 .....

Signature .....

NOTE:—Any person who wilfully makes a false statement in a statutory declaration is guilty of an indictable offence, and is liable to imprisonment, with or without hard labour, for four years.

\* This declaration may be made by a member of the R.A.N. before an officer of the R.A.N. not below the rank of Lieutenant, or before a Police, Stipendiary, or Special Magistrate, a Justice of the Peace, a Commissioner for Affidavits, a Commissioner for Declarations, a Notary Public, or before any person before whom a statutory declaration may be made under the law of the State in which the declaration is made.

In the case of personnel claiming marriage allowance (first application) subsequent to 1st July, 1947, particulars of the allotment declared, date of commencement of Marriage Allowance and a certificate by the Commanding Officer, that he has sighted the Marriage Certificate, are to be inserted on the back of the statutory declaration.

The statutory declaration is to be forwarded on completion to the Director of Navy Accounts. A duplicate copy in the case of officers is to accompany the transfer list, and in the case of ratings is to be enclosed in the Service Certificate.

7. Commanding Officers are to bring to the notice of all personnel serving under their command the conditions of paragraph 5 and inform ships' companies that failure immediately to notify any change in domestic relations may result in disciplinary action being taken and a heavy charge being made in respect of over payment.

8. The conditions of payment prescribed in N.F.R. & I. Article 66A where not superseded by the provisions of this section continue to apply.

SECTION 3.—LIVING OUT ALLOWANCE AND SPECIAL ALLOWANCE FOR RETENTION OF LODGINGS.

1. *Living Out Allowance*.—(a) Subject to the conditions set out in this paragraph a member when not victualled and accommodated in Service quarters, is to be paid a "living out" allowance according to the circumstances indicated in the following table:—

	Rate per Diem.	
	s.	d.
(i) Unmarried member living out—		
For first 30 days' residence in same locality .. .. .	6	0
After first 30 days' residence in same locality .. .. .	4	6
(ii) Married member living out and able to reside at home .. .. .	3	0
(iii) Married member living out and unable through service requirements to reside at home—		
Rank or relative rank or rating.		
Ldg. Smn. or lower rating .. .. .	4	6*
Petty Officer .. .. .	5	0*
Chief Petty Officer .. .. .	5	6*
Lieut. or lower rank .. .. .	7	0
Lt.-Cdr. and Cdr. .. .. .	8	0
Captain or higher rank .. .. .	9	6
(iv) When on leave exceeding 72 hours, not payable concurrently with (i), (ii), or (iii)—		
Unmarried member .. .. .	4	6
Married member .. .. .	3	0

NOTE:—The rate of allowance payable when on leave to personnel serving overseas is under consideration.

\* Whilst present accommodation difficulties persist a minimum rate of 6s. per diem will be payable to such members.

(b) Where an unmarried member, who is paid an allowance for retention of lodgings in accordance with paragraph 2 of this section returns to the same locality within 30 days, he will *not* be deemed to have commenced a new period of "living out", but may be allowed any unexpired portion, including the period of absence, of the first 30 days for the higher rate of allowance.

(c) The "living out" allowance authorized for a married member, who through Service requirements is unable to reside at home, will be payable concurrently with Separation Allowance. The name and address of the next-of-kin of the member is to be shown in the Remarks column of each quarter of the ledger account where such rate of "living out" allowance is credited.

(d) Where an unmarried member has been "living out" in the same locality for a period of less than 30 days at 30th June, 1947, he will be eligible to receive the rate of allowance of 6s. per diem for the unexpired portion of the 30 days during which he continues to live out.

(e) Credit of "living out" allowance (abbreviated as L.O.A.) at the daily rate is to be made in the Active pay column of the ledger.

(f) "Living out" allowance is not to be paid to a member in respect of any day on which—

- (i) Travelling Allowance or meal allowance for three consecutive meals is paid to that member;
- (ii) the member is accommodated at public expense in a hospital, prison, detention quarters, or mental institution;
- (iii) the member is provided with meals on board ship, train, or aircraft at public expense; or
- (iv) the member is absent without leave for a period of 24 hours.

2. *Special Allowance for Retention of Lodgings.*—(a) Subject to the conditions set out in this paragraph an unmarried member who is living out, or a married member who for service reasons is required to occupy lodgings away from his home, may, on production of a receipt for such sum as was necessarily expended by him for retention of his lodgings during any period up to a maximum of 30 days, for which he was—

- (i) accommodated in hospital; or
- (ii) temporarily absent from his lodgings on duty, e.g., victualled and accommodated whilst temporarily on duty in a ship or establishment—

be paid in respect of that period, a special allowance at the rate of 2s. 6d. per diem.

(b) If the sum necessarily expended by the member for retention of lodgings is less than 2s. 6d. per diem for the period, he is to be re-imbursed only the amount of that sum.

(c) The "living out" allowance payable in the ledger account of the member concerned is to be immediately suspended and payment of the special allowance for retention of lodgings is not to be made until a receipt for the expenditure necessarily incurred is produced by the member for attachment to the Cash Account voucher.

(d) A reference to the Cash Account voucher dealing with the payment of special allowance for retention of lodgings, showing also the amount and period covered, is to be made in the "Remarks" column of the member's ledger account.

#### SECTION 4.—NON-REDUCTION IN PAY RECEIVED AT 30TH JUNE, 1947.

1. Where, after a comparison has been made between a member's gross emoluments on the rates of pay and allowances, payable at 30th June, 1947, hereinafter referred to as the "Old Rates", and the rates applicable to his existing situation (i.e., living in or living out), under the Post War Pay Code on 1st July, 1947, a reduction in pay is shown to occur, such reduction is to be obviated by crediting in the ledger account an allowance at the daily rate equal to the reduction. This allowance will be known as a "Non-Reduction Allowance" (abbreviation—N.R.A.).

2. A member who does not qualify for N.R.A. on 1st July, 1947, or ceases to qualify after that date will not subsequently qualify or requalify for such allowance by reason of any changed circumstances whatsoever. All cases in which N.R.A. continues to be payable will be reviewed at the end of 12 months.

3. The comparison of emoluments, for the purpose of assessing N.R.A. is to include—

- (a) Under the "Old Rates"—the daily rate payable at 30th June, 1947, of active pay, deferred pay (except in the case of Officers), badge pay, marriage, dependant, kit upkeep, lodging and provision allowances, and allowances in the nature of pay payable continuously, i.e., specialist and non-substantive allowances (members undergoing detention, &c., will, for this calculation, be considered to be receiving full pay); and
- (b) Under the "Post War Pay Code"—the daily rate payable at 1st July, 1947, of active pay, value of retirement gratuity (except in the case of officers), marriage, separation, uniform, "living out", and any other continuous allowances.

The value of the retirement gratuity is to be taken as—

- (i) In the case of ratings serving under an engagement to complete 12 years' service, or having completed such engagement continue to serve either temporarily or under a short-term re-engagement, e.g., two or five years—1s. 8d. per diem.
- (ii) In the case of all other ratings—1s. 1d. per diem.

4. Allowances which were not wholly dependent upon qualifications but were payable whilst holding a particular appointment or appropriation are to be excluded from the comparison, e.g., Command Money, Entertaining, Senior or Charge Allowances, Surveying Pay, Difference of Mess Subscription, Hardlying Money, Captain of the Heads, Acting Schoolmaster, Gunnery Officer's Writer.

5. The comparison of emoluments for the purpose of assessing N.R.A. is to be made according to the member's existing situation on 1st July, i.e., whether "Living in" or "Living out". A married member "living out away from home" is to be assessed on the "living in" basis, i.e., lodging and provision or living out allowances are not to be included in the comparison. After being assessed on the "living in" basis at or after 1st July, 1947, the rate of N.R.A. is not to be varied on account of any further change in situation, but living out allowance may be paid in addition to N.R.A. if the member again lives out (see, however, paragraph 7 (e)).

6. (a) When a member in receipt of N.R.A. on 1st July on the "living out" basis is subsequently required to "live in" a re-assessment of N.R.A. payable is to be made on the "living in" rates as at 30th June and 1st July, and the rate of N.R.A. is not to be varied if the member again "lives out".

(b) When a married member, who was "living out at home" on 1st July, 1947, is subsequently required to "live out away from home", without "living in" in the interval, a re-assessment of N.R.A. payable is to be made on the basis of the "living in" rates as at 30th June and 1st July, 1947, with the appropriate rate of Living Out Allowance then added.

(c) A re-assessment is not to be made, however, on account of a temporary change in situation for a period up to 28 days, unless it is known at the time that such change will exceed 28 days. This provision is intended to cover short periods of detached duty or in hospital, &c. In the case of a permanent change in situation a re-assessment is to be made on the date the change is made.

7. Other conditions which will govern the continuance of payment of N.R.A. are as follows:—

(a) Payment of N.R.A. is to cease on and from the date of re-engagement or transfer to the Permanent Forces.

(b) N.R.A., where payable, will be reduced or absorbed by increased pay on account of promotion, advancement, length of service, award of good conduct badges, or any other increase in emoluments, including payment of Marriage and Separation Allowance. Should a member in receipt of N.R.A. revert to a lower rank or rating, a re-assessment of N.R.A. is to be made on the basis of the rates payable on 30th June for such lower rank or rating.

(c) Where N.R.A. is payable on account of the member having been credited with Dependant or Child Allowance on 30th June, 1947:—

(i) N.R.A. will be reduced when any change occurs in domestic circumstances which would, under the "Old Rates" reduce the payment of Dependant or Child Allowance, e.g., death of parent or child attaining age of 16 years.

(ii) Such a member, if married and also supporting another dependant, e.g., dependent mother, must, in addition to the allotment to his wife, viz., 13s. per diem, allot to his other dependant an amount equal to the full amount of Dependant Allowance paid on 30th June, 1947.

(iii) Except as in (ii) the minimum allotment for payment of marriage allowance, viz., 13s. per diem, need not be increased on account of N.R.A. being payable.

(d) Where N.R.A. is payable on account of an unmarried member having been credited with Dependant Allowance on 30th June, 1947, such a member is required to either—

(i) allot from his active pay in favour of such dependant an amount of not less than 5s. 6d. per diem if an officer, or of not less than 3s. 6d. per diem if a rating, plus the full amount of Dependant Allowance paid on 30th June, 1947; or

(ii) continue such lesser allotment which was in force on that date.

(e) Where an unmarried member paid N.R.A. *vide* sub-paragraph (d), is required to "live out", or proceeds on leave subsequent to 1st July, the rate of Living Out Allowance (i.e., 6s. or 4s. 6d.) is to be reduced by the amount of N.R.A. credited.

(f) Where N.R.A. is payable "Old Rates" are also to be shown in ledger account and on transfer lists.

8. The following examples based on the case of married A.B. (over 8 years' seniority) with four children are set out for guidance in the method of calculating N.R.A.:—

(a) "Living in" on 1st July, 1947.—

	Old Rates at 30th June, 1947.		Post War Pay Code at 1st July, 1947.
	s. d.		s. d.
Active Pay .. ..	9 0		13 8
2 G.C.B. .. ..	0 6		0 8
Q.R.III. .. ..	0 3		—
K.U.A. .. ..	0 9		1 0 Uniform Allowance.
M.A. .. ..	12 6		4 0
			3 0 Separation Allowance.
Deferred Pay ..	1 9		1 8 Value of Gratuity (or
			1s. 1d. p.d.—see para.
			3 (b)).
			24 0
			0 9 N.R.A.
	24 9		24 9



5. *Ratings to Which Transferred on 1st July, 1947.*—(a) All men serving on 1st July, 1947, will transfer to the Post War Pay Code in the substantive rating, permanent or temporary, held on 30th June, 1947, without regard to the Part II. (non-substantive) qualification held. Men holding a confirmed rating will transfer to the confirmed rate, and those holding an acting rate to the acting rate.

(b) Men transferred to the Post War Pay Code as above, whether on an acting or confirmed basis, will not be liable to revert to a lower rating on the grounds that they do not hold a non-substantive rating appropriate to their substantive rating, but they may be required to take an appropriate Part II. course and examination at a convenient opportunity when the period they still have to serve justifies this. Failure in the course will not entail reversion, but passing will be in their own interests if they desire or are eligible for further advancement.

6. *Further Advancement of Men Transferred on 1st July, 1947.*—Men transferred in acting rates on 1st July, 1947, in accordance with paragraph 5 will be confirmed under the rules in force prior to that date even if they do not hold an appropriate Part II. (non-substantive) qualification. Men already on the advancement rosters on 30th June, 1947, will be advanced and subsequently confirmed under rules in force on that date regardless of Part II. (non-substantive) qualifications held, except in the case of men then on the roster for Seaman Chief Petty Officer. In this case ratings who do not hold a 1st Class non-substantive qualification may be advanced on an acting and provisional basis only. The conditions under which they may be confirmed will be considered later when requirements are more definitely known.

7. *Advancement of Men Becoming Eligible after 30th June, 1947.*—Until further instructions are issued men entered before 1st July, 1947, will be advanced (by rosters where applicable) under the conditions in force prior to that date subject to the modifications detailed below:—

- (a) Men may be recommended for substantive advancement and placed on rosters (where applicable) regardless of Part II. (non-substantive) qualification held provided that they are otherwise fully qualified, are recommended, and are considered suitable to undergo the course for a Part II. (non-substantive) qualification appropriate to the rating (substantive) for which they are recommended.
- (b) Men so recommended may be advanced without regard to Part II. qualifications actually held, but such advancement, except in the case of advancement to the Able rate, is to be on an acting and provisional basis, and men are to be so advised at the time of advancement.
- (c) Men so advanced on an acting and provisional basis will be required to take the course and pass an examination for an appropriate Part II. qualification at the first convenient opportunity.
- (d) Men rated acting and provisional, if they pass the requisite Part II. examination at the first attempt, will no longer be on a provisional basis, and will be confirmed in rating

in accordance with the regulations in force on 30th June, 1947. Cases of failure are to be reported to the Naval Board with a recommendation for either re-examination or reversion.

8. Men disgraced or reverted to a lower rating who become due for re-advancement after 30th June, 1947, will be re-advanced in accordance with the general provisions of C.O.R., Chapter V., and B.R. 1066, Chapter XIII. When re-advanced, re-qualification in Part II. (in branches where it applies) will be required if the period of not holding a rate exceeds two years or, in the case of reversion only, if the man was found wanting on reversion he should be required to pass the Part or Parts in which he was found lacking. In cases where men do not hold the appropriate Part II. qualification for the rate to which being re-advanced, the re-advancement is to be on an acting and provisional basis under conditions similar to those outlined in paragraph 7 regardless of whether or not the confirmed rate was held previously.

9. Men (new entries) entered after 1st July, 1947, will not be advanced until they have the full qualifications as outlined in paragraph 3.

10. *Examination and Courses for Advancement.*—As a general rule ratings will only be permitted to qualify in Part I. and Part II. subjects for the rating next above that which they hold at the time of examination or undergoing the course, but until the new scheme is stabilized variations to this rule may be necessary. In the case of Petty Officers and Leading Seamen who hold a Part II. (non-substantive) qualification more than one class lower than that appropriate to their substantive rating, arrangements may be made where practicable to cover the necessary ground in one course and one examination (e.g., a Petty Officer (C.R.3) may be passed for P.O. (C.R.1) direct).

#### SECTION 6.—PAY AND ALLOWANCES UNDER CONSIDERATION.

The rates of pay and allowances and/or conditions of payment specified hereunder are still under consideration. Where applicable rates and conditions existing on 30th June, 1947, will continue to apply until further instructions are issued. In most cases it is expected that where possible the new rates will be made retrospective to 1st July, 1947:—

- (a) Flag Officers, Chaplains, Medical and Dental Officers.
- (b) Dockyard Police and other Auxiliary Service personnel who are still receiving consolidated rates of pay.
- (c) Women's Services.
- (d) Overseas Allowances.
- (e) Travelling and Meal Allowances.
- (f) Removal Expenses.
- (g) Sterling.—The principle of crediting active pay and allowances in sterling to personnel serving abroad is under review. In the meantime the following procedure is to be followed:—

- (i) Personnel entitled to receive pay in sterling on 30th June, 1947, may be paid in sterling at the rate of pay credited on that date subject to



deductions of any Australian commitments, e.g., Australian allotments. All increases payable as a result of the introduction of the Post War Pay Code are to be made in the equivalent Australian currency value.

- (ii) Personnel who were not in receipt of pay in sterling on 30th June, 1947, and who subsequently enter an area where sterling would normally have been payable, are to be credited with pay in Australian currency only.

Any adjustments necessary when the principle of crediting pay in sterling has been reviewed will be made with retrospective effect to 1st July, 1947.

- (h) **Deferred Pay and Retirement Gratuities.**—The present system of accruing deferred pay will probably be replaced by a pension scheme for long service career personnel, and a scale of retirement gratuities for personnel who do not qualify for pension.

In the case of ratings, deferred pay will cease to be credited on 30th June, 1947, but the amount to the credit of each rating on that date will continue to bear interest until paid in accordance with the conditions of N.F.R. & I. Article 89, or 119, as appropriate.

In the case of officers no action is to be taken to credit deferred pay in September quarter ledger pending further instructions.

A gratuity of £360 will be payable to ratings on satisfactory completion of a 12-year engagement, subject to the member re-engaging for further service or being recommended for and contracting to serve in the R.A.F.R. for a period of 5 years.

A member who is not recommended or who does not volunteer for service in the R.A.F.R., will receive a gratuity of £240 on completion of a 12-year engagement.

(556/201/2458.)

#### APPENDIX I—ACTIVE PAY.

Part I—Officers Common Scale.

Part II—Warrant Officers and Officers Promoted therefrom.

Part III—Ratings Common Scale.

Part IV—Artificers, Mechanics and Artisans.

#### APPENDIX II—ALLOWANCES.

Part I—General.

Part II—Officers.

Part III—Ratings.

## APPENDIX I (ACTIVE PAY).

## PART I.

*Officers Common Scale.*

The following are the daily rates of active pay operative from 1st July, 1947, for Officers of the Executive, Engineering, Electrical, Instructor and Supply and Secretariat Branches:—

<i>Rank or Relative Rank.</i>	<i>Rate per diem.</i>		
	£	s.	d.
Midshipman .. .. .	0	10	0
Acting Sub-Lieutenant .. .. .	0	15	0
Sub-Lieutenant .. .. .	0	17	0
Lieutenant "on promotion" .. .. .	1	3	0
After 2 years .. .. .	1	6	0
After 4 years .. .. .	1	9	0
After 6 years .. .. .	1	12	0
Lieutenant-Commander "on promotion" .. .. .	1	17	0
After 2 years .. .. .	1	19	0
After 4 years .. .. .	2	1	0
After 6 years .. .. .	2	3	0
After 8 years .. .. .	2	5	0
After 10 years .. .. .	2	7	0
Commander "on promotion" .. .. .	2	10	0
After 2 years .. .. .	2	12	0
After 4 years .. .. .	2	14	0
After 6 years .. .. .	2	16	0
After 8 years .. .. .	2	18	0
After 10 years .. .. .	3	0	0
Captain "on promotion" .. .. .	3	4	0
After 2 years .. .. .	3	6	6
After 4 years .. .. .	3	9	0
After 6 years .. .. .	3	11	6
After 8 years .. .. .	3	14	0
After 10 years .. .. .	3	16	6

The daily rate of active pay for Flag Officers will be notified later.

## APPENDIX I—ACTIVE PAY.

## PART II.

*Warrant Officers and Officers Promoted from Warrant Rank.*

1. The following are the daily rates of active pay operative from 1st July, 1947, for Warrant Officers and Officers promoted from Warrant Rank of both the Mechanical and Non-Mechanical Branches, except those referred to in paragraph 2:—

<i>Rank or Relative Rank.</i>	<i>Rate per diem.</i>		
	£	s.	d.
Warrant Officer "on promotion" .. .. .	1	5	0
After 2 years .. .. .	1	6	0
After 4 years .. .. .	1	7	0
After 6 years .. .. .	1	8	0

Commissioned Officer from Warrant Rank "on promotion" .. .. .	1	9	0
After 2 years .. .. .	1	10	0
After 4 years .. .. .	1	11	0
After 6 years .. .. .	1	12	0
After 8 years .. .. .	1	13	0
After 10 years .. .. .	1	14	0
Lieutenant "on promotion" .. .. .	1	15	0
After 2 years .. .. .	1	16	6
After 4 years .. .. .	1	18	0
After 6 years .. .. .	1	19	6
Lieutenant-Commander "on promotion" .. .. .	2	1	0
After 2 years .. .. .	2	3	0
After 4 years .. .. .	2	5	0

Commander—As in Part I—Officers Common Scale.

2. (a) An Officer specially selected and promoted direct from Warrant Rank, or from Commissioned Officer from Warrant Rank to the rank or relative rank of Lieutenant, will, subject to the succeeding sub-paragraph, be paid the daily rate of active pay prescribed for his rank and seniority on the Officers Common Scale, *vide* Part I.

(b) Where the daily rate of active pay as a Warrant Officer or Commissioned Officer from Warrant Rank on the day immediately preceding such promotion is higher than the rate to which he would be entitled in the rank, or relative rank of Lieutenant on the Officers Common Scale, such an Officer will continue to be paid the higher rate until he will have become entitled, either upon promotion or upon attaining increased seniority, to receive an increased rate on the Officers Common Scale.

## APPENDIX I (ACTIVE PAY).

## PART III.

*Chief Petty Officers, Petty Officers and Men—Common Scale.*

1. The following are the daily rates of Active Pay operative from 1st July, 1947, for Chief Petty Officers, Petty Officers and Men of all branches of the Permanent Naval Forces, except those referred to in Part 4.

<i>Rating or Relative Rating.</i>	<i>Rate per diem.</i>		
	s.	d.	
Recruit (Seaman)—under 21 years of age .. .. .	8	6	
Recruit (Seaman)—21 years of age or over or after 6 months' service in any case where failure to qualify for the Ordinary Rating is due to reasons outside his own control, e.g., illness .. .. .	10	0	
*Ordinary Seaman .. .. .	11	0	

(\* See Section 1 paragraph 5 (b) for rate of active pay for Ordinary Seaman and relative ratings with less than 6 months' service on 1st July, 1947.)

Able Seaman .. .. .	13	0
After 2 years (service as such) .. .. .	13	2
After 4 years .. .. .	13	4
After 6 years .. .. .	13	6
After 8 years .. .. .	13	8
Leading Seaman .. .. .	15	3
After 2 years .. .. .	15	6
After 4 years .. .. .	15	9
Petty Officer .. .. .	17	9
After 2 years .. .. .	18	0
After 4 years .. .. .	18	3
After 6 years .. .. .	18	6
Chief Petty Officer .. .. .	20	0
After 2 years .. .. .	20	3
After 4 years .. .. .	20	6
After 6 years .. .. .	20	9
After 8 years .. .. .	21	0

2. The rating of Ordinary Seaman or relative rating may be granted immediately after completion of 6 months' service provided requisite professional qualifications have been obtained.

#### APPENDIX I (ACTIVE PAY).

##### PART IV.

###### *Artificers, Mechanics and Artisans.*

1. The daily rates of Active Pay as specified hereunder are to apply from 1st July, 1947:—

###### *Artificer Branch—*

<i>Rating.</i>	<i>Relative Rating.</i>	<i>Rate per diem.</i> <i>s. d.</i>
Artificer 5th Class .. .. .	Ldg. Seaman ..	14 0
Artificer 4th Class .. .. .	P.O. ..	16 9
Artificer 3rd Class .. .. .	C.P.O. ..	18 9
Artificer 2nd Class .. .. .	C.P.O. ..	19 6
Artificer 1st Class .. .. .	C.P.O. ..	20 3
Chief Artificer .. .. .	C.P.O. ..	21 0
After 2 years .. .. .	C.P.O. ..	21 3
After 4 years .. .. .	C.P.O. ..	21 6
After 6 years .. .. .	C.P.O. ..	21 9
After 8 years .. .. .	C.P.O. ..	22 0

The Artificer Branch includes Engine-room Artificers, Electrical Artificers, Ordnance Artificers and Shipwrights.

###### *Mechanicians—*

Mechanician 2nd Class .. .. .	P.O. ..	*
Mechanician 1st Class .. .. .	C.P.O. ..	18 9
After 4 years .. .. .	C.P.O. ..	19 6
After 9 years .. .. .	C.P.O. ..	20 3
Chief Mechanician .. .. .	C.P.O. ..	21 0
After 2 years .. .. .	C.P.O. ..	21 3
After 4 years .. .. .	C.P.O. ..	21 6
After 6 years .. .. .	C.P.O. ..	21 9
After 8 years .. .. .	C.P.O. ..	22 0

\* Mechanician 2nd Class will continue to receive the active pay applicable to a Stoker Petty Officer with increments in that rating.

###### *Artisan Branch—*

Artisan 5th Class .. .. .	A.B. ..	13 0
Artisan 4th Class .. .. .	Ldg. Seaman ..	14 9
Artisan 3rd Class .. .. .	P.O. ..	16 3
Artisan 2nd Class .. .. .	P.O. ..	17 6
Artisan 1st Class .. .. .	P.O. ..	18 9
After 3 years .. .. .	P.O. ..	19 0
Chief Artisan .. .. .	C.P.O. ..	20 0
After 2 years .. .. .	C.P.O. ..	20 3
After 4 years .. .. .	C.P.O. ..	20 6

The Artisan Branch includes Blacksmiths, Plumbers, Painters, Joiners and Dental Mechanics.

2. The daily rate of active pay of a Recruit in the Artificer and Artisan Branches will, from date of entry, be that specified for the class and Branch in which entered.

3. The rate of active pay applicable to ratings who continue to serve in the Electrical, Ordnance and Motor Mechanic Branches after 30th June, 1947, is being promulgated separately.

#### APPENDIX II—ALLOWANCES.

##### PART I—GENERAL.

The allowances indicated hereunder may be paid to Officers, Petty Officers and men under the Post-War Pay Code operative from 1st July, 1947.

(a) *Uniform Allowance.*—An allowance of 1s. per diem is payable continuously whilst receiving full pay for rank or rating. The allowance will also be payable whilst in cells, detention quarters or waiting trial but not in respect of periods of imprisonment.

(b) *Flying Pay*

(c) *Submarine Pay*

(d) *Interpreters' Allowance*

} Rates and conditions of payment under consideration.

(e) *Hardlying Money.*—(i) Hardlying Money is payable to Officers and men whilst actually living and sleeping on board ships, which satisfy the following conditions, at the full rates of 1s. per diem or half rates of 6d. per diem.

(ii) When the period of living on board is less than 24 consecutive hours, hardlying money for one day only will be granted, provided the officers or men have to sleep on board.

(iii) Payment is not to be made to Officers or men who are on leave or absent on duty overnight or provided with alternative accommodation of a kind not entitling them to hardlying money.

(iv) Ships must be employed mainly on Sea Service, i.e., continuous service involving lengthy periods in the open sea or voyages between distant ports irrespective of periods incidental to such service spent in port. It is essential that crews live and sleep on board during considerable periods both at sea and in harbor. Payment will not be authorized in ships employed exclusively in harbors or smooth waters in ships employed at sea for short periods only, or in ships which do not remain at sea overnight.

(v) No payment of hardlying money is to be made without the prior sanction of the Naval Board. The following rules are given as a guide to the principles on which the rates of hardlying money will be assessed:—

A. When the living and sleeping conditions are considered by the Naval Board to be not superior to those experienced in a trawler on normal service—Full rates.

B. When the living and sleeping conditions are considered by the Naval Board to be superior to those experienced in a trawler but markedly inferior to those in a destroyer on normal service—Half rates.

(vi) Hardlying money is not payable to Officers in receipt of surveying pay.

(f) *Shorthand Writer at Courts-Martial or Courts of Inquiry.*—

An allowance of 9d. for each folio of 100 words may be paid in accordance with the conditions prescribed in N.F.R. & I. Article 82, clause 2.

## APPENDIX II—ALLOWANCES.

### PART II—OFFICERS.

The allowances as indicated hereunder may be paid to officers under the Post-war Pay Code, operative from 1st July, 1947.

#### Section A. Command Money—

1. Officers eligible for Command Money.—Command Money is payable to officers of the Executive Branch up to and including the rank of Commodore 2nd Class, as follows:—

(a) Officers appointed in command or temporary command of one of H.M.A. ships in commission which is maintained in a state fit to proceed to sea under her own power at 48 hours' notice and is under a liability to do so.

(b) Officers appointed in command or temporary command of a group of ships as defined in (a), provided either the command is exercised wholly afloat, or the administrative authority certifies that the major part of the officers' duties is exercised afloat.

(c) Officers placed temporarily in command, without formal appointment, of an auxiliary war vessel (trawler or below) or a drifter not formally commissioned but attached to a seagoing ship; provided that in the latter case the drifter is on passage of over 24 hours' duration or absent at sea overnight, and the crew allocated to the drifter actually live and sleep on board.

(d) Officers in command of one of H.M.A. ships in tow out of commission, of or above cruiser status.

2. Rates of Command Money.—(a) Subject to the special provisions of sub-paragraphs (b) and (c) below, the daily rates of Command Money to be paid are as follows:—

s. d.

#### Commodore 2nd class and Captain—

Commanding ships or groups of ships of the following classes:—

Cruiser with main armament of at least nine 6-in. guns or any number of guns of larger calibre.

Appointed as Captain (D) . . . . . 10 0

Commanding ships or groups of ships other than those specified in this paragraph. Appointed as Captain M/S or A/S in an appointment complemented for the alternative ranks of Captain or Commander . . . . . 7 0

Commander, including Commanders (D) (M/S) and (A/S) . . . . . 5 0

Lieutenant Commander . . . . . 3 0

Lieutenant . . . . . 3 0

Sub-Lieutenant . . . . . 2 0

Warrant Officer and Commissioned Officer from Warrant Rank . . . . . 2 0

(b) In so far as the rate of Command Money varies with rank, the rate will, except as provided in sub-paragraph (c), be based on the paid rank or paid acting rank of the Officer. When an officer is promoted, any increase in the rate of Command Money issuable will take effect from the date on which the officer commences pay of the higher rank.

(c) An Officer appointed in temporary command will receive either the rate of Command Money appropriate to the lowest rank of Officer provided by complement for the command of the ship, or that appropriate to the Officer's own rank if higher, subject to the condition that no Officer below Captain's rank will be paid a higher rate than 7s. a day.

3. Commencement and cessation of Command Money.—(a) Subject to sub-paragraphs (b) and (c) below, payment commences on the date of assuming command, and continues so long as the officer remains eligible under paragraph 1, up to and including the date of relinquishing command. If the officer ceases to be eligible under paragraph 1, payment of Command Money ceases forthwith.

(b) Command Money may be continued during periods of leave or sickness, provided no other officer is paid the allowance during the period of absence, and provided the officer eventually returns to the appointment. Payment which is to be held in suspense until the officer returns to duty, continues to be governed by paragraphs 1 and 2.

(c) On changes in command, Command Money in respect of the day of supersession, or any period of overlap, is to be paid to the outgoing officer only.

(d) When an officer is appointed temporarily in command, without formal appointment (see paragraph 1 (c)), the period of command is to be certified by the administrative Authority and noted in the "Remarks" column of the ledger.

(e) In no circumstances may Command Money be paid to two officers concurrently in respect of the same command.

#### Section B. Entertaining Allowance.

1. Subject to the conditions set out in the succeeding paragraphs, Entertaining Allowance at the following daily rates is payable to Officers:—

(a) Whilst appointed in command of a Seagoing Ship—

Captain—5s. per diem.

Commander—3s. per diem.

Lieut.-Cdr.—2s. 6d. per diem.

Lieutenant—2s. per diem.

(b) Commodore Superintendent of Training—10s. per diem.

2. An allocation from a special fund will be made by the Naval Board to ships and commands as found necessary to meet officers' expenses in the entertainment of official guests.

3. Payment of Entertaining Allowance will commence on the date of commencing duty in the qualifying appointment and may be continued during periods of leave or sickness, provided no other officer is paid the allowance during the period of such absence, and that the officer eventually returns to the appointment.

4. The rate of the Allowance will be for the paid acting or confirmed rank of the officer. When an officer is promoted any increase in the rate of Entertaining Allowance will take effect from the date on which the officer commences pay of the higher rank.

5. An officer temporarily appointed to a command which qualifies for Entertaining Allowance will receive either the rate of Entertaining Allowance appropriate to the lowest rank of officer provided by the complement for the command, or the rate appropriate to the officer's own rank, whichever is the higher.

#### Section C. Surveying Pay—

1. Surveying Officers will receive surveying pay at the following rates:—

Grade.	Daily rates.	
	s.	d.
Officer qualified to take charge of a survey—		
Captain and Commander .. .. .	15	0
Lieutenant-Commander and Lieutenant .. .. .	10	0
Assistant Surveyor, 1st Class .. .. .	7	0
Assistant Surveyor, 2nd Class .. .. .	4	0
Assistant Surveyor, 3rd Class .. .. .	2	6
Assistant Surveyor, 4th Class .. .. .	1	0

2. Conditions of Issue.—Surveying pay commences on the date of first appointment as Surveyor or Assistant Surveyor and is payable continuously so long as an officer remains in the Surveying Service, including service in the Hydrographic Department, and also during courses, periods of leave or unemployment, sick leave, and passage, or in appointments for surveying duties outside the Surveying Service. It ceases when an officer leaves the Surveying Service, or ceases pay for any reason. The rate for an officer qualified to take charge of a survey, which varies with rank, will depend on the paid rank or paid acting rank held by the officer. A Lieutenant-Commander promoted to Commander will commence the higher rate on the date on which he first receives pay as Commander.

3. Concurrent payment with other allowances.—Officers in receipt of surveying pay may receive Command Money and Entertaining Allowance under the normal rules concurrently, but are not eligible for hardlying money.

#### Section D. Other Allowances.

(a) *Pilotage Allowance.*—The conditions of payment as prescribed in N.F.R. & I. Art. 76 remain unchanged.

(b) *Difference of Mess Subscription.*—An allowance at the rate of 9d. per diem is payable to Midshipmen and Cadet Midshipmen when victualled in the Wardroom Mess. D.M.S. is not payable to Sub-Lieutenants or Warrant Officers.

(c) *Diving Instructor.*—An allowance at the rate of 3s. 6d. per hour whilst under water to a Warrant Officer instructing in diving will continue to be paid in accordance with N.F.R. & I. Article 81.

## APPENDIX II—ALLOWANCES.

## PART III—RATINGS.

The allowances as indicated in the schedule hereunder may be paid to Petty Officers and men under the Post-war Pay Code operative from 1st July, 1947.

The general conditions of payment are:—

*Category A.*—Payable continuously whilst allocated for the duty. Payment is to cease after 28 days continuous absence from duty through sickness and may be made to a substitute from the 29th day.

*Category B.*—Payable continuously while allocated for the duty. Payment is to cease on discharge to hospital or when sick on shore but it may then be made to a substitute doing the duty.

*Category C.*—Payable only for actual days of performance of the duty, or

*Category D.*—Payable continuously whilst qualifications are retained.

## SCHEDULE OF ALLOWANCES FOR PETTY OFFICERS AND MEN.

No.	Allowance.	Conditions of Payment.	Rate per Diem.	Category.
			<i>s. d.</i>	
1	Command of Tenders ..	To C.P.O. or lower rating when specially allowed by Naval Board authority	1 0	A
2	Cook—Senior .. ..	To Senior Cook (S) rating in charge of cooking for 250 or more in the General Mess when a Commissioned or Warrant Cookery Officer is not borne	1 0	A
3	Coxswain .. ..	To C.P.O. or P.O. of the Quarter Master Branch appropriated on complement as Coxswain or Submarine Coxswain and to C.P.O. or P.O. of the Surveying Branch appropriated on complement as Surveying Coxswain	1 0	B
4	Diver .. ..	To qualified ratings (not above Leading Rate). (Conditions will be promulgated)— 2nd Class .. ..	0 6	} D
		3rd Class .. ..	0 3	
5	Diving Pay .. ..	To be promulgated .. ..	..	C
6	Double Bottom Pay ..	As in N.F.R. and I., Article 73 (93)— Ordinary rate ... ..	0 9	} C
		Within the tropics .. ..	1 0	
		Supervision .. ..	0 6	

SCHEDULE OF ALLOWANCES FOR PETTY OFFICERS AND MEN—*continued.*

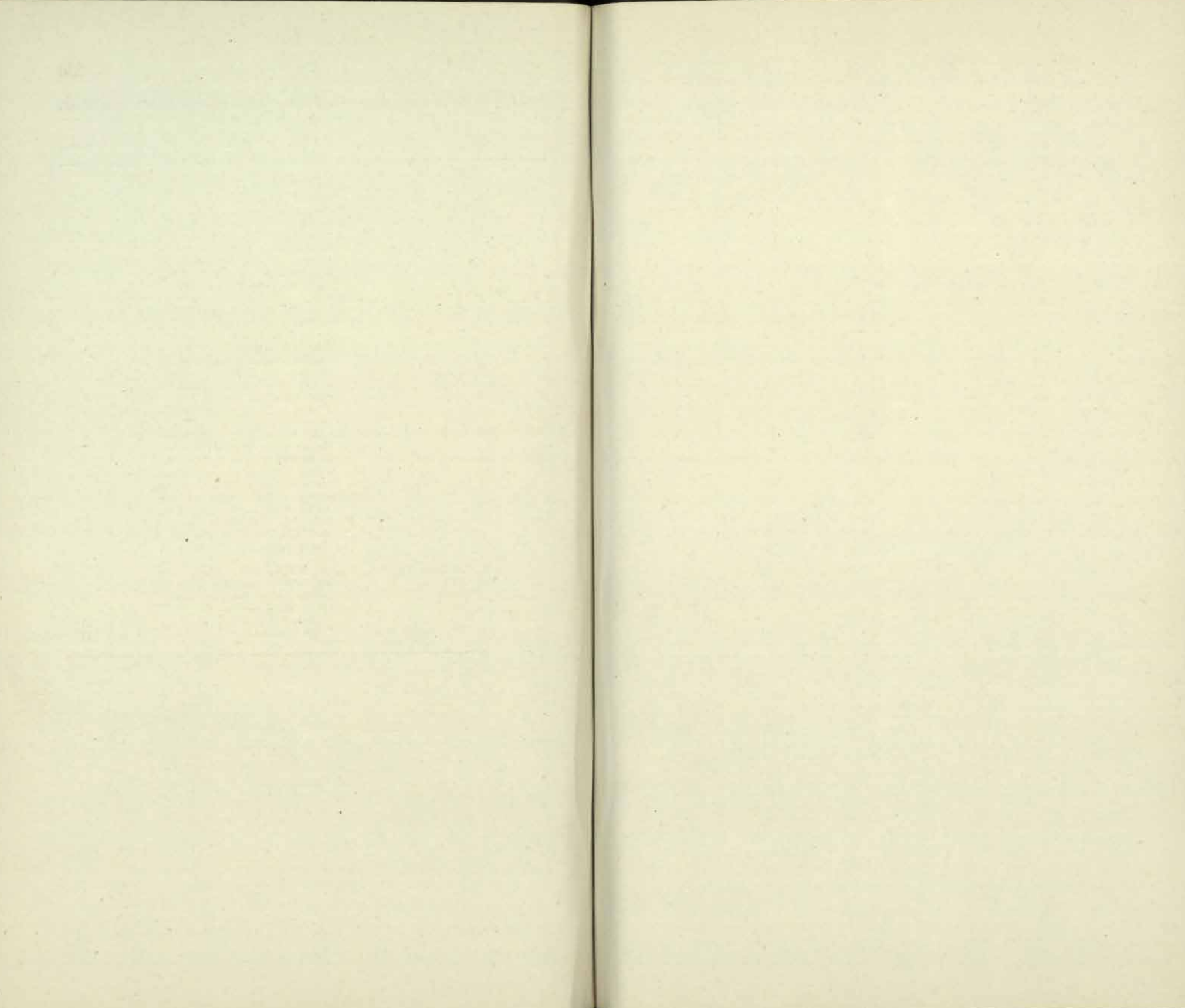
No.	Allowance.	Conditions of Payment.	Rate per Diem.	Category
			<i>s. d.</i>	
7	Engine Room— (a) Watchkeeping Certificate	To E.R.A.'s 3rd Class and above if in possession of a Certificate of capability of taking a watch in the Engine Room	1 0	D
	(b) Charge Certificate ..	To Chief E.R.A.'s if in possession of a certificate of capability of taking charge of the engines of a small ship. (Payable concurrently with (a))	1 0	D
	(c) Charge of Machinery	As in K.R. and A.I., Appendix XVII, Part III., No.28— (i) To Chief E.R.A.'s, E.R.A.'s, Chief Mechanics and Mechanics when in charge of propelling machinery of Sea-going Ship	1 0	B
		(ii) To Engine Room ratings (other than E.R.A.'s. and Mechanics) when placed in charge of the machinery of small craft	0 6	B
	(d) Senior Engineer ..	To Chief E.R.A.'s., E.R.A.'s., Chief Mechanics and Mechanics when performing the duties of senior engineer in sea-going ships in commission with a full or special complement allowed an Engineer Commander or Commander (E) (without alternative)	1 0	B
	(e) Engineer Officer's Writer	To the Stoker rating appropriated on the complement and employed as Engineer Officer's Writer. See also K.R. and A.I., Appendix XVII., Part 3, No. 26	0 6	B
8	Good Conduct Badge ..	For each badge not exceeding three.—See also Section 1 of this Order.	0 4	D
9	Hardlying Money ..	As in Part I.—General Allowances Full Rate .. ..	1 0	} C
		Half Rate .. ..	0 6	
10	Higher Fire Control ..	To ratings of Band and Supply and Secretariat Branches as in K.R. and A.I., Appendix XVII., Part 3, No. 50— Higher Grade .. ..	0 6	} A
		Lower Grade .. ..	0 3	
11	Instructor .. ..	To Chief Petty Officers and Petty Officers and relative ratings up to the number allowed by establishment in each branch	1 0	D
12	Master-at-arms .. ..	To Chief Petty Officers holding the rating of Master-at-arms	1 0	D
13	Photographer .. ..	To qualified rating appropriated on the complement and employed as a Photographer— 1st Class .. ..	1 0	} A
		2nd Class .. ..	0 6	

SCHEDULE OF ALLOWANCES FOR PETTY OFFICERS AND MEN—*continued.*

No.	Allowance	Conditions of Payment	Rate per Diem.	Category.
14	Schoolmaster—Acting ..	To rating appropriated on the complement and employed as a Schoolmaster, provided an Instructor Officer is not borne. See also K.R. and A.I., Article 1606	<i>s. d.</i> 0 8	A
15	Sick Berth Branch— (a) Specialist ..	To Sick Berth ratings qualified as Laboratory Assistants, Masseurs, Operating Room Assistants or X-Ray Assistants and appropriated on the complement for the duty. See also N.F.R. and I., Article 73 (55 to 58) and K.R. and A.I. Appendix XVII., Part III., No. 82	0 6	A
	(b) Wardmaster—Acting	To a Sick Berth Chief Petty Officer or Sick Berth Petty Officer when appropriated on the complement for charge of stores and for other responsibilities attaching to his office as Wardmaster	0 6	B
16	Tailor ..	To Seaman ratings, appropriated on the complement of Flinders Naval Depot, whilst employed on alterations of kits of Recruits	0 4	B
17	Tropical Pay ..	To ratings employed in the Engine Room, Stokehold, Galleys or Bakeries, &c., in ships when within the tropics. See K.R. and A.I., Article 1642	1 6	C
18	Uniform Allowance ..	To all personnel in receipt of full pay. See also Part I, General Allowances	1 0	..
19	Writer—Acting— (a) Captain's Writer ..	To the rating (not above Leading Rate) other than Writer or Stores Rating, employed as Captain's Writer in destroyers in full commission which are independent commands and when a Supply Officer or Writer rating is not borne	0 6	B
	(b) Commander's Office Writer	To the Able Seaman appropriated on the complement and employed as Commander's Office Writer. See also K.R. and A.I., Appendix XVII., Part III., No. 8A	0 3	B
	(c) Gunnery Officer's Writer	To the Able Seaman with gunnery qualifications appropriated on the complement and employed as Gunnery Officer's Writer. See also K.R. and A.I., Appendix XVII., Part III., No. 49	0 6	B

SCHEDULE OF ALLOWANCES FOR PETTY OFFICERS AND MEN—*continued.*

No.	Allowance.	Conditions of Payment.	Rate per Diem.	Category.
	(d) Torpedo or A/S Officer's Writer	To the Able Seaman with torpedo or A/S qualifications appropriated on the complement and employed as Torpedo or A/S Officer's Writer. See also K.R. and A.I., Appendix XVII., Part III., Nos. 113 and 107	<i>s. d.</i> 0 6	B
20	Writer or Stores Branch— (a) Captain's Writer ..	To the Writer or Stores Rating employed as Captain's Writer in H.M.A. Ships and Establishments, commanded by a Captain, which are allowed by complement a Supply Officer as Captain's Secretary (Payable only when no Supply Officer is borne for the duty of Captain's Secretary)	1 0	B
	(b) Charge of Accounts	To the Senior Writer or Stores Rating in a ship not allowed a Supply Officer where the ledger and/or independent provision and clothing accounts are rendered direct to the Naval Board. See also K.R. and A.I., Appendix XVII., Part III., Nos. 119 and 107A. (Not payable concurrently with (a))	1 0	B
	(c) Shorthand Typist ..	As in N.F.R. and I., Article 73 (62).—To qualified Writer ratings up to number allowed by Establishment— Higher Grade .. .. 1 6 D Lower Grade .. .. 0 9 D		





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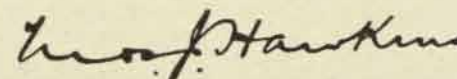
## Commonwealth Navy Orders.

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Navy Office, Melbourne,  
12th August, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,



Secretary.

*The Flag Officer Commanding H.M.A. Squadron, and Commanding Officers of H.M.A. Ships, Officers in Charge of H.M.A. Naval Establishments, and others concerned.*

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### TABLE OF CONTENTS.

---

No.	Subject.
231.	Expenditure of Depth Charges for the Period, 1st January, 1947, to 30th June, 1947.
232.	Preservation of Guns and Gunmountings—Use of Plastic Type Paints.
233.	Provision Accounts—Recording of Ships' Movements.
234.	Repayment Clothing—Continued Difficulty in Procurement.
235.	Books and Forms.

231.

**EXPENDITURE OF DEPTH CHARGES FOR THE PERIOD 1st JANUARY, 1947, TO 30th JUNE, 1947.**

With reference to Confidential Commonwealth Navy Order 3 of 1947, the following ships only have carried out practice depth charge firings during the half year ending 30th June, 1947:—

H.M.A.S. <i>Arunta</i>	5	(1 Pattern).
H.M.A.S. <i>Bataan</i>	6	(includes 1 Pattern).
H.M.A.S. <i>Warramunga</i>	3	(Pattern incomplete. Dropped on 21st December, 1946, during test of equipment after modification, not included in previous list).
H.M.A.S. <i>Shoalhaven</i>	5	(1 Pattern).
H.M.A.S. <i>Quadrant</i>	8	(incomplete Pattern).
H.M.A.S. <i>Quiberon</i>	1	(incomplete Pattern).

2. All charges fired correctly.

3. The attention of Commanding Officers is drawn to Navy Order 414 of 1945, paragraph 7, concerning practice allowances. The half-yearly allowance of 1 full pattern of depth charges should normally be fired as a full pattern.

(471/205/2958.)

232.

**PRESERVATION OF GUNS AND GUNMOUNTINGS—USE OF PLASTIC TYPE PAINTS.**

The zinc-chromate primers and synthetic plastic type paints, referred to in Navy Order 75 of 1947, are to be used, in future, for preservation of the exteriors of guns and gunmountings on board H.M.A. ships and ashore, in lieu of the red lead and service grey paints hitherto prescribed.

(490/201/2726.)

233.

**PROVISION ACCOUNTS—RECORDING OF SHIPS' MOVEMENTS.**

The pre-war practice of recording the location of ships in the space provided in Form A.S. 72Z, Statement of General Mess, is to be resumed.

2. Tenders using Form A.S. 462Y for general mess purposes are to attach to each account a manuscript statement, certified as correct by the Commanding Officer, showing their daily movements for the period of the account.

3. Similarly Form A.S. 330, Report of Survey, is invariably to be completed in respect of location at the time of survey.

4. Navy Order 253 of 1940 is cancelled.

(453/201/106.)

234.

**REPAYMENT CLOTHING—CONTINUED DIFFICULTY IN PROCUREMENT.**

Extreme difficulty is still being experienced in the procurement of many materials and items of clothing included in the Official Price List and, unless repayment issues are rigidly controlled and confined to essential requirements of each individual, it will be impossible to obviate future shortages—particularly in regard to the under-mentioned items which are also in short supply on the civilian market:—

Diagonal and Seamen's serge; blue dungaree; blankets; cases, suit and attache; collars, stiff and semi-stiff; footwear; pyjamas; shirts; socks; towels; waterproof coats; scissors; blade razors.

2. Commanding Officers are, therefore, to take all possible precautions to ensure that all issues are restricted to the minimum requirements of present personnel, impressing upon Supply Officers the necessity for the greatest care to be exercised with the object of conserving existing stocks to the utmost extent.

3. Pending further instructions, future issues of the above listed items are only to be made to individuals after production of separate Forms A.S. 80 approved by the Supply Officer. These separately approved forms are to be bundled and accompany the Clothing Account when rendered to Navy Office, the total number of such forms being noted in the schedule of documents accompanying the account.

4. Navy Orders 121 of 1942, 189 of 1943, and 174 of 1946 refer.

(434/201/3945.)

*(This Order will be reprinted for posting on Notice Boards.)*

235.

**BOOKS AND FORMS.**

First supply of B.R. 49 (1945), Naval Secretariat Handbook, has been made, without demand, to H.M.A. ships and Naval establishments.

2. Copies will be available for issue on repayment, as personal copies, to officers desiring to obtain such handbook.

3. Supply Officers should arrange for demands, as necessary, to be placed on the Superintending Naval Store Officer, Sydney.

4. The sale price is 2s. 7d. per copy.

(A.F.O. 675/47.)

(571/202/2861.)

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## Commonwealth Navy Orders.

Navy Office, Melbourne,  
19th August, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,

*W. J. Hawkins*

Secretary.

*The Flag Officer Commanding H.M.A. Squadron, and Commanding Officers of H.M.A. Ships, Officers in Charge of H.M.A. Naval Establishments, and others concerned.*

---

### TABLE OF CONTENTS.

No.	Subject.
236.	H.M.A.S. "Shropshire"—Paying Off.
237.	Signal Letters of British Ships.
238.	Ian Macdonald Memorial Prize.
239.	Magnetic Declination (Variation)—Observations Required.
240.	A.F.O. 1492/46.—"Radio Equipment Log—Introduction"—Adoption in the R.A.N.
241.	Purchase of Wreaths from Public Funds.
242.	Made-to-Measure Uniforms for Ratings—Commonwealth Government Clothing Factory Prices.
243.	Aprons for Cafeteria Servers.
244.	Form A.S.272—Representations about Conditions of Service and Complaints of Unfair Treatment.
245.	Monthly Magazine—"The Navy".

C.8332/47.

236.

**H.M.A.S. "SHROPSHIRE"—PAYING OFF.**

H.M.A.S. *Shropshire*, on completion (December, 1947) of present refit, will be paid off into "F." class reserve.

(603/296/348.)

237.

**SIGNAL LETTERS OF BRITISH SHIPS.**

The following International Code Signal has been appropriated to the under-mentioned British ship:—

Date.	Signal Letters.	Name of Ship.	Port of Registry and Official Number.	Net Regd. Tonnage.	Owner.
22.7.47	V.L.D.S.	<i>Matong</i>	Sydney, 178379	164.04	Red Funnel Trawlers Pty. Ltd., No. 5 Wharf, Woolloomooloo, N.S.W.

(663/201/697.)

238.

**IAN MACDONALD MEMORIAL PRIZE.**

The Ian Macdonald Memorial Prize for 1946 has been awarded to Sub-Lieutenant A. F. Sallmann, R.A.N.

2. The following officers, who gained first class certificates in Communications, were also considered for this award:—

Sub-Lieutenant E. V. Stevens, R.A.N.

Sub-Lieutenant W. E. Dunlop, R.A.N.

Sub-Lieutenant J. C. L. Bennett, R.A.N.

Sub-Lieutenant J. A. Mackie, R.A.N.

(635/201/1698.)

239.

**MAGNETIC DECLINATION (VARIATION)—OBSERVATIONS REQUIRED.**

It has become increasingly difficult to compute the probable position of the Curves of Equal Magnetic Variation, and in some cases the correct value shown on the Variation Charts is doubtful to within several degrees.

2. Due to the loss and immobilization of non-magnetic vessels employed on observations for variation at sea before the war and because of the continued absence of such vessels, the Naval Board desire that H.M.A. ships should make their contribution towards the compilation of accurate variation charts in co-operation with H.M. ships.

3. The attention of Commanding Officers of H.M.A. ships is drawn to K.R. and A.I. Article 1187 (3).

4. The method of obtaining variations afloat is as follows:—

**OBSERVATIONS FOR MAGNETIC VARIATION AFLOAT.***Method.*

Variation should be obtained by carefully swinging the ship in a depth of 50 fathoms or over.

The ship should be steamed round both to starboard and to port, the mean of the two results being taken.

Observations should be made with the standard compass on 8 or 16 equidistant points, the ship being steadied for at least a minute on each point in order to allow the sub-permanent magnetism, due to the last direction in which she was heading, to disappear and bearings being taken of the sun or other heavenly body at low altitude. Assuming Coefficient A is zero, as it should be in most ships, the mean of all differences between the true and compass bearings is the Variation. If Coefficient A has any known value, this must be applied to the mean.

5. Observations at as frequent intervals as is practicable are desirable, particularly where the isogonic lines (as shown on Admiralty Charts of Equal Magnetic Variation) run close together and where the ship's track crosses them at a broad angle. Isolated observations are also of value.

6. Observations are to be rendered in full detail, as obtained (in duplicate), to the Officer-in-Charge, Hydrographic Branch, on Forms A.S.374A (Records of Observation for Deviation) which should be amended as necessary.

(658/201/2675.)

240.

**A.F.O. 1492/46—"RADIO EQUIPMENT LOG—INTRODUCTION", ADOPTION IN THE R.A.N.**

A.F.O. 1492/46—"Radio Equipment Log—Introduction", has been adopted in the R.A.N.

2. Distribution of the several Forms S.1275 will be made, without demand, as soon as they are available, by the Superintending Naval Store Officer, Sydney, on the scale laid down in A.F.O. 1492/46, paragraph 2. Demands for further quantities should be made through normal channels.

3. Attention is drawn to A.F.O. 1492/46, paragraph 3, as regards availability of Forms S.1275 (h).

4. Supplementary Forms A.S.1275 (e), (f), (h), and (j), will be prepared for radar and W/T equipment of Australian manufacture, and distributed on the scale shown in paragraph 2 above. On receipt, they are to be inserted in the appropriate sections inside Form S.1275 (Cover).

(480/202/4843.)

241.

## PURCHASE OF WREATHS FROM PUBLIC FUNDS.

Discretion is given to Naval Officers-in-Charge and Resident Naval Officers to purchase a wreath to the value of not more than two guineas on occasions when they have accepted an invitation to lay a wreath in their official capacity, and also when they attend the funeral of a prominent public personage such as the Governor-General, State Governor, Prime Minister, or State Premier, or Minister of any of the Defence Services.

2. Navy Order 364 of 1943 is cancelled.

(401/201/4869.)

242.

## MADE-TO-MEASURE UNIFORMS FOR RATINGS—COMMONWEALTH GOVERNMENT CLOTHING FACTORY PRICES.

The current prices for ratings' made-to-measure uniforms obtained from the Commonwealth Government Clothing Factory are as follows:—

*Ratings—Other than Band Ratings.*

	£	s.	d.
Jackets, diagonal serge, double-breasted, C.P.O. ..	4	8	9
Jackets, diagonal serge, double-breasted, P.O. ..	4	8	0
Jackets, diagonal serge, double-breasted, other ratings ..	4	6	9
Jackets, seamen's serge, single-breasted, C.P.O. ..	3	18	3
Jackets, seamen's serge, single-breasted, P.O. ..	3	17	3
Jackets, seamen's serge, single-breasted, other ratings ..	3	16	9
Jumpers, serge .. .. .	1	1	9
Overcoats, with gilt buttons .. .. .	5	13	0
Overcoats, with horn buttons .. .. .	5	12	0
Trousers, diagonal serge .. .. .	1	8	0
Trousers, seamen's serge (Classes I and III) ..	1	7	0
Trousers, seamen's serge (Class II) .. .. .	1	11	6
Trousers, white drill (Classes I and III) ..	0	18	3
Tunics, white drill, with gilt buttons, C.P.O. ..	1	5	3
Tunics, white drill, with gilt buttons, P.O. ..	1	5	3
Tunics, white drill, with white horn buttons ..	1	4	9
Tunics, white drill, without buttons .. .. .	1	4	3
Waistcoat, diagonal serge, with gilt buttons ..	1	0	6
Waistcoat, diagonal serge, with horn buttons ..	0	19	9

*Band Ratings Only.*

Greatcoats .. .. .	5	4	6
Trousers, seamen's serge .. .. .	1	15	6
Trousers, khaki drill .. .. .	1	3	3
Tunics, seamen's serge, unlined .. .. .	3	7	3
Tunic, khaki drill, with buttons .. .. .	1	11	6
Tunic, khaki drill, without buttons .. .. .	1	9	9

2. Navy Order 373 of 1946 is cancelled.

(434/215/1138.)

*(This Order will be reprinted for posting on Notice Boards.)*

243.

## APRONS FOR CAFETERIA SERVERS.

In order to afford the necessary protection to clothing of ratings employed as cafeteria servers in H.M.A. ships and establishments, cooks' aprons up to the following totals, as necessary, may be issued on loan for use by ratings when so employed:—

Cruisers .. .. .	12	No.
Destroyers .. .. .	8	"
Frigates, A.M.S's and other small ships .. .. .	6	"
Naval establishments .. .. .	2	"

per rating normally employed.

2. The aprons are to be accounted for in the Clothing Account in the usual manner being issued on loan to the senior rating in charge of the cafeteria party, and suitable laundry arrangements are to be made in each ship or establishment to ensure the regular use of these aprons in a clean condition.

(434/214/714.)

244.

## FORM A.S.272—REPRESENTATIONS ABOUT CONDITIONS OF SERVICE AND COMPLAINTS OF UNFAIR TREATMENT.

The provisions of Admiralty Fleet Order 1790/46 have been adopted in the R.A.N. Form S.272 has been amended and is being reprinted as Form A.S.272 for distribution to all H.M.A. ships and shore establishments.

2. On receipt, this A.S. form is to be framed and posted in most conspicuous places where all members of ships' companies will see it.

(480/202/4964.)

245.

## MONTHLY MAGAZINE—"THE NAVY".

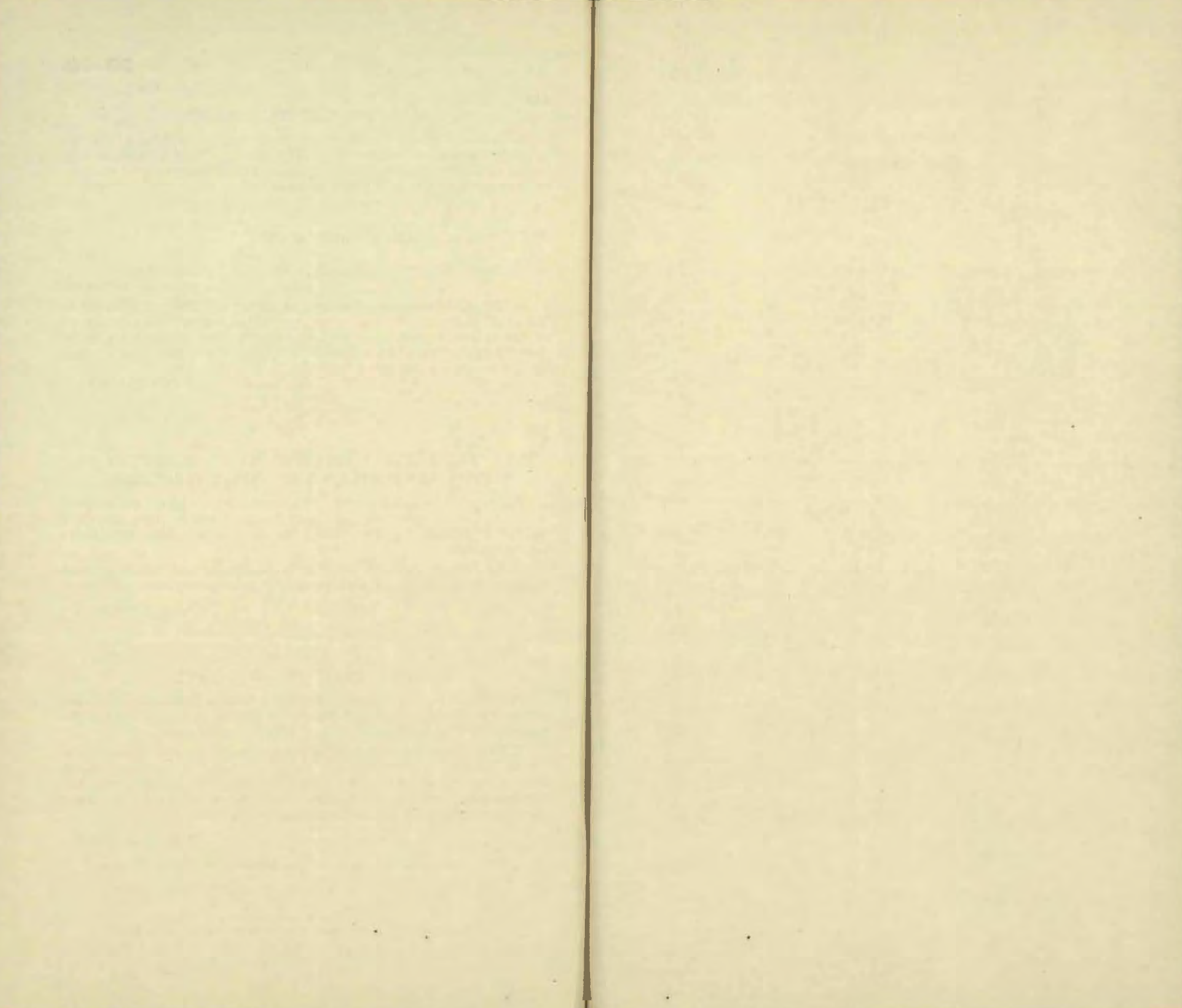
Permission has been given to the Navy League (Australian Section) for their monthly magazine to be offered for sale at 1s. per copy in the canteens of H.M.A. ships and Naval shore establishments.

2. This magazine, which is of general maritime and of particular Naval interest, is edited by the Naval Historian, Commander G. H. Gill, V.D., M.B.E., R.A.N.V.R., and contains articles, pictures, and information on current Naval topics, local and overseas maritime news and various features dealing with nautical affairs.

(N.571/201/5335.)

*(This Order will be reprinted for posting on Notice Boards.)*

By Authority: J. J. GOURLEY, Government Printer, Melbourne.



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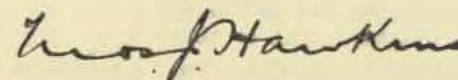
(FOR OFFICIAL USE ONLY.)

## Commonwealth Navy Order.

Navy Office, Melbourne,  
19th August, 1947.

The following Order, having been approved, is hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,



Secretary.

*The Flag Officer Commanding H.M.A. Squadron, and Commanding Officers of H.M.A. Ships, Officers in Charge of H.M.A. Naval Establishments, and others concerned.*

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### TABLE OF CONTENTS.

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No.	Subject.
246.	Radio Mechanics—Training—Conditions of Service—Pay and Advancement—Reports.

C.8333/47.

RADIO MECHANICS—TRAINING—CONDITIONS OF SERVICE—  
PAY AND ADVANCEMENT—REPORTS.

This reprint of Navy Order 300 of 1946 has been produced to correct certain anomalies in the original Order and is intended to cover the period until Radio Mechanics are transferred to the Electrical Branch under the conditions laid down in Navy Order 149 of 1947. The two Orders should be read in close conjunction.

It has been decided to adopt in principle the Admiralty Policy as given in A.F.O. 7345/45 with regard to the training, conditions of Service, pay and advancement of the Radio Mechanics Branch in the R.A.N. The Radio Mechanic (C) will, therefore, cease to exist, and any rating thus qualified will be transferred as indicated in paragraph 7 of this Order.

2. Pending the institution of the Electrical Branch, in which all Radio Mechanics will be absorbed, the rates of pay at present prescribed in Naval Financial Regulations and Instructions for Radio Mechanics will remain in force.

3. ENTRY.

(a) *Transfer of Ratings from other Branches.*

(i) Men of all branches below leading rate may volunteer for transfer, except in the following cases:—

Seamen—with higher than a third class non-substantive rate.

Signalmen—T.O. or above.

Telegraphist—T.O. or above.

*Note (1).*—Certain Chief and Petty Officer Telegraphists may be permitted to transfer if exigencies of the Service allow. Each case will be dealt with on its merits.

*Note (2).*—Ratings with electrical and/or radio knowledge may be permitted to transfer from other branches. Commanding Officers of H.M.A. ships are to forward applications to the Naval Board, copy to Commodore Superintendent of Training, Flinders Naval Depot, and Commanding Officer, H.M.A.S. *Watson*.

(ii) Ratings volunteering to transfer must be between 18 and 25 years and hold an Intermediate Certificate (Technical preferred), but Leaving Mathematics and Physics or Technical School equivalent is desirable. Names of recommended volunteers are to be forwarded to Commodore Superintendent of Training (copy to Commanding Officer, H.M.A.S. *Watson*), with the following information:—

(i) Age.

(ii) Education qualifications, stating subjects.

(iii) Any special courses.

(iv) Previous radio experience.

(v) General opinion of rating.

(iii) From the roster established from these applications, pre-selections will be made by the Commanding Officer, H.M.A.S. *Watson*, who will apply to the Commodore Superintendent of Training for appropriation of pre-selected ratings to H.M.A.S. *Watson*, or, if practicable, arrange for these ratings to be interviewed by the officer referred to in paragraph 3 (b) (i).

(iv) Ratings finally selected will carry out the course applicable to the category to which they are allocated. (See Appendix.)

*Note.*—Suitable ratings with previous knowledge of radio work may be found fit for direct transfer to the Radio Mechanic Branch, in which case they need not undergo the course at a Technical College.

(b) *Direct Entry.*

On application for entry as Ordinary Seaman Radio Mechanic, recruiting officers are to forward information as laid down in paragraph 3 (a) (ii) to the Commodore Superintendent of Training and Commanding Officer, H.M.A.S. *Watson*. An officer delegated by the latter will interview and select candidates as under:—

(i) Those from Queensland and New South Wales, at H.M.A.S. *Watson*.

(ii) Those from Victoria and Tasmania, at H.M.A.S. *Lonsdale*.

(iii) Those from South Australia, at H.M.A.S. *Torrens*.

(iv) Those from Western Australia, at H.M.A.S. *Leeuwin*.

Applicants for direct entry should be between the age of 17½ and 23 years (special cases to 25 years). Selected ratings are to be placed on a roster, and entries will be made as required.

4. TRAINING.—Direct entries will carry out an eight weeks' disciplinary course at Flinders Naval Depot. These ratings and those transferred from other branches (except Chief Petty Officer Telegraphists, and ratings referred to in note to paragraph 3 (a) (iv), will then undergo preliminary training in a civilian technical college, followed by technical training in a Service Establishment. They will normally be required to qualify on completion of each section of each course, but in special cases an additional period of training may be allowed. Direct entries who fail to qualify in the Technical college course are to be appropriated to Flinders Naval Depot for re-categorization, and other ratings will revert to their previous duties. Similar action is to be taken with ratings who fail in their "Service Training".

5. ADVANCEMENT.—(a) Candidates entered from shore will join as Ordinary Seaman Radio Mechanic.

(b) On qualifying in the Technical College examination ratings will be rated Radio Mechanic subject to not being under 18 years of age.

(c) Radio Mechanics (R) will be rated Leading Radio Mechanic (R) on qualifying in their Service Training Examination. Radio Mechanics (W/T) will be rated Leading Radio Mechanic (W/T) on qualifying in their Service Training Examination their basic date being adjusted by ante-dating one week.

(d) The period of training in practical servicing, which now follows the Service Training for Radio Mechanics (R) and (W/T) will be treated as post-graduate training taken after advancement to Leading Radio Mechanic. (See Appendix.)



(e) Men who may not be advanced to Leading Radio Mechanic on account of misconduct may be employed in the rating of Radio Mechanic, although they have qualified for Leading Radio Mechanic. The circumstances and names of any ratings not rated within twelve months of qualifying are to be reported to Navy Office, copy to the Commanding Officer, H.M.A.S. *Watson*, and the Commodore Superintendent of Training, Flinders Naval Depot.

(f) Ratings entering other than in 5 (a) above, e.g., accepted as volunteers from other branches, will retain their existing rating until they complete the Technical College course or their Service Training, whichever is to their advantage.

(g) On completion of eighteen months as Leading Radio Mechanic, advancement to Acting Petty Officer Radio Mechanic may be made by the Commanding Officer, provided that the man has carried out his duties satisfactorily, and is considered suitable for the rating of Acting Petty Officer. In any case in which a man is not considered suitable for Acting Petty Officer rating, the facts are to be reported to the Naval Board in order that his retention in the branch may be considered. A full statement of the circumstances is to be made, giving reasons which may exist for incompetence or any details as to his misconduct.

(h) An Acting Petty Officer Radio Mechanic will be eligible for confirmation as Petty Officer Radio Mechanic—

1. On completing twelve months' service in the acting rating.
2. Having been awarded a certificate signed by a qualified Radio Officer to the effect that he is technically competent.
3. Recommended by his Commanding Officer.

The standard required is that the rating should be able to maintain and service all equipment upon which he has obtained experience, and that he should show a satisfactory technical approach, with the assistance of all available handbooks, to apparatus which may not necessarily be familiar to him. In any case in which a man is not considered suitable for confirmed Petty Officer rating after eighteen months' service in the acting rating, the facts are to be reported to the Naval Board in order that his further retention in the branch may be considered. A full statement of the circumstances is to be made, giving reasons which may exist for his incompetence or any details as to misconduct.

(i) Advancement to Chief Petty Officer Radio Mechanic for which a technical qualification is necessary will be made in vacancies from roster, with a service qualification of three years in the Petty Officer rating, acting time up to a maximum of eighteen months being counted. Ratings recommended to undergo the course for Chief Petty Officer Radio Mechanic are to be reported to the Commodore Superintendent of Training, Flinders Naval Depot, with copy to the Commanding Officer, H.M.A.S. *Watson*, and will be relieved as soon as possible (for course). Petty Officer Radio Mechanics are not eligible to take the course for Chief Petty Officer Radio Mechanic until they have completed two years' service as Petty Officer Radio Mechanic, acting time up to a maximum of eighteen months being allowed to count. Dates of these courses will be promulgated from time to time.

*Note.*—For the present, owing to the shortage in numbers and the consequent difficulty in arranging courses, Petty Officer Radio Mechanics of any category, who are recommended and qualified by Service as above, may be advanced to Acting Chief Petty Officer Radio Mechanic to fill fleet numbers without completing the required course. Ratings must, however, complete this course before they can be confirmed as Chief Petty Officer Radio Mechanic.

(j) Commanding Officers may, at any time, recommend for special advancement ratings who have gained outside the Naval service the qualifications required for higher rating. All such cases are to be referred to the Naval Board through the appropriate administrative authority. Full details in justification of the recommendation for such advancement must be given.

(k) Positions on the roster for Chief Petty Officer Radio Mechanic will be assessed in accordance with points system as detailed in B.R. 1066, chapter IV, paragraph 41.

(l) "Hostilities Only" Radio Mechanics should be advanced under the conditions in force at the time of joining the Radio Mechanic Branch.

6. CATEGORIES OF RADIO MECHANICS.—Radio Mechanics are trained in categories, which are indicated by the following suffix letter after their training:—

(R).—General Service Radar Equipment.

(W/T).—General Service Wireless Equipment, including shore wireless.

(W.R.).—General Service Radar Equipment, with a post-graduate qualification in certain general service wireless equipment.

(A.R.).—Air Radar Equipment—trained as required.

(A.W.).—Air Wireless Equipment—trained as required.

*Note 1.*—Radio Mechanics (W.R.) are fully qualified Acting Petty Officer Radio Mechanics (R) who have qualified in the post-graduate course in wireless for subsequent duties in small ships and when a good knowledge of radar and a working knowledge of wireless are necessary. Their seniority as Radio Mechanics (W.R.) is to count from their seniority as Radio Mechanics (R). Ratings who fail to qualify in the wireless course continue in their original category of Radio Mechanics (R).

*Note 2.*—General Service Chief Petty Officer Radio Mechanics are required to qualify for this rating either in wireless or in radar. Petty Officer Radio Mechanics (W.R.) will undergo the course for, and qualify in, either wireless or radar on whichever side the rating wishes. The combined "C" rating is now cancelled, and instructions for advancement of existing Radio Mechanics (C) are set out in paragraph 7, Note 2.

*Note 3.*—Air Arm Chief Petty Officer Radio Mechanics are required to qualify for this rating in both radar and wireless.

7. RECLASSIFICATION OF CERTAIN EXISTING RADIO MECHANICS.—As from the date of issue of this Order, the existing categories of Radio Mechanics (C), (R), (W), and (S) are to be transferred to the new categories as follows:—

- (a) Radio Mechanics (C) transfer to Radio Mechanics (R), (W.R.), or (W/T) as desired by ratings concerned.
- (b) Radio Mechanics (R) remain as such.
- (c) Radio Mechanics (W) transfer to Radio Mechanics (R) or (W.R.).
- (d) Radio Mechanics (S) transfer to Radio Mechanics (W/T) after requisite requalifying course. (See Appendix). Service certificates and History Sheets are to be amended accordingly.

Note 1.—Hostilities Only ratings still serving will retain their present categories.

Note 2.—Radio Mechanics (C). The qualification (C) will entitle a Petty Officer Radio Mechanic to be eligible for advancement to Chief Petty Officer Radio Mechanic (R) or (W/T) in whichever category the rating desires (paragraph 6, Note 2).

8. UNIFORMS.—On entry Radio Mechanics will wear Class II uniform, and will change to Class III uniform on confirmation as Petty Officer Radio Mechanic; or, when transferred to the Electrical Branch, on confirmation as Radio Electrician.

Leading Radio Mechanics and below entitled to wear Class III uniform, as at the date of this order, may continue to wear Class III uniform.

Badges to be worn by all Classes of Radio Mechanics are detailed in A.F.O. 1261 of 1944.

9. MESSING.—Radio Mechanics will use the artisans mess.

10. MEDICAL STANDARD.—In general, ratings should be in grade I medical, and vision standard IV or better. Lower standards may be accepted with the approval of the Naval Board.

11. DISRATING AND RE-ADVANCEMENT.—The rules for disrating and re-advancement in the Radio Mechanics Branch are those which are applicable to ratings other than those advanced by classes. The lowest rating to which a man may be disrated is Radio Mechanic.

12. REPORTS.—The following reports are to be rendered:—

Paragraph 7 (a) and (c). The names of these ratings are to be reported to the Commodore Superintendent of Training, with copy to Commanding Officer, H.M.A.S. *Watson*, stating to which category the rating has been transferred.

13. Navy Order 300 of 1946 is cancelled.

(348/204/32.)

APPENDIX.

COURSES FOR RADIO MECHANICS.

(A) *Radio Mechanic (R) (Direct Entry).*

- 8 Weeks' Disciplinary Course at Flinders Naval Depot.
- 24 Weeks' Technical College Course.
- 2 Weeks' Leave.
- 15 Weeks' Radar Service Training (including 2 weeks R.C.M. (Radar) and 1 week Electronic Navigational Aids).
- 4 weeks' Practical Servicing.

Total : 53 Weeks.

(B) *Radio Mechanics (W/T) (Direct Entry).*

- 8 Weeks' Disciplinary Course at Flinders Naval Depot.
- 24 Weeks' Technical College Course.
- 2 Weeks' Leave.
- 8 Weeks' W/T Service Training at H.M.A.S. *Watson*.
- 1 Week R.C.M. (W/T) at H.M.A.S. *Watson*.
- 2 Weeks' Electronic and Navigational Aids at H.M.A.S. *Watson*.
- 5 Weeks' W/T Training at H.M.A. Naval W/T Stations, Canberra.
- 4 Weeks' Practical Servicing at H.M.A.S. *Watson*.

Total : 54 Weeks.

(C) *Conversion Course Radio Mechanic (R) to (W.R.).*

- 4 Weeks' Course in Small Ship W/T.

(D) *Conversion Course Radio Mechanic (S) to (W/T).*

- 4 Weeks at H.M.A.S. *Watson* in W/T.
- 2 Weeks at H.M.A.S. *Watson* in R.C.M.
- 1 Week at H.M.A.S. *Watson* in Electronic and Navigational Aids.
- 2 Weeks at H.M.A.S. *Watson* in Practical Servicing.
- 1 Week at H.M.A.S. *Harman* in Perforators, Page Printers, and Line Equipment.

(E) *Qualifying Course for Chief Petty Officer Radio Mechanic (R).*

- 6 Weeks' Course.

(F) *Qualifying Course for Chief Petty Officer Radio Mechanics (W/T).*

- 6 Weeks' Course.

Note.—Ratings who fail in courses (C) to (F) may not be recommended for a future course for six months after the date of failure.

(G) Radio Mechanics recruited from ratings already serving will undergo courses as detailed in paragraphs (A) and/or (B) above, with the exception of the eight weeks' disciplinary course.

RESTRICTED.

(FOR OFFICIAL USE ONLY.)

## Commonwealth Navy Orders.

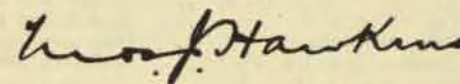
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Navy Office, Melbourne,

26th August, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,



Secretary.

*The Flag Officer Commanding H.M.A. Squadron, and Commanding Officers of H.M.A. Ships, Officers in Charge of H.M.A. Naval Establishments, and others concerned.*

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### TABLE OF CONTENTS.

---

No.	Subject.
247.	Educational Test I—June, 1947.
248.	Examinations of Engine Room Ratings—March, 1947.
249.	Radio Equipment Improvement Fund.
250.	Medical Surveys.
251.	Table Linen.
252.	Deodorant Tablets.

247.

## EDUCATIONAL TEST I—JUNE, 1947.

The following ratings passed Educational Test I held on 10th June, 1947:—

Name.	Rating.	Official Number.
H.M.A.S. <i>Arunta</i> —		
Kelly, John F. ..	Able Seaman ..	28593
Quigg, Wilfred R. ..	Ordinary Seaman ..	32699
H.M.A.S. <i>Australia</i> —		
Haese, Howard A. ..	Steward ..	27899
H.M.A.S. <i>Barcoo</i> —		
Fielding, John R. ..	Ordinary Seaman ..	31426
Powell, Thomas D. ..	Able Seaman ..	28352
H.M.A.S. <i>Cerberus</i> —		
Anderson, Lionel ..	Stoker 2nd Class ..	33980
Anderson, Maxwell H. ..	Stoker 2nd Class ..	34386
Antaw, Barry ..	Ordinary Seaman ..	33621
Antill, Alec K. ..	Ordinary Seaman W/T ..	33624
Atkinson, Terrance B. ..	Stoker 3rd Class ..	33983
Attrill, Dudley C. ..	Stoker 2nd Class ..	33623
Ball, John ..	Petty Officer ..	21772
Barrett, John P. ..	Ordinary Seaman ..	33627
Binello, Enrico D. ..	Stoker 2nd Class ..	34400
Bird, Harry W. ..	Ordinary Seaman ..	34394
Brown, Norman J. ..	Ordinary Seaman W/T ..	34000
Bunting, Stanley K. ..	Stoker 3rd Class ..	34002
Bussell, Walter ..	Stoker 2nd Class ..	34396
Byrnes, Thomas W. J. ..	Stoker 2nd Class ..	33990
Carroll, Eric J. ..	Stoker 3rd Class ..	34022
Cass, William L. ..	Ordinary Seaman ..	34403
Condon, Patrick F. ..	Ordinary Seaman ..	34011
Considine, Arthur J. ..	Ordinary Seaman W/T ..	34012
Cooney, Keith J. V. ..	Ordinary Seaman ..	34406
Cooper, Oliver G. ..	Ordinary Seaman W/T ..	34018
Corrie, Charles G. ..	Stoker 2nd Class ..	34016
Creighton, Neville S. ..	Stoker 2nd Class ..	34021
Davey, Herbert D. ..	Stoker 2nd Class ..	34413
Davis, James ..	Stoker 3rd Class ..	34045
Dickie, James D. ..	Ordinary Seaman W/T ..	32882
Dodemaide, Colin C. ..	Stoker 3rd Class ..	33662
Doggett, Eric A. ..	Butcher ..	32811
Donnelly, Patrick J. ..	Ordinary Seaman C.B. V/S. ..	33167
Drabsch, James E. ..	Ordinary Seaman ..	34418
Dyne, William T. ..	Ordinary Seaman ..	33665
Elkins, Harry J. ..	Stoker 3rd Class ..	34048
Ferrier, Colin ..	Ordinary Seaman ..	33684
Finlay, Keith V. ..	Ordinary Seaman ..	33471
Ford, Thomas ..	Stoker 2nd Class ..	34059
Francis, Peter A. ..	Stoker 3rd Class ..	33689
Franz, Noel G. ..	Stoker 2nd Class ..	34056
Furey, William I. ..	Stoker 2nd Class ..	34050
Galbraith, Kevin ..	Stoker 2nd Class ..	34068
Gallagher, Francis J. ..	Ordinary Seaman ..	33695
Gleeson, Lester ..	Stoker 2nd Class ..	33699
Grimson, Reginald G. ..	Ordinary Seaman W/T ..	34066
Henderson, Maurice J. ..	Ordinary Seaman W/T ..	34452
Holden, Robert B. ..	Stoker 2nd Class ..	34102
Hunter, Verdon P. ..	Prob. Sick Berth Attndt. ..	34083
Jecks, Kenneth G. ..	Stoker 2nd Class ..	34112
Johnson, Ivan M. ..	Ordinary Seaman ..	33208
Johnstone, Gordon M. ..	Ordinary Seaman W/T ..	34461

## EDUCATIONAL TEST I—continued.

Name.	Rating.	Official Number.
H.M.A.S. <i>Cerberus</i> —contd.		
Kennedy, Owen K. ..	Stoker 2nd Class ..	33726
Kuorikoski, Victor J. ..	Ordinary Seaman ..	32995
Leaver, Charles H. ..	Ordinary Seaman W/T ..	33742
Lewis, Kelvin F. ..	Ordinary Seaman W/T ..	33220
Logan, Patrick B. ..	Stoker 2nd Class ..	33735
Millington, James H. ..	Stoker 3rd Class ..	34175
Mouritz, Colin N. ..	Ordinary Seaman ..	34178
McCull, Alistair J. ..	Ordinary Seaman ..	34486
McEacharn, Kenneth M. ..	Stoker 2nd Class ..	34155
McVea, Kenneth D. ..	Stoker 2nd Class ..	33763
Newton, Robert G. ..	Stoker 3rd Class ..	34508
Nicholls, Peter C. ..	Stoker 2nd Class ..	34180
Park, Kenneth G. ..	Ordinary Seaman ..	34202
Payne, Brian F. ..	Ordinary Seaman ..	34190
Picton, Thomas J. N. ..	Ordinary Seaman ..	33789
Richards, Maxwell J. ..	Ordinary Seaman W/T ..	34204
Richards, Michael F. ..	Sick Berth Attndt. ..	32217
Rigby-Meth, George M. ..	Ordinary Seaman W/T ..	34527
Rogers, Kenneth ..	Petty Officer ..	23399
Russell, Colin J. ..	Stoker 3rd Class ..	34212
Schultz, Kenneth B. ..	Ordinary Seaman ..	34547
Sharples, Robert J. ..	Stoker 2nd Class ..	34216
Sheehy, Bede T. ..	Stoker 2nd Class ..	34217
Sladden, Brian A. ..	Ordinary Seaman ..	33828
Spreadbury, Raymond L. ..	Ordinary Seaman W/T ..	33826
Stead, Barry ..	Stoker 2nd Class ..	34219
Stewart, Douglas B. ..	Petty Officer ..	24767
Tankard, Douglas A. ..	Stoker 2nd Class ..	34552
Taylor, John E. ..	Ordinary Seaman ..	34555
Taylor, Joshua F. ..	Ordinary Seaman W/T ..	34551
Thrupp, Bertram L. ..	Ordinary Seaman W/T ..	33569
Thurlow, Brian W. ..	Ordinary Seaman ..	34556
Tuck, Peter F. ..	Stoker 2nd Class ..	33832
Tyler, Albert W. ..	Stoker 3rd Class ..	33833
Walder, Maurice A. ..	Ordinary Seaman ..	34252
Warren, Jack A. ..	Stoker 2nd Class ..	34268
Watson, Keith G. ..	Ordinary Seaman W/T ..	34258
Watt, Reginald C. ..	Stoker 2nd Class ..	34564
Webber, Charles K. ..	Ordinary Seaman ..	33090
Wilkins, Charles J. ..	Stoker 3rd Class ..	33839
Winter, Raymond E. ..	Ordinary Seaman ..	33841
Wolff, Roderick J. H. ..	Ordinary Seaman W/T ..	34264
H.M.A.S. <i>Culgoa</i> —		
Asher, Sydney W. ..	Ordinary Seaman ..	31980
H.M.A.S. <i>Deloraine</i> —		
Hall, Henry B. ..	Leading Seaman ..	23574
Moylan, Matthew L. ..	Able Seaman ..	34635
H.M.A.S. <i>Gladstone</i> —		
Dakin, Douglas K. ..	Ordinary Seaman ..	34416
Jones, Henry W. B. ..	Ordinary Seaman ..	34726
H.M.A.S. <i>Kangaroo</i> —		
Dawbarn, Kenneth W. ..	Stoker ..	34377
H.M.A.S. <i>Karangie</i> —		
Durham, Keith W. ..	Stoker Petty Officer ..	23150
Wilson, William E. ..	Stoker ..	31238
H.M.A.S. <i>Leeuwin</i> —		
Farrington, Alfred W. ..	Stoker ..	33966
Harrison, Frederick A. ..	Stoker ..	30112
Shearn, John D. ..	Able Seaman ..	33421
Trigar, Ronald A. ..	Leading Seaman ..	24339

EDUCATIONAL TEST I—*continued.*

Name.	Rating.	Official Number.
H.M.A.S. <i>Lonsdale</i> — McCarthy, Terence T. ..	Act. Ldg. Stoker ..	26196
H.M.A.S. <i>Manoora</i> — Besant, Lester J. W. ..	Stoker ..	28156
Gilbert, Bruce F. ..	Stoker ..	28567
Hodson, William J. ..	Plumber ..	28579
McNamara, Bryan A. ..	Able Seaman ..	28638
Patmore, Raymond L. J. ..	Able Seaman ..	29327
Prosser, Lewis M. ..	Able Seaman ..	28004
Quinton, William J. S. ..	Able Seaman ..	28668
Rippingale, Keith P. ..	Stoker ..	28033
Snodgrass, Kevan J. ..	Able Seaman ..	34297
Stuth, Arnold C. ..	Ordinary Seaman ..	33821
H.M.A.S. <i>Melville</i> — Creighton, William R. ..	Writer ..	29535
Forbes, Harry ..	Act. Signalman ..	34627
Milson, Alfred G. ..	Sick Berth Attndt. ..	32381
Prior, Richard G. ..	Stores Assistant ..	28656
Tindall, Dennis F. ..	Ldg. Telegraphist ..	24469
H.M.A.S. <i>Moreton</i> — Banner, John W. ..	Writer ..	30895
Carter, Cyril K. ..	Leading Writer ..	33920
Costelloe, Ronald J. ..	Writer ..	29559
H.M.A.S. <i>Murchison</i> — Jacob, Peter W. ..	Able Seaman ..	27915
Kalms, Arthur R. ..	Sick Berth Attndt. ..	31074
Knowles, Robert F. ..	Stoker ..	33913
Marquis, Alfred J. ..	Able Seaman ..	34611
Martin, Thomas ..	Able Seaman ..	29797
O'Connor, Anthony ..	Cook ..	27998
Simpson, William C. ..	Able Seaman ..	28399
Waddingham, Arthur J. D. ..	Stoker ..	28426
Wight, William B. ..	Stores Assistant ..	33963
H.M.A.S. <i>Quadrant</i> — Eckel, Allen G. ..	Stoker 2nd Class ..	32538
H.M.A.S. <i>Quickmatch</i> — Mitchell, Ewen D. ..	Writer ..	27942
Smith, Henry E. ..	Leading Seaman ..	B/4849
Tisdale, Robert F. ..	Able Seaman ..	29905
H.M.A.S. <i>Rushcutter</i> — Bridges, Patrick B. ..	Able Seaman ..	24900
Helm, John E. I. ..	Able Seaman ..	34624
Mews, Robert W. ..	Leading Seaman ..	26333
Ramsay, Alan L. ..	Able Seaman ..	29344
Seale, Milton H. ..	Leading Seaman ..	S/7643
Travers, Norman J. ..	Leading Steward ..	33336
Turner, Ernest A. ..	Able Seaman ..	34592
H.M.A.S. <i>Shropshire</i> — Fargher, Norman E. ..	Steward ..	29625
H.M.A.S. <i>Swan</i> — Cotter, Clive F. ..	Able Seaman ..	30949
Croft, Ralph T. ..	Petty Officer ..	20059
H.M.A.S. <i>Tarangau</i> — Brown, John ..	A/Joiner 4th Class ..	30013
Moran, Kevin C. ..	Steward ..	29782
Nugent, Leo L. ..	Elect. Art. 4th Cl. ..	24505
Tilden, Jack ..	A/Plumber 4th Class ..	33294
H.M.A.S. <i>Watson</i> — Bairstow, Reginald ..	Able Seaman ..	27765
Galvin, Francis G. M. ..	Stores Assistant ..	28817
House, Kenneth A. ..	Stores Assistant ..	30515

EDUCATIONAL TEST I—*continued.*

Name.	Rating.	Official Number.
H.M.A.S. <i>Watson</i> —contd. Mitchell, George H. ..	Stores Assistant ..	32161
Naumann, Glenwyn L. ..	Writer ..	31624
Nevin, Reginald D. ..	Stores Assistant ..	30612
Quirk, Edward B. ..	Writer ..	31666
Tupper, Noel C. ..	Ordinary Seaman ..	33288
Ward, Keith St. C. ..	Petty Officer ..	23367
H.M.A.S. <i>Warramunga</i> — McGrath, Eric K. ..	Ordinary Seaman ..	29287

2. The following ratings qualified educationally for Acting Leading Stoker:—

Name.	Rating.	Official Number.
H.M.A.S. <i>Barcoo</i> — Winning, Raymond H. ..	Stoker 2nd Class ..	30314
H.M.A.S. <i>Cerberus</i> — Benson, Ian R. ..	Stoker 3rd Class ..	33987
Campbell, Harold C. ..	Stoker 2nd Class ..	34025
Gale, Kenneth H. ..	Stoker 2nd Class ..	34063
Golding, Norman S. ..	Stoker 3rd Class ..	34073
Goldworthy, Leslie C. ..	Stoker 2nd Class ..	34435
Gosden, Alexander L. ..	Stoker 3rd Class ..	34069
Grech, Guisepe ..	Stoker 2nd Class ..	34070
Hukins, Alfred E. ..	Stoker 2nd Class ..	34082
Hungerford, Charles L. ..	Stoker 2nd Class ..	34095
Johnston, Lester K. ..	Stoker 2nd Class ..	34109
Jones, Raymond K. ..	Stoker 2nd Class ..	33722
Pope, Frederick W. ..	Stoker 3rd Class ..	34198
Ramsay, Dudley E. ..	Stoker 2nd Class ..	34523
Serong, Cornelius C. W. ..	Stoker 2nd Class ..	34225
Spencer, John C. ..	Stoker 2nd Class ..	33829
Spivey, Raymond G. ..	Stoker 2nd Class ..	34226
Twyford, Kevin B. ..	Stoker ..	34808
Warner, Leslie W. ..	Stoker 2nd Class ..	34265
H.M.A. L.S.T. 3035— Capuano, Alexander J. ..	Stoker ..	27435
Macdonald, Angus ..	Stoker ..	32650
Rance, Bruce B. ..	Stoker ..	27677
H.M.A.S. <i>Manoora</i> — Coulton, Reginald A. ..	Stoker ..	27805
H.M.A.S. <i>Swan</i> — McNamara, George H. ..	Stoker ..	34338
H.M.A.S. <i>Warramunga</i> — Donlan, William J. ..	A/Leading Stoker ..	30799

(465/205/679.)

(This Order will be reprinted for posting on Notice Boards.)

248.

## EXAMINATIONS OF ENGINE ROOM RATINGS—MARCH, 1947.

The following list of successful candidates, in the above examinations, is promulgated for information:—

O.N.	Name.	Present Rating.	Application Received From.	Result.
<i>E.R.A. for Chief E.R.A.</i>				
32385	Dare, R. J.	E.R.A. 3	Shropshire	Satisfactory
32310	Ellis, C. A.	E.R.A. 2	Cerberus	Satisfactory
30351	Erickson, W.	E.R.A. 3	Leeuwin	Satisfactory
S/8729	Lock, J. J.	E.R.A. 3	Warrego	Satisfactory
23688	Milroy, A. L.	E.R.A. 2	L.S.T. 3017	Superior
18554	Morgan, W. H.	E.R.A. 1	Platypus	Satisfactory
23693	Rees, R. F.	E.R.A. 3	Latrobe	Satisfactory

*E.R.A. a/4th Class for Confirmation and Mechanician, 2nd Class, for Mechanician, 1st Class.*

27762	Arnott, H. A.	E.R.A. a/4 (M)	Wilcannia	Superior
31272	Barr, M. R.	E.R.A. a/4 (M)	Kanimbla	Superior
21122	Barbour, J. O.	Mech. 2	Bataan	Superior
32834	Blanks, D. D.	E.R.A. a/4 (M)	Manoora	Satisfactory
19565	Blatchford, F. W.	Mech. 2	Warrego	Superior
27793	Booth, A. L.	E.R.A. a/4 (M)	Reserve	Satisfactory
PA/5515	Borgman, J.	E.R.A. a/4	Hobart	Satisfactory
PM/8597	Bowden, P. F.	E.R.A. a/4	Swan	Satisfactory
27422	Burdon, D.	E.R.A. a/4	Shropshire	Satisfactory
27799	Cooke, K. H.	E.R.A. a/4 (M)	Moreton	Superior
31398	Daniel, J. S.	E.R.A. a/4 (M)	Manoora	Superior
30959	Drinkwater, D. E.	E.R.A. a/4	Lachlan	Satisfactory
27860	Gallagher, N. H.	E.R.A. a/4 (M)	Tarangau	Superior
27861	Gardner, M. G.	E.R.A. a/4 (M)	Moreton	Satisfactory
27517	Gibbs, T. H.	E.R.A. a/4	Shropshire	Superior
PM/7891	Gravenall, E.	E.R.A. a/4	Echuca	Superior
31867	Grundy, F. G.	E.R.A. a/4	Shropshire	Satisfactory
27875	Hallas, N. G. W.	E.R.A. a/4 (M)	Moreton	Superior
27894	Harris, V. C.	E.R.A. a/4	Shoalhaven	Satisfactory
27874	Hartley, K. J.	E.R.A. a/4 (M)	Manoora	Satisfactory
27902	Harvey, J. C.	E.R.A. a/4 (M)	Kanimbla	Superior
29188	Hill, W. T.	E.R.A. a/4 (M)	Moreton	Superior
PM/8588	Humble, B. T.	E.R.A. a/4	Barcoo	Satisfactory
28870	Laundy, L. J.	E.R.A. a/4	Quiberon	Satisfactory
S/10553	Luere, L. W.	E.R.A. a/4	Warrnambool	Superior
20573	Mitchell, W. H.	Mech. 2	Hobart	Superior
27981	McMichael, J. A.	E.R.A. a/4	L.S.T. 3014	Satisfactory
28645	McNamara, J. K.	E.R.A. a/4	Swan	Satisfactory
20998	Paull, P. V. R.	Mech. 2	Hobart	Superior
20590	Poulter, J. C.	Mech. 2	Barcoo	Exceptional
30767	Richardson, T. G.	E.R.A. a/4	Shropshire	Satisfactory
PM/8212	Rowan, R. W.	E.R.A. a/4 (M)	Moreton	Satisfactory
28043	Slater, A. J.	E.R.A. a/4 (M)	Manoora	Satisfactory
31223	Stockwell, F. J.	E.R.A. a/4	Warrnambool	Satisfactory
31227	Taaffe, T. A.	E.R.A. a/4	Barcoo	Superior
31732	Thornton, T. J.	E.R.A. a/4	Barcoo	Satisfactory
28124	Wallis, G. W.	E.R.A. a/4 (M)	Wilcannia	Satisfactory
28985	Walter, G. F.	E.R.A. a/4	Bataan	Satisfactory
22588	Wilson, H. M.	Mech. 2	Shropshire	Exceptional
28115	Woollard, P. H.	E.R.A. a/4 (M)	Wilcannia	Satisfactory
28125	York, W. A.	E.R.A. a/4	L.S.T. 3017	Satisfactory

## EXAMINATION OF ENGINE ROOM RATINGS—MARCH, 1947—continued.

O.N.	Name.	Present Rating.	Application Received From.	Result.
<i>Stoker Petty Officer for Chief Stoker.</i>				
24109	Bailey, F. J.	S.P.O.	L.S.T. 3014	Superior
22544	Benham, A. J.	S.P.O.	Shropshire	Satisfactory
23039	Bennett, D. G.	S.P.O.	Echuca	Superior
22772	Chastney, A. W.	S.P.O.	Cerberus	Satisfactory
24094	Coleman, S. E.	S.P.O.	Quiberon	Satisfactory
21475	Dare, A. A.	S.P.O.	Warrego	Superior
22646	Dines, D.	S.P.O.	Tarangau	Satisfactory
23150	Durham, K. W.	S.P.O.	Karang	Satisfactory
24356	Harry, W. J.	S.P.O.	Quiberon	Superior
24263	Hughes, B.	S.P.O.	Lachlan	Satisfactory
23232	Jackson, J. E.	S.P.O.	Barcoo	Satisfactory
21050	Leeke, H. F.	S.P.O.	Moreton	Satisfactory
22328	Paroz, A. J.	S.P.O.	Quiberon	Superior
24395	Randell, R. L.	S.P.O.	Tarangau	Satisfactory
23102	Shaw, R. A.	S.P.O.	Karang	Superior
22537	Southerden, A. L.	S.P.O.	Cerberus	Satisfactory
24753	Wilson, F. E.	S.P.O.	Quiberon	Superior
22502	Woodward, W. J.	S.P.O.	Hobart	Satisfactory

2. The necessary notation should be made on the appropriate Form A.S. 1233G or A.S. 1246A of these ratings.

3. Forms A.S. 442, for successful and unsuccessful candidates, have been forwarded to ships and establishments concerned, for signature by the candidates. The original is to be retained by the candidate and the duplicate forwarded to the Deputy Director of Manning, Navy Office, Melbourne.

4. Candidates who failed to sit for the above examination for reasons beyond their control will not be penalized provided that a fresh application is made on Form A.S. 442 to sit for the next examination. A statement of the reasons for missing the last examination must accompany Form A.S. 442. If satisfactory reasons are given, the passing date for successful candidates will be antedated to the date of the previous examination.

(465/207/1311.)

(This Order will be reprinted for posting on Notice Boards.)

249.

## RADIO EQUIPMENT IMPROVEMENT FUND.

To provide funds for the purchase of experimental gear and books of reference for radar and W/T activities in the Royal Australian Navy, it has been decided to delete from Naval Financial Regulations and Instructions all reference to Communications Branch Improvement and institute a Radio Equipment Improvement Fund to cover both Radar and W/T activities.

2. The grants to apply in each ship and establishment are as indicated hereunder:—

H.M.A.S. <i>Watson</i> (Radar School, <i>Watson's</i> Bay)	£60 per annum.
<i>Harman</i> W/T Station	15 per annum.
Coonawarra W/T Station	10 per annum.
F.N.D. Signal School	5 per annum.
Garden Island W/T Station	5 per annum.
F.O.C.A.S. (for Flagship)	15 per annum.
Captain (D) (for Flotilla Leader)	15 per annum.
Cruisers	10 per annum.
Destroyers, Sloops, Frigates (when in commission)	5 per annum.
A.M.S. Vessels (when in commission)	2 per annum.

3. Article 79 of Naval Financial Regulations and Instructions will be amended in due course.

(474/203/553.)

250.

#### MEDICAL SURVEYS.

It will be observed from Navy Order 280 of 1942 that approval was given, as a wartime measure, for the amendment of C.O.R., Article 557, Clauses 1 and 2, and Article 558, Clause 6, by the substitution of 151 days for 91 days, as the period of continuous treatment which determines the date of Medical Survey.

Navy Order 280 of 1942 is hereby cancelled. In future where a member has been under continuous medical treatment for a period of 91 days, he is to be medically surveyed at the earliest practicable date thereafter.

2. Considerable delay has recently occurred in bringing members forward for medical survey. When instructions have been received from the Naval Board that a member is to be surveyed, or re-surveyed, by a certain date, the survey is not to be delayed beyond that date except in unavoidable circumstances, when the Naval Board is to be informed forthwith by letter of the nature of these circumstances.

3. In future, Part III of Form A.M. 252z (Report of Invaliding Medical Survey) both original and duplicate copies and Form A.M. 253z (Report of Interim Survey) original and duplicate copies also, are to be completed in the handwriting of one or more of the Medical Officers constituting the Board of Survey. The recommendation of the Board of Survey is likewise to be inserted on Form A.M. 255z (Summary of Recommendations of a Board of Medical Survey) by the members of the Board of Survey.

4. All requisite forms are to be completed at the time of the survey and forwarded by air mail to the Director of Naval Medical Services the same day.

(451/201/168.)

251.

#### TABLE LINEN.

The undermentioned revised allowances of table linen and table napkins are approved:—

##### TABLE CLOTHS AND TABLE MATS.

###### *Flag and Commanding Officers' Messes*—

- (a) 4 No. cloths per table, or
- (b) 2 No. cloths per table, plus up to 24 No. cotton mats and 12 No. lino mats as required.

###### *Other Officers' Messes* —

- (a) 3 No. cloths per table, or
- (b) 1 No. cloth per table, plus 2 No. cotton mats and 1 No. lino mat for each officer. In addition 25 per cent. of the total number of cotton mats and 10 per cent. of the total number of lino mats are allowed as spares, subject to the minimum allowance for spares of 4 No. cotton mats and 2 No. lino mats per table.

###### *Chief Petty Officers' and Petty Officers' Messes* —

2 No. cloths per table.

##### TABLE NAPKINS.

###### *Flag and Commanding Officers' Messes* —

The allowance set out in Admiralty Fleet Order 5969/44.

###### *Other Officers' Messes*—

3 No. napkins per officer.

2. Demands to complete to the revised allowances should be lodged at the nearest victualling establishment. Where table cloths of a narrower width than that normally stocked will meet requirements, the actual dimensions are to be shown on demands, as made up cloths may be available in stock.

3. Attention is invited, however, to the fact that stocks of linen are extremely limited and every care is to be taken to ensure the maximum life of all items if a reversion to the recent very restricted scale is to be avoided.

4. Navy Orders 317 of 1943 and 5 and 457 of 1944 are cancelled.

(530/201/502.)

252.

#### DEODORANT TABLETS.

“Ozonol” deodorant tablets manufactured by De Meric Pty. Ltd. have been adopted for use in H.M.A. ships and other brands are not to be used. Stocks held of various other brands will be issued, for use in shore establishments only, until stocks are exhausted.

2. Owing to the smoke and fire risk associated with deodorant tablets only minimum stocks necessary are to be carried in H.M.A. ships and they should be stowed in the Inflammable Store.

(612/201/6187.)

TABLE I

The following table shows the results of the analysis of the samples...

TABLE I (continued) showing further analytical data and sample descriptions.

TABLE I (continued) showing further analytical data and sample descriptions.

TABLE I (continued) showing further analytical data and sample descriptions.

TABLE I (continued) showing further analytical data and sample descriptions.

TABLE I (continued) showing further analytical data and sample descriptions.

TABLE I (continued) showing further analytical data and sample descriptions.

TABLE I (continued) showing further analytical data and sample descriptions.

TABLE I (continued) showing further analytical data and sample descriptions.

TABLE I (continued) showing further analytical data and sample descriptions.

TABLE I (continued) showing further analytical data and sample descriptions.

TABLE I (continued) showing further analytical data and sample descriptions.

TABLE II

The following table shows the results of the analysis of the samples...

TABLE II (continued) showing further analytical data and sample descriptions.

TABLE II (continued) showing further analytical data and sample descriptions.



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## Commonwealth Navy Orders.

Navy Office, Melbourne,  
2nd September, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,

*W. J. Hawkins*

Secretary.

*The Flag Officer Commanding H.M.A. Squadron, and Commanding Officers of H.M.A. Ships, Officers in Charge of H.M.A. Naval Establishments, and others concerned.*

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### TABLE OF CONTENTS.

No.	Subject.
253.	Naval Aviation.
254.	Brooms and Brushes—Economy in Use.
255.	Examination of Sick Berth Ratings—May, 1947.
256.	Wireless and V/S Equipment in H.M.A. Ships—Reports.
257.	Character Assessments for Ratings under the Age of Eighteen years.
258.	Books and Forms.
259.	Corrigendum.

C.9004/47.

253.

## NAVAL AVIATION.

In view of the decision to introduce Naval Aviation as an integral part of the R.A.N. the following is issued for the information and compliance of all concerned.

2. All personnel, ships, shore establishments and aircraft will be administered in the same way and through the same channels as the rest of the Royal Australian Navy. Although new branches are being introduced to handle what is, to the Royal Australian Navy, a new weapon, the personnel of these branches are essentially Naval personnel who specialise as do other specialist officers and men.

3. The terms "Fleet Air Arm" and "Naval Air Arm" denoting as they do a separate force attached to the Navy arose when Naval Aviation in the Royal Navy was a part of the R.A.F., working with the Navy; now the Royal Navy is entirely responsible for Naval Aviation and the use of these terms has been abandoned.

The provisions of A.F.O. 5631/46, reprinted below, are to apply in the Royal Australian Navy.

A.F.O. 5631—"FLEET AIR ARM" AND "NAVAL AIR ARM"—TERMS NOT TO BE USED.

(A.174/46—6 Sep. 1946.)

The use of the terms "Fleet Air Arm" and "Naval Air Arm" is to be discontinued, except that the former may be used historically.

2. Aircrew, pilots, aircraft, maintenance personnel, etc., should be so described with, if necessary, the prefix "Naval" to avoid confusion with other Services.

3. To avoid circumlocution, it is occasionally convenient to use a generic term to describe as a whole the organization within the Royal Navy which is concerned with Aviation, and on these occasions the term "Naval Aviation" should be used. For example, "the cost of Naval Aviation" or "the development of Naval Aviation."

(404/201/906.)

254.

## BROOMS AND BRUSHES—ECONOMY IN USE.

Attention is directed to Admiralty Fleet Order 1353/1947. For similar reasons every care is to be taken in the R.A.N. to ensure the utmost economy practicable in the use of brooms and brushware.

2. The supply position in Australia in the case of paint brushes is especially acute.

(612/222/586.)

255.

## EXAMINATION OF SICK BERTH RATINGS—MAY, 1947.

The results obtained by candidates who passed in the examination for advancement in the Sick Berth Branch, held on 27th May, 1947, are as given hereunder:—

Examination Number.	Name.	Present Rating.	O.S.	Percentage of Marks Obtained.				Approximate Average (a) Written (b) Oral and Practical.	Result.	Where Serving at Time of Examination.
				Paper No. 1.	Paper No. 2.	Written Average.	Oral and Practical.			
9	Kain, G. C.	S.B.P.O.	22620	74	68	71	71	71	Passed	Kuttalal
10	Jay, C.	S.B.P.O.	21606	71	70	70.5	73	72	Passed	Kuttalal
14	Dalton, L. F.	S.B.P.O.	22555	67	67	67	73	70	Passed	Riad cutter
15	Adam, T. R. H.	S.B.P.O.	21698	71	71	71	73	72	Passed	Ruskutter
48	Hicka, F. H. J.	S.B.P.O.	21577	76	66	71	72	71	Passed	Cerberus
49	Hart, L. D.	L.S.B.A.	23081	62	70	66	74	70	Passed	Cerberus
50	Gilmore, H. T.	L.S.B.A.	24190	73	78	75.5	84	80	Passed	Cerberus
52	Brown, A. R. H.	L.S.B.A.	24133	67	73	70	78	74	Passed	Cerberus
53	Rowe, W. E.	L.S.B.A.	24124	66	74	70	88	79	Passed	Cerberus
6	Nash, J. B.	S.B.A.	31919	70	62	66	66	66	Passed	Hobart
13	McKenzie, C. R.	S.B.A.	30828	49	59	54	66	60	Passed	Aranta
17	Scanlon, R.	S.B.A.	29899	55	55	55	65	60	Passed	Boakutter
23	Ryan, J. P.	S.B.A.	34331	55	66	60.5	62	61	Passed	Penguin
47	Nairn, J. R.	S.B.A.	32313	61	63	62	66	64	Passed	Baroco
55	Wall, J.	S.B.A.	32429	73	68	70.5	80	75	Passed	Cerberus

2. The marks obtained by candidates who failed have been communicated to the Commanding Officer of the ship or establishment in which the rating was serving at the time of the examination.

3. The 27th May, 1947, is to be regarded as the basic date for the passing of this examination.

4. The original copies of Forms A.S. 1236 and A.S. 1237 have been completed and forwarded to the ships and establishments concerned. The necessary notation should be made on the Service Certificate of candidates.

(465/207/1292.)

256.

**WIRELESS AND V/S EQUIPMENT IN H.M.A. SHIPS—REPORTS.**

Reports (in triplicate) in accordance with Admiralty Fleet Order 3047 of 1945 and paragraph 4 below are to be forwarded by the Commanding Officers of all H.M.A. ships including minor war vessels and shore establishments, also by Commanding Officers, Reserve Ships, for H.M.A. ships under their command, to the Secretary, Naval Board, through the relevant administrative authorities.

2. As applicable, the reports are to include sound reproduction equipment, warning telephone equipment and loud hailing equipment, showing, in each case, the number and location of loud speakers fitted. Loran, C.C.M., and telegraphic typewriters, should also be included.

3. Details of equipment are to include relevant information as to crystals fitted, or held as spare. The frequency to which the crystal is ground, together with the type of holder in which fitted, is to be shown.

4. Reports are to be furnished as follows:—

(a) *Wireless Report No. 1.*

On receipt of this Order, and after a major alteration of the W/T equipment.

(b) *Wireless Report No. 2.*

When the work is completed.

(c) *Wireless Special Report.*

As occasion demands.

(d) *V/S Report No. 1.*

On receipt of this Order.

(e) *V/S Special Report.*

As occasion demands.

(V612/246/3494.)

257.

**CHARACTER ASSESSMENTS FOR RATINGS UNDER THE AGE OF EIGHTEEN YEARS.**

In view of the altered conditions resulting from the Post War Pay Code, the undermentioned Articles of K.R. and A.I., when applied to members of the Royal Australian Navy, are to be read as shown below:—

*Article 540, Table III, column 2.*

For “man’s time” read “service”.

*Article 605, clause 4.*

Disregard all references to ratings under the age of 18.

*Article 605, clause 4A.*

Disregard this clause in its entirety.

*Note 1 to Article 605, clause 8.*

Disregard the words—

“after attaining the age of 18” (second line)

“in man’s time” (line fourteen).

For “man’s time” read “service” (line four).

(348/229/21.)

258.

**BOOKS AND FORMS.**

First supplies of the under-mentioned publications have been distributed. Additional copies of B.R.’s 811 (14), 1242, and 1719 are being obtained to complete distribution.

B.R.’s 31, 32 and 32A.—King’s Regulations and Admiralty Instruction—Amendments Nos. 5 and 6/1946 and 1 and 2/1947.

(A.F.O.’s 6690/1946, 768, 1552 and 2020/1947.)  
(584/203/141.)

B.R.70.—Signal Letters of British Ships—December Supplement.

(A.F.O. 1553/47.)  
(571/202/2042.)

B.R.363 and Form D.126.—Establishment of Naval Stores and List of Particulars for Submarines (*Oberon* and later classes)—Errata Nos. 7 and 8 and 4 and 5 respectively.

(A.F.O.’s 6160/45 and 405/47.)  
(571/202/2234.)

B.R.382.—Establishment of Naval Stores for L.C.T. and Associated Types—Lists of Errata Nos. 1-4.

(A.F.O.’s 5116 and 6314/45, 4284/46, and 503/47.)  
(571/202/2860.)

B.R.387.—Establishment of Naval Stores for L.C.G. (M) and L.C.S. (R)—Lists of Errata No. 2.

(A.F.O. 1355/47.)  
(571/202/2299.)

B.R.633 (3) (i).—Instructions for Trial of Depth Charge, etc., Equipments—Anti Torpedo Devices (Foxyer and Unifoxyer).

(A.F.O. 323/47.)  
(571/202/1889.)

B.R.664.—King’s Regulations and Orders for the Army—Amendment No. 54.

(A.F.O. 1937/47.)  
(584/203/126.)

B.R.811 (14).—Aircraft Torpedo Manual. Treatment of Torpedoes by Units. (Royal Navy, Royal Air Force) Organizations and Equipment Ashore and Afloat.

(A.F.O. 1068/47.)  
(571/202/2616.)

- B.R.1062 (1).—Defence against Gas—Addendum No. 1.  
(A.F.O. 505/47.)  
(571/202/2132.)
- B.R.1242/1947.—How to use the Film Strip.  
(A.F.O. 974/47.)  
(571/202/2150.)
- B.R.1264.—Pocket Book for Major Landing Craft Engine Instructions.  
(A.F.O. 5420/45.)  
(571/202/2281.)
- B.R.1280.—Servicing Manual for Types 276/277/293.  
(A.F.O.6691/46.)  
(571/202/2805.)
- B.R.1314.—Shock Effects from Under Water Explosions—Parts 11 and 16.  
(A.F.O. 1553/47.)  
(571/202/2801.)
- B.R.1596.—Handbook on Targets Part I, Surface Targets Part II, Anti-Aircraft Targets.  
(A.F.O. 771/47.)  
(571/202/2844.)
- B.R.1612.—Provisional Handbook for Type 613.  
(A.F.O. 593/47.)  
(571/202/2867.)
- B.R.1719.—Radar Anti-Jamming Technique.  
(A.F.O. 594/47.)  
(571/202/2826.)
- Priced Vocabulary of Naval Armament Stores.
- O.U.5365B.—Part II, Errata No. 40. (A.F.O. 771/47.)
- O.U.5365E.—Part V., Errata No. 8. (A.F.O. 1553/47.)
- O.U.5365A.—Part I, Errata No. 26. (A.F.O. 1937/47.)  
(571/203/2559.)

259.

## CORRIGENDUM.

With reference to Navy Order 474 of 1943, appearing in the Commonwealth Navy Order Volume 1921-44 on page 89, amend "Automatic Diesel Oil" in paragraph 2 to read "Automotive Diesel Oil".

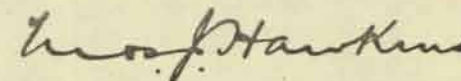
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## Commonwealth Navy Orders.

Navy Office, Melbourne.  
9th September, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,



Secretary.

*The Flag Officer Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

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### TABLE OF CONTENTS.

No.	Subject.
260.	Temporary and Acting Executive Officers—Granting of Watchkeeping Certificates, Courses, etc.
261.	Examination for the Rank of Lieutenant-Commander (S), R.A.N.
262.	Boom Defence Rigger Ratings—Qualifications for Advancement.
263.	Stoker Branch—Change of Title.
264.	A.A. and A.S. Frigates—Noise Level of Axial Flow Ventilating Fans.
265.	Gun Mountings 40 mm. Bofors Mark VII.—Modification to Elevation and Depression Cut-Off Cams.
266.	Staybrite Sweeps for Torpedo Recovery Purposes.
267.	Damage Control—Colour Marking of Pipe Systems.
268.	Medical and Dental Store Accounts—Keeping of.
269.	Uniform of Artificers and Shipwrights.
270.	Loss of Registered Articles.
271.	Importation of Goods to Australia by Service Personnel Serving Overseas.
272.	Uniform and Clothing Issuing Prices and Outfit Gratuities on Change of Class—Annual Revision.
273.	Machinery Spares—Organization for the Provision, Storing, Supply and Accounting for Main and Auxiliary Engines and Spare Gear.

260.

### TEMPORARY AND ACTING EXECUTIVE OFFICERS—GRANTING OF WATCHKEEPING CERTIFICATES, COURSES, ETC.

The attention of all authorities and Commanding Officers is drawn to the necessity to complete the training of Temporary and Acting Executive Officers to fit them to obtain a Full Naval Watchkeeping Certificate, and to make them fully proficient in carrying out their duties. It must be realized that these officers have not been able to undergo courses for promotion to Lieutenant, and due to the shortage of officers, it is impossible to send them to the United Kingdom to undergo such courses. However, facilities are available in Australia, and whenever they can be spared these officers should be afforded every facility to undergo one or more such technical courses.

2. Commanding Officers are authorized to make the necessary arrangements direct with the Commodore Superintendent of Training or the Technical School concerned. Courses can be carried out at the following establishments:—

Flinders Naval Depot—Gunnery	..	..	3 weeks.
—Communications	..	..	2 weeks.
—Torpedo	..	..	2 weeks.
H.M.A.S. <i>Watson</i> —Radar ( <i>vide</i> C.C.N.O. 20/46)	..	..	4 weeks.
H.M.A.S. <i>Rushcutter</i> —Anti-Submarine	..	..	3 weeks.
H.M.A.S. <i>Penguin</i> —Navigation	..	..	3 weeks.
—Damage Control	..	..	1 week.

3. Quarterly returns giving courses undertaken and results achieved are to be forwarded for the information of the Naval Board.

4. *Granting of Full Naval Watchkeeping Certificate.*—The attention of Commanding Officers is drawn to Navy Orders 256 of 1944, and 2 of 1945. Officers are not to be granted Full Naval Watchkeeping Certificates until they attain the standards required by these Orders and Article 261 of K.R. & A.I.

(561/201/119.)

261.

### EXAMINATION FOR THE RANK OF LIEUTENANT-COMMANDER (S) R.A.N.

Part II of the examination for the rank of Lieutenant-Commander (S) R.A.N. will be held about March, 1948.

2. The provisions of Admiralty Fleet Order 2704 of 1944 are applicable, *vide* Navy Order 648 of 1944.

3. Officers who are eligible and who desire to sit, should forward their applications to reach Navy Office by 1st January, 1948.

(465/206/273.)

262.

### BOOM DEFENCE RIGGER RATINGS—QUALIFICATIONS FOR ADVANCEMENT.

With reference to Navy Order 230 of 1947, section 5, paragraph 4 (a) (vii), it has been decided to introduce the Part II Qualifications of B.T. (Boom Trained) 3, B.T.2 and B.T.1 for ratings employed on rigger duties in the R.A.N. Boom Defence Service.

2. These ratings will belong to the Seaman Branch and their advancement will be subject to possession of the following qualifications:—

(a) to Petty Officer—Part I—present professional examination.  
Part II—B.T.1.

(b) to Leading Seaman—Part I—present professional examination.  
Part II—B.T.2.

(c) to Able Seaman—Part I—present professional examination.  
Part II—B.T.3.

3. Courses and examinations for the Part II qualifications listed above will be conducted at the Boom Depot, Sydney. Pending the introduction of such courses, however, the provisions of Section 5 of Navy Order 230 of 1947 will apply in the Boom Defence Service.

4. The names of Chief Petty Officers, Petty Officers, Leading Seamen and Able Seamen with 3rd Class or no non-substantive rating, including those employed on rigger duties in the Boom Defence Service prior to 1st July, 1947, who volunteer and are recommended for such duties should now be forwarded on Form A.S. 1303 and these men should not be classed up for other non-substantive ratings.

5. Having regard to the fact that the courses and examinations for the Part II qualifications of B.T.1, B.T.2, and B.T.3 have not yet been determined the rates of non-substantive pay referred to in A.F.O. 1649/46 do not apply in the R.A.N. and are not to be taken into consideration in calculating any Non-Reduction Allowance under Navy Order 230 of 1947, Section 4.

(463/201/1674.)

*(This Order will be reprinted for posting on Notice Boards.)*

263.

### STOKER BRANCH—CHANGE OF TITLE.

Admiralty Fleet Order 1612 of 1947, regarding the change of title of Stoker Branch, has been adopted in the Royal Australian Navy.

(348/206/6.)



267.

**DAMAGE CONTROL—COLOUR MARKING OF PIPE SYSTEMS.**

The provisions of A.F.O. 1776/47 (Diagram 84/47) are to be applied to H.M.A. ships.

2. In ships in commission the work of altering the markings is to be progressed by ship's staff as far as practicable.

3. Ships coming in hand for major refits are to include an item in the defect list to have the colour markings modified as necessary.

4. Stocks of Form S.1184 are being obtained for issue to H.M.A. ships and establishments. Demands for requirements of this form, and also the new Paint Pattern 3559 should be forwarded to the Superintending Naval Store Officer, Sydney.

(612/233/1345.)

268.

**MEDICAL AND DENTAL STORE ACCOUNTS—KEEPING OF.**

Where Medicines, Medical and Surgical Stores and Dental Stores are carried, accounts of such stores are to be kept on the appropriate forms. These are to be rendered by the Storekeeping Officer concerned on each of the following occasions:—

- (a) After each period of twelve months from the date of taking charge;
- (b) On giving up charge; and
- (c) When the ship or establishment is paid off.

2. The appropriate forms are—

A.M. 57z—For Hospitals and Sick Quarters.

A.M. 177z—For vessels carrying a Medical Officer.

A.M. 177g—For vessels or parties carrying a Sick Berth Rating and Scale "C" of Medical Stores.

A.M. 63c—For vessels or parties carrying a Scale "E" (Cox-wain's) of Medical Stores.

A.M. 57w, x, y—For Naval Reserve Depot set of Medical Stores.

A.M. 203—For Dental Officers' Stores.

3. A rough copy and a fair copy of each account are to be kept. The rough copy, which may be kept in pencil, is the working copy to be used for making all entries, balances and adjustments, before transfer to the fair copy. The rough copy is at all times to be kept in such a state of preparation that at any time a fair copy may be made therefrom, or in emergency the rough copy may be closed, and transmitted to the Director of Naval Medical Services.

4. At the appropriate time for rendition, a fair copy is to be made from the rough copy and transmitted to the Director of Naval Medical Services by registered mail or hand, and within ten days after the termination of the period involved.

5. A letter of advice, giving details of transmission, is to be forwarded separately, in order that steps may be taken to trace the accounts should they be unduly delayed in transit.

6. The receipt obtained when forwarding the account by mail is to be retained until receipt of the first intimation that the account has been received by the Director of Naval Medical Services.

7. In the event of rendition of the account being delayed beyond the ten days stipulated, due to unforeseen circumstances, a report is to be made in writing to the Director of Naval Medical Services giving the reasons for such delay and requesting extension of time for rendition.

8. *Paying Off.*—The provisions of Navy Order 509 of 1945 are to be observed when ships or establishments are paying off, substituting R.A.N. Medical Store, Fitzgerald-avenue, Maroubra, N.S.W., for Glebe, N.S.W., and Fremantle, wherever occurring—the two latter stores having now closed.

9. C.O.R., Article 593, will be amended in due course.

(612/214/1896.)

269.

**UNIFORM OF ARTIFICERS AND SHIPWRIGHTS.**

Artificers and Shipwrights 5th Class hold the equivalent rating of Leading Seaman and are to wear Class III uniform with black horn buttons and red cap badge.

2. Artificers and Shipwrights Acting 4th Class hold the equivalent rating of Acting Petty Officer and are to wear Class III uniform with black horn buttons and red cap badge until they have been confirmed in the rating.

3. Engine Room Artificers 4th Class in possession of Engine Room Watchkeeping Certificate, when granted Chief Petty Officer status, are to wear the uniform of a Chief Petty Officer.

4. Artificers and Shipwrights 3rd Class and above will also wear the uniform of a Chief Petty Officer.

(434/216/122.)

*(This Order will be reprinted for posting on Notice Boards.)*

270.

**LOSS OF REGISTERED ARTICLES.**

Reference is made to C.O.R., Article 329, clause 9 (3) of which provides that compensation paid by the Department for loss of a registered article may be recovered from the person who gave the last receipt therefor.

2. K.R. & A.I., 1095, outlines a specific procedure for observance in dealing with such articles in H.M.A. ships and Naval establishments, providing for acceptance by the Executive Officer and the Master-at-Arms, of responsibility for correct delivery to the addressee.

3. Where such losses occur after receipt of the article in the ship or establishment, the Naval Board will, subject to paragraph 4 hereof, have no option but to hold the Executive Officer and the Master-at-Arms responsible for making good the loss.

4. It is the responsibility of Commanding Officers to see that routine orders in accordance with K.R. & A.I. 1095 are issued.

(563/201/2549.)



271.

**IMPORTATION OF GOODS TO AUSTRALIA BY SERVICE  
PERSONNEL SERVING OVERSEAS.**

With reference to Navy Order 312 of 1946, attention is drawn to the fact that Service personnel may send or bring to Australia, free of Customs duty, goods not intended for sale, exchange or trade (with the exception of cigars, cigarettes, tobacco or spirituous liquors) to the value of £10 sterling in any twelve months' period.

2. The importation of goods from Japan, however, is still prohibited by the Trading with the Enemy Act, except to the extent of the concessions referred to above. Consequently Service personnel, forwarding or bringing goods to Australia of a greater value than £10 sterling in any one year are infringing the Trading with the Enemy Act.

3. In order to prevent the abuse of the privileges extended to Service personnel, it is now required that parcels or goods forwarded to or brought into Australia by Service personnel bear declarations for Customs purposes as outlined in the Appendices to this Order.

4. Supplies of forms for purposes indicated in Appendix "B" have been forwarded to the Flag Officer Commanding His Majesty's Australian Squadron, and the Flag Officer-in-Charge, Sydney, for supply to H.M.A. ships visiting Japanese waters.

(612/250/258.)

## APPENDIX A.

*On each and every parcel sent to Australia by post or by other means—*

I, (here insert full name in block letters) hereby declare that the contents of this parcel, namely (here state goods), are valued at (here state value) and that, since I originally arrived in Japan on (here insert date), I have exported or have taken with me to Australia goods valued at (here state total value of such goods), including the value of the goods in this parcel.

Signature.....  
Rank.....  
Unit and Reg. No.....  
Date.....

## APPENDIX B.

*On arrival in Australia on duty, on recreation or sick leave, or for discharge—*

I, (here insert full name in block letters), hereby declare that the goods in my possession (other than my personal effects), consisting of (here state goods), are valued at (here state value) and that, since I originally arrived in Japan on (here insert date), I have exported, or have brought with me, to Australia, goods valued at (here state total value of such goods), including the value of the goods now in my possession.

Signature.....  
Rank.....  
Unit and Reg. No.....  
Date.....

(This Order will be reprinted for posting on Notice Boards.)

272.

**UNIFORM AND CLOTHING ISSUING PRICES AND OUTFIT  
GRATUITIES ON CHANGE OF CLASS—ANNUAL REVISION.**

The issuing prices of uniform and clothing have been revised with effect as from 1st July, 1947, and a supply of the "Official Memorandum—Prices of Clothing, &c., Maintained for Issue on Repayment to Ships' Companies", together with copies of posters showing the issuing prices of (a) uniform and clothing and (b) badges, has been forwarded to all H.M.A. ships and Naval establishments. Further copies may be obtained, if required, on application to the Director of Victualling, Navy Office, Melbourne.

2. As a result of the revised prices, the following outfit gratuities on change of class will be applicable as from 1st July, 1947:—

	£	s.	d.
To Petty Officers with one year's service as such, and confirmed in that rating, required to change from Class II to Class III uniform ..	19	1	0
To other persons on transfer to ratings for which a change of uniform to Class III is required ..	17	13	6
To other persons on transfer to ratings for which a change of uniform to Class II is required ..	6	18	6

3. On change of class of uniform, the articles of uniform not required in the new rating are to remain in the possession of the Petty Officer or man concerned for disposal as he may desire. The rates of outfit gratuities, therefore, represent the actual cost of the change of class of uniform less the estimated sale value, on a low average valuation, of the articles of uniform no longer to be maintained.

4. Navy Orders 548 of 1943 and 250 of 1944 are cancelled.

5. The necessary amendment of N.F.R. & I., Article 51, will be promulgated in due course.

(434/215/1141.)

(This Order will be reprinted for posting on Notice Boards.)

273.

**MACHINERY SPARES—ORGANIZATION FOR THE PROVISION,  
STORING, SUPPLY AND ACCOUNTING FOR MAIN AND  
AUXILIARY ENGINES AND SPARE GEAR.**

Navy Order 666 of 1944 has been re-issued as Navy Order 229 of 1947 pending the issue, as a result of experience, of further instructions for the provision, storing and accounting for machinery spares.

In the meantime, Navy Order 229 of 1947 is to be amended as follows:—

*Paragraph 2—Add—(f) Refrigerator and Air Conditioning spares.*

*Paragraph 6*—The address of the Machinery Spares Depot is to be amended to read—

Communication Building,  
Wylde-street,  
Potts Point,  
Sydney, N.S.W.

*Paragraph 15*—Alter to read—

All other machinery spares (except refrigerator and air conditioning spares) are to be included in a Spare Gear Defect List (Forms A.S.340 and D.275) in accordance with established practice.

*Paragraph 16* is to be deleted.

*Paragraph 18*—Alter to read—

“ Paragraphs 14 and 15 refer.”

*Paragraph 34* is to be deleted.

*Paragraph 41* is to be deleted.

*Paragraph 42* is to be deleted.

(549/201/148.)

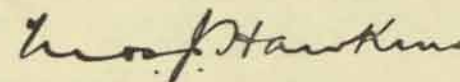
(FOR OFFICIAL USE ONLY.)

## Commonwealth Navy Orders.

Navy Office, Melbourne,  
16th September, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,



Secretary.

*The Flag Officer Commanding H.M.A. Squadron, and Commanding Officers of H.M.A. Ships, Officers in Charge of H.M.A. Naval Establishments, and others concerned.*

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### TABLE OF CONTENTS.

No.	Subject.
274.	Administration of the 10th Destroyer Flotilla.
275.	Reporting of Movements of Personnel.
276.	Post-War Training and Promotion of Junior Officers of the Supply and Secretariat Branch.
277.	Piling Arms—Discontinuance.
278.	Badges for War Service.
279.	Badges for Butchers.
280.	Specialist Treatment—Withdrawal of Delegation of Authority for.
281.	Manila Cordage.
282.	Gas Cylinders for Water Pressure Tests.
283.	Officers' Working Dress
284.	Supply of Beer to H.M.A. Ships and Naval Establishments.
285.	Books and Forms.

274.

**ADMINISTRATION OF THE 10TH DESTROYER FLOTILLA.**

The following amendments are to be made to Navy Order 188 of 1947:—

- (a) Sub-paragraph (v) is to be deleted.
- (b) Sub-paragraph (vi) is to be amended by deleting *Warra-munga* and inserting in lieu *Arunta*.

(404/201/889.)

275.

**REPORTING OF MOVEMENTS OF PERSONNEL.**

Navy Order 236 of 1945 is cancelled, and the following instructions now apply.

2. Normal movements of personnel are to be reported as follows:—

- (a) Forms A.S. 165, reporting all entries and discharges of officers and ratings, including those for "Victuals only," are to be forwarded daily by quickest mail route.
- (b) Care should be taken that surnames and initials are spelled correctly.
- (c) Official numbers must be shown, but if these are not known, the full Christian names of personnel are to be included on Form A.S. 165.

3. Normal movements of personnel are *not to be reported by signal*.

4. Movements *should* form the subject of signal communications in the following circumstances only:—

- (a) Discharges due to death and desertion.
- (b) Discharges due to sickness *only* when an urgent relief is required.
- (c) When it is necessary to furnish an early reply to a query received by signal.
- (d) In exceptional circumstances, including cases of members placed on the dangerously or seriously ill lists.

(622/202/4181.)

276.

**POST-WAR TRAINING AND PROMOTION OF JUNIOR OFFICERS OF THE SUPPLY AND SECRETARIAT BRANCH.**

The provisions of A.F.O. 1229/47 have been adopted in the R.A.N., with the following modifications to allow for time occupied in travelling to the United Kingdom, for the Training Cruiser, and to keep the R.A.N. officers in line for seniority with their R.N. contemporaries:—

- (a) Service at the R.A.N. college will be increased from one term to one and a half terms;
- (b) Fleet training will be reduced from 20 months to 16 months;
- (c) Seniority as Midshipman (S) will be antedated by four months on passing out of the Training Cruiser.

(614/204/105.)

277.

**PILING ARMS—DISCONTINUANCE.**

The provisions of A.F.O. 2051/47 have been adopted in the Royal Australian Navy.

(412/202/449.)

278.

**BADGES FOR WAR SERVICE.**

The following are the official badges issuable in respect of service in the Royal Australian Navy during the 1939-45 War:—

- (a) Returned from Active Service Badge,
- (b) General Service Badge,
- (c) Female Relative's Badge,
- (d) Mother's and Widow's Badge.

2. *Eligible Classes of Personnel.*—The following classes of personnel are eligible to receive the Returned from Active Service Badge or the General Service Badge, subject to the qualifications in paragraphs 3 and 4 below:—

- (a) All officers and men of the Royal Australian Navy and the various Naval Reserves.
- (b) Officers and men of the Merchant Navy who served under T.124 and like agreements.
- (c) Members of the Royal Australian Naval Nursing Service and Women's Royal Australian Naval Service.
- (d) Canteen Staffs.
- (e) Officially approved representatives of philanthropic bodies, official press correspondents, official photographers, and other non-service personnel attached to the Armed Forces in an official capacity for full time duty in uniform.

*Personnel Ineligible.*

Personnel who deserted, or who were dismissed or discharged for disciplinary reasons before the 2nd September, 1945, are ineligible to receive these badges.

3. *Qualifications for the Returned from Active Service Badge.*—This badge will be issued to personnel listed in paragraph 2 above, who served between the 3rd September, 1939, and the 2nd September, 1945, and embarked for service or duties abroad, or were stationed on full time duty in a prescribed operational area within the Commonwealth of Australia and its territories. These areas are:—

- (a) Northern Territory, North of parallel 14° 30" South from the 19th February, 1942.
- (b) Torres Strait islands from 14th March, 1942.
- (c) Mandated New Guinea from 4th January, 1942.
- (d) Papua from 2nd February, 1942.

The badge is not to be worn by personnel when in uniform.

4. *Qualifications for the General Service Badge.*—This badge will be issued to personnel listed in paragraph 2 (a), (b), (c), and (d) who served between the 3rd September, 1939, and the 2nd September, 1945, and are eligible to receive the War Medal 1939-45, but are not eligible for the Returned from Active Service Badge. Personnel listed in paragraph 2 (e) who served for a continuous period of not less than 28 days and who are not eligible to receive the Returned from Active Service Badge are eligible for the General Service Badge.

The badge is not to be worn by personnel when in uniform.

(NOTE.—The General Service Badge is not yet available from the manufacturers. This Badge will be in the form of a brooch for female members.)

5. *Female Relative's Badge.*—(a) This badge will be issued to the wife and/or mother or to the nearest female relative of any member who is entitled to a "Returned from Active Service" Badge.

(b) Badges issued on account of one member on service will have one star attached. Badges issued to mothers will have a further star attached for each additional son or daughter on service. The wife of a member on service will receive a star on account of her husband as well as a star on account of each son or daughter on service.

(c) If a member be married or a widower, the badge will be issued to the nearest female relative in accordance with the following degrees of relationship:—

1st—If a member be married, the badge will be issued to his wife. The mother of a married member may also receive a badge on his account; or

2nd—If a member be a widower, the badge will be issuable to the eldest daughter living. The mother of a widower may also receive a badge on his account; or

3rd—If a member be a widower without a mother or daughter his eldest sister may receive the badge.

(d) If a member other than a widower be unmarried, the degrees of relationship will be as follows:—

1st—Mother; 2nd—Eldest sister.

Where there are twin sisters the badge will be issued to the elder twin sister.

(e) In the event of a member not having any female relative as described above, it will be necessary for him to nominate in writing the nearest blood relation.

(f) Female guardians of legally adopted children will be eligible to receive the badge.

Application for this badge should be made direct, by the wife or mother or nearest eligible female relative, to the Secretary, Department of the Navy, Navy Office, Melbourne.

6. *Mother's and Widow's Badge.*—(a) This badge will be issued to the mother and/or widow of a member of the Naval Forces killed in action or died of wounds or from other causes whilst on service between the 3rd September, 1939, and the 2nd September, 1945, or as a result of such service.

(b) Stars will be attached to the badges as under:—

Widow of a deceased member .. .. .	1 star.
Mother of one deceased member .. .. .	1 star.
Mother of two deceased members .. .. .	2 stars.
Mother of three deceased members .. .. .	3 stars.
Mother of four deceased members .. .. .	4 stars.
Mother of five deceased members .. .. .	5 stars.

(c) A widow of a deceased member who is also a mother of a deceased member or members will receive one badge only with a star on account of each deceased son as well as a star on account of the deceased husband.

(d) Female guardians of legally adopted children will be eligible to receive the badge.

Application for this badge should be made direct by the mother or widow to the Secretary, Department of the Navy, Navy Office, Melbourne.

7. *Replacement of Badges.*—Lost or destroyed badges will be replaced only on one occasion. Such replacement will be effected three months from the date reported lost on the production of statutory declaration by the claimant, and payment of a nominal fee of One shilling (1s.).

8. *Issue of Badges.*—Badges will be numbered in sequence and will be issued by Navy Office.

9. Navy Order 237 of 1945 is cancelled.

(416/201/1155.)

279.

#### BADGES FOR BUTCHERS.

The pattern numbers of badges for Butcher ratings on page 15 of the Official Memorandum—Prices of Clothing, etc., maintained for issue on repayment to Ships' Companies, dated 1st July, 1947, are to be amended to read 137c (gold), 137d (red) and 137e (blue) as pattern number 170 series has been included in the new badges for Torpedo and Anti-submarine ratings.

2. Victualling Yard and A.S. Clothing Account forms in current use are also to be similarly amended.

(416/201/703.)

280.

#### SPECIALIST TREATMENT—WITHDRAWAL OF DELEGATION OF AUTHORITY FOR.

The authority delegated to Commanding Officers and Naval Officers-in-charge, in Navy Order 259 of 1940, to approve of Specialist Examination and Treatment, is hereby withdrawn.

2. In future, where it is necessary to seek Specialist consultations, prior Naval Board approval is to be sought in accordance with the provisions of C.O.R. Article 552. Five copies of Form A.M. 256z (one green as original copy and four white copies), together with Form A.M. 188 and requisition (Treasury Form 11), the latter in triplicate, are to be submitted in each case where Specialist consultation is considered necessary.

3. The following is to be the order of preference in seeking treatment of cases when no Naval Specialist is available at the time:—

- (i) Repatriation Specialist.
- (ii) Public Hospital.
- (iii) Consultant Specialist with whom the Department has a special agreement.

Failing any of these facilities being available, the services of a civilian Specialist may be utilized.

4. Navy Orders 259 of 1940 and 305 of 1942 are hereby cancelled.  
(527/211/2305.)

281.

#### MANILA CORDAGE.

With reference to Admiralty Fleet Order 1255/1947 regarding restrictions in the use of manila cordage, the local supply position in respect of manila hemp is still very serious and, with a view to conserving existing stocks for the manufacture of cordage for essential services, it has been decided that manila cordage will continue to be manufactured as follows:—

- (a) Manila cordage of sizes under 2 inch and over 4½ inch up to 10 inch will be manufactured of 50 per cent. manila and 50 per cent. sisal fibre.
- (b) Manila cordage of 2 inch to 4½ inch circumference (inclusive) required for boats falls and ammunition whips will be made of pure manila fibre.
- (c) Manila cordage of sizes 2 inch to 4½ inch for services other than those shown in sub-paragraph (b) above will be manufactured of 50 per cent. manila fibre and 50 per cent. sisal fibre.
- (d) Manila cordage of sizes over 10 inches will be manufactured of pure manila fibre.

2. No further quantities of manila bolt rope or stage lashings will be manufactured and requirements will in future be met by the supply of sisal bolt rope and stage lashings.

3. The blended manila and sisal cordage may be used for topping lifts, hauling lines, mooring ropes, harbour towing springs and slings. Pure manila cordage should however continue to be used for the more important topping lifts until more experience is gained in the endurance of blended manila and sisal.

Sisal cordage is to be used generally for all other services. The blended manila and sisal cordage, which is marked with a blue and a red jute thread running through the middle of one strand, is to be closely watched on service, and any instances where it is found to be unsuitable for the services specified are to be reported immediately.

4. Demands for pure manila and blended manila and sisal cordage are to indicate the service for which the cordage is required and are to be certified by the Professional officers of the ship or establishment requiring supplies. Store officers have instructions to withhold supply unless this certificate is furnished.

5. It is desired that the attention of all concerned be drawn to Navy Order 6 of 1942, and to the necessity for prolonging the life of all cordage, consistent with safety. Attention is also drawn to Admiralty Fleet Order 5951/1942 relative to the minimum breaking loads of various cordages.

6. Navy Order 380 of 1943 is cancelled.

(612/225/759.)

282.

#### GAS CYLINDERS FOR WATER PRESSURE TESTS.

The under-mentioned Departmental gas cylinders are due for periodical water pressure test in accordance with Article 310, Clause 5, of B.R.16 Engineering Manual, 1932:—

##### *Oxygen Cylinder Nos.*

S.14450, S.14452, S.14455, S.14457, S.14458, S.14460, S.14461, S.14464, S.14465, S.14467, S.14468, S.14469, S.14470, S.14472, S.14473, S.14475, S.14476, S.14477, S.14478, S.14480, S.14482, S.14487.

2. Where facilities exist for testing and recharging, establishments should arrange for the necessary tests to be carried out locally. If facilities are not available, the cylinders are to be returned to the nearest Naval Store Depot, for testing, as early as possible, after contents are exhausted.

3. Particulars of tests carried out by Naval establishments are to be furnished to the Admiral Superintendent, Sydney, for insertion in the relevant history sheets of the cylinders.

(669/202/61.)

283.

#### OFFICERS' WORKING DRESS.

With reference to Navy Order 316 of 1945, and for the information of officers who may be contemplating the purchase of blue working dress (No. 5A), it is probable the authorized use of this optional dress will be abolished as from 1st January, 1949.

(434/215/1126.)

284.

**SUPPLY OF BEER TO H.M.A. SHIPS AND NAVAL  
ESTABLISHMENTS.**

In view of the altered conditions now obtaining, Navy Orders 526 of 1945 and 238 of 1946 are cancelled.

2. Beer supplied in special circumstances from Royal Edward Victualling Yard for issue on repayment from Service stocks will, in future, be charged on the same general basis as other canteen stores.

3. The price of bulk issues so made is to be inserted in the respective issue vouchers, and the retail selling prices will be governed by the separate requirements of each ship and establishment concerned.

(668/202/330.)

285.

**BOOKS AND FORMS.**

The under-mentioned Admiralty forms have been adopted for use in the Royal Australian Navy. First supply will be issued, without demand, by the Superintending Naval Store Officer, Sydney, on receipt of supply on order from the Admiralty:—

S.1178A (Established December, 1945).—Log Book for Frederick E.C.D. Water Purifier.

(480/202/4951.)

S.1184.—Colours and Markings for Important Piping in H.M. Ships.

(A.F.O. 1776/47.)  
(480/202/4977.)

2. The latest revision of the under-mentioned Admiralty form has been adopted for use in the Royal Australian Navy. First supply will be effected, without demand, by the Superintending Naval Store Officer, Sydney:—

S.174 (January, 1947).—Return of Signalling between H.M. Ships and Merchant Ships.

(480/202/4975.)

3. Form A.S. 55A "Engagement Forms—12 years" is to be used for future New Recruits until stock is exhausted when revised Form A.S. 55 "Engagement Form" will be issued, on demand, for new entries and re-entries, the term of engagement being inserted in the blank spaces thereof.

Form A.S. 55B "Engagement Form—Ratings under 18" is obsolete.

(480/202/4972.)

By Authority: J. J. GOURLEY, Government Printer, Melbourne.

RESTRICTED.(FOR OFFICIAL USE ONLY.)

## Commonwealth Navy Orders.

Navy Office, Melbourne,  
23rd September, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,

*W. H. Hawkins*

Secretary.

*The Flag Officer Commanding H.M.A. Squadron, and Commanding Officers of H.M.A. Ships, Officers in Charge of H.M.A. Naval Establishments, and others concerned.*

**TABLE OF CONTENTS.**

No.	Subject.
286.	H.M.A.S. "Warrnambool"—Paying Off.
287.	R.A.N. Torpedo Range, Pittwater, N.S.W.
288.	V/S—Removal of Redundant Equipment from H.M.A. Ships.
289.	Chevrons for War Service and Wound Stripes.
290.	Accommodation of Naval Officers on Visits to Western Australia.
291.	Corrigendum.
	C.9944/47.

286.

**H.M.A.S. "WARRNAMBOOL"—PAYING OFF.**

H.M.A.S. *Warrnambool*, which has been lost as a result of an accident, is to be regarded as paid off on 13th September, 1947.

(603/280/2098.)

287.

**R.A.N. TORPEDO RANGE, PITTWATER, N.S.W.**

The R.A.N. Torpedo Range is situated in Broken Bay, N.S.W., the firing point being on Taylor's Point, Pittwater, and the range extending from there in a northerly direction.

2. Transport of torpedoes is normally carried out by road from the R.A.N. Torpedo Factory, a distance of 22 miles, as no vessel with a draught greater than 12 ft. 6 in. can enter Pittwater.

3. The following firing guns are fitted:—

1—No. 21-in. above water firing tube.

2—No. 18-in. tubes.

1—No. 21-in. submerged firing tube.

There is also a launching cradle for use in running torpedoes not otherwise catered for.

4. The Torpedo Range workshop is capable of carrying out complete overhauls on all torpedoes.

5. Applications for torpedoes to be ranged should be made by signal to Admiral Superintendent, Sydney, repeated for information to Superintendent, R.A.N. Torpedo Factory.

6. Transport of torpedoes from the ship's side to the range and return will be arranged by the Superintendent, R.A.N. Torpedo Factory.

(569/224/396.)

288.

**V/S—REMOVAL OF REDUNDANT EQUIPMENT FROM H.M.A. SHIPS.**

The provisions of A.F.O. 1433/47 and A.F.O. 2005/47 are to be adopted in the R.A.N.

2. The revised allowance of flags refers only to existing sets on the flag deck.

3. Details of all equipment removed are to be reported to Navy Office in accordance with A.F.O. 3047/45.

4. This item is to be serial number 301 for "Q" class Destroyers.

(612/218/281.)

289.

**CHEVRONS FOR WAR SERVICE AND WOUND STRIPES.**

The wearing on uniform of Chevrons for War Service and Wound Stripes is to be discontinued.

2. Navy Orders 219 and 475 of 1944 and 48 and 183 of 1945 are cancelled.

(416/201/1183.)

*(This Order will be reprinted for posting on Notice Boards.)*

290.

**ACCOMMODATION OF NAVAL OFFICERS ON VISITS TO WESTERN AUSTRALIA.**

The privilege of honorary membership, conferred on Naval officers by various clubs in Western Australia, has now been withdrawn.

2. Accommodation can still be secured at these clubs by visiting officers who are member of clubs in other States which have reciprocal arrangements for extension of privileges with clubs in Western Australia. Such officers, when requiring accommodation, should inform the Naval Officer-in-Charge, Fremantle, of the club where accommodation is desired, together with the name of the club of which the visiting officer is a member.

3. Accommodation is available in H.M.A.S. *Leeuwin* for officers of the rank of Lieutenant-Commander and below.

4. Hotel accommodation is not always readily available and officers desiring such accommodation should give early information in order that arrangements can be made.

(569/226/263.)

291.

**CORRIGENDUM.**

With reference to Navy Order 206 of 1947, the heading of paragraph 6 is to be amended to read—

“THE INCREASED USE OF VOICE FOR MANOEUVRING.”



RESTRICTED.

(FOR OFFICIAL USE ONLY.)

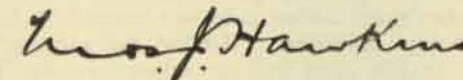
## Commonwealth Navy Orders.

Navy Office, Melbourne.

30th September, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,



Secretary.

*The Flag Officer Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

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### TABLE OF CONTENTS.

No.	Subject.
292.	Re-engagements in the R.A.N.
293.	Educational Test Part II.
294.	R.A.N. Armament Depot, Brisbane.
295.	Technical Courses for Leading Butchers.
296.	Cuff Buttons on Seamen's Overcoats.

C.10158/47.

292.

**RE-ENGAGEMENTS IN THE ROYAL AUSTRALIAN NAVY.**

Applications for re-engagement are to be forwarded to the Secretary, Naval Board, on Forms A.S. 459y, at least two months prior to the expiration of the current engagement, in the case of ratings away from the mainland, and at least one month in other cases.

2. At the same time as Form A.S. 459y is sent, medical history documents, with the exception of those of ratings extending an initial two year engagement, are to be forwarded to the Director of Naval Medical Services under cover of Form A.M. 46z which should be clearly endorsed with the reason for transmission. Medical history documents will be returned by air mail when they have been corrected, and, if the medical history of the rating is satisfactory, the medical history sheet will be stamped "Referred for Final Medical Examination" and is to be perused by the examining medical officer prior to the examination. If the medical history documents are not available this should be stated on Forms A.S. 459y, when medical history documents will be reconstructed from records held in Navy Office.

3. After approval for the re-engagement and the medical history documents are received from Navy Office, the Medical Officer is to peruse the medical history documents then medically examine the rating in accordance with C.O.R., Article 562, and in the light of the information contained in the medical history documents. The result of this examination is to be recorded on Form A.M. 6 with the heading suitably endorsed. Under no circumstances is a rating to be re-engaged until this procedure has been carried out, and he has been passed as medically fit.

4. When the application for re-engagement is not approved on medical grounds, the rating is to be brought before a Board of Medical Survey with a view to invaliding. If, however, unfitness for further service is certified by the Medical Officer as being due to unreasonable refusal of medical or dental treatment which would have rendered applicant fit for service, he is not to be invalided but discharged "engagement expired".

5. When an application is not approved on other grounds, the rating is to be discharged "engagement expired".

(527/212/3887.)

293.

**EDUCATIONAL TEST PART II.**

With the re-introduction of Educational Test II (short title E.T.2) *vide* Navy Order 132 of 1947, paragraph 3, the following conditions and syllabus relating to the examination are laid down. C.O.R. Article 211 is being amended accordingly.

2. Commencing in 1948, the examination will be held half-yearly (approximately in May and November), and may be taken either at sea or in shore establishments by all ratings.

3. (i) The syllabus will be that as prescribed in paragraph 8 below, and the examination will consist of five papers, viz.:—

Paper I—Mathematics.

Paper II—English and General Knowledge.

Paper III—Navigation.

Paper IV—General Science.

Paper V—History and Geography.

(ii) Papers I, II and III are compulsory for all candidates and in addition Seaman, Electrical and Engine Room Rates will be required to take Paper IV while ratings of other branches will be required to take Paper V.

(iii) Papers I and II are to be taken in the forenoon and Papers III, IV and V in the afternoon of the same day.

(iv) Fifty per cent. of the total marks with a minimum of 40 per cent. in any one paper will be required for a pass.

4. Recruits and Ordinary Ratings in all branches except Artificers and Artisans, who pass E.T.2 will gain two months time for advancement to the Able rate in their branch, subject to the proviso that the maximum acceleration that can be gained will not exceed two months for passing both E.T.1 and E.T.2. They will also be exempt from passing E.T.1 where this is required to qualify educationally for advancement.

5. E.T.2 is laid down as the minimum educational qualification for selection for training for promotion to commissioned rank in the Executive Branch (A.F.O. 5538/46).

6. The examination papers will be set by the Director of Education and Vocational Training to whom all worked papers are to be forwarded for correction.

7. The date of each examination will be promulgated by signal, in which a date will also be set for returns to be forwarded to Navy Office stating the approximate number of candidates for whom papers will be required. Blank returns will be required.

8. The syllabus for E.T.2 is as under:—

(a) *Mathematics.*(i) *Arithmetic.*

Metric System of Weights and Measures, including Money Exchange, Ratio and Proportion, Percentage, Simple Interest, Practice, Square Root, Speed and Distance Problems.

(ii) *Algebra.*

Laws of Indices, Logarithms and their use for simple calculations including roots and powers. Simple equations involving one unknown, Graphs.

(iii) *Mensuration.*

Plane figures—square, rectangle, triangle, parallelograms, circle, cylinder, sphere—areas and volumes of: Use of ruler, set square, compass and protractor,

(iv) *Trigonometry.*

The six ratios, solution of right angled triangles, heights and distances, Radian measure.

(b) *English and General Knowledge.*

(i) English composition, including letter writing as a test of ability to express ideas in good simple English and to arrange them in a logical and orderly manner; to expand, compress, paraphrase, or explain a given passage; correction of grammatical or other errors; direct and indirect speech; punctuation; meaning of words including nautical terms in common use.

(ii) A knowledge of current, local and international affairs; Naval customs and their origin.

(c) *Navigation.*

Figure of the Earth; Great Circles; Equator and Poles; Meridians; Latitude and Longitude; Nautical Mile and Knot, Rhumb Line; Courses and Bearings; Red and Green Bearings; Inclination; Mercator Chart; Magnetic Compass, meaning of Variation and Deviation; Correction of Compass Error; Conversion of courses and bearings from Gyro to Magnetic and vice versa; the more common chart abbreviations; lights and buoys.

(d) *General Science.*(i) *Mechanics.*

Definition of terms; Force, Mass, Weight Equilibrium, acceleration, momentum; Units of Force, Work, and Power; Representation of a force by a straight line; Application of the parallelogram and the triangle of forces and velocities; Moment of a force; Specific Gravity; Density.

(ii) *Magnetism and Electricity.*

Magnetic Substances; Elementary Properties of Magnets; Molecular Theory; Magnetic Induction; Magnetic Properties of Iron and Steel; Screening; The Earth as a Magnet; The Structure of Matter; Molecules, Atoms, Electron, Proton, Neutron; Ions and Ionisation; Conductors and Insulators; Electrical Units—Coulomb, Ampere, Volt and Ohm; Electro Motive Force and Potential; Ohms Law; Resistances in Series and Parallel; Specific Resistance. Magnetic Heating and Chemical Effects of a Current; the Voltaic Cell; Use of Ammeters and Voltmeters.

(e) *History and Geography.*(i) *History (Australian).*

Torres; Tasman; Dampier; Cook; Governor Phillip; Bass and Flinders; Macquarie; Federation; Form of Government; the R.A.N. in World Wars I and II; History of R.A.N. Ships.

(ii) *Geography.*

Clouds and Rain; Nature and origin of Dew, Snow and Ice; Temperature and Pressure of the Air; The Sea and Its Work; Deposits formed by remains of plants—coal; Coral and Coral Land; Figure of the Earth; Movements of the Earth.

Also Principal parts of the British Empire, their positions, principal ports and main exports. Naval Stations; Empire Air and Sea Routes.

9. Examination papers will be based upon the following Text Books and Periodicals:—

Arithmetic, Mensuration	Men-	B.R.455—Arithmetical Notes and Examples.
Algebra	...	B.R.605—Baker and Bourne.
Trigonometry	..	Hall and Knight.
English	..	English Grammar—Nesfield.
General Knowledge		*“The Navy,” Current Affairs Bulletin.
Mechanics	..	B.R.553—Morley and Inchley.
Magnetism and Electricity	and	B.R.554—Reynolds.
Geography	..	B.R.564—Bunting and Collen.
		B.R.565—Huxley and Gregory.
History	..	History of Australia—Jose.
		*“The Navy”—January to April 1947, issues.
Navigation	..	Lecture Notes on Elementary Navigation and Chart Work—Merriman.

\*“The Navy” is published monthly by the Navy League, and copies are being distributed to ships and establishments in which Instructor Officers are borne.

(465/203/318.)

294.

R.A.N. ARMAMENT DEPOT, BRISBANE.

The Officer-in-Charge, R.A.N. Armament Depot, Brisbane, is now located at Naval Depot, Alice-street, Brisbane (Telephone B.434, Extensions 47 and 48).

2. Paragraph 3 of Confidential Commonwealth Navy Order 147 of 1945 is to be amended accordingly and Navy Order 196 of 1947 cancelled.

(443/201/1693.)

295.

**TECHNICAL COURSE FOR LEADING BUTCHERS.**

In future Leading Butchers will undergo a technical course before advancement to Petty Officer Butcher. The course will be carried out under the direction of the Assistant Chief Veterinary Officer, Melbourne, and will last approximately three weeks. No examination will be carried out, but a report will be forwarded by the officer-in-charge of the instruction on the rating's conduct and diligence. An adverse report may result in delay in advancement to Petty Officer Butcher.

2. Ratings will be appropriated to *Cerberus* for the course which will be arranged by the Commodore Superintendent of Training.

3. If possible, Petty Officer Butchers now serving will also undergo this technical course.

(348/202/10.)

296.

**CUFF BUTTONS ON SEAMEN'S OVERCOATS.**

With reference to paragraph 4 of Navy Order 108 of 1947, it has been decided that the post-war design of seamen's overcoat will not provide for cuff buttons as was the pre-war practice.

(434/216/118.)

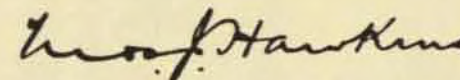
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## Commonwealth Navy Orders.

Navy Office, Melbourne,  
7th October, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,



Secretary.

*The Flag Officer Commanding H.M.A. Squadron, and Commanding Officers of H.M.A. Ships, Officers in Charge of H.M.A. Naval Establishments, and others concerned.*

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### TABLE OF CONTENTS.

---

No.	Subject.
297.	Higher Educational Test—Introduction of an Examination in English.
298.	Photographer Ratings.
299.	Components and Spares—Radar Equipment.
300.	Ammunition—Projectiles, Practice "K" and "A.K."—Twenty-five per cent. of each colour—Allowance.
301.	Packing of Acids for Shipment.
302.	Collars, Semi-stiff.

297.

**HIGHER EDUCATIONAL TEST—INTRODUCTION OF AN  
EXAMINATION IN ENGLISH.**

The provisions of A.F.O. 1211/47 have been adopted in principle in the R.A.N. and an English Paper will be included in all future Higher Educational Test examinations, commencing from April, 1948.

2. The optional paper in English will count towards a 1st or 2nd Class Certificate in the Higher Educational Test and both General Knowledge and English may be taken for the subjects required for these certificates and for the educational qualifications for Warrant Rank.

3. The text books named in paragraph 3 of the above quoted A.F.O. are not yet available. In the meantime, candidates are advised to study the styles of well known essayists and authors of English literature and also to read and analyse modern novels. In addition, "The Manual of English Grammar and Composition"—Nesfield, is recommended as a book of reference.

4. Attention is invited to paragraph 2 of A.F.O. 1211/47 and also to the specimen paper in the appendix thereof.

(465/204/683.)

298.

**PHOTOGRAPHER RATINGS.**

Navy Order 318 of 1946 is cancelled.

(348/215/1.)

299.

**COMPONENTS AND SPARES—RADAR EQUIPMENT.**

It is advised that the main stocks of components and spares for Radar equipments are now held at Sydney, and demands from H.M.A. ships in commission for such equipment should in future be forwarded to the Superintending Naval Store Officer (R.A.N.) Sydney.

2. Small reserve stocks of spares, &c., for Australian type Radar equipments are also held at the Naval Store Depots, Brisbane, Port Melbourne and Fremantle, and in the case of ships not based on these ports, demands for emergency supplies only should be forwarded to the appropriate Naval Store Officer.

3. Navy Order 408 of 1945 is cancelled.

(2037/8/198.)

300.

**AMMUNITION—PROJECTILES, PRACTICE "K" AND "A.K."—  
TWENTY-FIVE PER CENT. OF EACH COLOUR—ALLOWANCE.**

The provisions of A.F.O. 2228/47, which supersedes C.A.F.O. 49/47, are to be adopted in the Royal Australian Navy.

2. The necessary amendments to ships warrants of Naval Armament Stores will be issued by the Superintending Armament Supply Officer, Sydney.

(408/204/2661.)

301.

**PACKING OF ACIDS FOR SHIPMENT.**

With reference to Navy Order 209 of 1947, it has now been decided to adopt Fireclay for use in lieu of Keiselguhr (Infusorial Earth) in the packing of nitric acid for shipment.

2. Paragraph 1 (f) of the above-mentioned Navy Order should be amended accordingly.

(612/219/300.)

302.

**COLLARS, SEMI-STIFF.**

With reference to Navy Order 16 of 1947, stocks of semi-stiff collars are now available and special demands for requirements are to be lodged.

2. On receipt of supplies in due course, surplus stocks of stiff collars are to be returned to the nearest victualling establishment.

(434/201/3959.)

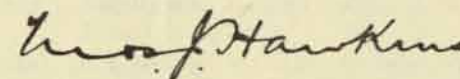
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## Commonwealth Navy Orders.

Navy Office, Melbourne,  
14th October, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,



Secretary.

*The Flag Officer Commanding H.M.A. Squadron, and Commanding Officers of H.M.A. Ships, Officers in Charge of H.M.A. Naval Establishments, and others concerned.*

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### TABLE OF CONTENTS.

No.	Subject.
303.	Operation and Administration of the R.A.N.
304.	Limits of Operational Areas.
305.	Radar School—Re-naming.
306.	Future of the Coding Branch in the R.A.N.
307.	Ships' Badges, Nomenclature and Honours.
308.	Fixed Light Manoeuvring Signals—Abolition of.
309.	O.Q.F. 40 mm. Bofors Mark I and I*—Failure of Gun Armament Material.
310.	Dumping of Ammunition and Explosives at Sea.
311.	Discrepancies in Stores Shipped—Reports A.D. 690 and 0-9.
312.	Tinned Fish.
313.	Books and Forms.

303.

## OPERATION AND ADMINISTRATION OF THE R.A.N.

The following are the principles on which it is intended to administer and operate ships of the R.A.N.:—

- (a) All H.M.A. ships, except the following, will be administered by the Flag Officer Commanding H.M.A. Squadron:—
- (i) Miscellaneous auxiliary craft.
  - (ii) Ships in reserve.
  - (iii) Corvettes attached to Flinders Naval Depot for training.
  - (iv) Ships paying off.
- (b) All ships will be operated by the Flag Officer Commanding H.M.A. Squadron, except that:—
- (i) Frigates, when in the New Guinea area and allocated by Flag Officer Commanding H.M.A. Squadron to the Naval Officer-in-Charge, will be operated by the Naval Officer-in-Charge.
  - (ii) Training vessels will be allocated to the appropriate training establishment.
  - (iii) Surveying vessels will be operated by the Naval Board.
  - (iv) Certain miscellaneous vessels will be operated by the Naval Board.

2. Vessels administered by the Flag Officer Commanding H.M.A. Squadron will form H.M. Australian Squadron. C.O.R., Article 16, refers.

3. Ships in reserve are administered by the Senior Officer Reserve Fleet. Navy Order 235 of 1946 refers.

4. Ships ordered to pay off will be administered by the Flag or Naval Officer-in-Charge of the port in which they are paying off.

5. The following organization will come into force when ordered and Navy Order 81 of 1946 will then be cancelled:—

Ship.	Administration.	Operation.
Cruisers—		
<i>Australia</i> .. ..	F.O.C.A.S.	F.O.C.A.S.
<i>Hobart</i> .. ..	F.O.C.A.S.	F.O.C.A.S.
Destroyers—		
10th Destroyer Flotilla—		
<i>Bataan</i> (Capt. D.10)	F.O.C.A.S.	F.O.C.A.S.
<i>Arunta</i> .. ..	F.O.C.A.S.	F.O.C.A.S.
<i>Warramunga</i> .. ..	F.O.C.A.S.	F.O.C.A.S.
<i>Quickmatch</i> .. ..	F.O.C.A.S.	F.O.C.A.S.
<i>Quiberon</i> .. ..	F.O.C.A.S.	F.O.C.A.S.
1st Frigate Flotilla—		
<i>Shoalhaven</i> (S.O.) ..	F.O.C.A.S.	F.O.C.A.S. (except when allocated to N.O.I.C. New Guinea by F.O.C.A.S.)
<i>Culgoa</i> .. ..	F.O.C.A.S.	"
<i>Condamine</i> .. ..	F.O.C.A.S.	"

Ship.	Administration.	Operation.
Surveying Ships—		
<i>Warrego</i> .. ..	F.O.C.A.S.	Naval Board
<i>Lachlan</i> .. ..	F.O.C.A.S.	Naval Board
<i>Barcoo</i> .. ..	F.O.C.A.S.	Naval Board
Training Ships—		
<i>Murchison</i> .. ..	F.O.C.A.S.	F.O.I.C. Sydney
<i>Latrobe</i> .. ..	C.S.T.	C.S.T.
<i>Gladstone</i> .. ..	C.S.T.	C.S.T.
20th M.S.F.—		
<i>Swan</i> (S.O.) .. ..	F.O.C.A.S.	S.O. 20th M.S.F.
<i>Deloraine</i> .. ..	F.O.C.A.S.	S.O. 20th M.S.F.
<i>Echuca</i> .. ..	F.O.C.A.S.	S.O. 20th M.S.F.
<i>Katoomba</i> .. ..	F.O.C.A.S.	S.O. 20th M.S.F.
<i>Lithgow</i> .. ..	F.O.C.A.S.	S.O. 20th M.S.F.
<i>Mildura</i> .. ..	F.O.C.A.S.	S.O. 20th M.S.F.
H.D.M.L's 1323, 1326, 1328, 1329	F.O.C.A.S.	S.O. 20th M.S.F.
M.S.L. 706 .. ..	F.O.C.A.S.	S.O. 20th M.S.F.
L.S.I's—		
<i>Kanimbla</i> .. ..	F.O.C.A.S.	Naval Board
L.S.T's—		
3017 .. ..	F.O.C.A.S.	Naval Board (except when allocated to an N.O.I.C. for special duties)
3014 .. ..	F.O.C.A.S.	"
3501 .. ..	F.O.C.A.S.	"
Miscellaneous—		
<i>Reserve</i> .. ..	F.O.C.A.S.	Naval Board
<i>Woomera</i> .. ..	F.O.I.C. Sydney	Naval Board
G.P.V's 956, 957 .. ..	N.O.I.C. Brisbane	N.O.I.C. Brisbane.

NOTE.—Whilst in Special Reserve, Cruisers will be under the administrative control of the Flag Officer-in-Charge, Sydney, for personnel matters and questions affecting refit, but all matters of policy, including alterations and additions, are to be referred to the Flag Officer Commanding H.M.A. Squadron.

(404/201/893.)

304.

## LIMITS OF OPERATIONAL AREAS.

Areas of responsibility for operational control by the Flag Officer-in-Charge, N.S.W., Naval Officers-in-Charge and Resident Naval Officers are hereby cancelled.

2. The Flag Officer-in-Charge, N.S.W., Naval Officers-in-Charge and Resident Naval Officers are responsible for the administration of Naval activities within their State boundaries or territories and for the operational control of their local craft and such ships and vessels as from time to time are placed under their operational control.

3. The Resident Naval Officer, Townsville, is responsible to the Naval Officer-in-Charge, Brisbane, for Naval activities in the Townsville area.

(1937/2/378.)



305.

**RADAR SCHOOL—RE-NAMING.**

It is envisaged that in the near future the activities of the Radar School at H.M.A.S. *Watson* will be reduced because of the introduction of the Electrical Branch and the training of R.C. rates becoming a commitment of the Gunnery School.

2. It has, accordingly, been decided that this school will be known as the Navigation Direction School.

(1946/2/22.)

306.

**FUTURE OF THE CODING BRANCH OF THE R.A.N.**

The "Hostilities Only" Coding Branch will not be perpetuated in the R.A.N. post-war Navy, and no more recruits are being entered in this branch.

2. Coder ratings serving at present, who wish to re-engage on completion of their current engagement, will not be permitted to do so in the Coding Branch, but will be required to transfer to the V/S Branch and qualify for their corresponding rate in that branch. Ratings who are recommended may apply for conversion at any time up to six months before their current engagements expire.

3. It is under consideration to retain a Coding Branch in the Royal Australian Naval Reserve, and if approved, conditions of service, advancement, &c., for R.A.N.R. Coder ratings will be included in the Royal Australian Naval Reserve regulations.

(348/284/11.)

307.

**SHIPS' BADGES, NOMENCLATURE AND HONOURS.**

A "Ships' Badges, Nomenclature and Honours Committee" has been established in the Royal Australian Navy, which consists of the following members:—

The Commodore Superintendent of Training, Flinders Naval Depot (President).

The Director of Personal Services, Navy Office.

Professor of History, Royal Australian Naval College.

J. A. Allan, Esq., Councillor, Historical Society of Victoria (versed in Heraldry), representing the Director, National Gallery of Victoria.

2. The functions of the Committee will be:—

- (a) To determine the design of badges for H.M.A. ships; and
- (b) deal with naming and war honours of H.M.A. ships.

3. Although various proposed designs for badges for H.M.A. ships and establishments have been received by the Naval Board during the war years, further proposals will be welcomed by the committee. Ships (major war vessels) and establishments, not already in possession of badges approved by the Admiralty or the Naval Board, are invited to forward further suggested designs to the Commodore Superintendent of Training.

4. In order to obtain as many suggested designs as possible, Commanding Officers should forward designs submitted by members of the ship's company, and should not limit proposals to their own particular choice.

(416/201/1152.)

308.

**FIXED LIGHT MANOEUVRING SIGNALS—ABOLITION OF.**

The provisions of A.F.O. 2415/47 are to be adopted in the R.A.N.

2. A report is to be forwarded to the Naval Board when this equipment has been removed.

(612/218/284.)

309.

**O.Q.F. 40 MM. BOFORS MARK I AND I\*—FAILURE OF GUN ARMAMENT MATERIAL.**

Investigations into a recent report of failure of a bracket, bearing, hand-operating lever, shaft part No. A.N. 3866 (sometimes referred to as a limit stop, hand-operating lever) have revealed that a considerable amount of metal had been removed by hacksawing and filing from the stop portion of the bracket. The cross sectional area of the stop had thus been reduced approximately 50 per cent., and this general weakening of the section, aggravated by a hack-saw cut which had not been smoothed off in the corner, led to failure.

2. It is considered that the metal had been removed in order to allow the hand-operating lever to fully open the breech. The need to adjust the stop face is likely to occur at an occasion of fitting a spare part to the mechanism.

3. Depot and ship's staffs are to avoid removing excessive amounts of metal when fitting new parts, and care is to be taken to leave a smooth radius, where practicable, at any sudden change of section.

(490/212/1494.)

310.

**DUMPING OF AMMUNITION AND EXPLOSIVES AT SEA.**

It is Naval Board policy that all dumping of ammunition and explosives at sea is to be carried out in deep water. Deep water is to be considered as water of over 300 fathoms in depth.

2. The only exception permitted is when *immediate* disposal is essential for safety (e.g., disposal of a missfired round).

3. Navy Office signal 300941, May, 1946, addressed to A.I.G. 112 (all Navy Officers-in-Charge), is cancelled.

(471/201/1821.)

311.

**DISCREPANCIES IN STORES SHIPPED—REPORTS A.D. 690 AND 0.9.**

The tentative authority for adjustment by the consignee of discrepancies disclosed on outturn of consignments of Naval, Victualling and Ordnance stores not exceeding £1 in value in any individual invoice is withdrawn.

2. Reports A.D. 690 and 0.9 in respect of all discrepancies in outturn of Naval, Victualling and Ordnance stores are to be rendered to Navy Office in future.

3. Attention is drawn to the necessity for claims to be raised against shipping companies, carriers and Railway authorities for losses or damage in transit for which they are considered liable.

4. Navy Order 560 of 1944 is cancelled. (612/254/162.)

312.

**TINNED FISH.**

In confirmation of A.I.G. 43 — 079 I, the following sub-paragraph (vii) is to be added to Section B of Navy Order 265 of 1944:—

(vii) Tinned Fish.—It is necessary to conserve existing stocks of tinned fish to the utmost extent, and, pending further instructions, issues of salmon, sardines and herrings are to be confined to seagoing ships and bases north of 20 deg. south latitude, and restricted to a maximum of two meals per head per week.

(668/206/339.)

313.

**BOOKS AND FORMS.**

First supplies of the under-mentioned publications have been distributed. Additional copies of B.R.'s 1203, 1308 and 1724, are being obtained to complete distribution:—

B.R.10.—Admiralty Standard Moorings, 1939. Plate 1A, First Class Moorings, 1946.

(A.F.O. 3155/46.)  
(571/202/2195.)

B.R.362 (3).—Establishment of Naval Stores for Dockyard and Certain Rescue Tugs—List of Errata No. 3.

(A.F.O. 591/47.)  
(571/202/1647.)

B.R.375 (6).—Establishment of Naval Stores for Fast Minelayers—List of Errata No. 6.

(A.F.O. 592/47.)  
(571/202/2136.)

B.R.912 (19).—Director Handbook—Instruments fitted in H.M.S. *Belfast*.

(A.F.O. 2019/47.)  
(571/202/2327.)

B.R.912 (1) (46).—Handbook of the Fuse Keeping Clock and Associated Equipment.

(A.F.O. 1549/47.)  
(571/202/2176.)

B.R.1203/1946.—Instructions for the Inspection of Naval Armament Stores.

(A.F.O. 1271/47.)  
(571/202/2437.)

B.R.1308 —Fleet Requirements Unit Pamphlet.

(A.F.O. 7234/45.)  
(571/202/2449.)

B.R.1473.—Handbook of the Oropesa Sweep, Mark 7.

(A.F.O. 2643/46.)  
(571/202/2515.)

B.R.1554 (1) (46).—Handbook for Type 271/3Q, Volume I—Technical Description.

B.R.1554 (2) (46).—Volume II—Diagrams.

(A.F.O. 975/47.)  
(571/202/2398.)

B.R.1597A.—Ports and Anchorages Eastern Group.

B.R.1597B.—Ports and Anchorages Central Group.

B.R.1597C.—Ports and Anchorages Western Group.

(A.F.O. 1553/47.)  
(571/202/2840.)

B.R.1724 —Midshipmen of the Fleet.

(A.F.O. 1550/47.)  
(571/202/2891.)

B.R.1761.—Revised Fitting-out Specification for Hedgehog.

(A.F.O. 2166/47.)  
(571/202/2902.)

Inter-services Aircraft Recognition Journal, Vol. I, Nos. 8 and 9.

(A.F.O. 1937/47.)  
(571/201/5215.)

2. The under-mentioned form has been introduced for use in the R.A.N. in lieu of the corresponding Admiralty form. First supply will be made on demand to H.M.A. Naval establishments by the Superintending Naval Store Officer, Sydney:—

A.S.1591.—Poster Instructions in the Event of Fire.

(A.F.O. 1115/45.)  
(480/202/4971.)

3. The question of torpedo analysis is at present under review by the Admiralty, and the re-introduction of the under-mentioned form is not considered necessary:—

S.308E.—Following Up Destroyer Record.

The present methods of torpedo analysis are described in B.R.1699 (2).

(480/202/4872).

4. The latest revision of the under-mentioned Admiralty form has been adopted for use in the R.A.N. First supply will be effected, without demand, by the Superintending Naval Store Officer, Sydney:—

S.1235 (Revised, February, 1947).—Certificate of Competency  
—Training Afloat of Officers Specializing in Engineering.

(480/202/4993.)

5. The under-mentioned form has been revised. First supply will be effected, without demand, by the Superintending Naval Store Officer, Sydney, when the existing form is to be destroyed:—

A.S.441.—Passing Certificate for Seamen Branch Ratings.

(480/202/4740.)

6. The under-mentioned form has been revised. Supply will be effected, on demand, by the Superintending Naval Store Officer, Sydney, when stock of the existing form is exhausted:—

A.V.8 (Small).—Statement of Demands.

(480/201/3737.)

By Authority: J. J. GOURLEY, Government Printer, Melbourne.

RESTRICTED.

(FOR OFFICIAL USE ONLY.)

## Commonwealth Navy Orders.

Navy Office, Melbourne,  
21st October, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,

*W. J. Hawkins*

Secretary.

*The Flag Officer Commanding H.M.A.  
Squadron, and Commanding Officers  
of H.M.A. Ships, Officers in Charge  
of H.M.A. Naval Establishments, and  
others concerned.*

### TABLE OF CONTENTS.

No.	Subject.
314.	Naval Aviation Administration.
315.	Changes in Naval Board.
316.	Messages of Appreciation from Royal Netherlands Navy.
317.	Bagging of Naval Mails.
318.	Injections—Intravenous and Intramuscular.
319.	Inter-Departmental Adjustments.
320.	Musical Instruments—Bugles.

C.10928/47.

314.

**NAVAL AVIATION ADMINISTRATION.**

Approval has been given for the appointment of a Fourth Naval Member of the Naval Board, with the rank of Commodore (Second Class).

2. The Fourth Naval Member will, in general, be responsible for all matters relating to Naval Aviation. Nevertheless, since Naval Aviation is an integral part of the Navy as a whole, existing Navy Office Branches will extend their general administrative duties to include Naval Aviation.

3. The object of the Naval Aviation Plan is to operate and eventually fully train and maintain a Royal Australian Navy Carrier Force of two C.V.L's and three Carrier Air Groups, with the co-operation of the Royal Navy where necessary. Provision for maintenance and training ashore is being made and further Navy Orders on this subject will be issued from time to time.

4. In order to implement the Naval Aviation Plan and for the detailed administration of Naval Aviation matters, three divisions of the Naval Aviation Branch have been established. These divisions are directly responsible to the Fourth Naval Member. In order to ensure a proper integration, they are also responsible to other Naval members of the Naval Board for certain matters. Naval Aviation officers will also be appointed to existing Navy Office Branches to ensure co-ordination with the Naval Aviation Branch. The divisions concerned, together with a summary of their responsibilities are shown in subsequent paragraphs.

5. *Air Organization and Training Division (A.O.T. Division) Director (D.A.O.T.).* A Commander.

- (a) All Naval Aviation policy and staff requirements.  
 Organization and complements of aviation units.  
 Training of aircrews.  
 Training policy for aviation ground personnel other than maintenance personnel.  
 Army and R.A.A.F. Liaison on aviation matters.

- (b) This is a staff division and as such bears a responsibility to the Deputy Chief of the Naval Staff.

6. *Aircraft Maintenance and Repair Division (A.M.R. Division) Director (D.A.M.R.).* A Commander (E) or E/AE.

- (a) Organization of all aircraft repair and maintenance.  
 Issue of Servicing, Maintenance and Repair Instructions.  
 Training policy for Aviation Maintenance personnel and Naval Air Maintenance Examination Board (N.A.M.E.B.) Standards.  
 Co-ordination of Air Electrics and Air Radio material requirements.  
 Co-ordination of Air Armament material requirements.
- (b) This division is responsible to the Third Naval member of the Naval Board for general engineering requirements in aviation units and policy relating to appointment of Air Engineer officers.

7. *Air Equipment Division (A.E. Division) Director (D.A.E.).* A Commander (S).

- (a) Procurement of aircraft and aero-engines.  
 Allotment of aircraft and aero-engines within the R.A.N.  
 Records and statistics of aircraft.  
 Co-ordinations of naval aviation staff requirements.  
 Records of technical information.

8. In addition Naval Aviation officers will fill the following appointments:—

- (a) *Naval Assistant (Air) to Second Naval Member.*  
 Aviation personnel planning and statistics.  
 Matters affecting welfare and conditions of service of Naval Aviation personnel.  
 Appointments of aviation officers to Lieut. Commander's rank and below.
- (b) *Air Assistant to D.N.L.*  
 All Air Electrics and Air Radio Technical matters.  
 Policy for training of Air Electrics and Air Radio maintenance ratings, within the limits of N.A.M.E.B. standards.
- (c) *Air Assistant to the Director of Ordnance Torpedoes and Mines.*  
 Air Armament Statistics and all other matters pertaining to air armament.  
 Liaison with D.A.O.T. on armament training questions.  
 (1874/2/9.)

315.

**CHANGES IN NAVAL BOARD.**

With reference to Navy Order 314 of 1947, Commodore E. W. Anstice, has been appointed Fourth Naval Member of the Naval Board as from 9th September, 1947.

(1874/2/9.)

316.

**MESSAGE OF APPRECIATION FROM ROYAL NETHERLANDS NAVY.**

The following message has been received from the Commander-in-Chief, Royal Netherlands Navy in the East:—

"With the withdrawal of the Netherlands Naval Command in Australia I wish to express my sincere appreciation for all the assistance rendered. Not only those who served in Australia but also those in the N.E.I. with only distant contact will always have grateful and pleasant memories of the R.A.N. I deeply regret that I have been unable to come personally to Australia but trust that you will accept my sincere thanks."

The following reply was sent:—

"Your message is greatly appreciated. It was a pleasure to be able to assist the Royal Netherlands Navy which played such a gallant part in the struggle for victory. The Royal Australian Navy extends best wishes for the future."

(443/202/427.)

317.

**BAGGING OF NAVAL MAILS.**

Advice received from the Postmaster General's Department indicates that the instructions contained in paragraphs 2 and 3 of Navy Order 216 of 1946, regarding the return to the Post Office of mail bags used for the carriage of Naval mails, are not being strictly complied with.

2. Commanding Officers are to ensure that these conditions are adhered to in future.

(563/201/3782.)

318.

**INJECTIONS—INTRAVENOUS AND INTRAMUSCULAR.**

Intravenous and intramuscular injections of medicaments for the treatment of venereal or other diseases, are not to be given in the R.A.N. except by Medical Officers. In no case is the performance of these injections to be entrusted to other personnel, including R.A.N.N.S. and Sick Berth staff.

2. Where a member requiring such treatment is serving in any H.M.A. ship or establishment not carrying a Medical Officer, the member is to be discharged for treatment to a ship or establishment where a Medical Officer is borne.

(527/211/2311.)

319.

**INTER-DEPARTMENTAL ADJUSTMENTS.**

With reference to Navy Order 223 of 1947, the adjustments referred to therein do not affect the instructions relating to the disposal and/or transfer of surplus stores whereby surplus stores held by one Service Department and required by another Service Department may be transferred without financial adjustment.

2. The Disposals procedure provides that in such cases the stores should not be declared to the Disposals Commission but transfers made direct by the holding Service Departments.

3. Generally, no stores should be purchased without regard to the possibility of surplus stocks being held by other Service Departments.

(474/201/469.)

320.

**MUSICAL INSTRUMENTS—BUGLES.**

With reference to Navy Order 509 of 1944, the issue of bugles is being re-introduced in the Royal Australian Navy.

2. The following allowances are to apply:—

Cruisers .. .. .	4
Captain D.10 .. .. .	1
H.M.A.S. <i>Cerberus</i> .. .. .	22
	(includes allowance for Bugle Band)
Other shore establishments .. .. .	2

3. Ships and establishments are to demand from Naval Armament Depot, Sydney, stores required to complete, and are to return items surplus to the above allowances.

4. The necessary amendments to warrants will be promulgated by the Superintending Armament Supply Officer, Sydney.

(670/203/464.)

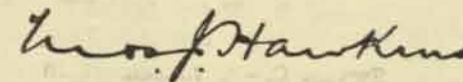
(FOR OFFICIAL USE ONLY.)**Commonwealth Navy Order.**

Navy Office, Melbourne,

28th October, 1947.

The following Order, having been approved, is hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,



Secretary.

*The Flag Officer Commanding H.M.A. Squadron,  
and Commanding Officers of H.M.A. Ships,  
Officers in Charge of H.M.A. Naval  
Establishments, and others concerned.*

**TABLE OF CONTENTS.**

No.	Subject.
321.	Royal Australian Navy — Communications Branch Ratings — Entry, Training and Advancement.
	C.10991/47.

321.

**ROYAL AUSTRALIAN NAVY—COMMUNICATIONS BRANCH  
RATINGS—ENTRY, TRAINING, AND ADVANCEMENT.**

The Naval Board have had under consideration the entry, training and advancement of Communications Branch Ratings in the Post War Navy, and have approved the adoption of the following regulations as from 1st July, 1947. These instructions supersede those contained in Consolidated Orders and Regulations, Article 188. Navy Order 62 of 1942 is to remain in force for the advancement of certain ratings *vide* Section D of this Order, and is to be finally cancelled on 31st December, 1948. The following Navy Orders are cancelled:—

172 of 1938; 2 of 1939; 63, 75, 201, and 202 of 1940; 75, 110, 119, and 144 of 1941; 109, 271, 359, 429, and 450 of 1942; 105, 239, 323, and 470 of 1943; 204, 273, 420, 557, and 633 of 1944; 104, 278, and 324 of 1945 and 184/46; Paragraph 1 (d) of Navy Order 117 of 1941 and Paragraph 2 (ii) of Navy Order 103 of 1942. A.C.N.B.'s 798 Item and 991 Item are also cancelled.

NOTE:—Navy Order 103 of 1942—Provision must be made for transfers under the new pay code.

2. This Order is divided into six sections as follows:—

Section A.—Summary of Advancement in the Communications Branch.

Section B.—Entry, Initial Training and Advancement to Signalmen and Telegraphists.

Section C.—Advancement in the Communications Branch to Leading, Petty Officer, Chief Petty Officer and Instructor Rates.

Section D.—Transfer of Communications Branch Ratings to the new system.

Section E.—Duties and abilities required for the various Rates.

Section F.—Percentages required in examinations.

3. This Order, together with Standard of Knowledge Tables, *vide* Navy Order 387 of 1947, will be promulgated in due course by the R.A.N. "Signal Training Instructions."

**SECTION A.**

**SUMMARY OF ADVANCEMENT IN THE COMMUNICATIONS BRANCH.**

4. Recruits for the Communications Branch join the Navy as Recruits (C.B.), undergo their preliminary training at the New Entry School (3 months), Signal School (3 months), and are then selected for the V/S or W/T Branches and granted the Rating of Ordinary Signalman or Ordinary Telegraphist.

5. After successfully completing a further course of approximately 6 months in their respective branches at the Signal School, they are drafted away from the Signal School.

6. Advancement to Signalman or Telegraphist is made after an examination (see paragraph 32). Seniority in the Able rate will depend upon date of advancement to the Ordinary rate and time gained since entry.

7. Thereafter, advancement is only made after a course at the Signal School. A Rating may volunteer and be recommended for the qualifying course for Leading Rate any time after being rated a Signalman or Telegraphist.

8. Ratings are recommended for the qualifying course for Leading Rate on Form A.S.1303A and are brought into the Signal School for the course as their names come to the top of the roster.

9. After successfully completing the course for Leading Signalman or Leading Telegraphist, ratings are eligible to be recommended for advancement on Form A.S.507.

10. Recommend for advancement to the Petty Officer Rate may be made similarly after a course at the Signal School, for which Leading Rates may be recommended after attaining 3 months' seniority.

11. There is no course for advancement to the Chief Petty Officer Rate but Yeomen of Signals and Petty Officer Telegraphists may be recommended on Form A.S.507 after attaining 3 years' seniority including acting time.

12. Advancement to V/S Instructor or W/T Instructor is made after a course which is open to specially recommended senior ratings. (See Section "C".)

**SECTION B.**

**ENTRY, INITIAL TRAINING AND ADVANCEMENT TO SIGNALMAN AND TELEGRAPHIST.**

*New Entry Training.*

20. Recruits (C.B.) are entered as such and undergo the 12 weeks' New Entry Training and Disciplinary Course at Flinders Naval Depot, common to all branches. As a result of this course, recruits (C.B.) may either—

(a) Receive up to 1 month's "Time Gained."

(b) Be "Back-classed" for a period of up to 4 weeks.

(c) Be failed and discharged as unsuitable.

*Recruits (C.B.) Technical Course.*

21. Recruits (C.B.) who pass the disciplinary course, then join the Signal School and undergo a Combined Preliminary Signal Course of 12 weeks' duration, which is divided between school, technical instruction in elementary V/S and W/T and all forms of practical signalling.

22. At the end of this course the Recruit (C.B.) Technical Examination is held. Recruits who pass this examination are to be graded VERY GOOD, GOOD, or FAIR. They will then be selected for the V/S or W/T Branch, advanced to the "Ordinary Rate," and required to wear the appropriate badge of their branch. They may also receive up to 1 month "Time Gained." Recruits who fail in this examination may be either—

- (a) "Back-classed" for a period up to 4 weeks.
- (b) Discharged "Unsuitable for the Communications Branch."
- (c) Transferred to another branch as decided by Commodore Superintendent of Training.

NOTE.—Ratings "Back-classed" who pass on re-examination are not to be graded as above.

23. The selection of recruits (C.B.) for the V/S and W/T Branches is based on the following:—

- (a) Service requirements in each branch.
- (b) Result of psychologist's test.
- (c) The wishes of each recruit after passing the Preliminary Signal Examination.
- (d) Suitability (including eyesight, hearing and practical ability) of each recruit for the branch he selects.

#### *Advancement to Ordinary Rate.*

24. After selection, recruits are advanced to Ordinary Signalman or Ordinary Telegraphist, their seniority normally being 6 months from their date of entry. The Commodore Superintendent of Training may increase this period by the amount of any back-classing during the Disciplinary and Recruit (C.B.) Technical Courses. Recruits back-classed who pass on re-examination are to serve the period of back-classing in addition to the 6 months from date of entry before advancement to the Ordinary Rate. Recruits who fail on re-examination will be discharged "Unsuitable for the Communications Branch."

#### *Technical Signal and W/T Courses and Examinations.*

25. Ordinary Signalmen and Ordinary Telegraphists will undergo a technical course in their respective branches, at the completion of which they will be examined, and as a result of these final examinations, time may be gained as follows:—

V/S Ratings.	W/T Ratings.	Time Gained.
90% and over	87% and over	1 month.
84% and over but under 90%	79% and over but under 87%	½ month.
Under 84%	Under 79%	Nil.

#### *Failure to Pass the Examination for O/Sig. O/Tel.*

26. Ordinary Signalmen and Ordinary Telegraphists who fail in this final examination will be re-examined at intervals of not less than one month, and their subsequent advancement to Signalmen or Telegraphist will be retarded by 2 months in respect of each failure. Should they fail to pass on the third occasion, the matter is to be reported to the Naval Board. No time gained is to be awarded on results obtained on re-examination.

27. On completion of Technical Courses, Ordinary Signalmen and Ordinary Telegraphists will be drafted away from H.M.A. Signal School.

NOTE.—It may not be possible to draft to sea.

#### *Time Lost Through No Fault of the Rating.*

28. Notwithstanding paragraphs 24 and 26 above, where the back-classing of a recruit or Ordinary Rating is necessary for reasons outside his control (e.g., illness) the Commodore Superintendent of Training may direct that the man should gain time in the normal manner and/or that the time lost should not be counted when computing the date of his advancement to the Able Rate.

#### *Seniority as Ordinary Signalman or Ordinary Telegraphist.*

29. The seniority of an Ordinary Signalman or Ordinary Telegraphist is decided by the Commodore Superintendent of Training, *vide* paragraph 24, and it is from this basic date that the date of advancement to Able Rate is computed, *vide* paragraph 36.

#### *Time Gained for Educational Qualifications.*

30. During their course at Flinders Naval Depot, ratings will continue to be taught "School" subjects as part of their syllabus and will be given opportunities to sit for Educational Test I and Educational Test II. Time may be gained in advancement to Signalman and Telegraphist from these examinations as follows:—

E.T. I .. ½ month.

E.T. II .. 2 months (but not in addition to the ½ month for E.T. I).

Examinations for E.T. I or E.T. II may be taken at any time, but no time gained will be awarded ratings who pass either of these examinations after 2 years' service from date of entry.

#### *Training and Examination for Able Rate.*

31. After leaving H.M.A. Signal School, Ordinary Signalmen and Ordinary Telegraphists should be employed on watch keeping duties and given instructions to fit them for the examination for Signalmen and Telegraphist. Petty Officer Instructors from their respective branches should, when practicable, be specially detailed for this purpose. They should be given the opportunity to qualify in Damage Control, Class "A."

32. The examination for Signaller or Telegraphist may be taken any time after completing 6 months from the date of passing out from H.M.A. Signal School. This examination is to be conducted by a qualified (C) officer or, if one is not available, by a Communications Branch officer of the appropriate branch. Time may be gained as a result of this examination in accordance with the following scale:—

V/S Ratings.	W/T Ratings.	Time Gained.
90% and over	85% and over	1 month.
87% and over but under 90%	82% and over but under 85%	½ month.
Under 87%	Under 82%	Nil.

33. A rating who fails in his first, or any subsequent examination, must not be re-examined for a period of 2 months after each failure. When computing a rating's seniority, a period of 2 months' time lost must be added to his basic date for each failure, irrespective of when the examination is taken.

34. Should the Captain decide that a man is not fit for advancement, even though he has passed his examination, he may defer his advancement for a definite period not exceeding 2 months at a time, until the rating has completed 3 years' service in the "ordinary" rate. It is left to the discretion of the Commanding Officer as to whether such a deferment shall entail any loss of seniority or forfeiture of time already gained.

35. Should any Ordinary Signaller or Ordinary Telegraphist not be advanced to Signaller or Telegraphist after 3 years' service in the Ordinary rate, the fact is to be reported to the Naval Board.

*Advancement to "Able" Rate.*

36. Ordinary Signallers and Ordinary Telegraphists may be advanced to the rate of Signaller or Telegraphist by their Commanding Officer provided—

- (a) They are physically fit and in all respects recommended for advancement.
- (b) They have passed the examination for Signaller or Telegraphist.
- (c) They have qualified by time.
- (d) They have qualified in Damage Control, Class "A."

37. Seniority in the Able rate is computed as follows:—

Eighteen months in the Ordinary rate *plus* any time lost for failure in examinations or "Back-classing", less any time gained. (See also paragraph 34.)

The result when added to the rating's basic date (see paragraph 29) gives his seniority as a Signaller or Telegraphist.

38. Time gained may be up to a maximum of 6 months as follows:—

Disciplinary Course	..	..	One Month.
Recruit (C.B.) Technical Course	..	..	One Month.
Technical Signal or W/T Course	..	..	One Month.
Examination for Signaller or Telegraphist	..	..	One Month.
Educational Qualifications	..	..	Two Months.

SECTION C.

ADVANCEMENT IN THE COMMUNICATIONS BRANCH TO LEADING, PETTY OFFICER, CHIEF PETTY OFFICER AND INSTRUCTOR RATES.

*General.*

40. Advancements in the Communications Branch to Leading Rate and above are made by the Naval Board from the advancement rosters as vacancies occur in Fleet numbers.

*Advancement Rosters.*

41. Names of ratings who have attained the necessary qualifications, and who are recommended, are placed on the advancement roster.

42. The initial position a man's name will take up on the advancement roster is determined by his basic date. This is the date on which the rating was recommended for a course on Form A.S.1303A, provided he successfully completes the course.

43. Should a rating subsequently not be recommended for advancement on Form A.S.507, his name is temporarily removed from the roster, but when he is again recommended it will be replaced according to the original basic date. It should be noted that if a rating fails in his professional examination he will lose his original basic date.

44. A recommendation for accelerated advancement (Red Ink Recommendation) has the effect of ante-dating the basic date by 1 month for the first and each subsequent recommendation. These recommendations should be awarded with great discrimination, *vide* K.R. & A.I. Article 416.

*Recommendation for Advancement.*

45. Form A.S.507 (Quarterly returns of ratings recommended for advancement) are to be rendered to the Secretary, Naval Board, Navy Office, Melbourne.

46. The names of all ratings qualified for advancement must be shown on Form A.S.507 whether they are recommended or not. Details of recommendation must also be shown on Form A.S.239A (Conduct Sheet) on discharge from ship.

*Advancement in Rating.*

47. Forms D.O.10 are issued in the normal manner when a rating is due for advancement.

*Professional Qualifications for Advancement.*

48. The Professional Qualification for Advancement is obtained by passing the necessary qualifying examinations *after* a course at the Signal School. This qualifying examination cannot be taken without a course.



*Courses at H.M.A. Signal School.*

49. Courses for higher rate are carried out at H.M.A. Signal School for—

Leading Signalman .. ..	Duration— 9 weeks.
Leading Telegraphist .. ..	Duration—12 weeks.
Yeoman of Signals .. ..	Duration—11 weeks.
Petty Officer Telegraphist .. ..	Duration—15 weeks.
V/S Instructor .. ..	Duration—Not yet decided.
W/T Instructor .. ..	Duration—Not yet decided.

The dates of commencement of these courses will be promulgated from time to time.

50. (a) Names of ratings who volunteer and are recommended for a course are to be forwarded on Form A.S.1303A. A recommendation must not be given unless the Commanding Officer is satisfied that the applicant has a reasonable chance of passing, and he must withhold recommendation until he is so satisfied.

(b) Names of all ratings who are eligible must be included on the front or back of the first quarterly return of Form A.S.1303A rendered after they become eligible, the date of this return becomes their basic date on the Course Roster kept in the Drafting Office, and ratings are brought in for courses in the order of these basic dates.

(c) In exceptional cases, a rating may be highly recommended on Form A.S.1303A. The names of ratings with a "H" recommend will be placed above those of ratings of the same basic date, and will remain in that position so long as they continue to be shown on the front of Form A.S.1303A. (See also paragraph 42.)

NOTE.—(i) NIL returns of Forms A.S.1303A are required.

(ii) Ratings who are NOT VOLUNTEERS for the course are not to be recommended.

(iii) Ratings who decline to undergo a course for which they have volunteered and been recommended are, after having been warned of the effect on their advancement, to have their names deleted from the roster, and may not be recommended again on Form A.S.1303A for a period of 1 year.

Ratings who decline a course for adequate private reasons may be exempted from this penalty.

*Leading Rate—Qualifications Necessary to be Accepted for a Course.*

51. (a) Candidates must volunteer and be recommended.

(b) Ratings can be recommended any time after they have been rated Signalman or Telegraphist.

*Failure to Pass the Professional Examination.*

52. (a) Ratings who fail to pass the Professional Examination are precluded from volunteering for a further course for a period of 3 months.

(b) Names of such ratings will be removed from the roster of men awaiting the course and a further recommendation is required before they can be replaced on the roster.

*Qualifications Necessary for Advancement.*

53. Ratings must—

(a) Possess initiative and the ability to take charge.

(b) Have passed the professional examination.

(c) Have passed the Educational Test I. (See K.R. & A.I.)

NOTE.—In exceptional cases, ratings may be granted the Leading Rate without passing the Educational Test I.

(d) Have 18 months' service as a Signalman/Telegraphist, including 6 months' sea-going service in the Able rate. This may be waived by Naval Board approval in exceptional cases.

(e) Have 1 year's continuous "V.G." Conduct immediately preceding the date of advancement.

(f) Have qualified in Damage Control "Class B" (60%), but see B.R.1066 for ratings who have been unable to obtain the necessary qualifications.

(g) Be recommended by their Commanding Officer on Form A.S.507.

*Petty Officer Rate—Qualifications Necessary to be Accepted for a Course.*

54. (a) Candidates must volunteer and be recommended.

(b) A rating cannot normally be recommended until he has attained 3 months' seniority as a Leading Signalman/Leading Telegraphist.

(c) In exceptional cases, a rating may be highly recommended for a course at any time after being rated Leading Signalman/Leading Telegraphist.

(d) Men within 2 years of the expiration of their first or second period of continuous service on the day the course is due to start, will not be selected unless they first apply to re-engage.

(e) Men with less than 3 years of their third engagement to serve will not be selected for a course.

*Failure to Pass the Professional Examination.*

55. (a) Ratings who fail to pass the Professional Examination are precluded from volunteering for a further course for a period of 6 months.

(b) Names of such ratings will be removed from the roster of men awaiting the course and a further recommendation is required before they can be replaced on the roster.

*Qualifications Necessary for Advancement.*

## 56. Ratings must—

- (a) Be fit to take charge of the V/S or W/T Department of a ship not allowed a Chief Yeoman of Signals/Chief Petty Officer Telegraphist.
- (b) Have passed the Professional Examination.
- (c) Have passed the Educational Test I. (See K.R. & A.I.)
- (d) Have 2 years' service as a Leading Signalman/Leading Telegraphist (acting or confirmed), including 6 months' sea-going service. This may be waived by Naval Board approval in exceptional cases.
- (e) Have 18 months' continuous V.G. conduct immediately preceding the date of advancement.
- (f) Be recommended by their Commanding Officer on Form A.S.507.

*Chief Petty Officer Rate—Qualifications Necessary for Advancement.*

## 57. Ratings must—

- (a) Be fit to take charge of the V/S or W/T Department of a Flotilla Leader or above.
- (b) Have 3 years' service as a Yeoman of Signals/Petty Officer Telegraphist (including acting time).
- (c) Have 3 years' continuous V.G. conduct immediately preceding the date of advancement.
- (d) Have qualified in Damage Control, "Class B" (75%), but see B.R.1066 for ratings who have been unable to obtain the necessary qualifications.
- (e) Be recommended by their Commanding Officer on Form A.S.507.

*The Instructor Rate—Qualifications Necessary to be Accepted for a Course.*

## 58. (a) Candidates must volunteer and be recommended.

- (b) Chief Yeomen of Signals, Yeomen of Signals and Leading Signalmen of at least 4 years' seniority in the Leading Rate, are eligible for the V/S Instructor course provided they have already passed the examination for Yeoman of Signals. Chief Petty Officer Telegraphists, Petty Officer Telegraphists and Leading Telegraphists of at least 4 years' seniority in the Leading Rate, are eligible for the W/T Instructor course provided they have already passed the examination for Petty Officer Telegraphist.
- (c) Men within 2 years of the expiration of their first or second period of continuous service on the day the course is due to start will not be selected unless they first apply to re-engage.
- (d) Men within 3 years of completing their final engagement will not be selected for the course.
- (e) A rating with the History Sheet notation "I.T. Course Failed" should not normally be recommended for an Instructor's Course.

*Failure to Pass the Professional Examination.*

- 59. (a) Ratings who fail to pass the examination are precluded from volunteering for a further course for a period of 2 years from the date of failure.
- (b) Names of such ratings will be removed from the roster of men awaiting the course and a further recommendation is required before they can be replaced on the roster.

*Qualifications Necessary for the Grant of the Rate.*

## 60. Ratings must—

- (a) Be competent to act as an Instructor on any V/S (or W/T) subject.
- (b) Have passed the Professional Examination.
- (c) Have been rated Petty Officer.

NOTE.—Ratings will be rated by the Manning Department from the roster.

## SECTION D.

## TRANSFER OF COMMUNICATIONS BRANCH RATINGS FROM THE OLD REGULATIONS TO THE NEW.

*General.*

61. Ratings who entered the R.A.N. before 1st July, 1947, and who have not yet been advanced to the Able Rate will be advanced to that rate under the old regulations, *vide* Navy Order 230 of 1947, paragraph 4. Thereafter the new regulations will apply.

62. Ratings of the Able Rate and above serving on 30th June, 1947, will transfer to the new regulations in the substantive rating, permanent or temporary, acting or confirmed, held on that date without consideration of the Professional qualification held. These ratings will not be liable to revert to a lower rating on the grounds that they do not hold the higher standard Professional (non-substantive) qualification which, under the new regulations, is appropriate to their substantive rating.

63. When transferred, ratings who do not hold the appropriate Professional qualification (e.g., V/S 2, W/T 2, V/S 3 and W/T 3 lower standard ratings) may be required to take the appropriate course at a convenient opportunity when the period they have to serve justifies this. Failure in course will not entail reversion but passing will be in their own interests if they desire or are eligible for further advancement.

*Professional Qualifications.*

64. Ratings who hold the existing V/S 2 or W/T 2 Higher Standard rate will be considered as having qualified professionally for the Petty Officer Rate.

65. Ratings who hold the existing V/S 3 or W/T 3 Higher Standard Rate will be considered as having qualified professionally for the Leading Rate.

66. Ratings who have already passed the lower standard examination but who have not yet been advanced will retain their present position on the roster and be advanced in accordance with the former regulations. They may subsequently be required to take the appropriate course, *vide* paragraph 63 above.

67. Such ratings should continue to volunteer and be recommended for a course when they will be selected in the ordinary manner. Any ratings, however, who do not volunteer may be drafted for a course as they become available.

*Examinations at Sea Without a Course.*

68. Ratings who, prior to 31st December, 1947, have applied to be examined at sea without a course for V/S 3 or W/T 3 higher standard are to be so examined. Thereafter the professional examination for the Leading Rate can only be taken after a course.

SECTION E.

DUTIES AND ABILITIES REQUIRED FOR THE VARIOUS RATES.

69. The Leading Signalmen Rates—

- (a) Duties.—A Leading Signalmen will normally be employed as Leading Hand of the Watch on the Flag Deck, Bridge, in the Signal Distributing Office, C.C.O., or in charge of the V/S Department of a small ship.
- (b) Standard of Practical Ability Required.—A Leading Signalmen will be required to have a good operating ability and the following knowledge:—
- (i) Sufficient knowledge of Fleet work for normal Cruising Dispositions at sea.
  - (ii) Good practical ability in coding and decoding.
  - (iii) Full knowledge of V/S material.
  - (iv) Knowledge of rule of the road.
  - (v) Elementary knowledge of W/T organization.

70. The Yeoman of Signals Rate—

- (a) Duties.—A Yeoman of Signals will normally be in charge of the V/S Staff of a destroyer, as Yeoman of the Watch in larger ships, in charge of the Signal Distributing Office or C.C.O., as a V/S Instructor for Junior Ratings in Training Establishments, or on cyphering duties.
- (b) Standard of Practical Ability Required.—A Yeoman of Signals will be required to have a good operating ability and the same knowledge as a Leading Signalmen with the following additions:—
- (i) General knowledge of the "Conduct of the Fleet", with a detailed knowledge of certain portions.
  - (ii) Detailed knowledge of all forms of coding/cyphering.
  - (iii) Elementary knowledge of ceremonial.
  - (iv) Fuller knowledge of W/T organization than that required by a Leading Signalmen.

71. The Chief Yeoman of Signals Rate—

- (a) Duties.—A Chief Yeoman of Signals will normally be employed to attend on the Captains of Flotilla Leaders and above and to take charge of the V/S staff in such ships and in large Shore Establishments, as V/S Instructor for Junior Ratings in Training Establishments, or on cyphering duties.
- (b) Standard of Practical Ability Required.—The same standard as that required by a Yeoman of Signals. No course or examination is held for this rate.

72. The V/S Instructor Rate—

- (a) This rate is open to Yeoman of Signals and Chief Yeoman of Signals only. Ratings who have passed the Professional examination for Warrant Rank are automatically considered to have qualified for V/S Instructor as well, and will be placed on the roster to date from the date of passing this examination; if they previously applied for this course the basic date of such ratings will be the date of application.
- (b) Duties.—Instructors in Ships and Training Establishments will normally hold this rate, but such ratings are not precluded from being drafted for any of the duties outlined in paragraphs 70 and 71 aforementioned.
- (c) Standard of Practical Ability Required.—An Instructor will be required to have a good operating ability and in addition must possess:—
- (i) Detailed knowledge of all branches of visual signalling.
  - (ii) Detailed knowledge of ceremonial.
  - (iii) Good knowledge of W/T organization.
  - (iv) Detailed knowledge of coding and cyphering.

73. The Leading Telegraphist Rate—

- (a) Duties.—A Leading Telegraphist will normally be employed as the Leading Hand of a Watch in Cruisers and above, as an operator on the more important lines of W/T Communication, or in charge of the W/T Department of a small ship.
- (b) Standard of Practical Ability Required.—A Leading Telegraphist will be required to have a good operating ability and in addition must possess:—
- (i) Thorough knowledge of all forms of W/T and R/T procedure.
  - (ii) Ability to operate all standard forms of W/T equipment (including D/F).
  - (iii) Good knowledge of W/T organization.
  - (iv) Good practical ability in coding and decoding.
  - (v) Elementary knowledge of visual signalling.

## 74. The Petty Officer Telegraphist Rate—

- (a) Duties.—A Petty Officer Telegraphist will normally be employed in charge of the W/T Department of Destroyers, in charge of a Watch in larger ships, as a W/T Instructor for Junior Ratings in Training Establishments, or on cyphering duties.
- (b) Standard of Practical Ability Required.—A Petty Officer Telegraphist will be required to have a good operating ability and the same knowledge as a Leading Telegraphist, with the following additions:—
- (i) Detailed knowledge of W/T organization.
  - (ii) Detailed knowledge of all forms of coding/cyphering.
  - (iii) Working knowledge of visual signalling.

## 75. The Chief Petty Officer Telegraphist Rate—

- (a) Duties.—A Chief Petty Officer Telegraphist will normally be in charge of the W/T Department of Flotilla Leaders and above, W/T Instructor for Junior Ratings in Training Establishments, or on cyphering duties.
- (b) Standard of Practical Ability Required.—The same standard as that required by a Petty Officer Telegraphist. No course or examination is held for this rate.

## 76. The W/T Instructor Rate—

- (a) This rate is open to Petty Officer Telegraphists and Chief Petty Officer Telegraphists only. Ratings who have passed the Professional examination for Warrant Rank are automatically considered to have qualified for W/T Instructor as well, and will be placed on the roster to date from the date of passing this examination, if they previously applied for this course, the basic date of such ratings will be the date of application.
- (b) Duties.—Instructors in Training Establishments will normally hold this rate, but such ratings are not precluded from being drafted for any of the duties outlined in paragraphs 74 and 75 aforementioned.
- (c) Standard of Practical Ability Required.—An instructor will be required to have a good operating ability and in addition must possess:—
- (i) Detailed knowledge of all branches of W/T signalling.
  - (ii) Good knowledge of visual signalling.
  - (iii) Knowledge of radio warfare.
  - (iv) Detailed knowledge of coding/cyphering.
  - (v) Elementary knowledge of L/T.

## SECTION F.—PERCENTAGES REQUIRED IN EXAMINATIONS.

TABLE I.

*Percentages Required in Examinations by V/S Ratings.*

Subject.	Percentages Required to Pass.				
	Ord. Sig.	Sig.	Idg S g.	Yeo. of Sigs.	V/S Instr.
1. Fleetwork .. .. .	75	80*	80	80	80
2. Mast .. .. .	..	..	..	80	85
3. Miscellaneous .. .. .	..	..	..	80	80
4. Miscellaneous Oral .. .. .	70*	80*	80	80	80
5. Procedure .. .. .	70*	80*	80	80	80
6. Procedure Practical V/S .. .. .	70	80	80	80	80
7. R/T Practical .. .. .	75	85	85	85	85
8. Coding Instructions .. .. .	..	..	80	80	80
9. Coding Practical .. .. .	70	75†	80	80	80
10. W/T .. .. .	..	75	80	80	80
11. Buzzer Transmitting .. .. .	..	85	..	..	..
12. Buzzer Receiving .. .. .	..	90	..	..	..
13. Flashing Receiving .. .. .	95	97	97	97	97
14. Semaphore Receiving .. .. .	94	98	98	98	98
15. Transmitting (Semaphore and Flashing) .. .. .	90	95	..	..	..
16. Typing .. .. .	..	..	..	..	..
No marks are allotted for this subject but ratings are to be adjusted as "passed" or "failed".					
17. Educational Examination .. .. .	..	..	E.T. 1	E.T. 1	E.T. 1

\* A combined oral examination.

† The practical coding paper is to include questions on coding instructions.

TABLE II.

## Percentages Required in Examination by W/T Ratings.

Subject.	Percentages Required to Pass.				
	O d. T. Teleg.	Teleg.	Ldg. Teleg.	P O Teleg.	W/T Instr.
1. Organization .. .. .	75*	80*†	80	80	80
2. Procedure .. .. .	75*	80*†	80	80	80
3. Procedure Practical (W/T) .. .. .	75	80	80	80	80
4. R/T Practical .. .. .	75	85	85	85	85
5. Coding Instructions .. .. .	75*	80	80	80	80
6. Practical Coding .. .. .	70	80*	80	80	80
7. V/S .. .. .		75	75	80	80
8. Technical Paper .. .. .				75	80
9. Technical Practical including Oral .. .. .	65	75	80	80	85
10. Theory .. .. .	50	60	60	60	65
11. Buzzer Transmitting .. .. .	85	90	90	90	90
12. Buzzer Receiving .. .. .	90	95	95	95	95
13. Flashing .. .. .		85			
14. Typing .. .. .					
15. Educational Examination .. .. .			E.T. 1	E.T. 1	E.T. 1

\* A combined examination.

† An oral examination.

No marks are allotted to this subject but candidates are to be adjudged as "passed" or "failed".

(348/204/44.)

By Authority: J. J. GOURLEY, Government Printer, Melbourne.

*Reference Library*  
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322—330/47

(FOR OFFICIAL USE ONLY.)

## Commonwealth Navy Orders.

Navy Office, Melbourne,  
28th October, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,

*W. J. Hawkins*

Secretary.

*The Flag Officer Commanding H.M.A. Squadron, and Commanding Officers of H.M.A. Ships, Officers in Charge of H.M.A. Naval Establishments, and others concerned.*

## TABLE OF CONTENTS.

No.	Subject.
322.	Signals Concerning H.M.A. Ships in Reserve.
323.	Annual Return of Religious Denominations.
324.	Quartermaster Branch—Training.
325.	Standard Nomenclature for Radio and Radar ("Radio Tree").
326.	Resuscitation Apparatus—Custody and Use.
327.	Painting of H.M.A. Ships.
328.	Stocks and Wrenches—Taps and Dies.
329.	Supply of 16-mm. Recreational Film Programmes.
330.	Concession Railway Fares for Service Personnel—Queensland.

C.11147/47.

322.

**SIGNALS CONCERNING H.M.A. SHIPS IN RESERVE.**

Messages concerning H.M.A. ships already paid off and accepted into Reserve are not to be addressed direct to such ships but to the Commanding Officer, Reserve Ships, at the appropriate port.

2. Information in advance of notification in Navy Orders will, in future, be promulgated by General Signal indicating name, date and port at which the ship has paid off and appropriate Commanding Officer, Reserve Ships.

(622/205/2186.)

323.

**ANNUAL RETURN OF RELIGIOUS DENOMINATIONS.**

Attention is drawn to the requirements of King's Regulations and Admiralty Instructions, Article 868, as amended by K.R. 6/46. This return, which was suspended during hostilities, is again to be rendered accordingly.

(431/204/132.)

324.

**QUARTERMASTER BRANCH—TRAINING.**

The provisions of A.F.O. 1795/47 have been adopted in the R.A.N.

2. Quartermasters 1st and 2nd Class will be trained at Flinders Naval Depot except that, until such time as the necessary equipment is installed, that part of the course dealing with Radio Aids to Navigation will be held in H.M.A.S. *Watson*.

3. Quartermasters 3rd Class will be trained at sea or at Flinders Naval Depot.

4. Navigators Yeomen will be trained in H.M.A.S. *Watson*. The Commanding Officer, H.M.A.S. *Watson* is to arrange for appropriate instruction to be given in the Hydrographic Branch.

5. Q.M. candidates will be selected from the lists forwarded in accordance with post-war Manning Serial No. 4 signal. Recommendations for Navigators Yeoman are to be forwarded on Form A.S.1303.

6. A.C.N.B. signal 948I paragraph B is cancelled.

(348/215/16.)

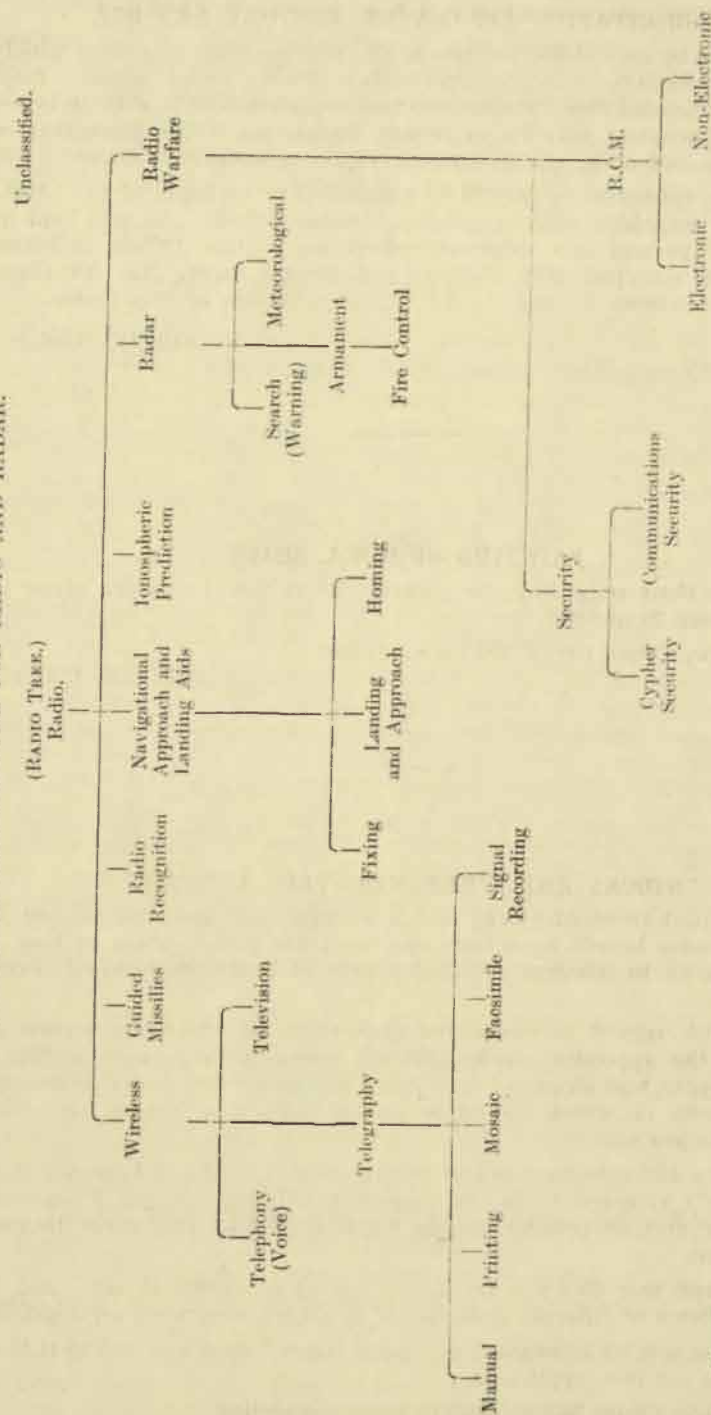
325.

**STANDARD NOMENCLATURE FOR RADIO AND RADAR  
("RADIO TREE").**

The form of Standard Nomenclature for Radio and Radar shown in the appendix to this Order has been agreed on by the British Joint Communications Board for use in signal books, documents and correspondence, by the United Kingdom Services.

2. Approval has been given for its adoption by the three Australian Services for both JOINT and INTRA Service use.

(612/258/399.)

**BRITISH JOINT COMMUNICATIONS BOARD.****STANDARD NOMENCLATURE FOR RADIO AND RADAR.**

NOTES:—

1. Terms shown under "Telegraphy" may be qualified by additions such as "Morse", "Teleprinter".
2. Works in brackets are recognized alternatives.

326.

**RESUSCITATION APPARATUS—CUSTODY AND USE.**

The use by unqualified persons of any resuscitation apparatus which delivers a mixture of oxygen and carbon dioxide under pressure may lead in occasional cases to untoward consequences and in certain types of diving accident may be extremely dangerous. This apparatus is only to be used under the direct supervision of a Medical Officer.

2. The apparatus is only to be demanded by or supplied to H.M.A. ships and establishments carrying a Medical Officer. All sets held in H.M.A. ships and establishments where no Medical Officer is borne are to be returned into Medical and Dental Store, No. A9 shed, Fitzgerald-avenue, Maroubra, N.S.W., upon receipt of this Order.

(612/213/3386.)

327.

**PAINTING OF H.M.A. SHIPS.**

Instructions regarding the painting of H.M.A. ships are given in Navy Order 75 of 1947.

2. Navy Order 109 of 1934 is cancelled.

(612/233/1344.)

328.

**STOCKS AND WRENCHES—TAPS AND DIES.**

The allowances of stocks and wrenches, taps and dies set out in the appendix hereto have been approved for H.M.A. ships in lieu of those shown in relevant Admiralty printed Establishments of Naval Stores.

2. With regard to items, the allowances of which are shown as "a" in the appendix, stocks will not normally be carried at Naval Store Depots, and supply of such items will be arranged only on receipt of demands, on which should be shown the actual service for which the items are required.

3. The 1½" outside diameter commercial type dies (of cutting sizes ¼" to ¾") referred to in the appendix will replace the 2" outside diameter dies at present in use when stocks of the latter become exhausted.

4. Taps and dies are no longer issued as complete sets, and in future, items of different sizes should be shown separately on demands.

5. The special allowances of "Litte Giant" die stock sets to H.M.A. ships are not now applicable.

6. Navy Order 367 of 1943 is hereby cancelled.

(612/236/7425.)

Pattern No.	Description.	Denom.	Quantities.			
			Critchers.	Destroyers.	Sloops, Frigates A.S.S. Vessels.	
..	Dies, Commercial type, Whit. Thread, ¾" to 7/16", 13/16" outside dia.	No.	4	2	1	
..	" Commercial type, Whit. Thread, 1" to 1 1/4", 1 1/2" outside dia.	"	4	2	1	
..	" Commercial type, Whit. Thread, 1 1/2" to 1 3/4", 2" outside dia.	"	4	2	1	
..	" Commercial type, B.S. Fine Thread, 1" to 1 1/4", 1 1/2" outside dia.	"	4	2	1	
..	" Commercial type, B.S. Fine Thread, 1 1/2" to 1 3/4", 2" outside dia.	"	4	2	1	
..	" Commercial type, B.A. Thread, 0-11 B.A., 1 1/2" outside dia.	"	4	2	1	
..	" Commercial type, Gas Thread .. .. .	"	4	2	1	
..	" Commercial type, A.S.M.E. Standard .. .. .	"	4	2	1	
..	" Commercial type, S.A.E. Thread .. .. .	"	4	2	1	
..	" Commercial type, Whit. Thread, cutting sizes of over 1" .. .. .	"	4	2	1	
6548	" Circular, split, Admiralty Spec. Fine Thread, 1/4", 1 1/4" outside dia.	"	4	2	1	
6549	" Circular, split, Admiralty Spec. Fine Thread, 1/2", 2 1/4" outside dia.	"	4	2	1	
6550	" Circular, split, Admiralty Spec. Fine Thread, 3/4", 2 1/2" outside dia.	"	4	2	1	
6551	" Circular, split, Admiralty Spec. Fine Thread, 1", 2 1/2" outside dia.	"	4	2	1	
6552	" Circular, split, Admiralty Spec. Fine Thread, 1 1/4", 2 1/2" outside dia.	"	4	2	1	
6553	" Circular, split, Admiralty Spec. Fine Thread, 1 1/2", 2 1/2" outside dia.	"	4	2	1	
..	Taps, Whit. Thread, 1/4" to 1". Sets of 3—Taper, Second, Plug .. .. .	Sets	4	2	1	
..	" B.S. Fine Thread, 1/4" to 1". Sets of 3—Taper, Second, Plug .. .. .	"	4	2	1	
..	" B.A. Thread, 0-11 B.A. Sets of 2—Taper and Plug .. .. .	"	4	2	1	
..	" Gas Thread, Sets of 2—Second and Plug .. .. .	"	4	2	1	
..	" A.S.M.E. Standard. Sets of 3—Taper, Second, Plug .. .. .	"	4	2	1	
..	" S.A.E. Thread .. .. .	"	4	2	1	
..	" Whit. Thread, of sizes over 1". Sets of 3—Taper, Second, Plug .. .. .	"	4	2	1	
..	" B.S. Fine Thread, of sizes over 1". Sets of 3—Taper, Second, Plug .. .. .	"	4	2	1	
640	" Admiralty Spec. Fine Thread, 1". Sets of 2—Taper and Plug .. .. .	"	4	2	1	
641	" Admiralty Spec. Fine Thread, 1 1/4". Sets of 2—Taper and Plug .. .. .	"	4	2	1	
642	" Admiralty Spec. Fine Thread, 1 1/2". Sets of 2—Taper and Plug .. .. .	"	4	2	1	
643	" Admiralty Spec. Fine Thread, 1 3/4". Sets of 2—Taper and Plug .. .. .	"	4	2	1	





7. 16-mm. programmes are being released "under bond" by the Customs Authorities, and the greatest care must be observed in the correct onward despatch of programmes. Any loss or damage to film must be immediately reported to the Hon. Cinema Liaison Officer by signal, and should be subsequently supported, without loss of time, by statutory declarations covering the circumstances of such loss or damage.

8. To avoid damage to films, careful supervision of the maintenance of projectors is essential.

9. Ships and establishments desiring supply of films under these conditions should apply to the Hon. Cinema Liaison Officer, either direct or through the Flag Officer-in-Charge, Sydney. It will be noted that programmes will be sent "on circuit" through the several groups in which ships are operating. Initially supplies are limited, and one new programme per week is the maximum that can be supplied.

10. 35-mm. (Standard) Recreational Film.

Existing arrangements are to be observed for the supply of 35-mm. (Standard) recreational film supplies to ships and establishments. Supplies will be arranged on application to the Hon. Cinema Liaison Officer, giving seven clear days notice in writing or by signal of anticipated requirements. Film hire on the existing scale is to be paid direct to the film distributing company concerned before delivery is taken of film. In future all 35-mm. film is to be transported between ships and shore in locked steel trunks. Canvas bags are not to be used under any circumstances.

(560/203/132.)

330.

CONCESSION RAILWAY FARES FOR SERVICE PERSONNEL—  
QUEENSLAND.

The following war-time concessions, which were granted by the Queensland railway authorities to R.A.N. personnel travelling in uniform, have now been withdrawn:—

- (a) The concession of a return journey on payment of single fare plus one-third to personnel travelling on leave and in uniform.
- (b) The fortnightly season ticket at 3s. each issued to personnel whilst in camp for travel within certain areas.
- (c) The concession of 6d. in the normal price for meals at railway refreshment rooms.

2. First class station-to-station rail passes will still be issued to personnel returned from overseas service for the period of leave due to them at the time of their discharge, under the same conditions as have existed hitherto, except that members who were attached to the British Commonwealth Occupation Forces should be issued with the pass when finally discharged, for the period of the discharge leave they were entitled to prior to joining the occupation forces.

3. Navy Orders 88 of 1940, and 643 of 1944, are to be amended by deleting all references to Queensland. Navy Order 134 of 1942 is cancelled.

(This Order will be reprinted for posting on Notice Boards.)

(632/202/1259.)

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*Reference Library*  
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## Commonwealth Navy Orders.

Navy Office, Melbourne,  
4th November, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,

*W. J. Hawkins*

Secretary.

*The Flag Officer Commanding H.M.A. Squadron, and Commanding Officers of H.M.A. Ships, Officers in Charge of H.M.A. Naval Establishments, and others concerned.*

### TABLE OF CONTENTS.

No.	Subject.
331.	Signalling Exercises between H.M. Ships and British Merchant Ships.
332.	Rangetakers—Revision of Non-Substantive Rate.
333.	Electric Arc Welding Operators—Precautions Against Electric Shock.
334.	Pyrene Fire Extinguishers in Ships in Reserve.
335.	Medical and Dental Stores—Surveyed as Unserviceable.
336.	Form S.1422.—Naval Armament Store Accounts in Shore Bases—Loose Leaf Ledger Sheets—Introduction.
337.	Form S.406.—Swimming Instruction Record.
338.	Corrigenda.

C.11395/47.

331.

**SIGNALLING EXERCISES BETWEEN H.M. SHIPS AND BRITISH MERCHANT SHIPS.**

The provisions of A.F.O. 2707/47 are to be adopted in the R.A.N.

2. Forms A.S.174 are to be forwarded to the Secretary, Naval Board, through Administrative Authorities.

(663/201/700.)

332.

**RANGETAKERS—REVISION OF NON-SUBSTANTIVE RATE.***Rangefinder Policy.*

It is the long-term policy that all A.A. rangefinders and 50 per cent. of surface rangefinders shall be stereoscopic. It is unlikely that this policy can be implemented for a number of years, but when fulfilled, drafting considerations will make it essential for rangetakers to be capable of operating both stereoscopic and coincidence instruments.

*Rangetakers.*

2. As it is anticipated that several years will elapse before the first stereoscopic rangefinder will be available for fitting in one of H.M.A. ships, it is not intended at present to train rangefinders in the operation of stereoscopic rangefinders.

3. As there is now no Quarterbill rangefinding requirement for a third-class rate, rangetakers will be of the second class only and will be drawn from ratings holding any third-class gunnery rate.

4. Able Seamen already qualified as C.R.3 and who are not recommended for C.R.2 may retain their Non-Substantive rate for the purposes of the New Pay Code, but if passed for Leading Seaman, they will be required to volunteer and be recommended for a second-class course in another gunnery category before they can be advanced.

(348/215/19.)

333.

**ELECTRIC ARC WELDING OPERATORS—PRECAUTIONS AGAINST ELECTRIC SHOCK.**

A.S. No. C.C.5—1947, Australian Standard Rules for the prevention of electric shock to manual metallic arc welding operators, was recently published by the Standards Association of Australia. These rules include the following:—

*Operating Precautions.*

(a) *Secondary Connections.*—Whenever practicable the power should be cut off from the welding terminals before connecting the welding leads to the terminals, and before changing the polarity of the leads in the case of direct-current machines not provided with a changeover switch.

The welding leads of transformer-type machines shall be connected as indicated on the machine terminals.

Connections of and in the welding leads may be made by the operator, and he shall ensure that all electrical connections are clean at the contact areas and that they are properly tightened and insulated.

(b) *Precautions when Welding.*—All parts of the welding circuit, including the return path, shall be considered electrically alive and consequently the operator shall ensure that no part of his body is placed in such a position as to complete a path through it for the passage of electric current.

When working in positions which require him to stand on or rest against the work to be welded, or against any metal in contact with the work, the operator shall exercise care not to touch the exposed portion of the electrode or the electrode-holder with any other part of his body, thus incurring the risk of the passage of an electric current through his body.

It is recommended that under no-load conditions there shall be no potential difference between the electrode holders of welders working together. Welders with machines connected to separate phases should not work in close proximity to one another.

(c) *Welding in Confined Spaces.*—Where the operator is required to weld in a confined space such as a boiler drum, air receiver, tank or in similar positions, the following conditions shall apply:—

- (i) An all-insulated electrode holder shall be used.
- (ii) Adequate ventilation shall be provided.
- (iii) An assistant shall be appointed, who shall keep the operator under constant observation.
- (iv) Suitable means shall be provided, adjacent to the work, to enable the assistant to cut off the power quickly in case of necessity.
- (v) Provision shall be made for the expeditious withdrawal of the operator in case of shock or other injury and for the application of suitable treatment.
- (vi) Superimposed high-frequency attachments shall not be used.

Under such working conditions it is recommended that the power be cut off until the operator is in position for welding, and also when, for any reason, he is required to leave the job.

It is also recommended that apparatus be provided to reduce the no-load (open circuit) voltage to a value not greater than 32 volts. If such apparatus is used, then for the purpose of these rules the conditions specified in items (iii) and (iv) above may be waived. Attention is drawn, however, to the fact that other codes or statutory requirements might, for other reasons, require compliance with the conditions of items (iii) and (iv).

(d) *Insulation.*—The flux covering of an electrode holder shall not be assumed to be effective insulation and consequently the charging of an electrode into the holder, or the handling of an electrode once it is in contact with the holder (whether the holder is of the all-insulated type or not), shall be done with an insulating glove or other protective device, or alternatively, the power shall be cut off during these operations.

**NOTE.**—A DRY leather glove usually has some insulating properties and may be considered as an insulating medium, whereas a damp glove, or a glove wet from perspiration or any other cause, has no insulating properties and therefore should not be used.

Electrodes should be removed from the holders when not in use to eliminate danger from electrical contact with persons or conducting objects. Electrode holders when not in use should be so placed that they cannot make electrical contact with persons or conducting objects.

(e) *Care of Welding Leads.*—The welding leads, both electrode and work, shall be protected from damage to the insulation cover or to the conductor wires. When a defect in a lead is found it shall be reported immediately to the responsible supervisor. Damaged leads shall not be used. Connections in the leads shall be made with suitable metallic connectors and shall be effectively insulated.

#### *Inspection and Maintenance.*

(a) *Welding Machine.*—A visual inspection of the welding machine shall be made, followed by an insulation resistance test at least once every twelve months. (Insulation resistance shall be measured at a voltage of 500 volts D.C. between live parts and between any live part and the case, frame or exposed metal. The voltage shall be applied for a sufficient time for the reading of the testing indicator to become practically steady). A suitable record of the periodic tests shall be kept by the owners of the machine. Machines with an insulation resistance of less than 1 megohm shall be withdrawn from service and not returned thereto until effective adjustments or repairs have been made.

(b) *Welding Leads, Electrode Holders, &c.*—Welding leads, electrode holders, &c., shall be inspected at least monthly by persons qualified and authorized to do so, to ensure that all accessories are maintained in a safe and serviceable condition.

2. The attention of all operators and others associated with electric arc welding is to be drawn to the above-quoted rules and the recommendations for periodic testing, recording insulation resistance indications, inspection and maintenance are to be strictly observed.

(524/218/57.)

334.

#### **PYRENE FIRE EXTINGUISHERS IN SHIPS IN RESERVE.**

In ships and vessels in reserve, fire extinguishers using carbon-tetrachloride as the extinguishing medium are to be available at live switchboards and other places where small electrical fires are possible.

2. Other Pyrene type extinguishers not required for this duty are to be returned to the Naval Store Depot and a dormant demand raised for their supply when the ship recommissions.

3. Attention is called to A.F.O. 3880/46, paragraph 2, subparagraph (b) (ii), concerning the danger of the use of carbon tetrachloride in a confined space and the precautions to be taken to minimize this danger.

(475/202/669.)

335.

#### **MEDICAL AND DENTAL STORES—SURVEYED AS UNSERVICEABLE.**

In future, officers forming Boards of Survey on medical and dental stores in H.M.A. ships and establishments are not to recommend for destruction or drowning any item which comes under the heading of Surgical Instruments.

2. These are, in all cases, to be returned into Medical Store, Sydney, accompanied by one copy of the Survey Form A.M. 176 in addition to the return note, Form A.M. 165Z.

3. The above instruction does not apply to the R.A.N. Medical and Dental Store.

(612/213/3393.)

336.

#### **FORM S.1422.—NAVAL ARMAMENT STORE ACCOUNTS IN SHORE BASES, ETC.—LOOSE LEAF LEDGER SHEETS—INTRODUCTION.**

In the interests of uniformity it has been decided that the provisions of A.F.O. 3905/46 will apply in the R.A.N.

2. Outfits and allowances of Naval Armament Stores for shore establishments using loose leaf ledgers of the type authorized by Navy Order 20 of 1943 are under review, and when the revision is completed, it is intended that existing Naval Armament Store Accounts will be closed and new accounts opened on Form S.1422.

3. Instructions in regard to the opening of new accounts in the establishments referred to in paragraph 2, will be issued by memorandum in due course.

4. Shore establishments using bound ledgers (on Form S.1423 or R.A.N.R. 45B, &c.) are to open new accounts on Form S.1422 when the existing account is closed in the ordinary course.

5. Demands for requirements of forms and binders are to be placed with the Superintending Naval Store Officer, Sydney.

(A.F.O. 3905/46.)

(480/202/4868.)

337.

**FORM S.406.—SWIMMING INSTRUCTION RECORD.**

The use of Form S.406—Swimming Instruction Record—has been abolished in the R.A.N.

2. Records of Swimming Instruction, required by K.R. & A.I. Article 403, clause 7, are in future to be kept in an Alphabetical Book, which is to be produced at inspections as laid down in K.R. & A.I.

3. Consolidated Orders and Regulations, Article 160, will be amended accordingly.

(480/202/4792.)

338.

**CORRIGENDA.**

Navy Order 273 of 1946, paragraph 1, is to be amended by deleting "A.F.O. 5995/45" and inserting in lieu "A.F.O. 1884/46".

2. Navy Order 244 of 1947, paragraph 1, is to be amended by deleting "A.F.O. 1790/46" and inserting in lieu "A.F.O. 1790/47".

RESTRICTED.

(FOR OFFICIAL USE ONLY.)

## Commonwealth Navy Orders.

Navy Office, Melbourne,  
11th November, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,

*W. J. Hawkins*

Secretary.

*The Flag Officer Commanding H.M.A. Squadron, and Commanding Officers of H.M.A. Ships, Officers in Charge of H.M.A. Naval Establishments, and others concerned.*

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### TABLE OF CONTENTS.

No.	Subject.
339.	Transactions in Machine Guns—Reports Required.
340.	Chargers, Ammunition, Q.F. 40-mm. of Australian Manufacture—Withdrawal.
341.	H.M.A. Ships—Fluorescent Lighting.
342.	Procedure for Accounting, &c., for Naval Stores in H.M.A. Ships in "F" Class Reserve.
343.	Books and Forms.

339.

**TRANSACTIONS IN MACHINE GUNS—REPORTS REQUIRED.**

H.M.A. ships and establishments which have had transactions in the following guns, machine, Oerlikon 20 mm. and barrels since 21st May, 1945, are to report full details to Navy Office:—

Guns, machine, Oerlikon, 20 mm. Mk. II—register Nos. 74539 and S27041.

Guns, machine, Oerlikon, 20 mm. Mk. II—barrel—register No. 121604.

Guns, machine, Oerlikon, 20 mm. Mk. IV—Barrel—register No. 83257.

(612/260/301.)

340.

**CHARGERS, AMMUNITION, Q.F. 40-MM., OF AUSTRALIAN MANUFACTURE—WITHDRAWAL.**

As a result of stoppages during recent firings of Bofors ammunition due to chargers jamming in the ejection chute, it has been decided to withdraw all chargers, ammunition, Q.F. 40 mm. Mark 3 of Australian manufacture (K.B.C. monogram).

2. As details of chargers are not marked on the packages, all Bofors ammunition contained in chargers on board H.M.A. ships is to be returned to the nearest Naval Armament Depot, together with loose restricted chargers, and replacements drawn in lieu.

(490/212/1493.)

341.

**H.M.A. SHIPS—FLUORESCENT LIGHTING.**

Navy Order 358 of 1946, paragraph 2, is to be amended by the addition of the following sub-paragraph:—

(iv) All workshops or compartments authorized for use as workshops.

(603/247/2161.)

342.

**PROCEDURE FOR ACCOUNTING, ETC., FOR NAVAL STORES IN H.M.A. SHIPS IN "F" CLASS RESERVE.**

The following instructions, previously issued under cover of Navy Office memoranda, relative to accounting, &c., for Naval stores in H.M.A. ships in "F" class Reserve, are promulgated for the information and guidance of all concerned.

1. The Supply Officer responsible for ships in reserve is to arrange for the preparation of all demands (A.S.134D) and applications for survey (A.S.331) as necessary for all ships in reserve. He is also responsible for work in connection with transactions concerning the supply and return, &c., of Naval stores to the Naval Store Depot.

2. Demands (Form A.S.134D) and applications for survey (Form A.S.331) are to be signed by the Supply Officer, Reserve Ships, or his representative.

3. All demands (A.S.134D) and applications for survey (A.S.331), which should be allotted a serial number in the headquarters ship, should be headed as follows:—

(a) Items for H.Q. ship—H.M.A.S. "(Name of H.Q. ship)."

(b) Items for other vessels in reserve—H.M.A.S. (H.Q. ship) for H.M.A.S. (name of ship concerned) in reserve.

(In the case of (b) a notation "Required for H.M.A.S. . . . . . to replace others surveyed," &c., should be inserted in the appropriate column of demands.)

4. *Permanent Stores.*—One copy of the Inventory Account of Naval Stores in respect of each ship in reserve is to be kept in the store office of the headquarters ship, all transactions being recorded therein. Permanent stores are to be accounted for as follows:—

(a) *Headquarters Ship.*—As the Naval store ledgers in this vessel remain open, the normal accounting procedure is applicable, except that whilst the Inventory Account is in effect a combined Permanent Loan List, no entries in the loan columns of the ledger are necessary. Unserviceable items for which replacement is required are to be returned to the ship's Naval store accompanied by Forms A.S.1091 and A.S.156, which should be signed by the Commanding Officer, Reserve Ships, or other Officer detailed by him for the purpose. The following indicates the action necessary in the case of replacement of an unserviceable hose in the headquarters ship:—

The Commanding Officer, Reserve Ships, or officer detailed by him is to raise Forms A.S.1091 and A.S.156, and return the unserviceable hose to the ship's store, a receipt being obtained on the Form A.S.1091 from the Stores rating. This form is to be used to credit the inventory, credit the "serviceable stores" column, and debit the "unserviceable stores" column of the ledger. The Supply Officer is to raise an application for survey, A.S.331 and demand A.S.134D, headed as indicated in paragraph 3 (a) above, and is to arrange for the return of the hose to the Naval Store Depot, obtaining a receipt on the quadruplicate copy of the Form A.S.331. This copy is to be retained until the official receipt, i.e., the triplicate copy, is received. The "unserviceable stores" column of the ledger is credited from the Form A.S.331.

On receipt of the new hose, accompanied by the Supply Note, the Form A.S.134D is to be used to debit the "serviceable stores" column of the ledger. The hose should be issued to the responsible officer, a receipt being obtained on the Form A.S.156 referred to above. This form is to be used to debit the inventory.

The Forms A.S.1091 and A.S.156 should be placed in an envelope and retained with the inventory.

(b) *Other Ships.*—Separate books of Forms A.S.1091 and A.S.156 are to be provided for each ship (or group of ships) in reserve, and are to be kept by the Commanding Officer Reserve Ships or officers detailed by him as responsible in individual ships (or groups of ships). Unserviceable items should be returned to the headquarters ship on Form A.S.1091 accompanied by Form A.S.156 signed by the responsible officer. A receipt for the unserviceable item is to be given by the Stores rating of the headquarters ship on the Form A.S.1091, and a receipt obtained on the Form A.S.156 from the responsible officer when the new item is supplied. These vouchers should be posted to the ledgers of the headquarters ship, and retained with the standard copy of the inventory kept in the headquarters ship.

NOTE.—When one book of Forms A.S.1091 or A.S.156 is provided for a group of ships, a distinguishing letter is to be allocated to each vessel within the group and endorsed on each such form on presentation to the headquarters ship.

Accounting in ships in reserve, other than the headquarters ship, will be confined to the inventory, a notation being made in the working copy by the responsible officer as to the registered number of the Forms A.S.1091 and A.S.156 in respect of all items returned to or supplied from the headquarters ship. Forms A.S.331 and A.S.134D are to be prepared by the Stores rating and posted to the Naval store ledgers of the headquarters ship.

The following illustrates the action necessary in the case of replacement of an unserviceable hose in a ship in reserve other than the headquarters ship:—

The responsible officer in the ship concerned is to raise a return note, A.S.1091 and demand A.S.156, and return the unserviceable hose to the Supply Officer in the headquarters ship, and obtain a receipt on the Form A.S.1091. This form is to be used to credit the inventory of the ship concerned, and debit the "unserviceable stores" column of the ledger of the headquarters ship. An application for survey, A.S.331, and demand A.S.134D, both headed as indicated in paragraph 3 (b) above, are to be raised and the unserviceable hose returned to the Naval Store Depot. The unserviceable stores column of the main ledger is to be credited from the receipted Form A.S.331. On receipt of the new hose, accompanied by the supply note, the Form A.S.134D is to be used to debit the main ledger of the headquarters ship. The new hose should be issued to the responsible officer of the ship concerned, a receipt being obtained on the Form A.S.156 referred to above. This form should be used to credit the main ledger of the headquarters ship and debit the inventory of the ship concerned.

The Forms A.S.156 and A.S.1091 should be placed in an envelope and retained in the headquarters ship with the standard copy of the relevant inventory.

It should be noted (1) that in the headquarters ship the Permanent Naval Stores for that ship are retained on Main Ledger charge, the quantities being supported by the inventory when the items are located outside the ship's Naval store. (2) In the case of the other ships in reserve the vouchers are passed through the ledger of the headquarters ship for record purposes, and on issue are written off charge outright in the main ledger of the headquarters ship, the only account for such ship being the inventory of the ship concerned. (3) Entries in the "loan" columns of the ledgers are not necessary.

5. *Consumable Stores.*—Consumable stores required for all ships in reserve are to be demanded by the headquarters ship and taken on charge in the ledgers in the normal manner. Consumable stores required by the individual ships in reserve should be demanded from the headquarters ship on Forms A.S.156 or A.S.149 signed by the responsible officer, the name of the ship for which required being invariably shown.

6. Specimen signatures of the officers authorized to sign Forms A.S.1091 and A.S.156 (paragraph 4 (a) and (b) above) should be furnished to the Base Supply Officer and the responsible officer in the headquarters ship.

NOTES.—*Brisbane only*—

- (a) Where the title Headquarters Ship appears throughout the instructions substitute Small Craft Base.
- (b) The procedure at paragraph 4 (a) above is not applicable to the Small Craft Base at Brisbane where the normal Naval storekeeping procedure in accordance with B.R.4 applies.

(612/212/3902.)

343.

#### BOOKS AND FORMS.

1. The under-mentioned form has been revised. First supply will be effected, without demand, by the Superintending Naval Store Officer, Sydney, when the existing form will become obsolete:—

A.R.2.—Entry into R.A.N.—Consent Paper.

(480/201/3723.)

2. The under-mentioned form has been revised. Supply will be effected, on demand, by the Superintending Naval Store Officer, Sydney, when stock of the existing form is exhausted:—

A.O.34.—Report of Proof of Tracers Shell.

(480/201/3662.)

3. The under-mentioned form has been adopted for use in the R.A.N. First supply will be effected, without demand, by the Superintending Naval Store Officer, Sydney:—

S.584(L).—Particulars of Candidate for Examination for Warrant Electrical Officer. (L), (R), (AL) and (AR).

(A.F.O. 1359/47.)

(480/202/4985.)

4. The under-mentioned forms have been abolished:—

Special Procedure and Signals between all Surface Vessels and Submarines:—

S.1485.—Action Initiated by a Surface Vessel.

S.1486.—Action Initiated by a Submarine.

(A.F.O. 2436/47.)

(480/202/5020.)

5. *Revision of Recruiting Forms.*—Existing Forms A.R.O.1 and A.R.3 have been abolished and a new Form A.R.1 (Revised July, 1947) Candidate's Personal Particulars, which consolidates the essential items in Forms A.R.O.1 and A.R.3, has been substituted therefor.

Form A.R.1 (Revised June, 1929) is to be renumbered A.R.3.

First supply of the new Form A.R.1 will be effected, without demand, by the Superintending Naval Store Officer, Sydney.

(480/201/3777.)



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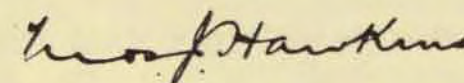
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## Commonwealth Navy Orders.

Navy Office, Melbourne,  
18th November, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,



Secretary.

*The Flag Officer Commanding H.M.A. Squadron, and Commanding Officers of H.M.A. Ships, Officers in Charge of H.M.A. Naval Establishments, and others concerned.*

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### TABLE OF CONTENTS.

No.	Subject.
344.	Naval General Service Medal (1915)—Conditions of Award for Service in Areas of the South-East Asia Command for Minesweeping and for Bomb and Mine Clearance.
345.	Advice to Next-of-kin of Illness of Members of the Royal Australian Navy.
346.	Form A.S.75—Return of Casual Condemnations of Provisions.
347.	Foreign Ensigns—Allowances.
348.	Books and Forms.

344.

**NAVAL GENERAL SERVICE MEDAL (1915)—CONDITIONS OF AWARD FOR SERVICE IN AREAS OF THE SOUTH-EAST ASIA COMMAND FOR MINESWEEPING AND FOR BOMB AND MINE CLEARANCE.**

The provisions of A.F.O. 721/47 are generally applicable to the Royal Australian Navy. However, a comprehensive Navy Order will be issued when conditions of eligibility have been finally determined.

2. Provisional issues of ribbon may be made to officers and men eligible under A.F.O. 721/47, where Commanding Officers are satisfied from appropriate records that the necessary conditions have been fulfilled. Each officer and man to whom ribbon is issued should be required to acknowledge receipt on a properly completed Form A.S.1129Z. It is emphasized that the award of ribbon is at present provisional only and carries no claim to the award of the medal itself, if subsequent check at Navy Office shows that the recipient is not so entitled. On completion the forms should be forwarded to Navy Office.

3. Application for bulk quantities of ribbon on the basis of a length of 2½ inches for each individual should be addressed to the Superintending Victualling Store Officer, Royal Edward Victualling Yard, Darling Island, Pyrmont, Sydney.

(448/201/2272.)

*(This Order will be reprinted for posting on Notice Boards.)*

345.

**ADVICE TO NEXT-OF-KIN OF ILLNESS OF MEMBERS OF THE ROYAL AUSTRALIAN NAVY.**

Paragraph 4 (f) of Navy Order 276 of 1946 is to be cancelled, and the following substituted:—

(f) Navy Office should also be notified of the particulars shown in (a) above, and whether the next-of-kin has been informed.

(675/201/386.)

346.

**FORM A.S.75—RETURN OF CASUAL CONDEMNATIONS OF PROVISIONS.**

Attention is invited to the instructions contained in C.O.R., Article 440, (4), (5), and (6), regarding the preparation of Form A.S.75 in respect of quantities of provisions casually condemned in H.M.A. ships and Naval establishments during each quarter.

2. It is essential that reports rendered to the Superintending Victualling Store Officer, Royal Edward Victualling Yard, Sydney, on Forms A.S.75, should contain all information available regarding packers' names, code marks, warranty dates, &c., in order that it may be determined whether the contractor concerned is liable for the value of the condemnation, and that a properly substantiated claim may be prepared if such action is necessary.

(668/216/494.)

347.

**FOREIGN ENSIGNS—ALLOWANCES.**

Approval has been given for the following revised allowances of Foreign Ensigns for H.M.A. ships in commission, H.M.A.S. *Kuttabul* and H.M.A.S. *Cerberus*. Demands to complete ships and *Kuttabul* to full establishment should be forwarded to Superintending Naval Store Officer, Sydney, and those for H.M.A.S. *Cerberus* to the Naval Store Depot, Melbourne:—

	<i>Saluting Ships.</i>			<i>Non-Saluting Ships.</i>		
	Cruisers. (12 Bds.)	Sloops. (8 Bds.)	Frigates. (8 Bds.)	Destroyers. (8 Bds.)	Frigates. (8 Bds.)	A.M.S. (8 Bds.)
Argentina ..	1	1	1	..	—	—
Belgium ..	1	1	1	..	—	—
Brazil ..	1	1	1	..	—	—
Chile ..	1	1	1	..	—	—
China ..	1	1	1	..	1	1
Denmark ..	1	1	1	..	—	—
France ..	1	1	1	..	1	1
Greece ..	1	1	1	..	—	—
Italy ..	1	1	1	..	—	—
Japan ..	1	1	1	..	—	—
Netherlands ..	1	1	1	..	1	1
Norway ..	1	1	1	..	—	—
Philippines Re- public ..	1	1	1	..	—	—
Portugal ..	1	1	1	..	—	—
Siam ..	1	1	1	..	—	—
Spain ..	1	1	1	..	—	—
Sweden ..	1	1	1	..	—	—
U.S.A. ..	1	1	1	..	1	1
U.S.S.R. ..	1	1	1	..	1	1

2. H.M.A.S. *Cerberus* and H.M.A.S. *Kuttabul* are to maintain a complete set of Foreign Ensigns (size 8 breadths) which consists of ensigns referred to in paragraph 1 above, plus ensigns of the following countries:—

Bolivia	Honduras	Peru
Costa Rica	Liberia	Salvador
Czechoslovakia	Nicaragua	Switzerland
Dominican Republic	Panama	Yugoslavia
Ecuador	Iceland	Roumania
Hungary	Turkey	Mexico
Poland	Bulgaria	Austria
Finland	Cuba	Egypt
Columbia	Venezuela	Guatemala
Uruguay	Paraguay	

3. Stocks of Foreign Ensigns held at shore establishments, other than H.M.A.S. *Cerberus* and H.M.A.S. *Kuttabul*, may be retained until the ensigns are no longer serviceable, when they are to be returned to store without replacement.

4. Navy Order 23 of 1947 is cancelled.

(476/201/871.)

348.

## BOOKS AND FORMS.

First supplies of the under-mentioned publications have been distributed:—

- B.R.129 (1).—Berne List of Coast and Ships Stations, with Annexe No. 1.
- B.R.129 (3).—List of Stations Performing Special Duties, with Supplements Nos. 1 and 2.
- B.R.129 (4).—List of Fixed Stations, with Supplements Nos. 1-6.  
(A.F.O's. 771 and 1937/47.)  
(571/202/2041.)
- B.R.128.—*Post Office Guide*, Part 1. November, 1946, with Supplements Nos. 1 and 2.  
(A.F.O's 1553 and 2166/47.)  
(571/202/2489.)
- B.R.664.—King's Regulations and Orders for the Army—Amendment No. 55.  
(A.F.O. 2595/47.)  
(584/202/126.)
- B.R.763 (March, 1947).—List of Frequencies.  
(571/202/2792.)
- B.R.868/45.—Handbook and Drill for Q.F. 6 pdr. Mark IIA Gun on 6 pdr. Mark VII. Mounting.  
(A.F.O. 881/46.)  
(571/202/1937.)
- B.R.1241.—Gunnery Lecture Notes for Coastal Forces.  
(A.F.O. 6010/45.)  
(571/202/2334.)
- B.R.1246.—Victualling Rate Book—Errata No. 4.  
(A.F.O. 2166/47.)  
(571/203/2574.)
- B.R.1263/45.—Drill for 40-m.m., Mark I. Gun on Single Mark III. Mounting.  
(A.F.O. 4781/45.)  
(571/202/2293.)
- B.R.1273.—Machinery Information Book L.C.M. (7).  
(A.F.O. 4974/45.)  
(571/202/2269.)
- The Tropic Proofing of Optical Instruments.  
(670/201/1223.)

By Authority: J. J. GOURLY, Government Printer, Melbourne.

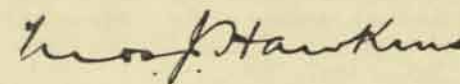
RESTRICTED.(FOR OFFICIAL USE ONLY.)

## Commonwealth Navy Orders.

Navy Office, Melbourne,  
18th November, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,



Secretary.

*The Flag Officer Commanding H.M.A. Squadron, and Commanding Officers of H.M.A. Ships, Officers in Charge of H.M.A. Naval Establishments, and others concerned.*

## TABLE OF CONTENTS.

No.	Subject.
349.	Naval Electrical Branch, Royal Australian Navy—Institution of on 1st January, 1948.
350.	Naval Electrical Branch—Electrical Officers—Duties.
351.	Naval Electrical Branch—Warrant Officers—Titles.
352.	Naval Electrical Branch—Spare Gear, Fittings, Drawings—Responsibility for.
353.	Naval Electrical Branch—Schemes of Complement.
354.	Naval Electrical Branch—Courses, Examinations, and Qualifications—Ratings.
355.	Naval Electrical Branch—Gyro Compass Equipment—Responsibility for.
356.	Torpedo Anti-Submarine Branch—Institution of.
357.	Torpedo Anti-Submarine Branch—Torpedo Anti-Submarine Officers—Duties.
358.	Torpedo Anti-Submarine Branch—Schemes of Complement.

C.12048/47.

349.

**NAVAL ELECTRICAL BRANCH, ROYAL AUSTRALIAN NAVY—  
INSTITUTION OF ON 1st JANUARY, 1948.**

The new Electrical Branch of the Royal Australian Navy will come into being on 1st January, 1948.

2. The existing Electrical Branch of the R.A.N. is to be transferred to the new branch from that date.

3. At Navy Office the administration of the new branch will be co-ordinated under the Director, Naval Electrical Branch (short title D.N.L.), who is responsible to the Third Naval Member.

4. A list of officers accepted for transfer to the (L) Branch has already been promulgated by signal.

5. Ratings selected for the Electrical Branch are to be transferred in accordance with Navy Order 149 of 1947, paragraphs 6–10, except that date of transfer is to be 1st January, 1948, or on receipt of information of selection (Navy Order 149 of 1947, paragraph 9)—whichever is the later.

6. Provisional schemes of Electrical Branch complements which are to be used in place of the Torpedo and Radio Mechanic numbers included in present schemes of complement are promulgated in Navy Order 353 of 1947.

(595/201/2.)

350.

**NAVAL ELECTRICAL BRANCH—ELECTRICAL OFFICERS—DUTIES.**

The following instructions for Electrical Officers have been promulgated by the Admiralty pending final amendments to K.R. & A.I.—These Regulations are to be observed in the Royal Australian Navy in accordance with C.O.R., Article 13. The expression "Electrical Equipment" used herein includes Radio Equipment.

2. (a) The Electrical Officer will be the recognized technical authority on electrical equipment in the ship, unit, or establishment. He will be responsible to the Captain for the efficient discharge of his duties.

(b) He will be responsible for meeting the requirements of other branches in charge of and using electrical equipment, both for the periodic examination and testing for electrical reliability and for the repair of electrical defects. Such other branches are equally responsible for providing opportunity for executing the necessary work.

(c) Where the work of examining, testing, or repair referred to in sub-paragraph (b) involves work by another branch, the co-ordinating authority for this work will normally be that officer who uses or has on charge the complete assembly, or such officer as the Captain may direct. In the above circumstances the Electrical Officer will meet the requirements of the co-ordinating authority.

(d) He is to call into consultation or call for the assistance of other branches in executing any work which his own department is not manned or equipped to undertake. He is to afford similar facilities to other branches who require his assistance or advice.

3. K.R. & A.I. is being amended in due course, but this order is to relieve the Torpedo Officer of his electrical duties as laid down in Article 1244 from the time that an Electrical Officer takes up his appointment as the electrical officer of the ship, unit, or establishment. This officer is also to assume the electrical responsibilities of the A/S officer (Article 1247A), Communication Officer (Article 1248/5), and of the Engineer Officer. (Note on pages 10 and 11 of Engineering Manual B.R.16.)

NOTE.—Electrical equipment upkeep of which is at present the responsibility of other user branches will continue to be maintained by such branches until fully trained Electrical Ratings are provided in complement to take over the duties of existing maintenance personnel.

(561/212/17.)

351.

**NAVAL ELECTRICAL BRANCH—WARRANT OFFICERS—TITLES.**

The Naval Board have approved the following titles for Warrant Officers of the Electrical Branch:—

(a) Warrant Electrical Officer (L)—for officers performing electrical duties.

(b) Warrant Electrical Officer (R)—for officers performing radio duties.

(c) Warrant Electrical Officer (AL)—for officers performing air electrical duties.

(d) Warrant Electrical Officer (AR)—for officers performing air radio duties.

2. Officers promoted to Commissioned Officer from Warrant Rank will assume the title of Commissioned Electrical Officer (L), (R), (AL), or (AR) according to their sub-specialist category.

3. Officers promoted to Commissioned Officer from Warrant Rank will assume the title of Lieutenant (L) with no distinguishing sub-specialist suffix. Further promotion will be to the rank of Lieutenant-Commander (L), and Commander (L).

4. Gunners (T) and Commissioned Gunners (T) selected for transfer to the Electrical Branch will assume the titles of Warrant Electrical Officer (L) and Commissioned Electrical Officer respectively.

5. Lieutenants (ex-Gunner (T)) will transfer as Lieutenants (L).

6. Warrant Telegraphists and Commissioned Telegraphists selected for transfer to the Electrical Branch will assume the titles of Warrant Electrical Officers (R) and Commissioned Electrical Officer (R) respectively.

7. Warrant Electricians and Commissioned Electricians will assume the title of Warrant Electrical Officer (L) and Commissioned Electrical Officer (L), and Electrical Lieutenants that of Lieutenant (L).

8. Officers will assume the above titles on 1st January, 1948, or on date of transfer whichever is the later.

(561/212/16.)

352.

### NAVAL ELECTRICAL BRANCH—SPARE GEAR, FITTINGS, DRAWINGS—RESPONSIBILITY FOR.

The Electrical Officer of the ship is to assume responsibility for electrical spare gear, fittings, and drawings, formerly on the charge of the Engineer or Torpedo Warrant Officer, listed in forms D.320 and A.D. 791, respectively.

2. Should there be no space available for new stowages for the spart parts due to be transferred to the custody of the Electrical Officer, arrangements should be made between the officers concerned for the parts to remain in the same box (es) with the mechanical equipment.

3. Lists of drawings, instruction books, fittings, and spare parts in charge of the Electrical Officer are to be compiled in accordance with memorandum A.D.791, which is to be amended as follows:—

- (a) Heading and paragraph 1, delete “Torpedo Warrant” and substitute “Electrical”.
- (b) Paragraphs 2 and 3, delete “Spare Parts of Torpedo Tubes”.

4. For ships already in service, lists of drawings, Instruction books and parts, on charge of the Electrical Officer, are to be prepared in triplicate by ships' officers. Completed and signed copies are to be forwarded—one to Navy Office and one to the Dockyard to which the ship is attached for use with yard copy of list.

5. When the Electrical Officer's new list is completed other ships' officers concerned are to raise forms A.D.526 in accordance with form A.D.791.

6. Forms for compiling new lists should be demanded from the Superintending Naval Store Officer, Sydney.

(612/217/1875.)

353.

### NAVAL ELECTRICAL BRANCH—SCHEMES OF COMPLEMENT.

The following schemes of complement—“A” Provisional Peace Complement, “B” Reduced Complement for Interim Period—are promulgated for general guidance.

2. On the institution of the Electrical Branch on 1st January, 1948, the scheme of complement indicated in Table “B” will be adopted. Some time, however, must elapse before all complements can be adjusted to the new requirements.

3. As Fleet numbers are built up and trained personnel become available, complements will be gradually increased until the full provisional peacetime scheme of complement as shown in Table “A” is achieved.

4. While the present Interim Complements are in force all Electrical Branch ratings other than artificers will be included in the substantive number of seamen and Radio Mechanics allowed.

(463/201/1680.)

Ship or Establishment.	Provisional Peace Complement, Table "A".											Reduced Complement for Interim Period, Table "B".																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
	Ch. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.	Ch. R. Elec.	Elec.	I.R.M.	R.M.	Ch. R. Elec.	R. Elec.	I.R.E.M.	R.E.M.	G.R.A.D.	E.A.D.	G.E.A.R.	R.A.R.	G.E.A.R.	E.A.R.	G.E.A.R.	R.E.M.	I.R.E.M.	R.E.M.

Ship or Establishment.	Provisional Peace Complement, Table "A".										Reduced Complement for Interim Period, Table "B".										Remarks.
	Ch.Elec.	Elec.	L.E.M.	R.M.	Ch.R.Elec.	H.Elec.	L.R.E.M.	R.E.M.	G.R.A.(D)	R.A.(D)	G.R.A.(B)	R.A.(B)	Ch.Elec.	Elec.	L.E.M.	R.M.	G.R.A.(D)	R.A.(D)	G.R.A.(B)	R.A.(B)	
Kuttabul and G.L. Dockyard	..	1	1	..	1	4	2	6	..	1	1	1	..	1	1	6	..	1	1	1	
Williamstown Dockyard	..	2	1	3	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	
F.N.D. L. School	..	1	4	14	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
F.N.D. Depot Maintenance	..	1	1	3	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
F.N.D. Other Schools	..	1	1	1	..	2	1	1	..	..	..	..	..	..	..	..	..	..	..	..	
T.A.S. School	..	..	1	2	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Watson Maintenance	..	2	..	2	..	4	2	6	..	..	..	..	..	..	..	..	..	..	..	..	
Watson Technical	..	..	..	..	..	4	2	5	..	..	..	..	..	..	..	..	..	..	..	..	
Leichardt R.R. Depot	..	..	..	..	..	2	2	5	..	..	..	..	..	..	..	..	..	..	..	..	
Baltimore Depot	..	1	2	2	..	1	2	5	..	..	..	..	..	..	..	..	..	..	..	..	
Baltimore D.C. and F.F. School	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Lonsdale	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Leeswin	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Moreton	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Ruskeather	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Tarangau	..	..	1	5	..	1	2	2	..	..	..	..	..	..	..	..	..	..	..	..	
Metville	..	..	1	2	..	1	2	2	..	..	..	..	..	..	..	..	..	..	..	..	
Coonawarra	..	..	1	2	..	1	2	2	..	..	..	..	..	..	..	..	..	..	..	..	
Harman	..	..	1	3	..	1	3	3	..	..	..	..	..	..	..	..	..	..	..	..	

## 354.

## NAVAL ELECTRICAL BRANCH—COURSES, EXAMINATIONS, AND QUALIFICATIONS—RATINGS.

On institution of the new Electrical Branch the courses, examinations, and qualifications of Electrical Branch ratings laid down in A.F.O's 6525/46, 6526/46, and 6837/46 will, with minor amendment, be adopted in the Royal Australian Navy.

(614/220/1.)

## 355.

## NAVAL ELECTRICAL BRANCH—GYRO COMPASS EQUIPMENT—RESPONSIBILITY FOR.

Consideration has been given by the Naval Board to the responsibility for the Gyro compass equipment which hitherto, in accordance with K.R. & A.I. Article 1190, has rested with the Navigating Officer.

2. The Naval Board have decided that, with the introduction of the Electrical Branch, the charge of the gyro compass equipment, and responsibility for its maintenance, shall be transferred to the Electrical Officer.

3. As from the receipt of this Order, therefore, the division of responsibilities is to be as follows:—

- (i) The Navigating Officer will be responsible for the correct use of the gyro compass equipment, and will inform the Electrical Officer when the compass will be required for use, and all settings.
- (ii) The Electrical Officer will have the gyro compass equipment in his charge, and will be responsible for running and maintaining the compass, for lining up the repeaters, and for making the settings in accordance with the Navigating Officer's instructions.

(670/202/1476.)

## 356.

## TORPEDO ANTI-SUBMARINE BRANCH—INSTITUTION OF.

The Torpedo Anti-Submarine Branch of the Royal Australian Navy will be instituted on 1st January, 1948, as a Part II. qualification of the Seaman Branch.

2. Ratings selected for the Torpedo Anti-Submarine Branch are to be transferred, subject to aural fitness, in accordance with Navy Order 149 of 1947, paragraphs 6-10, except that date of transfer is to be 1st January, 1948, or on receipt of information of selection (Navy Order 149 of 1947, paragraph 9), whichever is the later.

3. The branch will include the following:—

- Torpedo Anti-Submarine Instructor (T.A.S.I.).
- Torpedoman Detector 1st Class (T.D.1).
- Torpedoman Detector 2nd Class (T.D.2\*).
- Torpedoman Detector 2nd Class (T.D.2).
- Torpedoman Detector 3rd Class (T.D.3).

Men qualified as T.D.2\* are required to be exceptionally proficient in asdic operation, and must be specially recommended.

4. Pending the completion of necessary conversion courses ratings will be transferred with the following titles:—

<i>Existing Title.</i>	<i>New Title.</i>
	(retaining present substantive rating).
T.I.	T.A.S.I. (T)
L.T.O. (LP)	T.D.2 (T)
L.T.O.	T.D.2 (T)
S.T.	T.D.3 (T)
S.D.I.	T.A.S.I. (D)
A.S.D.	T.D.2 (D)
S.D.	T.D.3 (D)

The suffix (T) or (D) will have no effect on pay or advancement, and will be removed when a rating has completed his conversion course for full qualification.

Time served in a Torpedo or S.D. rating will be counted as time in the equivalent new T.D. rating. Consequently ratings whose conversion course may be delayed through no fault of their own will not be at any disadvantage.

5. The aural standards laid down for the S.D. Branch in A.F.O. 2962/46 will be applicable to T.D. ratings. (Note.—For H.M.S. *Osprey* read H.M.A.S. *Rushcutter*.) Existing S.T's converting to T.D.3 (T), and all future candidates for T.D.3 must comply with paragraph 4 of that Order, but ratings converting to T.D.2 (T) and T.A.S.I. (T) will be considered as covered by the second half of paragraph 5 of that Order. Any T.D.3 (T) who fails to pass this aural test will be ineligible to remain in the T.A.S. Branch, but will be given an opportunity to qualify in another Part II. qualification.

6. The knowledge required and duties to be performed by ratings of the T.A.S. Branch will be similar to those laid down in the appendix to A.F.O. 6527/46.

(595/201/1.)

357.

#### TORPEDO ANTI-SUBMARINE BRANCH—TORPEDO ANTI-SUBMARINE OFFICERS—DUTIES.

The following instructions for Torpedo Anti-Submarine Officers have been promulgated by the Admiralty pending formal amendment to K.R. & A.I.—these regulations are to be observed in the Royal Australian Navy in accordance with Consolidated Orders and Regulations, Article 13.

1. The Torpedo Anti-Submarine Officer is to keep himself informed concerning the latest developments in underwater warfare in all its aspects so that he may be qualified to advise, in conjunction with other officers concerned, on—

- (a) The correct employment and tactical use of underwater weapons.
- (b) The correct employment and tactical use of counter measures to underwater weapons.
- (c) The tactics to be employed to locate and destroy enemy submarines.
- (d) The co-ordination of employment of air and surface anti-submarine forces.

2. He is to be responsible for the training and instruction in torpedo, anti-submarine, and all other subjects in connection with underwater warfare and weapons.

3. The Torpedo Anti-Submarine Officer, under the captain is to—

- (a) Have charge of and be responsible for all torpedoes and explosive stores pertaining thereto when they are embarked in His Majesty's ships, and for their transport to and from torpedo stowages and magazines, and for the operation of loading in the tubes and on the aircraft as laid down in the relevant Torpedo Maintenance Regulations.
- (b) Have charge of all mines, depth charges, and other underwater weapons, and the torpedo tubes, discharge gear and machinery connected with them, outside the point where the responsibility of other officers ends.
- (c) Have charge of all submarine detecting material, instruments, machinery, and fittings for its operation, for underwater fittings in connection therewith, and for the necessary power circuits from the output side of all electrical distribution boxes which supply such machinery.
- (d) Take care that all the material for which he is responsible is kept efficient. As regards electrical components, this is limited to maintenance which can be carried out without skilled electrical knowledge, and he is at once to call the attention of the Electrical Officer to any electrical defects in such apparatus.
- (e) Be responsible that the correct drill is carried out by crews of torpedo tubes and all underwater weapons.
- (f) Be responsible for the operation, care, and maintenance and adjustment of paravanes, anti-mining devices (except degaussing gear), and anti-torpedo devices.
- (g) Be responsible for the proper employment of all mine-sweeping apparatus, and for the care and maintenance and adjustment of minesweeping gear which is not in the charge of other officers.
- (h) Be responsible that openings in the hull in connection with detecting apparatus and underwater weapons for which he is responsible are properly closed on the ship coming out of dock. This does not apply in submarines, where the Engineer Officer is responsible for all hull openings.
- (j) Co-operate with the Gunnery Officer in preparing and completing the Quarter Bill.
- (k) Be responsible for the care and maintenance in an efficient condition of the diving apparatus. (See K.R. and A.I. Article 1234—Diving).

4. *When borne for Squadron or Flotilla duties* he is responsible to the Senior Officer that the training of the personnel necessary for the operation of all submarine detecting apparatus and underwater weapons is efficiently organized and conducted throughout the Squadron or Flotilla. For this purpose he shall visit each ship as necessary, under general directions from the Senior Officer of the Squadron or Flotilla.

5. *When Relieved.*—When the Torpedo Anti-Submarine Officer is about to be relieved, a survey of the machinery and appliances for which he is responsible is to be held in a similar manner to that held in the case of a Gunnery Officer (under K.R. and A.I., Article 1242, Clause 9).

6. If, on a Torpedo Anti-Submarine Officer being relieved, and on the next occasion of stripping down or opening out any of the machinery for which this officer was responsible, serious defects are revealed which were not reported previously, the Captain is to requisition the services of a Torpedo Anti-Submarine Officer from another ship as a surveying officer, and the latter, in conjunction with the Torpedo Anti-Submarine Officer of the ship, should report to the Captain on the condition of the defective part. This report is to be submitted to the Naval Board through the Administrative Authority.

7. *Compressed Air Service—Reservoirs.*—He is responsible for compressed air reservoirs in submerged flats and torpedo rooms. This responsibility includes the provisions for carrying out the periodical tests on the air bottles forming the respective reservoirs (see K.R. and A.I., Article 1301).

8. Further special instructions for the Torpedo Anti-Submarine Officer are given in the appropriate manuals and maintenance handbooks.

9. In ships in which no specialist Torpedo Anti-Submarine Officer is borne in part complement, and Captain is to nominate the fittest officer or officers to perform the duties laid down in this Order.

(561/213/1.)

358.

#### TORPEDO ANTI-SUBMARINE BRANCH—SCHEMES OF COMPLEMENT.

The following schemes of complement are to be adopted on the institution of the Torpedo Anti-Submarine Branch on 1st January, 1948. The tables in paragraph 5 below show the Provisional Peace Complements and the Reduced Complements for the Interim Period approved for various classes of ships, and also the minimum qualifications required by ratings drafted to fill these commitments during the change-over period.

2. For example:—

(a) If the fully qualified T.D.1 allowed to *Hobart* is not available, a man qualified as T.I. may be borne in lieu. A T.A.S.I. (T) is therefore acceptable, but a T.A.S.I. (D) is not.

(b) If seven fully qualified T.D.3 are not available in a destroyer, the ratings borne in lieu must between them hold at least the qualifications of seven S.T. and three S.D. Examples of possible combinations are:—

7 T.D.3 (T), and 3 T.D.3 (D) .. .. 10 men.  
2 T.D.3, 1 T.D.3 (D), 5 T.D.3 (T) .. 8 men.  
4 T.D.3, 3 T.D.3 (T) .. .. 7 men.

3. It may well happen that owing to the transfer of volunteers to the Electrical Branch certain ships may find themselves overborne in Electrical ratings and short of T.A.S. ratings. Where this occurs such ratings as Electricians (T.I.), Leading Electrician's Mate (L.T.O.), or Electrician's Mate (S.T.) may continue to be employed on their original duties as T.I., L.T.O., or S.T. in lieu of T.A.S. ratings until suitable reliefs can be provided for them.

4. Conversely, if there is an excess of T.D. (T) ratings they may have to be employed on electrical duties in their present ships until reliefs are available.

5. Complement to be used in place of Torpedo and S.D. number included in present scheme of complement in seagoing ships:—

Class of Ship.	Provisional Peace Complement.	Reduced Complement for Interim Period.	Minimum Qualification Required.
Light Carrier .. ..	1 T.D.1 2 T.D.3	1 T.D.1 1 T.D.3	1 T.I. 1 S.T.
Australia .. ..	1 T.D.1	1 T.D.1	1 T.I.
Shropshire .. ..	2 T.D.3	1 T.D.3	1 S.T.
Hobart .. ..	1 T.A.S.1 or T.D.1 3 T.D.2 10 T.D.3	1 T.A.S.1 or T.D.1 2 T.D.2 8 T.D.3	1 T.I. 2 L.T.O. 1 H.S.D. 7 S.T. 2 S.D.
Destroyer .. ..	1 T.A.S.1 1 T.D.1 3 T.D.2* 1 T.D.2 7 T.D.3	1 T.A.S.1 1 T.D.1 1 T.D.2* 1 T.D.2 7 T.D.3	1 T.I. 3 L.T.O. 1 H.S.D. 7 S.T. 3 S.D.
Sloop Frigate .. ..	1 T.D.1	1 T.D.1	2 L.T.O.
A.M.S. (as Escort Vessel) ..	3 T.D.2* 1 T.D.2 7 T.D.3	1 T.D.2* 1 T.D.2 5 T.D.3	1 H.S.D. 4 S.T. 3 S.D.
Sloop .. ..	1 T.D.2*	1 T.D.2*	1 H.S.D.
Frigate .. ..	1 T.D.2	1 T.D.2	1 L.T.O.
A.M.S. (as Minesweeper or Surveying Vessel)	4 T.D.3	3 T.D.3	2 S.T. 2 S.D.

(463/202/1505.)



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## Commonwealth Navy Orders.

Navy Office, Melbourne,  
25th November, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,

*W. J. Hankins*

Secretary.

*The Flag Officer Commanding H.M.A. Squadron, and Commanding Officers of H.M.A. Ships, Officers in Charge of H.M.A. Naval Establishments, and others concerned.*

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### TABLE OF CONTENTS.

No.	Subject.
359.	Post-War Diving Equipment.
360.	Electrical Branch—Institution of—Composition of Electrical Branch and Qualifications.
361.	V/S—Removal of Redundant Equipment from H.M.A. Ships.
362.	Machine Guns .303-inch Bren—Damage to Breech Blocks and Piston Posts.
363.	Ammunition, etc.—Method of Reporting Stocks.
364.	Office Equipment Census.
365.	Oil Navigation Lanterns—Reduced Allowances.
366.	Manila Cordage.
367.	Storage and Tests of Cordage.

C.12168/47.

359.

### POST-WAR DIVING EQUIPMENT.

The Naval Board have had the Diving Policy for the R.A.N. under review, and the following decisions are promulgated:—

#### ALLOCATION OF DIVERS AND EQUIPMENT.

2. Admiralty scales of allowances of divers and diving equipment have been increased in some cases in the R.A.N. for the following reasons:—

- (a) The Australia Station contains large areas in which there are no ports having diving facilities.
- (b) In Northern waters the tropical or semi-tropical climate increases the incidence of minor medical complaints which temporarily prevent a diver from going down.
- (c) No depot ships are available to accompany destroyer and frigate flotillas when operating away from their bases.

3. The following scale of allowance of divers and diving equipment has been approved:—

Ships or Establishments.	Standard Seibe Gorman Equipment.		Shallow Water Diving Equipment.		
	Divers per Ship.	Sets of Equipment per Ship.	Officers Qualified in. per Ship.	Ratings Qualified in. per Ship.	Sets of Equipment per Ship.
Flagship (addl.) ..	2	1	..	..	..
Cruisers and Light Fleet Carriers .. ..	5	1	..	..	2 (Hobart 1)
Captain D.10's Destroyer	3	1	..	..	1
Destroyers .. ..	..	..	1	2	1
S.O. 1st F.F.'s Frigate ..	3	1	..	..	1
Frigates .. ..	..	..	1	2	1
Sloops .. ..	3	1	..	..	1
Ships employed on survey duties .. ..	3	1	..	..	1
A.M.S. Vessels .. ..	..	..	1	2	1
<i>Penguin</i> (for Diving School and Port Duties) ..	10	5	..	..	3
<i>Melville</i> .. ..	5	2	..	..	2
<i>Leeuwin</i> .. ..	4	2	..	..	2
<i>Cerberus</i> .. ..	4	2	..	..	2
<i>Tarangau</i> .. ..	5	2	..	..	2
<i>Moreton</i> .. ..	4	2	..	..	2
Dockyards .. ..	..	2	..	..	3
R.A.N. Torpedo Factory	1	1	..	..	1

4. It is anticipated, however, that some time will elapse before sufficient divers will become available to fulfil all commitments listed in paragraph 3. In addition, insufficient sets of diving equipments are held in stock, and a delay will occur whilst equipment is ordered and supplied from the United Kingdom. It has been decided that priority in the allocation of divers and standard equipment will be given to shore establishments and cruisers. In any event, endeavour will be made to draft divers and to supply equipment simultaneously to individual ships and establishments in order that they may comply with the regulations for the periodical exercising of divers and for the routine inspections and tests of equipment.

#### TRAINING.

5. For the present, training at the Diving School, H.M.A.S. *Penguin* will be confined to the qualification of Divers 3rd and 2nd Class; and to the qualification of officers and ratings in the use of Admiralty Shallow Water Diving Dress in accordance with the provisions of A.F.O. 4714/46, which have been adopted in the R.A.N., with the exception that the date from which payment of diving allowances will be retrospective is 1st July, 1947, for the R.A.N. (Navy Order 230 of 1947, Appendix II., Part III., No. 4). R.A.N. Pay Code Signal No. 5 (D.T.G. 27,1029, May, 1947) refers.

6. Instructions for the training of Divers 1st Class will be issued later.

7. It is anticipated that the Diving School will be able to fulfil the following training programme during the next 15 months.

(a) A maximum of 16 Naval ratings under course for Diver every 12 weeks.

(b) Two officers and 4 ratings from H.M.A. ships under course for Shallow Water Diver every 10 days, approximately.

8. With regard to paragraph 7 (b) above, H.M.A. ships should make arrangements direct with the Commanding Officer, H.M.A.S. *Penguin* to have one officer and two ratings, one of whom should be an engine-room rating, undergo this course at the first opportunity.

9. In addition to the instructions laid out in paragraph 4 of A.F.O. 4714/46, the Commanding Officer, H.M.A.S. *Penguin* is to forward a return to Navy Office at the end of each quarter giving the names of all officers trained in the use of Shallow Water Diving Dress during the quarter.

10. Navy Order 395 of 1946 is cancelled.

(614/230/40.)

360.

### ELECTRICAL BRANCH—INSTITUTION OF—COMPOSITION OF ELECTRICAL BRANCH AND QUALIFICATIONS.

The following amendments are to be made to Navy Order 149 of 1947:—

(a) After paragraph 6 (d) (ii), add "Note.—Ratings entered under C.N.O. 300/46, viz., ratings in qualifying courses prior to course XV., will be advanced in accordance with regulations contained in that C.N.O."

(b) Paragraph 11 (a), delete first four lines on page 9.

(348/201/24.)

361.

V/S—REMOVAL OF REDUNDANT EQUIPMENT FROM  
H.M.A. SHIPS.

With reference to Navy Order 288 of 1947, amend "A.F.O. 2005/47" to read "A.F.O. 2581/47".

(612/218/281.)

362.

MACHINE GUNS ·303-INCH BREN—DAMAGE TO BREECH BLOCKS  
AND PISTON POSTS.

During a recent inspection of machine guns ·303-inch Bren at the R.A.N. Armament Depot, Sydney, it was found that three breech blocks and two piston posts were unserviceable due to the presence of cracks.

2. In the case of the breech blocks, the cracks appear to develop on the right hand side in the vicinity of the locking shoulder, and in the piston posts on the mouth of the recess for the spring plunger.

3. The defective components were manufactured by S.A. Factory, Lithgow (maker's monogram M.A.), and the failures are considered to be due to faulty manufacturing technique.

4. All ships and establishments are to examine stocks of these items, and any suspected of being defective are to be returned, for inspection, to the nearest Naval Armament Depot and others demanded in lieu, quoting this Order as authority.

(490/212/1490.)

363.

AMMUNITION, ETC.—METHOD OF REPORTING STOCKS.

Stock reports in respect of the under-mentioned ammunition and associated items are in future to be rendered in accordance with the following revised instructions:—

(i) Stocks are to be reported on Form A.O. 5z, and are required from Naval Armament Depots, Naval Officer-in-Charge, Darwin, Commodore Superintendent of Training, Flinders Naval Depot, and Officer-in-Charge, R.A.N. Mine Depot, Swan Island. They are required to be rendered monthly, compiled so as to show the position on the last day of each month.

(ii) Stock reports are required to be despatched so as to arrive at Navy Office by not later than the 20th of each month.

(iii) Reports for 31st March, 30th June, 30th September, and 31st December, are to show complete stocks held. Other reports should show stock details only in respect of items in which transactions have occurred since the last report was rendered. Particulars of transactions are not required except in the case of warheads, when details of issues and receipts, together with registered numbers of the warheads involved, are to be reported. When total stocks of a particular item have been issued, or otherwise disposed of, the next statement rendered should show NIL stock. Until such time that stocks are subsequently received, reference to the item can be omitted from future statements. Compliance with this instruction will obviate unnecessary typing.

(iv) Form A.O. 5z is being revised and supplies will be available shortly. The notes on the reverse of the form are to be closely adhered to. It will be observed that a column has been inserted for cordite lots, but these are not required to be reported at present.

(v) Items are to be reported under the following headings:—

- (a) Shells B.L., and Q.F. separate loading.
- (b) Cartridges B.L., and Q.F. separate loading.
- (c) Cartridges Q.F. fixed ammunition.
- (d) Cartridges Q.F. blank and associated components (including cartridge cases for blank ammunition only).
- (e) Small arms ammunition (including 20 m.m.).
- (f) Fuzes, vent tubes, tracers, igniters, exploders for U.C. shell, washers, copper and asbestos 2·4-inch, adaptors, and colour bags for "K" shell.
- (g) Rocket ammunition (other than for A/C).
- (h) Pyrotechnics (other than for A/C), grenades, smoke floats, and smoke float igniters.
- (i) Depth charges and associated stores issuable separately to ships.
- (j) Hedgehogs and squids. (Sydney, Maribyrnong, and Byford are to report stocks of associated squid stores as referred to in Navy Office memorandum 471/208/1964, dated 24th October, 1947.)
- (k) Demolition stores.
- (l) Torpedo explosive stores.
- (m) Bombs and associated stores.
- (n) A/C rocket ammunition.
- (o) A/C pyrotechnics.
- (p) Miscellaneous.

2. A "Transit List" showing details of stores "due in" from other depots, United Kingdom, etc., is to be rendered concurrently with the monthly stock report. Only items known to be in transit and/or received but not brought on charge, and source from which due, are to be included.

3. Navy Order 211 of 1946 is cancelled.

(612/202/3801.)

364.

**OFFICE EQUIPMENT CENSUS.**

General stocks of office equipment are low, and difficulty is being experienced in obtaining an adequate flow of new equipment from overseas for replenishment purposes.

2. Officers should ensure that machines, etc., at present in use are utilized to the full extent of their useful life, and that machines in excess of requirements are not retained.

3. Office equipment held by all ships and shore establishments is to be carefully reviewed, and any surplus equipment returned to the nearest Naval Store Depot.

4. A return, in duplicate, is to be forwarded by all ships and shore establishments through the appropriate administrative authorities to the Secretary, Naval Board, as early as practicable after 1st January, 1948, giving the following particulars in respect of office machinery, etc., retained:—

*(a) Typewriters—*

- (i) Office or department where machine is located.
- (ii) Factory number, size, and make of machine.
- (iii) Commercial and telegraphic under separate headings.

*(b) Duplicators, Press Copying Machines and Printing Presses, Accounting and Calculating Machines—*

- (i) Office or department where machine is located.
- (ii) Factory number, size, and make of machine.
- (iii) Whether worked by hand or electrically driven.
- (iv) Whether flat or rotary.

*(c) Addressograph and Sortograph Machines—*

- (i) Office or department where machine is located.
- (ii) Factory number, size, and make of machine.
- (iii) Whether worked by hand or electrically driven.

*(d) Dictating Equipment (Dictators, Transcribers, and Shavers)—*

- (i) Office or department where machine is located.
- (ii) Factory number and make of machine.

5. Before any machine is included in the report, the description and factory number must be verified by actual inspection. Reports must not be compiled from existing records. If a factory number is prefixed by index letters, the index letters as well as the number should be quoted.

(524/209/1153.)

365.

**OIL NAVIGATION LANTERNS—REDUCED ALLOWANCES.**

With reference to A.F.O. 2847/47, return to store of the lanterns and oil as applicable to H.M.A. ships should be effected as early as possible.

(523/202/887.)

366.

**MANILA CORDAGE.**

With reference to Navy Order 281 of 1947 substantial stocks of certain sizes of manila cordage are at present held in store.

2. In order to avoid possible deterioration through long storage and consequent loss to the Service, these stocks, which are mainly of the smaller sizes only, will be issued for general purposes notwithstanding the provisions of the Navy Order above mentioned.

(612/225/759.)

367.

**STORAGE AND TESTS OF CORDAGE.**

The provisions of Admiralty Fleet Order 1079/47 in connexion with the storage and periodical testing of cordage are being adopted locally.

2. The period between tests will be one year.

(612/225/756.)

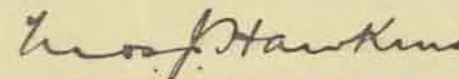
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## Commonwealth Navy Orders.

Navy Office, Melbourne,  
2nd December, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,



Secretary.

*The Flag Officer Commanding H.M.A. Squadron, and Commanding Officers of H.M.A. Ships, Officers in Charge of H.M.A. Naval Establishments, and others concerned.*

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### TABLE OF CONTENTS.

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No.	Subject.
368.	Welfare Committees.
369.	Travelling Warrants—Custody and Issue.
370.	Accidents to Personnel in Public Thoroughfares.
371.	Wearing of Berets by Air Crews.
372.	H.M.A. Frigates—Fitting of Locking Arrangements for Deck Handwheels of Oil Fuel Suction and Steam Drenching Valves.
373.	Guns Q.F. 40 mm. Mk. N.1 and C. Mk. N.1—Covers Operating—Faulty Locking—Precautions in Use.
374.	Class for Conduct and Leave for Ratings under the age of eighteen.
375.	Naval Stores—Prevention of Loss, &c.
376.	Commonwealth Clothing Factory Prices of Officers' Uniforms.

368.

**WELFARE COMMITTEES.**

The Naval Board have decided to introduce Welfare Committees in H.M.A. ships and establishments, where there can be free discussion between officers and men of items of welfare and general amenities within the ship or establishment that lie within the power of decision held by the Captain or his immediate administrative authority. These committees will put on a regular basis the existing practice in many H.M.A. ships and establishments whereby the Canteen Committees discuss welfare subjects. The items which the Welfare Committees will discuss include living conditions in the ship or establishment, messing arrangements, composition of meals, recreational activities, and any suggestions for the welfare of the ship's company. Responsibility for the administration of the ship's fund will also be undertaken by the new committees, general conditions of Naval service, e.g., discipline, working hours, pay, allowances, leave scales, &c., are outside the scope of the Welfare Committees. Questions of welfare and amenities not directly connected with the particular ship or establishment are also outside their scope, as are such matters as cooking and serving food from the galleys. Consideration is being given to establishing other machinery for discussion of general conditions of Naval service.

2. The institution of these Welfare Committees is not in any way to interfere with, or to prejudice the right of an individual rating to put forward suggestions through his Divisional Officer, or to affect the responsibility of the Divisional Officer for looking after the interests of his men.

3. Meetings of the Welfare Committees should be held as required, but in any case not less frequently than once every two months. Minutes of the meetings should be kept for record, copies being exhibited on notice boards.

4. Each ship or establishment with a complement of 50 or more, is to form its own Welfare Committee. Special arrangements will need to be made by administrative authorities for other detached ships and small establishments with complements less than 50.

5. Each committee is to consist of a number of officers detailed by the Commanding Officer, including the Executive Officer as ex-officio Chairman of the Committee, and a number of lower deck representatives to be chosen by ballot by the ratings whom they would be representing. The detailed composition of each committee is left to the discretion of the Commanding Officer, subject to the following general principles and to the approval of the appropriate administrative authority in the case of ships or establishments with a Commanding Officer below the rank of Commander:—

- (i) Representation of Leading rates and below is to be by divisions, and of C.P.Os. and P.Os. by closed messes in cruisers and above, and by branches (again separating C.P.Os. and P.Os. from Leading rates and below) in smaller ships. Where this is not practicable, it should be by branches or messes, or in shore establishments by any groups into which the unit can most effectively be divided for the purpose of representation.

- (ii) Every rating borne on the books of the ship or establishment must be able to vote for a representative on the committee, but no rating can vote for the representatives of a division, mess, branch or group other than his own.
- (iii) In ships and establishments with complements less than 600, the number of ratings on the committee should be not more than 10 or less than 6. In ships with a complement between 600 and 1,500, the number should be not more than 15 or less than 8. An additional seat should be allowed for every 250 in excess of a complement of 1,500.
- (iv) The total number of officers should be not more than one-third of the number of ratings on the committee, exclusive of the Executive Officer who will be ex-officio Chairman. The Commanding Officer will nominate a Lieutenant-Commander or Senior Lieutenant as Vice-Chairman, together with the additional officers allowed, one of whom should be the Supply Officer where borne. The Supply Officer or other commissioned officer is to act as honorary Treasurer of the ship's fund. The officers appointed to the committee will not be eligible to vote at the meetings.
- (v) The committee should select a suitable rating as secretary who may be paid for his services from the ship's fund.

6. When the composition of the committee has been decided, a notice is to be exhibited in the ship or establishment showing the divisions, branches, messes or groups for each of which a representative is to be elected. Any rating in the ship's company may then offer himself for election to represent his division, branch, mess or group, and he should submit his name to the Commanding Officer within four days of the notice appearing. It will also be open to each division, &c., to nominate a representative or representatives for election, subject to acceptance of nomination by the men concerned. The names of all candidates put forward are to be published on notice boards for a period of ten days before the date of the election with an instruction that any candidate who had offered himself or had been nominated for election but whose name was not on the list should immediately report to his Divisional Officer.

7. Ballot papers will require to be prepared for each of the several voting groups showing the names of candidates for election, with instructions on each ballot paper of the number of candidates for whom the rating may vote and a warning that to vote for more than this number will render the ballot paper void. The papers must *not* be marked in such a way that the voter can afterwards be identified.

8. The ballot is to take place on a pay day, the voting papers being issued at the same time as pay. The actual arrangements for recording the votes will necessarily depend on the circumstances in each ship or establishment but they should provide that the ballot is SECRET and takes place immediately after the issue of the ballot paper and that no man can return more than one voting paper. Voting by proxy for men sick or on leave cannot be permitted.

9. The subsequent sorting and counting of the votes is to be carried out in the presence of an officer and representative ratings. The results should be published on notice boards as soon as possible thereafter.

10. Vacancies in the committee should be filled as they occur by means of a by-election, and a re-election of the whole committee should normally be made every twelve months unless there is good reason for an earlier change, such as altered conditions under which the ship is serving or dissatisfaction on the part of the ships' company with their chosen representatives. In newly commissioned ships, however, a fresh ballot should be held after the ship has been three to six months in commission. By-elections will be necessary when any elected member of the committee leaves the ship for any reason for periods in excess of 28 days (except on leave). Ratings sentenced to imprisonment or detention are to be removed from the committee and their places filled at a by-election; those disgraced for misconduct or reverted for unsuitability should be removed but not barred from re-election at the consequent by-election, those reduced to the second class for conduct should be removed from the committee and be ineligible for election while so classed.

11. In training establishments, in order to avoid the necessity for frequent by-elections, each class of trainees is to be represented by its class leader provided that courses are of sufficient duration; if not, the representation should be by suitable instructors.

12. Notice should be given to the secretary of subjects which it is proposed to raise at forthcoming meetings of the committee, and agenda should be circulated to members beforehand. Before circulation the agenda should be approved by the Chairman of the Committee to ensure that the subjects for discussion are within the terms of reference of the committee. The lower deck representatives will be expected to ascertain the views of the ratings whom they represent.

13. It will be within the competence of the Chairman to arrange for the co-option, as members of the Welfare Committee, of Divisional or other officers, and also of rating when specific questions arise on the committee in the discussion of which their experience would be of use.

14. In Flinders Naval Depot where the conditions differ considerably from those in other establishments and in H.M.A. ships, such arrangements for the composition of the committees and the election of representatives are to be made, by the Commodore Superintendent of Training as best suit the particular condition of that establishment. The arrangements should follow those for H.M.A. ships as far as possible and should in any event not conflict with the general principles enunciated in this Navy Order without prior Naval Board approval.

15. Special organizations for carrying out the elections in ships and crafts with complements less than 50 will need to be worked out. They should so far as possible, follow the principles laid down above, and should be approved by the administrative authority concerned.

16. The affairs of the ship's canteen are to be administered either by the Welfare Committee, or by a small standing sub-committee appointed by the Welfare Committee from its members. In the latter case an Executive Officer and the Supply Officer or his representative should be members of the sub-committee.

17. The arrangements for the nominations of candidates and their election are subject to variations in the light of experience, and the Flag Officer Commanding, His Majesty's Australian Squadron, the Flag Officer-in-Charge, Sydney and the Commodore Superintendent of Training, are requested to report on the arrangements after twelve months' experience.

18. The necessary amendment to C.O.R. will be issued in due course.

(437/202/148.)

369.

#### TRAVELLING WARRANTS—CUSTODY AND ISSUE.

Examination in Navy Office of claims received from railway departments and shipping companies indicates that the provisions of regulations governing the custody and issue of travelling warrants are, in many cases, not being observed. Instructions regarding the custody and issue of warrants generally are contained in Part IV., Section 1 of Naval Account Regulations and Instructions (particularly Articles 317-320); instructions regarding leave concession warrants are contained in Naval Financial Regulations and Instructions, Article 170, and Navy Circular 786 (D.T.G. 190759, December, 1946).

2. Many obvious errors have been disclosed, such as—

- (a) The issue of more than one Leave Concession Warrant during a calendar month;
- (b) the issue of tickets to enable members to visit places other than the recorded address of their next of kin;
- (c) issues to married members to visit homes of parents;
- (d) issues to visit next of kin when such persons have not established residence of a permanent nature;
- (e) issues to visit the homes of guardians without obtaining prior Naval Board approval.

3. All officers concerned in the custody and preparation of travelling warrants should be again directed to observe strictly the provisions of relevant regulations and instructions on this matter, and to the succeeding paragraphs of this Navy Order, which should be regarded as supplementary thereto.

4. *Personal Liability.*—The attention of all officers, particularly Commanding Officers of tenders and detached units, is drawn to the personal liability resting on them for any losses occasioned by negligence (see Naval Financial Regulations and Instructions, Article 9). Emphasis is laid on the importance of the responsibility of those who may, through carelessness, issue a warrant to which a member is not entitled, or put unnecessary temptation in the way of personnel having access to warrant books. Disciplinary action may be taken in cases of loss from such causes.

5. *Receipt of Warrant Books and Change of Custodian.*—A record is to be kept by all recipients of the dates of receipt of warrant books, of any movement thereof to and from other ships or establishments, and of their return to the Director of Navy Accounts, including the names of officers appointed as custodians. This record is to be checked at the periodical inspections referred to in paragraph 11. Receipts and certificates that the sequence of serial numbers is complete are to be obtained when a change of custodian takes place, including changes for short periods occasioned by leave.

6. *Prevention of Access by Unauthorized Persons.*—Warrants are to be regarded as equivalent to blank cheques and all warrant books when not actively in use are invariably to be kept locked up in a place not less secure than, for example, the money chest as supplied to small ships, the key to which is not to be kept on a key board or by a sentry, but is to remain in the possession of a responsible officer (of commissioned rank in H.M.A. ships and Naval establishments) specifically deputed by name, i.e., not the officer of the watch or duty officer, to take them into his custody and supervise their issue. He will be personally responsible for their safe custody and proper use, and should therefore exercise particular care to ensure that warrant books—

- (a) in current use are on no account left lying about in offices or orderly rooms pending issue or signature;
- (b) are not entrusted to messengers without adequate provision for checking the numerical sequence immediately on delivery;
- (c) are duly returned to him in proper order the same day, if he permits them to leave his custody.

The attention of Commanding Officers is, however, specially drawn to their own ultimate responsibility in this matter. In cases where the book has been in the custody of ratings it should be examined to see that the numerical sequence is complete throughout and that all counterfoils have been properly completed. The onus of ensuring the return of warrant books from ratings to proper security rests, not on the rating, but on the responsible officer.

7. *Preparation and Signing of Travelling Warrants.*—Particular attention is directed to the following clauses of Article 320 of Naval Account Regulation and Instructions:—

*Clause (3).—Nature of Journey.*—Sufficient details of the duty for which a warrant is issued should be shown to enable it to be accepted at Navy Office without difficulty. Vague descriptions such as "duty" are insufficient and lead to unnecessary correspondence. Counterfoils are likewise to be completed in all these details.

*Clause (5).*—Every alteration in a warrant should be initialled by the person signing it. Failure to observe this instruction may be regarded as denoting an irregular alteration by the person to whom the warrant was issued.

*Clause 6.*—Warrants must be prepared and signed in ink. They are in the nature of cheques and all appropriate safeguards applicable to banking procedure should be adopted in their preparation.

*Clause 7.*—For return journey, return tickets should be obtained in all cases when such tickets are issued, as the cost of two single tickets usually exceeds that of a return ticket. It should be noted that return tickets are not issued for intra-state travel in Queensland nor for the Trans-Australian Railway. Return tickets are, however, issued for interstate travel to Brisbane and Queensland stations on the main line south of Brisbane.

8. *Cancelled Warrants.*—Warrants which are made out but are unissued for any reason are, together with the counterfoils, to be cancelled, and the original to be filed with the counterfoil.

9. *Unused Warrants.*—Warrants issued but unused are to be cancelled and returned to the Issuing Officer.

10. *Unused Tickets.*—The following procedure is to be observed in order that credit may be received in respect of unused rail and steamer tickets:—

- (a) Unused tickets obtained on warrants issued by Naval establishments or depot ships which pay their own claims for these services, are to be forwarded immediately to the accountant, or Supply Officer, who will make necessary arrangements to obtain a refund of the cost.
- (b) Unused tickets obtained on warrants issued by H.M.A. ships and made payable by the Director of Navy Accounts are to be forwarded to the railway department or shipping company concerned, with a request that credit be allowed to the Director of Navy Accounts. A copy of the letter claiming the refund should be forwarded to the Director of Navy Accounts for information and identification of the amount when received.

If, owing to movements of H.M.A. ships or for any other service reason, it is not found practicable for arrangements for refund to be made by the ship, the tickets are to be forwarded with explanatory memorandum to the Director of Navy Accounts, who will make arrangements for refund. Any unused ticket or advice forwarded to the Director of Navy Accounts should be accompanied by full details of the issue, i.e., book and warrant number, full name, rank or rating and official number of member concerned, together with the date and office or ship of issue where available.

- (c) When a member is unable to travel on the date for which a railway ticket has been obtained, steps should be taken immediately to cancel sleeping berth tickets in order that the maximum credit may be obtained from the Railway Department.



11. *Inspection of Warrant Books.*—Commanding Officers and those in charge of establishments or detached units are to ensure that periodical surprise inspections of all warrant books held are made at least once a month to confirm that the numerical sequence of warrants and counterfoils is complete, and to check that the books actually held correspond with those on charge (see paragraph 5 above). This also applies to warrant books on receipt by parent ships and base establishments from tenders and outlying units. The dates of such inspections are to be recorded. Failure to carry out such inspections will be regarded as evidence of lack of proper control.

12. *Transfer Between Ships and Establishments.*—In no circumstances, not even upon the transfer of a whole ship's company to another ship or on the renaming of a ship, are warrant books to be transferred between individual persons, ships or establishments, without the prior approval of the Director of Navy Accounts. In urgent cases only this is to be obtained by signal but in all cases a duplicate receipt is to be forwarded to Director of Navy Accounts from the new custodian which should also indicate that he is aware of the provisions of this Navy Order.

13. *Ships Paying Off, Refitting, Reducing to Reserve, or Otherwise Ceasing to Require Warrants, Disbandment of Units.*—When ships pay off, or otherwise cease to require warrants, the Commanding Officer is responsible for ensuring that all warrant books and counterfoils are specially mustered as for the periodical inspection mentioned in paragraph 11 and returned to the Director of Navy Accounts.

14. *Missing Warrants.*—Should any warrants be at any time missing, a notification is to be sent at once to the station-masters of all local railway stations likely to be used by those who may be suspected to be in unauthorized possession of them. An immediate report on the matter is also to be made to the superior Naval authority who is to make any instance of culpable neglect or carelessness the subject of disciplinary action (see (viii) below). A copy of any such report is to be forwarded to the Naval Board stating—

- (i) The date, place and circumstances in which the loss occurred or was discovered.
- (ii) The circumstances in which unauthorized access became possible, together with the name of the officer specifically deputed to take custody under paragraph 4 above.
- (iii) The date on which the warrant book was last mustered and found in order, together with details of its handling or disposal up to the discovery of the loss.
- (iv) The action taken to prevent a repetition of the incident.
- (v) The name of any person or persons considered to have caused or permitted the loss; or whose conduct is considered to have conducted to the loss by negligence or otherwise; if none, reasons are to be stated.
- (vi) The suspected cause of the loss.
- (vii) Confirmation that action as indicated above has been taken to notify the railway authorities; and
- (viii) Details of any disciplinary action taken. Serious cases of loss are to be reserved for Naval Board decision.

15. *Misuse of Warrants.*—A copy of any report of any investigation consequent on the misuse of warrants is to be forwarded to the Naval Board, who are to be informed of any action taken or proposed in connection therewith.

16. Counterfoils of used books are to be examined in accordance with paragraph 11 above immediately the last warrant has been used, or on receipt from tenders. The absence of a counterfoil is to be regarded as prima facie evidence that the corresponding warrant is missing (see paragraph 14 above).

17. *Disposal of Completed Books.*—Travelling warrant books, when completed, should be returned to the Director of Navy Accounts by H.M.A. ships whose travelling accounts are paid by Navy Office. Completed books should be retained by establishments and offices, and by depot ships which pay or authorize payment of their own travelling accounts, for a period of two years as prescribed in Naval Account Regulations and Instructions, Article 372 (1).

18. *Leave Concession Warrants.*—As indicated in Naval Financial Regulations and Instructions, Article 170, clause 8, the cost of a sleeping berth on the Trans-Australian Railway only is a departmental liability in respect of members travelling on leave concession warrants. Further, as leave allowance is not credited to members travelling on the East-West route between Perth and Adelaide (Naval Financial Regulations and Instructions, Article 147) the supply of meals between those points is a liability of the Department. Leave concession warrants, therefore, should be prepared in accordance with the provisions of Naval Financial Regulations and Instructions, Article 170, with particular attention to clauses 8 and 9, which indicate that sleepers and/or seats should not be provided for, except in circumstances specifically set forth therein.

As regards travel on leave concession warrants on the Trans-Australian and Kalgoorlie-Perth sections of the East-West railway, the following procedure should be observed:—

- (i) No provision to be made in the rail warrant for meals, sleepers, or seats.
- (ii) A separate warrant to be prepared to cover provision, at Departmental expense, of meals throughout the sleeper on the Trans-Australian section only.
- (iii) Members to be informed that costs of additional amenities are their own liability.

Attention is drawn to Naval Financial Regulations and Instructions, Article 170, clause 20, which provides that duty warrants used in emergency for leave concession travelling should be clearly marked "Travelling Concession". Action should be taken, however, to ensure that the special (yellow) leave concession warrant forms will be available for use. It is important also that the relationship of the person visited should be clearly indicated as required by Article 170 (20) and not shown merely as "Next of Kin".

19. *Tasmanian Leave Travel*.—Commanding Officers of H.M.A. ships and establishments despatching personnel on leave to Tasmania are to ensure that the following travel warrants and instructions are given to personnel before they depart on leave:—

- (i) L.C.W. for return rail journey between H.M.A. ship or establishment and Melbourne;
- (ii) Two steamer warrants covering single passage in each direction (forward journey account, Huddart Parker Ltd., return journey account, Tasmanian Steamers Pty. Ltd.); and
- (iii) Requisite return rail and/or bus warrants for travel within Tasmania.

In regard to sub-paragraph (iii) above, it is appreciated that port of destination and/or departure in Tasmania may not be known at the time railway warrants are being made out, owing to variable sailings of ships. In such cases, warrants should be made out to cover alternative routes as per examples hereunder:—

“ Please issue	<del>first</del>	class	single	tickets	from	Burnie or
	second		<del>return</del>			Launceston

to Hobart ”—  
and conversely.

Personnel are to be instructed to arrange reservations for return steamer journey direct with the shipping company at the first opportunity after arrival in Tasmania. If unable to secure reservations for the date due to return from leave, the matter is to be reported immediately to Naval Staff Office, Hobart.

Commanding Officers of ships and establishments despatching personnel exceeding ten in number on leave are to signal R.N.O., Hobart, the number of reservations and date required for return from leave. This will enable preliminary reservations to be made.

20. Navy Orders 448 and 674 of 1944, 331 of 1945, and 48 of 1947 are cancelled.

(632/203/1129.)

370.

#### ACCIDENTS TO PERSONNEL IN PUBLIC THOROUGHFARES.

Serious delays are occurring in the submission of reports of accidents to personnel in public thoroughfares in accordance with C.O.R., Article 545.

2. These reports are required in connection with recovery of cost of medical treatment of members injured in accidents, and, in those States where compulsory third party motor car insurance is in force, success of any action to effect such recovery usually depends on the claim by the injured party being lodged within a reasonable time after the accident. It is, therefore, essential that necessary action be taken to ensure that a detailed report in the prescribed form, together with a copy of the Police Report, is forwarded as early as practicable after an accident.

3. Where a member is injured through his own misconduct, carelessness, or neglect, K.R. & A.I., Article 1585 (5), provides that it is the responsibility of the Commanding Officer to initiate action to effect stoppage of pay. This instruction and C.O.R., Article 545, have been at times overlooked, with the result that members have been continued on pay and granted lengthy periods of medical treatment at Departmental expense although such members may have been injured through their own misconduct or neglect, and their pay should have been reduced and/or stopped in accordance with N.F.R. & I., Article 198. In any case where the negligence causing the accident is of a minor nature only, the matter of stoppage of pay should be submitted for decision by the Naval Board.

(428/212/203.)

371.

#### WEARING OF BERETS BY AIR CREWS.

With reference to the Uniform Regulations contained in the Appendix to the Navy List (R.N.), it is notified for general information that the wearing of berets with Air Crew Working Dress (officers No. 5B—ratings No. 3A) in the R.A.N. is to be permitted only when air crew personnel are on board Carriers, or within the precincts of Naval Air Stations when approved by the Commanding Officer concerned. On other occasions caps are to be worn.

(434/215/1144.)

372.

#### H M A. FRIGATES—FITTING OF LOCKING ARRANGEMENTS FOR DECK HANDWHEELS OF OIL FUEL SUCTION AND STEAM DRENCHING VALVES.

Reports have been received from certain Frigates that difficulties in steaming have been caused by unauthorized interference with the handwheels of oil fuel suction valves which are located in the port and starboard alleyways.

2. Commanding Officers concerned are to examine these handwheels and arrange for the fitting of suitable locking arrangements where such provision has not already been made.

3. The locking arrangements may consist of a padlocked chain passed through the handwheel and a lug on the adjacent casing.

4. Similar arrangements are to be made in respect of deck handwheels for steam drenching valves where these are in positions liable to unauthorized tampering.

(603/293/1976.)

373.

#### GUNS Q.F. 40 MM. MK. N.1 AND C MK. N.1—COVERS OPERATING—FAULTY LOCKING—PRECAUTIONS IN USE.

The provisions of A.F.O. 3189/47 are to be observed in the R.A.N.

2. Navy Order 201 of 1947 is cancelled.

(490/212/1421.)

374.

**CLASS FOR CONDUCT AND LEAVE FOR RATINGS UNDER THE AGE OF EIGHTEEN.**

In view of the altered conditions resulting from the Post-War Pay Code, the under-mentioned Articles of K.R. and A.I., when applied to members of the Royal Australian Navy, are to be read as shown below:—

*Article 565, clause 2 (Class for Conduct)—*

Disregard reference to boys.

*Article 571, clauses 1, 2, and 3 (Class for Leave)—*

Disregard references to boys.

2. References to boys on pages 1 and 2 of Form A.S.181 (Punishment Return) should be deleted.

(348/229/21.)

375.

**NAVAL STORES—PREVENTION OF LOSS, ETC.**

With reference to Navy Order 21 of 1947, section B (9), amend "Article 115" to read "Article 179".

(612/201/6184.)

376.

**COMMONWEALTH CLOTHING FACTORY PRICES OF OFFICERS' UNIFORMS.**

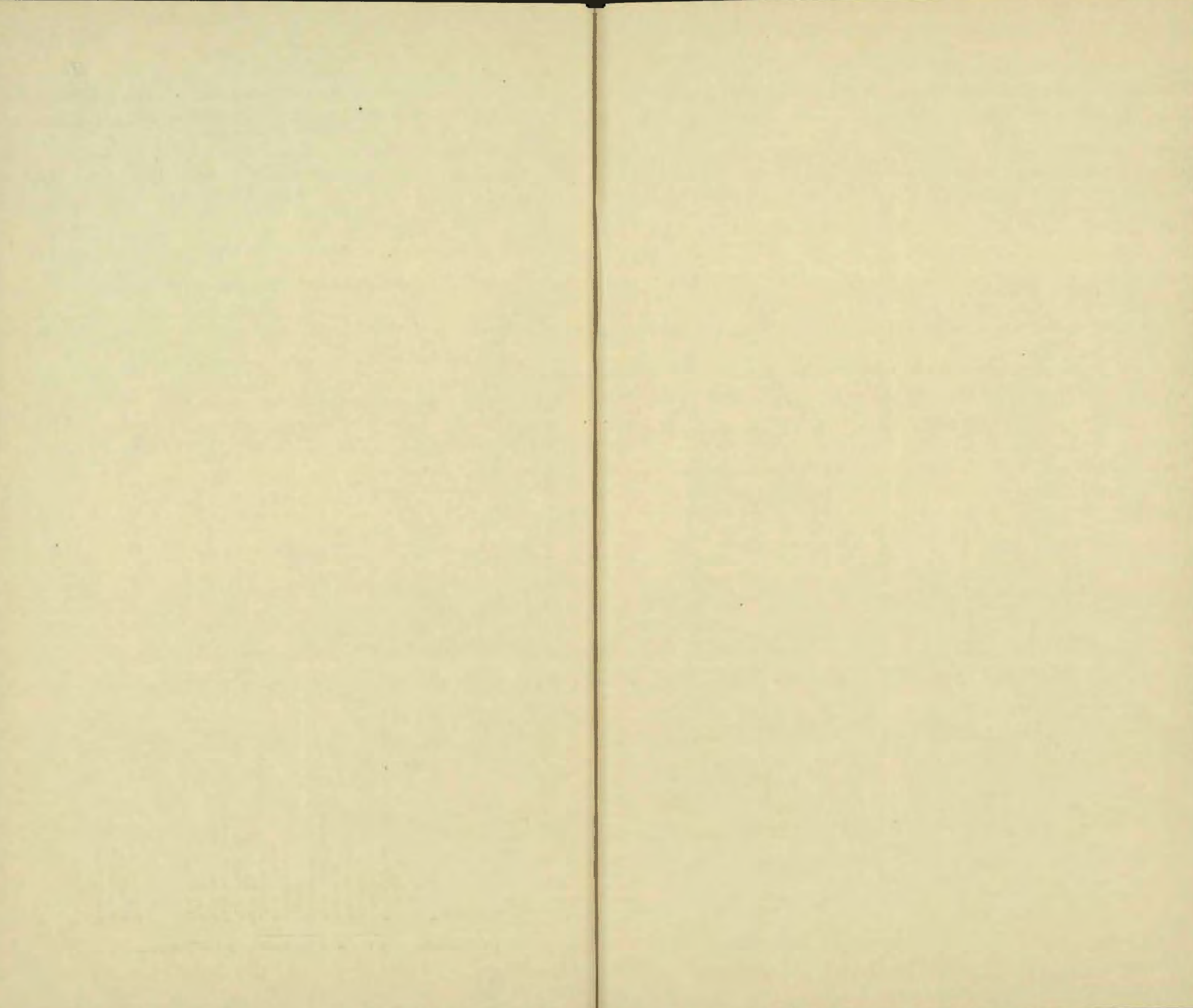
The following revised schedule of prices is to be substituted for Schedule (A) of Navy Order 142 of 1947 consequent on the re-introduction of full lacing of sleeves of uniforms for R.A.N. officers.

(434/201/3950.)

**SCHEDULE OF REVISED PRICES.**  
*(A) Uniforms for R.A.N. Officers.*

Rank.	Superfine Cloth.		Cloth for Officers Uniforms.	Lightweight Serge.	Diagonal Serge.	Greatcoat Beaver Cloth (with Shoulder Straps).	Shoulder Straps per Pair.
	Fully Laced Undress Jacket.	Fully Laced Mess Jacket.					
Warrant Officer	£ 8 7 0	£ 6 13 3	£ 7 0 6	£ 7 0 9	£ 6 16 0	£ 9 3 0	£ 1 3 6
Commissioned Officer from Warrant Rank	8 18 3	7 4 6	7 17 9	7 12 0	7 7 3	9 8 6	1 9 0
Midshipman	7 0 0	5 6 3	5 19 6	5 13 9	5 9 0	8 8 0	0 8 6
Sub-Lieutenant	8 18 3	7 4 6	7 17 9	7 12 0	7 7 3	9 8 6	1 9 0
Lieutenant	9 17 3	8 3 6	8 16 9	8 11 0	8 6 3	9 15 9	1 16 3
Lieutenant-Commander	10 9 0	8 15 3	9 8 6	9 2 9	8 18 0	10 3 3	2 3 9
Commander	10 16 3	9 2 6	9 15 9	9 10 0	9 5 3	10 5 0	2 5 6
Captain	11 15 3	10 1 6	10 14 9	10 9 0	10 4 3	10 13 3	2 13 9
Commodore, 2nd Class	..	..	9 19 3	9 13 6	9 8 9	..	..
Rear Admiral	7 14 6	6 0 9	10 18 3	10 12 6	10 7 9	8 15 3	0 15 9
Midshipman (E) and Midshipman (S)	9 3 0	7 9 3	8 3 6	6 8 3	6 3 6	9 10 3	1 10 9
*Sub-Lieutenant (E)	10 3 0	8 9 3	9 2 6	7 16 9	7 12 0	9 18 3	1 18 9
*Lieutenant (E)	10 14 9	9 1 0	9 14 3	8 16 9	8 12 0	10 5 6	2 6 0
*Lieutenant-Commander (E)	11 2 0	9 8 3	10 1 6	9 8 6	9 3 9	10 7 6	2 8 0
*Commander (E)	12 1 0	10 7 3	11 0 6	9 9 9	10 10 0	10 15 9	2 16 3
*Captain (E)	12 4 3	10 10 6	11 3 9	10 18 0	10 13 3	..	..
*Rear Admiral (E)	..	..	9 13 0	..	..	..	..
<i>All Officers</i>	1 15 6	1 10 6	1 10 6	1 9 6	1 8 6	White Drill	..
Waistcoat	2 18 0	2 2 0	2 2 0	1 17 9	1 14 0	..	1 0 3
Trousers Plain	..	..	..	..	..	..	1 8 3
Tunic with Buttons	..	..	..	..	..	..	1 5 0
Tunic without Buttons	..	..	..	..	..	..	..

\* And all other Officers of equivalent rank with distinctive cloth between feet.



RESTRICTED.

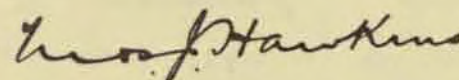
(FOR OFFICIAL USE ONLY.)

## Commonwealth Navy Orders.

Navy Office, Melbourne,  
9th December, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,



Secretary.

*The Flag Officer Commanding H.M.A. Squadron, and Commanding Officers of H.M.A. Ships, Officers in Charge of H.M.A. Naval Establishments, and others concerned.*

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### TABLE OF CONTENTS.

No.	Subject.
377.	Educational Test II.—September, 1947.
378.	Naval Aviation Ratings—Uniform.
379.	4-inch H.A. Twin Mark XIX, Breech Workers Loading Platform.
380.	Batteries, Alkaline, Patt. 8117 for Automatic Emergency Lanterns—Behaviour in High Temperatures—Introduction of Emergency Lighting Fitting Patt. 16256.
381.	H.M.A. Ships—Boiler Brickwork.
382.	Determination of Actual Time of Discharge.
383.	Trade Marks on Uniform and Clothing.
384.	Canteen Arrangements in H.M.A. Ships and Naval Establishments.
385.	Gas Cylinders for Water Pressure Test.
386.	Corrigendum.

377.

## EDUCATIONAL TEST II—SEPTEMBER, 1947.

The following ratings passed the Educational Test II, held on 30th September, 1947.

Name.	Rating.	Official Number.
H.M.A.S. <i>Cerberus</i> .		
Atkinson, Cecil F. ..	Recruit (Writer) ..	34967
Bannon, Roderick A. ..	Recruit (Radio Mech.) ..	34968
Berry, John E. ...	Recruit (Radio Mech.) ..	34975
Bolton, John A. ..	Recruit (Writer) ..	34981
Burke, Sebastian E. ..	Recruit (Radio Mech.) ..	34986
Hill, Alan W. ..	Recruit (Stoker) ..	35017
Kemp, Peter T. ..	Recruit (Stoker) ..	35034
Mills, Kevin B. ..	Recruit (Radio Mech.) ..	35046
Skuse, Nevill F. ..	Recruit (Radio Mech.) ..	35080
Sweeney, Brian W. ..	Recruit (Radio Mech.) ..	35087
Wren, Brian D. A. ..	Recruit (Writer) ..	35099
H.M.A.S. <i>Lachlan</i> .		
Ellison, Richard ..	Able Seaman ..	30067
H.M.A.S. <i>Moreton</i> .		
Wright, William J. ..	Ordinary Seaman ..	34565
H.M.A.S. <i>Warramunga</i> .		
McGrath, Eric K. ..	Ordinary Seaman ..	29287

(465/203/317.)

(This Order will be reprinted for posting on Notice Boards.)

378.

## NAVAL AVIATION RATINGS—UNIFORM.

Pending finalization of the Admiralty Uniform Regulations relating to the Naval Aviation Branch, the following interim regulations have been approved by the Naval Board, and the uniform regulations for ratings contained in the Appendix to the Royal Navy List are temporarily in abeyance to the extent by which they are countermanded by the following:—

*Pilot Branch.*

Pilot I will wear Class I uniform with no non-substantive badges. Class III uniform without substantive, non-substantive or good conduct badges but with horn or gilt buttons as appropriate will be worn by all pilots below Pilot I.

The flying badge when awarded will be worn on blue uniform by Pilots I on the cuff of the left sleeve  $\frac{1}{4}$  inch above the centre button, and by other ratings  $1\frac{1}{2}$  inches from the end of the left sleeve of the jacket; on aircrew working dress they are to be worn above the left breast pocket of the blouse; on white uniform they are to be worn  $1\frac{1}{2}$  inches above the left breast pocket of the tunic, if medal ribbons are worn the badge is to be immediately above the top row of ribbons; flying badges are not worn on tropical shirts.

Ratings of the Pilot Branch will, until awarded the flying badge, wear the badge of the Naval Airmen Branch in the position prescribed for non-substantive badges without distinguishing letter (they will be distinguishable from Naval airmen by being dressed in Class III uniform instead of Class II uniform).

In aircrew working dress No. 3(A) the beret will only be worn when on board the Carriers or within the precincts of Naval air stations, when approved by the Commanding Officer. On other occasions the Naval cap is to be worn instead. When worn, the beret is to be worn with a sun helmet badge, pattern 53, 54, or 55 as appropriate.

NOTE.—The Service volunteers from branches dressed as seamen will be issued with a minimum kit of Class III uniform on commencing training. They are to retain the uniform of the branch from which they are drawn and are to revert to it if they fail at any time during their course and are consequently reverted to their original branch.

*Naval Airman Branch.*

Men of this branch below Petty Officer (confirmed) will be dressed as seamen. They will wear as a non-substantive badge an aeroplane with the following letters below:—

Aircraft Handler .. .. .	H.
Safety Equipment Rating .. .. .	S.E.
Meteorological Observer .. .. .	Met.
Photographer .. .. .	Phot.
Ordnanceman .. .. .	O.
Aircraft Mechanic .. .. .	M.

*Skilled Air Mechanics.*

Skilled Air Mechanics will be dressed as "men not dressed as Seamen." They will wear as a non-substantive badge a four-bladed air screw with the following letters below:—

Riggers .. .. .	R.
Fitters .. .. .	F.
Armourers .. .. .	A.

(416/201/1197.)

379.

## 4-INCH H.A. TWIN MARK XIX, BREECH WORKERS LOADING PLATFORM.

The modification referred to in A.F.O. 1516/47 is to be adopted in the R.A.N. with the exception of mountings fitted in Tribal Class Destroyers.

2. The 4-inch mountings in Tribal Class Destroyers are used in conjunction with the 4.7-inch mountings for A.A. fire at low angles of sight and a sufficiently high rate of fire can be maintained without the loading platform.

3. Authorities concerned are to insert an item in their defect lists to cover the work involved,

(603/256/1849.)

380.

**BATTERIES, ALKALINE, PATT. 8117 FOR AUTOMATIC EMERGENCY LANTERNS—BEHAVIOUR IN HIGH TEMPERATURES—INTRODUCTION OF EMERGENCY LIGHTING FITTING PATT. 16256.**

The provisions of A.F.O. 4766/1945 are to be applied in the R.A.N.

2. H.M.A. ships are to forward to Navy Office, for consideration, proposals to meet the requirements of paragraph 4 of the above-mentioned Order. The following information should also be furnished:—

- (a) Requirements of Patt. 16256 Emergency Lighting Fittings.
- (b) Proposed location of the fittings.
- (c) Ambient temperatures experienced in these positions.

(603/276/194.)

381.

**H.M.A. SHIPS—BOILER BRICKWORK.**

In future the maintenance of Boiler Brickwork in H.M.A. ships must be more fully recognized as the responsibility of ships' staffs.

2. During the war, when ships steamed continuously at high speeds, it became customary for dockyards to carry out minor as well as extensive repairs to brickwork in the limited refit periods available.

3. Under present steaming conditions, however, it is well within the capabilities of ships' staffs to carry out frequent inspections of brickwork and make running repairs as soon as deterioration starts, so that the development of major defects may be deferred.

4. In accordance with long-standing principles set out in K.R. and A.I., &c., dockyard staffs must be employed only on defects which are beyond the capacity of ships' staffs.

(524/203/1712.)

382.

**DETERMINATION OF ACTUAL TIME OF DISCHARGE.**

The question has arisen as to the liability of the Department of the Navy for medical treatment, &c., in respect of injuries sustained on the day of demobilization. Cases have occurred where members have been involved in street accidents on the day of demobilization but subsequent to the time when demobilization was finally effected.

2. Provided that a member is discharged in accordance with regulation requirements, he ceases to have the status of a member of the Naval Forces, and acquires the status of a civilian immediately after the completion of his discharge. Any rules of law or construction relating to the exclusion of fractions of a day in the computation of a period of time have no application in the case of a member discharged from the Naval Forces.

3. In view of the foregoing, no liability can be accepted by the Department of the Navy in respect of any member who receives injuries after his demobilization has been completed.

(835/201/189.)

383.

**TRADE MARKS ON UNIFORM AND CLOTHING.**

Contracts for the supply of uniform and clothing now provide for the use of manufacturer's name or recognized trade brand in lieu of the wartime practice of using code numbers.

2. Navy Order 247 of 1942 is cancelled.

(612/248/1651.)

384.

**CANTEEN ARRANGEMENTS IN H.M.A. SHIPS AND NAVAL ESTABLISHMENTS.**

The wartime policy of the Naval Board to utilize, as far as practicable, the wide facilities of the Australian Army Canteens Service in H.M.A. establishments on the mainland, and in H.M.A. ships without canteen tenants, has gradually been terminated since early in the current year. It has been decided that the normal pre-war procedure for the conduct of Naval canteens, as provided in C.O.R., Articles 454 and 455, which will be revised and brought up to date in all respects in the near future, is to be reverted to temporarily pending further consideration of a revised permanent peace-time policy.

2. Until C.O.R., Articles 454 and 455, are so amended, however, the following additional instructions, supplementing or varying the provisions of those Articles, are also to be observed by all concerned:—

**A.—SERVICE SYSTEM CANTEENS.**

- (i) The approval of the Naval Board is necessary for the creation of a canteen in any H.M.A. ship, shore establishment or other place used exclusively by Naval personnel. This prior approval is necessary whether or not an advance from public funds is desired as provided in Naval Account Regulations and Instructions, Article 61.
- (ii) Service System Canteens in ships and establishments in which a Supply Officer is borne are to be conducted in accordance with the general procedure prescribed in King's Regulations and Admiralty Instructions, Article 632, except that half-yearly reports are to be forwarded to Navy Office as at 30th June and 31st December.
- (iii) The following modified instructions are, however, to apply in all cases where a Supply Officer is not borne:—

**(a) Canteen Rules.**

The Captain shall cause appropriate rules to be drawn up for the conduct and administration of the canteen.

**(b) Canteen Committee.**

The composition of the Canteen Committee is to be based, as far as the complement permits, on the general principle enumerated in King's Regulations and Admiralty Instructions, Article 630, clause 2, and the Executive Officer is always to act as ex-officio president.

*(c) Duties of Canteen Committee.*

Subject to (a) above, and the instructions contained in sub-paragraphs (i) to (v) of this section, the Canteen Committee is responsible for the general administration of all matters relating to the canteen and for the administration of the Ship's Fund.

*(d) Ship's Fund.*

The profits of the canteen are to be paid periodically to the credit of the Ship's Fund, which is to be utilized and controlled as provided in King's Regulations and Admiralty Instructions, Article 630, clause 4.

*(e) Prices.*

A list of prices authorized in accordance with sub-paragraph (iv) of this Section is to be displayed prominently in or near the canteen.

*(f) Canteen Attendants.*

Canteen attendants may be paid such remuneration for their voluntary services as may be decided by the Canteen Committee and approved by the Captain.

*(g) Half-Yearly Report.*

The accounts of the canteen are to be audited by at least two appropriate representatives of the committee, detailed for the purpose by the Captain, at four monthly intervals, on 1st November, 1st March, and 1st July. Stock is to be checked monthly. A permanent record of audits and stocktakings is to be maintained on board by the Captain, and is to be inspected regularly by the Supply Officer of the parent ship.

*(h) Custody of Money.*

The Captain is to ensure that satisfactory arrangements are made for the custody of canteen money. Where practicable, a banking account should be opened for the purpose and be operated upon by at least two members of the Canteen Committee, one of whom is to be the Executive Officer. Moneys retained on board, except such as may be necessary for change purposes in the canteen, are to be kept in the possession of an officer, and a suitable record maintained of all sums received and issued, against which signatures are to be recorded.

*(i) Security of Canteen Stores.*

The Captain is to ensure that suitable lock-up accommodation is provided for the safety of canteen stores.

*(j) Half-Yearly Report.*

A report on the operation of the canteen is to be forwarded to the Director of Victualling on 30th June and 31st December of each year. This report is to be accompanied by a certified copy of the latest audited balance-sheet. The persons certifying to the correctness of the balance-sheet should be the representatives of the Canteen Committee referred to in sub-paragraph (g) above, and the valuation of unsold stock is to be calculated at cost prices.

*(k) Finalization of Accounts and Reports on Paying Off.*

The accounts of canteens in ships and establishments paying off are to be carefully compiled in sufficient time to permit of complete audit by the representatives of the Canteen Committee for presentation to the Committee. A report is to be forwarded to the Director of Victualling when the accounts have been finalized, and is to be accompanied by a final balance-sheet and a statement certified by the Commanding Officer showing the disposal of assets, including stock and cash. Instructions regarding the finalization and audit of these accounts are contained in Navy Orders 572 of 1945 and 237 of 1946.

- (iv) Goods may be purchased from the most convenient source, and selling prices are to be regulated by the Canteen Committee in accordance with K.R. and A.I., Article 630, clause 6.
- (v) Goods which may for any reason be purchased from the Australian Army Canteens Service will be charged, as from 1st September, 1947, at that organization's retail prices operating in the area of supply, less a discount of 10%. No subsequent rebate in respect of such purchases will be paid through Navy Office as was the practice hitherto.
- (vi) As from 1st October, 1947, all H.M.A. ships and establishments in which canteens are conducted on the ordinary Service System are to remit to Navy Office for credit to the R.A.N. Central Canteen Fund, an amount equal to 1½% of the total amount of retail sales in the canteen for each quarter. The first such remittance is to be made in respect of the period 1st October to 31st December, 1947, and subsequent remittances at quarterly intervals. In the case of Flinders Naval Depot, this procedure is already in operation, having been introduced voluntarily when the canteen was established on the Service System on 1st July, 1947.



## B.—TENANT CANTEENS.

As notified in Naval Board general signal D.T.G. 100721, June, 1947, the scale of canteen rentals shown in C.O.R., Article 455, was increased by 100 per cent. as from 1st July, 1947. Twenty per cent. of the total rental is to be paid by the Supply Officers in ships and establishments concerned to the credit of the R.A.N. Central Canteen Fund at the end of each quarter.

3. Navy Orders 469 of 1945 and 262 of 1946 are hereby cancelled.  
(427/201/1099.)

385.

## GAS CYLINDERS FOR WATER PRESSURE TESTS.

The under-mentioned Departmental gas cylinders are due for periodical water pressure test in accordance with Article 310, clause 5, of B.R.16, *Engineering Manual*, 1932:—

*Carbon Dioxide (C.O.2) Cylinders Regd. Nos.:—*

S13500, S13513, S13521, S13523, S13548, S13553, S13646,  
S13650, S13655, S13664, S13669, S13694, S13700, S13717,  
S13730, S13742, S13784.

2. Where facilities exist for testing and recharging, establishments should arrange for the necessary tests to be carried out locally. If facilities are not available, the cylinders are to be returned to the nearest Naval Store Depot, for testing, as early as possible, after contents are exhausted.

3. Particulars of tests carried out by Naval establishments are to be furnished to the Admiral Superintendent, Sydney, for insertion in the relevant history sheets of the cylinders.

(669/202/61.)

386.

## CORRIGENDUM.

With reference to Navy Order 332 of 1947, paragraph 2, amend the words "it is not intended at present to train rangefinders" to read "it is not intended at present to train rangetakers".

RESTRICTED.(FOR OFFICIAL USE ONLY.)

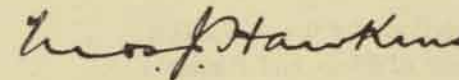
## Commonwealth Navy Order.

Navy Office, Melbourne,

2nd December, 1947.

The following Order, having been approved, is hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,



Secretary.

*The Flag Officer Commanding H.M.A. Squadron, and Commanding Officers of H.M.A. Ships, Officers in Charge of H.M.A. Naval Establishments, and others concerned.*

## TABLE OF CONTENTS.

No.	Subject.
387.	Professional Examination for Signalmen and Telegraphist Ratings—Standards of Knowledge Tables.

387.

PROFESSIONAL EXAMINATION FOR SIGNALMEN AND TELE-  
GRAPHIST RATINGS—STANDARDS OF KNOWLEDGE TABLES.

With reference to Navy Order 321 of 1947, the following Standards of Knowledge Tables are promulgated to assist ships in arranging for the instruction of Junior Communications ratings prior to their examination for the Able rate.

2. *Syllabus for Signalmen.*

TABLE I.

*Fleetwork.*

A = Detailed knowledge of the subject and full knowledge of where to refer to instructions.

B = Good knowledge of the subject stressing essentials but omitting details. A good knowledge of where to refer to instructions.

C = A knowledge of first principles.

	Standard of Knowledge.
1. Instructions for use of F.S.B. . . . .	B
2. Colours of Flags and Pendants . . . . .	A
3. Flags, Pendants, and Shapes—meanings . . . . .	A
4. Detailed use of Flags, Pendants, and Shapes . . . . .	A
5. Principle Definitions (C.O.F.) . . . . .	A
6. Pyrotechnic Code (those used at sea or visible at sea).	B
7. Principal V/S Callsigns and Description Signals . . . . .	B
8. Fleet Numbers . . . . .	B
9. Formation, Disposition, and Order Signals . . . . .	B
10. Forming and Disposing Signals . . . . .	B
11. Forming, up a Unit . . . . .	B
12. <i>Altering Course and Speed of a Unit—</i> Altering course by Red and Blue Pendants, Flag Fox and Blue Pendant. Flag King and Pendant 9, Flag G, Flag R and Pendant 7 used singly, stopping a turn made together, alterations of speed, special V/S morse alter course signals for Destroyers at night, special signals for Light Craft only, special signals for Torpedo attacks at night, special formation signals for light craft at night.	B

TABLE I—continued.

Standard of Knowledge.

13. *Changing the Order of a Unit—*  
Methods of changing the order of a Unit, Signal altering the formation. Signal ordering ships in column to reform. Signal altering the disposition. Signal ordering columns to resume previous disposition. Signal ordering a Unit to resume previous order. } C
14. *Altering Course of a Fleet as a Whole—*  
Altering the course of the fleet as a whole, Preserving Compass Bearings, Preserving the whole arrangement of the fleet—Preserving Relative Bearings, Preserving the whole arrangement of the Fleet—Conforming, Preserving the whole arrangement of the Fleet—Preserving Relative Bearings and Distances, Preserving the whole arrangement of the Fleet—Resuming Relative Bearings and Distances. Signalling alterations of Course to the whole Fleet, Signalling particular orders for alterations of Course to any Unit, alterations of Course by the Fleet as a whole when no particular instructions are given, when it is desired that Units should conform generally, Admiral or Unit he is commanding taking action before Manœuvring signal is executed. } C
15. *F.S.B. Tables—*  
Single Flag action manœuvring table, Alarm Signals table. } B
16. Night alarm bearing, Signal to indicate attack by midget submarine, &c., S.E. Code, Standard Position Groups, Enemy Special Reports, Nationality and Class Table, Air Radar Reporting, Special Signals for requesting air support and despatch of Fighters, Sector system for reporting enemy aircraft, Reports of hostile aircraft. Friendly Aircraft Indicating table and instructions. Signals for reporting movements of friendly aircraft. } C
17. Aircraft Carrier Flying Signals, and instructions for use of Carrier Table and Aircraft Operating Table. Torpedo Control signals and table, Special night Torpedo Firing signals, Radio Efficiency Table, Destroyers Radio Efficiency Table, Dress Tables, Abbreviated P/L Table. } C
18. Policy Tables, Surface Radar Reporting Procedure and Surface Plotting Vocabulary, Fire Discipline Signals, Single Flag Manœuvring Table, State of Efficiency Table, Sea Transfer Table. } C

TABLE I—continued.

	Standard of Knowledge.
19. <i>General Conduct of the Fleet at Sea</i> — Guide of the Fleet, Speed of the Fleet	A
20. Instructions for the conduct of H.M. Ships, Squadrons and light craft when in the vicinity of one another, Mean line of advance, handling ships and units to facilitate V/S Signalling Responsibilities of S.O. in regard to passing signals, Changing the bearing of ships in column, Simultaneous movement during the course of a manœuvre, How ships are to act when ordered to exchange stations in the Fleet, Units that should be ordered to form part of the main body for manœuvring purposes, Units joining or making contact with the Fleet at sea, Units ordered to close or rejoin, Keeping Station in a Fog.	C
21. Distance apart of ships in column, Distance apart of columns, How a unit should maintain its order, How to keep station in certain cases, Alteration of course by the Admiral or Leading Ship, How to act when signals are not understood or flags cannot be distinguished, Taking up a new order, Units detached, Zig-zagging, Action to be taken when going astern at night or in a fog, Sound signals at night when steaming without lights, Keeping station in a fog, Identification of ships in a fog, Sound signals when altering course in a fog, Conduct in a fog, Man overboard signals made, Man overboard-action in war.	C
22. <i>Conduct of Screens (Advanced and Close)</i> — Definitions, Organization in the screen, When to take up positions, Taking up positions, Instructions for Destroyers on obtaining a contact or sighting a Submarine, Zig-zagging screens, Conduct in thick weather, Conduct when the main body alters course.	C
23. Conduct of the close screen when the Unit being screened alters course by a turn together, Conduct of the close screen when the Unit being screened alters course other than by a turn together, Special instructions for a screen screening two columns when these columns manœuvre independently, Instructions for Aircraft Carrier Screens.	C

TABLE I—continued.

	Standard of Knowledge.
24. <i>Special Signals for Various Occasions</i> — Use of speed flags when working paravanes, When working cables, When working indicator or mine nets, When minelaying, When running taught wire measuring gear, When towing sweeps, When using T.S.D.S., Special sound signals in H.M. Dockyard Ports, When H.M. Ships are entering, leaving or under way in certain home Ports, When searchlights interfere with navigation, Flag and S.O.'s distinguishing lights, When guard or medical guard, Salutes and ceremonies, Court martial, Identification of Commodore of convoy and S.O. of local escort, Warning of proximity of "U" Boats, Allied fighters overhead.	A
25. <i>Operating Carriers</i> — Manœuvring the fleet for flying operations by day, Night landing operations, Reports to the Admiral, Information to S.O.'s Carriers, Readiness of Aircraft, Forced landings and crashes, Emergency turn during flying operations, Grouping of Carriers, Distance apart of Carriers, Distance apart of Carrier groups.	B
26. Recognition of Carrier and Carrier groups, Screening diagram, Specialized carrier, Waiting and forming up positions, Fighter protection, Anti-submarine patrols, Manœuvring the fleet for flying by night, Position of senior officer.	B
27. Destroyer attending on aircraft carriers—Signals used, Stations to be assumed, Alterations of course and speed.	B

TABLE II.

*Miscellaneous.*

A = Detailed knowledge of the subject and full knowledge of where to refer to instructions.

B = Good knowledge of the subject stressing essentials, but omitting details. A good knowledge of where to refer to instructions.

C = A knowledge of first principles.

	Standard of Knowledge.
1. V/S Callsigns and Operating Signals .. .. .	B
2. International Code Vol. 1 .. .. .	C
3. Boats Signal Book .. .. .	C
4. Principal National Ensigns and Flags .. .. .	C
5. Internal Organization of V/S Department .. .. .	C

TABLE II—*continued.*

	Standard of Knowledge.
6. Message Organization .. .. .	C
7. Organization of S.D.O. or C.C.O. (V/S) ..	C
8. Traffic flow—(1) Hints to S.D.O. ratings, Necessity for keeping correct time.	C
9. Traffic flow—(2) Numbers of copies of message required, Requirements of Signal and Coding Officers, Responsibility for distribution of back messages.	C
10. Recognition of ships and aircraft (see A.F.O's) ..	C
11. Lights carried by vessels .. .. .	C
12. Authorized abbreviations .. .. .	C
13. Training and Advancement of Communication Ratings.	C
14. V.M.H. .. .. .	C
15. Making and Repairing Flags .. .. .	C
16. Dressing Lines .. .. .	C
17. Ormig, Typewriter, Sewing Machines .. ..	B
18. Teletypes .. .. .	C
19. Lacing on Ensigns and Jacks .. .. .	B
20. Halliards, Clips, &c., Care of Blocks .. ..	B
21. Dipping of Colours (Ceremonial K.R. & A.I. Chapter II.).	B
22. Dressing Ship (K.R. & A.I. Article 93).. ..	C
23. Lowering of Flags (K.R. & A.I. Article 80) ..	B
24. Distinguishing Flags and Pendants of Naval Authorities (K.R. & A.I. Chapter II., Section IX.).	C
25. Particulars of Flags, Ensigns, Flags in boats, &c. (K.R. & A.I., Articles 112, 113, 117-122).	C
26. Half-masting Colours (K.R. & A.I., Article 162)	C
27. Colours of International Flags .. .. .	A

TABLE III.  
*Procedure (V/S).*

	Standard of Knowledge.
A = Very high standard of knowledge of practical ability in every detail.	
B = A good knowledge of the main principles and good practical ability.	
C = A knowledge of the main principles of the subject and practical ability under supervision.	
NOTE.—All these subjects are learnt from the current Visual Signalling Instructions except where otherwise stated.	
1. Phonetic Alphabet .. .. .	A
2. Form of Message .. .. .	B
3. Principle Definitions .. .. .	A
4. Other Definitions .. .. .	B
5. Prosigns and Operating Signals .. .. .	A
6. Use of Callsigns and Names .. .. .	A
7. Address of Message .. .. .	A
8. Precedence Prosigns .. .. .	A
9. Counting of Groups .. .. .	A
10. Calling and Answering .. .. .	A
11. Identity of a Message .. .. .	A
12. Verifications and Checks .. .. .	B
13. General Repeating Duties .. .. .	B
14. V/S Organization of a Fleet, and Duties of Signal Links.	C
15. Selection of Lantern to be used under various conditions.	B
16. Signalling by Flashing .. .. .	A
17. Signalling by Flags, excluding organizing a Fleet	B
18. Organizing a Fleet by Flags .. .. .	C
19. Signalling by Semaphore .. .. .	A
20. Signalling by Sound .. .. .	A
21. Signalling to Aircraft .. .. .	A
22. Signalling by Telephone .. .. .	B
23. Communication and V/S Exercises .. .. .	C
24. International Code—(1) Chapters 1-6 and 8 .. ..	B
(2) Chapter 7 .. .. .	B
25. Voice Procedure (W.S.I.) .. .. .	A
26. T/P Procedure .. .. .	B

TABLE IV.  
*Coding Instructions.*

A = Detailed knowledge of the subject and a full knowledge of where to refer to instructions.

B = Good knowledge of the subject stressing essentials but omitting details.

C = A knowledge of first principles only.

	Standard of Knowledge.
1. General Instructions on reticence, Reporting Messages, responsibilities of Senior Officer of Units and Signal Links, Execution of Signals, Accuracy of Clocks and Watches, Local Signals, Codes and Amendments, Standard Phraseology and Signalling Numbers, Phonetic Alphabet, Use of tack-line, Abbreviations (G.S.I.).	B
2. Authorizing Messages, Division of a Message, For Exercise, Precedences, Basegram, NOTWT, Address, DTG, Text, Originators Number, Punctuation, Symbols, Important Words, Courses and Bearings, Dates, Signalling Numbers (G.S.I.).	B
3. Other instructions for initiating and drafting messages (G.S.I.).	C
4. Care and Custody of Signal Publications (G.S.I.).	B
5. Security (G.S.I.) .. .. .	C
6. Messages requiring general promulgation (G.S.I.)	C
7. Enemy Reporting, Coding and Forms of Reporting (G.S.I.)	C
8. Methods of Signalling Positions (G.S.I.) ..	C
9. Duties of the Cypher and Communications Staff (C.I.).	B
10. Preparing Messages for Despatch by V/S and W/T (C.I.).	C
11. Preparing Messages for despatch by T/P (C.I.) ..	C
12. Decoding (C.I.) .. .. .	C
13. Acknowledgements, Verifications, Checks, Repetitions, and Corrections to Messages	C
14. Recognition of Callsigns of all types .. ..	C
15. Recognition of Codes and Cyphers in Intra use ..	C
16. "S" Orders concerning coding and cyphering ..	C
17. Classification of Messages (G.S.I. & C.I.) ..	C
18. Systems of Transmission of Messages (Hand Messages) (G.S.I.).	B
19. Systems of Transmission of Messages (Other Methods) (G.S.I.).	C
20. Message Organization (G.S.I.) .. .. .	C

TABLE V.  
*Practical Coding.*

A = Detailed knowledge of the Code and ability to code and decode a signal rapidly and accurately.

B = Good knowledge of the Code and ability to code and decode, rapidly being of secondary importance.

C = Ability to recognize signals from the Code and an elementary knowledge of the Code.

	Standard of Knowledge.
1. Fleet Signal Book .. .. .	B
2. Fleet and Combined Operations Code and Decode	B
3. Naval Code, Stencil subtractor frame and One time pads.	B
4. Navy 2, 3, 6, 20, and 50 Series with Naval Code ..	C
5. Typex .. .. .	C
6. Aircraft Code or Maritime Aircraft Code ..	C
7. Rekoh .. .. .	C
8. Pendant List .. .. .	A
9. Operating Signals (Combined and Intra) ..	B
10. Boats Signal Book .. .. .	B
11. Auxiliary Vessels Signal Book or A/S Forces Pamphlet.	C
12. International Code of Signals, Vol. 1 .. ..	C
13. International Code of Signals, Vol. 2 .. ..	C
14. Signal Letters of British Ships .. ..	C
15. Signal Letter Index .. .. .	C
16. Voice Callsigns for H.M. Ships .. ..	C
17. Drill Signal Table .. .. .	B
18. Coastal Forces Signal Pamphlet .. ..	C
19. Landing Craft Pamphlet .. .. .	B

NOTE.—Alternatives have been put down where a replacement for a publication is known to be in preparation, similarly, some of the books listed will become obsolete or have not yet been published. Candidates for examinations are only expected to know the books in current use.

TABLE VI.  
*W/T (For V/S Ratings).*

A = Detailed knowledge of the subject and full knowledge of where to refer to instructions.

B = Good knowledge of the subject stressing essentials but omitting details. A good knowledge of where to refer to instructions.

C = A knowledge of first principles.

	Standard of Knowledge.
1. Fleet Communication Organization .. ..	C
2. Harbour Organization .. .. .	C
3. Enemy Reporting .. .. .	C

3. *Syllabus for Telegraphists.*

TABLE VII.

*W/T Organization.*

A = Detailed knowledge of the subjects and full knowledge of where to refer to instructions.

B = Good knowledge of the subjects stressing essentials but omitting details. A good knowledge of where to refer to instructions.

C = A knowledge of first principles.

Standard of Knowledge.

1. Principal Definitions (C.O.F.) .. ..	B
2. General Instructions, e.g., Principles of Signal Communication, Control of Signalling, System to be used, Reports and requests to whom made. (G.S.I.)..	B
3. System of Transmission of Messages (G.S.I.) ..	C
4. Routeing Messages (G.S.I.) .. ..	C
5. Use of Radio at Sea (G.S.I.) .. ..	C
6. Enemy Reporting Organization (G.S.I.) ..	C
7. Distress Messages (G.S.I.) .. ..	C
8. Naval Waves and their uses (G.S.I.) .. ..	C
9. World Wide and Station Organization (G.S.I. and A.F.O. "S" 1).	C
10. General Naval W/T Organization (A.F.O. "S" 1)	C
11. Aust. Naval W/T Organization (A.S.W/T.O's) ..	C
12. High Frequency Communications A.F.O's. and Tables of Frequency bands.	C
13. Communication Organization of a Fleet, Force, or Unit (C.A.F.O. 111/47, Parts 1 to 5).	C
14. Australian Squadron Communication Orders ..	C
Australian Squadron W/T Organization ..	C
15. W/T Organization for British Merchant Ships (A.F.O. "S" 3).	C
16. Berne Lists and A.L.R.S. .. ..	C
17. Communication between Naval and R.A.F. Authorities (G.S.I.).	C
18. Organization of Naval Air Communications ..	C
19. Organization of Radio Flying Aids (G.S.I. and A.F.O. "S" 1).	C
20. Communication with the Army (G.S.I.) ..	C
21. Orders affecting W/T Organization (G.S.I.) ..	C
22. W/T and R/T Exercises (G.S.I.) .. ..	C
23. Message Organization (G.S.I.) .. ..	C
24. Combined Communications (G.S.I.) .. ..	C
25. Action Information Centre Communication Organization.	C
26. Training and Advancement of Communication ratings.	C

TABLE VIII.

*Procedure W/T.*

A = Very high standard of knowledge and practical ability in every detail.

B = A good knowledge of the main principles and good practical ability.

C = A knowledge of the main principles of the subject and practical ability under supervision.

NOTE.—All subjects are learnt from the current Wireless Signalling Instructions except where otherwise stated.

Standard of Knowledge.

1. Full Method .. ..	A
2. Abbreviated Method .. ..	C
3. Executive Method .. ..	C
4. Ship-Shore .. ..	A
5. Enemy Reporting .. ..	B
6. Special Procedures, except where these are stated	C
7. Fixed Services (H.S.) .. ..	C
8. Commercial Procedure and P.M.G's Handbook (B.R. 168).	B
9. R/T. .. ..	A
10. Shore-Ship Method .. ..	A
11. Gunnery (Gunnery Pamphlet in course of production).	C
12. T/P Procedure (Pamphlet in course of production)	C
13. Particular Instruction for Naval Aircraft ..	C
14. Instructions for Wireless Operators .. ..	B

TABLE IX.

*Coding Instructions.*

A = Detailed knowledge of the subject and full knowledge of where to refer to instructions.

B = Good knowledge of the subject stressing essentials but omitting details. A good knowledge of where to refer to instructions.

C = A knowledge of first principles only.

Standard of Knowledge.

1. General Instructions on reticence, Reporting Messages, Responsibilities of Senior Officers of Units and Signal Links, Execution of Signals, Accuracy of Clocks and Watches, Local Signals, Codes and Amendments, Standard Phraseology and Signalling Numbers, Phonetic Alphabet, use of Tack-line, Abbreviations (G.S.I.).	B
2. Authorizing Messages, Divisions of a Message, For Exercise, Precedences, Basegram, NOTWT. NODECO, Address, Date Time Group, Text, Originator's Number, Punctuation, Symbols, Important Words, Courses and Bearings, Dates, Signalling Numbers (G.S.I.).	B

TABLE IX—continued.

	Standard of Knowledge.
3. Other Instructions for initiating and drafting messages (G.S.I.).	C
4. Care and Custody of Signal Publications (G.S.I.)	B
5. Security (G.S.I.) .. .. .	C
6. Enemy Reporting Coding and Forms of Reports (G.S.I.).	C
7. Duties of the Cypher and Communications Staff (C.I.).	B
8. Preparing Messages for Despatch by V/S and W/T (C.I.).	C
9. Decoding (C.I.) .. .. .	C
10. Acknowledgements, Verifications, Checks, Repetitions, and Corrections to Messages sent by W/T or V/S.	C
11. Recognition of Callsigns of all Types .. ..	C
12. Recognition of Codes and Cyphers in Intra use ..	C
13. Classification of Messages (G.S.I. & C.I.) ..	C

TABLE X.

*Practical Coding.*

A = Detailed knowledge of the Code and ability to Code and Decode a Signal rapidly and accurately.

B = Good knowledge of the Code and ability to Code and Decode, rapidity being of secondary importance.

C = Ability to recognize Signals from the Code and an elementary knowledge of the Code.

	Standard of Knowledge.
1. Fleet Signal Book .. .. .	C
2. Fleet and Combined Operations Code and Decode	B
3. Naval Code, Stencil Subtractor Frame and One Time Pads.	B
4. Navy 2, 3, 6, 20, and 50 Series with Naval Code ..	C
5. Typex .. .. .	B
6. Aircraft Code or Maritime Aircraft Code ..	C
7. Rekoh .. .. .	C
8. Pendant List .. .. .	C
9. Operating Signals (Combined and Intra) ..	B
10. Auxiliary Vessels Signal Book or A/S Forces Pamphlet.	C
11. International Code of Signals, Vol. 2 .. ..	C
12. H.M. Ships W/T Callsigns and Delivery Groups ..	B
13. Voice Callsigns for H.M. Ships .. ..	B
14. Radio Callsigns for Naval Aircraft .. ..	C
15. Address Indicating Groups .. ..	C
16. Shore Authority, Seagoing Authority, and List of Navy Numbers.	C
17. Fighter Direction Vocabularies .. ..	C
18. Table of Lettered Co-ordinates .. ..	C
19. Convoy Escort Code .. .. .	C

TABLE X—continued.

	Standard of Knowledge.
20. Government Telegraph Code .. .. .	C
21. Naval Shore Code .. .. .	C
22. Inter-Departmental Cypher .. .. .	C
23. Inter-Service Cypher .. .. .	C

NOTE.—Alternatives have been put down where a replacement for a publication is known to be in preparation, similarly some of the books listed will become obsolescent or have not yet been published. Candidates for examinations are only expected to know the books in current use.

TABLE XI.

*W/T Technical.*

A = Knowledge of circuit details. Practical ability to align, tune, adjust, and find simple faults.

B = Knowledge of the circuit in block form with knowledge of any unusual features. Practical ability to switch on, adjust and tune.

C = Knowledge of capabilities. Ability to switch on, adjust and tune with the aid of tuning charts.

D = Knowledge of capabilities. Ability to switch on, adjust and tune with the aid of tuning charts and instructions.

E = Knowledge of capabilities only.

	Standard or Knowledge.
1. <i>Transmitters</i> —	
60 Series .. .. .	E
2. <i>Receivers</i> —	
B28 .. .. .	B
B29 .. .. .	B
A.W.A. & S.T.C. Receivers .. ..	B
3. <i>Transceivers</i> —	
TCS .. .. .	E
TBS .. .. .	E
612ET .. .. .	D
66 .. .. .	D
AT5/AR8 .. .. .	E
RC8 .. .. .	E
4. <i>Wavemeters</i> —	
GJ .. .. .	E
GN .. .. .	E
5. <i>D/F</i> —	
FM12 .. .. .	C
FH4 .. .. .	D*
FV5 .. .. .	E
6. <i>Control Circuits</i> —	
CWS .. .. .	D*
KCR .. .. .	D*
KCH .. .. .	D*
KHA .. .. .	D*

TABLE XI—*continued.*

	Standard of Knowledge.
7. <i>Miscellaneous</i> —	
Batteries .. .. .	B
Capabilities of Own Ships Equipment ..	E
Aerials and Exchanges .. .. .	E
Test Gear .. .. .	E

NOTES.—(i) \* If fitted in own ship only.

(ii) Standards of knowledge listed in this table are for Telegraphist ratings after the Electrical Branch is fully established. During the changeover period standards required will be promulgated from time to time.

TABLE XII.

*W/T Theory.*

A = Good working knowledge.

B = Fair working knowledge.

C = Elementary knowledge.

D = Acquaintance with terms and knowledge of functions.

1. <i>Applied Mathematics</i> —	
Equations, Logs, Evaluation of Formulæ ..	D
Graphical Representation .. .. .	D
2. <i>D.C. Work</i> —	
Electrical Theory of Matter .. .. .	D
Practical Electrical Units, Ohm's Law ..	D
Resistance, Temperature Effects, Colour Code	D
Potentiometers, Shunts .. .. .	D
Power in D.C. Circuits, Matching source to load.	D
Measuring Instruments .. .. .	D
Secondary Cells .. .. .	D
3. <i>Electrostatics</i> —	
Electrostatics, Field Strength, Capacitance ..	D
Capacitors and their arrangements ..	D
Dielectrics, Dielectric constant and strength	D
Types of Capacitor in Radio Sets .. .. .	D
4. <i>Magnetism and Electromagnetism</i> —	
Fundamental magnetic principles, Field strength.	D
Flux density, Permeability .. .. .	D
Field in Solenoid, Magnetic Equation ..	D
Flux Linkage, Self and Mutual Inductance,	D
Faraday's Laws.	
Types of Inductor in Radio Sets .. .. .	D
Electrodynamic Force, Moving Coil Instruments.	D
Moving Iron Instruments .. .. .	D
Motor and Dynamos .. .. .	D

TABLE XII—*continued.*

	Standard of Knowledge.
5. <i>A.C. Work</i> —	
A.C. Production, Wave Form, Harmonics ..	D
Measurement of A.C. peak, Average and R.M.S. Values.	D
Form, Factor, Phase .. .. .	D
A.C. Measuring Instruments .. .. .	D
R, L, and C, in A.C. Circuits, Reactance, and Impedance.	D
Series Resonance, Response Curves, Selectivity, and Q.	D
Parrallel arrangement of R, L, and C ..	D
Coupled Circuits .. .. .	D
Filter Circuits .. .. .	D
Power Transformer .. .. .	D
6. <i>Thermionics</i> —	
Emission from hot bodies, Thermionic Valve Valves—Diode, Triode, Tetrode, Pentode, and other multi-electrode types.	D
Valve Characteristic Curves, Valve Constants	D
Cathode Ray Tube, Oscilloscope and its Controls.	D
7. <i>Radio Communication</i> —	
Propagation, Inductive and Radioactive Feilds	D
Ground Wave and its attenuation .. .. .	D
Ionospheric Propagation, E. and F. Layers, Skip.	D
Day and Night Frequencies .. .. .	D
Receiving Aerials and Filters .. .. .	D
Requirements of a Communication System ..	D
Reception—General Outline .. .. .	C
Detection—Common Methods .. .. .	D
Regenerative Amplification .. .. .	D
Oscillatory Circuits .. .. .	D
Oscillators—Simple Feed-back Type .. .. .	D
Heterodyne, Autodyne .. .. .	D
Valve Amplifiers, Voltage Amplification,	D
R/F and A/F Amplifiers.	
Inter-stage Couplings .. .. .	D
Supersonic Heterodyne Receiver .. .. .	D
Frequency Conversion .. .. .	D
Band-pass Devices, Crystal Gate Filter ..	D
Self Oscillation, Miller Effect, De-coupling ..	D
Gain Control—Manual, Automatic, Simple,	D
Delayed, Amplified, Quiescent	
Power Supply—D.C. and A.C. Machines ..	D
Power Supply—Rectifiers: Valve, Metal, and Mercury Vapour.	D



TABLE XII—continued.

	Standard of Knowledge.
7. <i>Radio Communication</i> —continued.	
Transmission—General Outline .. .. .	D
Self-oscillatory Circuits in Transmitters .. .. .	D
Frequency Instability, Master Control .. .. .	D
Crystal Oscillators, Crystal Control .. .. .	D
Transmitting Tuning Procedure .. .. .	D
Modulation—Types: Amplitude, Phase, Frequency, Pulse.	D
Keying—Methods: Grid and Cathode, Absorber.	D
Direction Finding—Principles .. .. .	D
D/F—Frame Aerial, Crossed Loop Systems	D
Sense Finding .. .. .	D
Adcock and Spaced Loop Systems of D/F .. .. .	D
D/F Aural and C.R.T. Presentations .. .. .	D
8. <i>Aerials</i> —	
Dipole Aerials, Radiation Resistance, Folded Dipole.	D
Marconi Quarter-wave Aerial, Loading, Effective Height.	D

NOTE.—Standards of knowledge listed in this table are for Telegraphist ratings after the Electrical Branch is fully established. During the changeover period standards required will be promulgated from time to time.

TABLE XIII.

V/S (For W/T Ratings).

- A = Detailed knowledge of the subject and full knowledge of where to refer to instructions.
- B = Good knowledge of the subject stressing essentials but omitting details. A good knowledge of where to refer to instructions.
- C = A knowledge of first principles.

	Standard of Knowledge.
1. Instructions for use of F.S.B. .. .. .	B
2. Colours of Flags and Pendants (Naval Code) .. .. .	A
3. Use of Flags and Pendants .. .. .	C
4. Visual Callsigns .. .. .	C
5. Description Signals .. .. .	B
6. Principal Manœuvring Signals .. .. .	C
7. Tables—F.S.B. and A.V.S.B. .. .. .	C
8. Standard Phraseology .. .. .	A

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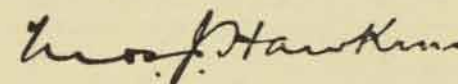
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## Commonwealth Navy Orders.

Navy Office, Melbourne,  
16th December, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,



Secretary.

*The Flag Officer Commanding H.M.A. Squadron, and Commanding Officers of H.M.A. Ships, Officers in Charge of H.M.A. Naval Establishments, and others concerned.*

### TABLE OF CONTENTS.

No.	Subject.
388.	Drafting Categories of Members According to Physical State.
389.	Electrical Branch—Badges.
390.	Adaptor, Detonator, Depth Charge, Mk. 3—Introduction in the R.A.N.
391.	Magazine Logs.
392.	Rates of Treatment in Private Hospitals with Approved Accommodation for Naval Officers—Melbourne.
393.	Valuation Control of Expenditure of Consumable Naval Stores.
394.	Supply of Duty-Free and Excise-Free Liquor, Cigarettes, and Tobacco to H.M.A. Ships.
395.	Vegemite.
396.	Form A.S.288a—Annual Diving Return—Amendment—Rendering.
397.	Form A.S.1303x—Engine Room Ratings Recommended for Courses at Flinders Naval Depot.
398.	Magazine Logs—Forms S285 (b) and (f).
399.	Books and Forms.

C.12922/47.

388.

**DRAFTING CATEGORIES OF MEMBERS ACCORDING TO PHYSICAL STATE.**

The following are the categories which are in future to be used to define the type of service in which officers and men of the Royal Australian Navy may be employed or to indicate the limitations of service resulting from their physical condition:—

<i>Category.</i>	<i>Type of Service or Limitation of Service.</i>
A	Physically fit for appointment or draft anywhere.
B	Physically fit for appointment or draft to a ship or establishment where a Medical Officer is borne (anticipated period to be stated).
C	Under medical treatment and unfit for duty anywhere (anticipated period to be stated).
D	Physically unfit for sea service temporarily but fit for duty in a shore establishment (anticipated period to be stated).
F	Fit for sea service in a ship not regularly employed in tropical areas (anticipated period to be stated).
K	Temporarily unfit for duty in a potentially malarious area (anticipated period to be stated). See Navy Order 275 of 1943.
Y	Temporarily unfit for sea service or for service in a shore establishment or depot North of Brisbane or Fremantle (anticipated period to be stated).

2. Before an officer or man is officially recorded as in Category B, D, F, or Y he is to be surveyed normally on Form A.M. 253z. When a decision is received from Navy Office on the recommendation of the Board of Survey, an entry is to be recorded on the lower section of the first page of the officer's or man's Medical History Sheet of the Category approved.

3. In all signals and correspondence referring to these cases, the category letters indicated above are to follow the name of the officer or man concerned.

4. Special care is to be taken to review cases at the expiration of the period specified at the previous examination.

5. Navy Orders 412 of 1942, and 24 of 1943 are hereby cancelled.  
(502/201/808.)

389.

**ELECTRICAL BRANCH—BADGES.**

With reference to Navy Order 149 of 1947, the badges approved for wear by ratings of the Electrical Branch are as set out in A.F.O. 1648/47.

2. Requirements to permit of gratuitous issue, as provided for in paragraph 4 of that Order, are to be demanded from Royal Edward Victualling Yard.

3. The issuing prices of the badges will be notified separately.  
(416/201/1188.)

390.

**ADAPTOR, DETONATOR, DEPTH CHARGE, MK. 3—INTRODUCTION IN THE R.A.N.**

It has been decided to introduce Adaptor, Detonator, Depth Charge, Mk. 3, which supersedes Adaptor, Detonator, Depth Charge, Mk. 1, for service in the Royal Australian Navy.

2. Adaptor, Detonator, Depth Charge, Mk. 3, is for use with a depth charge when used as a demolition charge in the manner described in A.F.O.'s 1541/44, 693/45, and C.A.F.O. 1109/44.

3. Amendments to ships' warrants will be issued in due course.

4. Confidential Commonwealth Navy Order 261 of 1944 is cancelled.  
(471/205/3003.)

391.

**MAGAZINE LOGS.**

The following amendments are to be made to Navy Order 169 of 1945:—

S.285 (b).—Delete "H.M.A.S. PLATYPUS".  
Insert "Light Fleet Carriers".

S.285 (f).—Delete "Surveying".

(659/203/988.)

392.

**RATES OF TREATMENT IN PRIVATE HOSPITALS WITH APPROVED ACCOMMODATION FOR NAVAL OFFICERS—MELBOURNE.**

With reference to Navy Order 115 of 1947, arrangements have been made for the treatment of Naval officers in a private hospital in Melbourne, and officers may now be admitted to the hospital shown hereunder provided accommodation is available.

Name and Address of Hospital.	Rates of Treatment.	Class of Case Taken.
Heidelberg House Hospital, Heidelberg — (Phone JL 1281).	Three bed wards and over, 105s. per week. Two bed wards, 136s. 6d. per week. Single bed ward, 189s. per week.	Medical and Surgical.

2. The rates of treatment indicated above are subject to reduction by the Commonwealth Government allowance of 42s. per week.

3. Navy Order 115 of 1947 should be amended accordingly.

(527/211/2148.)

393.

**VALUATION CONTROL OF EXPENDITURE OF CONSUMABLE NAVAL STORES.**

With reference to A.F.O.'s 7309/46 and 1087/47 relative to above, consideration is being given to the re-introduction in the R.A.N. of the valuation system of control of expenditure of Consumable Naval Stores, and it is anticipated that this system will be applied in the near future.

2. It is intended that issues of consumable Naval stores at shore establishments should be valued at cost prices in lieu of the standard rates used in H.M.A. ships, and arrangements have been made for supply vouchers in respect of Naval stores supplied to shore establishments to be rated and valued. Particulars of these cost prices are on receipt to be inserted, on the relevant ledger page at the establishments concerned, at the time the items are taken on charge, to enable the valuation of issues to be commenced when the valuation allowance system is again brought into force.

(612/233/1335.)

394.

**SUPPLY OF DUTY-FREE AND EXCISE-FREE LIQUOR, CIGARETTES,  
AND TOBACCO TO H.M.A. SHIPS.**

The regulations and standing instructions applicable to the supply of the above-mentioned stores to H.M.A. ships (sea-going) and shore bases outside Australia have been reviewed in the light of existing conditions, and the following post-war arrangements now in force are promulgated for general information and strict compliance by personnel concerned:—

(i) *Supply of such stores to ships and bases referred to.*

As a war-time measure, the Comptroller-General of Customs authorized the supply of stores, free of customs and excise duties, to all H.M.A. sea-going ships, the only ships excepted from this special concession being those whose duties normally permitted their return to port each day.

The Comptroller-General has now advised that this war-time extension of the normal privileges enjoyed by H.M.A. ships is no longer applicable, the standing peace-time procedure, as contained in Customs General Order 808 (which is reprinted in C.O.R., Article 527), having been reverted to. C.O.R., Article 447 also refers.

(ii) *Restrictions in the case of stores in short supply.*

In order to ensure an equitable distribution of available goods, supplies to H.M.A. ships have, for some years, been permitted only on a restricted basis. It has, however, now been decided that, subject to the provisos shown below, such restrictions shall be waived, future supplies being made available on the pre-war basis as set out in C.O.R., Article 447.

Requisitions for stores under Excise Item 18 will normally be complied with, provided they are certified by the Commanding Officer as being required for consumption on board, and provided further that the following information is furnished therewith on all occasions when beer or spiritous liquor is requisitioned:—

- (a) period for which goods are required;
- (b) number of persons who will be permitted to consume beer cleared under Item 18; and
- (c) number of persons who will be permitted to consume spirits cleared under Item 18.

2. In regard to (ii) above, temporary shortages of supplies may, however, still arise, for local or other reasons, at the various loading ports on the mainland, and in that event it may still be necessary on occasions for the quantities required by individual ships to be curtailed.

(612/244/146.)

395.

**VEGEMITE.**

A case has occurred where a quantity of Vegemite was condemned in one of H.M.A. ships because it was believed that the tins were blown.

2. It is a characteristic of this item that, when subjected to tropical temperatures, it forms a gas which causes a slight raising of the tin-foil under the lever-top lid and pressure against the lid. This does not, in itself, constitute deterioration, as the contents are not affected by this action.

(612/243/3092.)

396.

**FORM A.S.288a.—ANNUAL DIVING RETURN—AMENDMENT  
—RENDERING.**

The following amendments are to be made to all copies of Form A.S.288A Annual Diving Return:—

*Inside Front Cover.*

All notes to be numbered.

Note 2. Amend to read—

The result of the medical examination of a diver before diving is to be inserted in the column headed "Remarks and Results of Medical Examination Before Diving." Names are also to be recorded in every case.

Note 3. Amend to read—

Have the regulations and tests in accordance with Chapter V paragraphs 113 to 116 B.R.155/45 been complied with?

Note 4. Insert new note—

Have the monthly tests been carried out *vide* paragraph 46 of B.R.155A/43?

Note 5. Insert new note—

Have the regulations in accordance with Section IV of B.R. 155B/44 been complied with?

Note 6. Insert "6" before "state".

*At Foot of Page.*

Delete "Gunnery" and insert "TA/S."

*Record of Monthly Exercises, Last Column.*

After "Remarks" insert "and Results of Medical Examination before Diving."

*Inside Back Cover.*

*Annual Examination of All Divers Borne.*

Amend "B.R.155/36" to read "B.R.155/43". "Chapter X paragraph 546" to read "Paragraph 649".

2. All ships and establishments having diving and/or Salvus equipment for use underwater are in future to render Form A.S.288A Annual Diving Return to Navy Office on 31st December irrespective of whether such equipment has been used or not.

(480/202/4963.)

397.

**FORM A.S.1303x—ENGINE ROOM RATINGS RECOMMENDED FOR COURSES AT FLINDERS NAVAL DEPOT.**

As from the quarter ending 31st December, 1947, Forms A.S.1303x—required by C.O.R., Article 192—are to be rendered as follows:—

Original to The Secretary,

NAVAL BOARD.

Copy to The Commodore Superintendent of Training,

FLINDERS NAVAL DEPOT.

(614/208/51.)

398.

**MAGAZINE LOGS—FORMS S.285 (b) AND (f).**

To conform to instructions contained in Forms S.285A Part II, "Magazine Log for Ships other than Small Ships," provision is to be made in Forms S.285 (B) and S.285 (F) for "Remarks."

2. In Form S.285 (B) the blank space immediately below "Deck and Sea Temperature at Noon" and in Form S.285 (F) the left-hand column of the right-hand page of Daily Record (now blank) are to be headed "Remarks."

3. The following note is to be inserted on the front inside cover of each log:—

NOTE:—Remarks in the Daily Record *vide* Navy Order 398 of 1947 should include—

(a) Any existing emergency which necessitated either the clearing of compartments containing explosives or the plenishing of Ready Use stowages or the general filling of belts, pans, &c.

(b) Flooding tests.

(c) Spraying tests where applicable.

(659/203/987.)

399.

**BOOKS AND FORMS.**

The latest revision of the under-mentioned Admiralty form has been adopted for use in the R.A.N. Supply will be effected, on demand, by the Superintending Naval Store Officer, Sydney, when stock of the existing form is exhausted:—

S.1429A/O.27. (Revised April, 1947).—Report of Examination, Inspection or Test of Ammunition in Store or Landed from H.M. ships.

(480/202/4984.)

2. Forms A.S.18 (Casual Pay Sheet) and A.S.57 (Officers' Pay Sheet) have been consolidated and provision has been made for an alternative heading to indicate for which purpose the form is being used. First supply of the new form will be effected, on demand, by the Superintending Naval Store Officer, Sydney, when stocks of the existing forms are exhausted.

(480/202/4979.)

3. The under-mentioned form has been revised. Supply will be effected, on demand, by the Superintending Naval Store Officer, Sydney, when stock of the existing form is exhausted:—

A.R.4.—Confidential Enquiry Form.

(480/201/3636.)

4. The under-mentioned forms have been abolished:—

A.R.9 (1-4).—Educational Test for Ordinary Seamen; Stokers, Cooks, Officers' Cooks, and Officers' Stewards.

(480/201/3825.)

O.464D.—Replenishment Demand for Gunwharf Stores.

(A.F.O. 2773/47.)

(480/201/3686.)

5. The under-mentioned Admiralty forms have been adopted for use in the R.A.N. First supply will be effected, without demand, by the Superintending Naval Store Officer, Sydney:—

D.350A (Est. January, 1947).—Daily Return of Weights Placed on Board.

(480/201/3804.)

S.1245G (Est. February, 1947).—Boom Training History Sheet.

(480/202/5007.)

O.467 (Est. March, 1947).—Report of Proof of Fuzes, Time, Mechanical

(A.F.O. 1941/47.)

(480/201/3783.)

6. The under-mentioned form has been revised. Supply will be effected, without demand, by the Medical and Dental Store Officer, Sydney, when the existing form will be obsolete:—

A.M.253Z.—Interim Medical or Non-Invaliding Survey of an Officer or man.

(480/201/3771.)

7. First supplies of the under-mentioned publications have been distributed. Additional copies of B.R.1762 are being obtained to complete distribution:—

B.R.128.—Post Office Guide—Supplements Nos. 3 and 4.

(A.F.O.'s 3035 and 3391/47.)

(571/202/2489.)

Form D.127B to B.R.321.—List of Particulars for Engineering Purposes—Errata No. 15.

(A.F.O. 323/47.)

(571/202/2786.)

B.R.332A.—Establishment of Naval Stores for Flotilla Leaders and Destroyers (except *Hunt* Class)—List of Errata No. 15.

(A.F.O. 1548/47.)

(571/202/2213.)

B.R.615A—Lecture Notes for Instruction of Q.R. Ratings (Revised).

B.R.615B.—Lecture Notes for Instruction of L.R.R. Ratings (Revised).

(A.F.O. 7409/46.)  
(571/202/1710.)

B.R.695.—International List of Telegraph Offices (The Berne List), 18th Edition, July, 1946, with Annexe Nos. 1 to 5, inclusive.

(A.F.O's 2595 and 3391/47.)  
(571/202/1814.)

B.R.1102.—Ships' Officers' Drawings for Range Finder Directors, IV+, V+ and V++—Amendment No. 1.

(A.F.O. 1937/47.)  
(571/202/2191.)

B.R.1262.—Handbook for U.S. Bofors Mounting—Power Drive, Mark IV.

(A.F.O. 1063/46.)  
(571/202/2456.)

B.R.1316.—Signal Letter Index and Confidential Numbers and Speeds of Merchant Ships—Change No. 5.

(A.F.O. 4423/46.)  
(571/202/2246.)

B.R.1601.—Report on German Mine Warfare, 1939–1945.

(A.F.O. 6483/46.)  
(571/202/2799.)

B.R.1669 (5) (c).—Handbook of Depth Charges and Equipment—Description of Release and Discharge Gear.

(A.F.O. 1937/47.)  
(571/202/2614.)

B.R.1736 (28).—Battle Summary No. 34. Naval Strategy in the Pacific, February, 1943, to August, 1945.

(A.F.O. 3035/47.)  
(571/202/2869.)

B.R.1742.—Replenishment at Sea.

(A.F.O. 1750/47.)  
(571/202/2789.)

B.R.1762.—Floating Docks—Theory and Practice.

(A.F.O. 1837/47.)  
(571/202/2889.)

Priced Vocabulary of Naval Armament Stores:

O.U.5365B.—Part I—Errata No. 41.

O.U.5365C.—Part III—Errata No. 22.

(A.F.O's 1553 and 2166/47.)  
(571/203/2559.)

Inter Services Aircraft—

Recognition Journal Vol. 1—Nos. 10 and 11.

(A.F.O. 2595/47.)  
(571/201/5215.)

By Authority: J. J. GOUBLEY, Government Printer, Melbourne.

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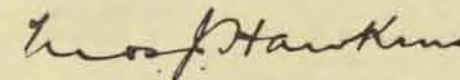
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## Commonwealth Navy Orders.

Navy Office, Melbourne,  
23rd December, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,



Secretary.

*The Flag Officer Commanding H.M.A. Squadron, and Commanding Officers of H.M.A. Ships, Officers in Charge of H.M.A. Naval Establishments, and others concerned.*

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### TABLE OF CONTENTS.

No.	Subject.
400.	H.M.A.S. "Manoora"—Paying off.
401.	Educational Test I—September, 1947.
402.	Reporting Movements of Personnel.
403.	Acting Able Seamen, Signalmen, Telegraphists and Stokers—Provisional Confirmation on Demobilization.
404.	Chests Light Steel for Confidential Books—Patt. 1477, &c.
405.	Queensland Turf Club.
406.	Girl Guides' Holiday Gift.

C.13101/47.

400.

## H.M.A.S. "MANOORA"—PAYING OFF.

H.M.A.S. *Manoora* paid off on 6th December, 1947.

(674/205/358.)

401.

## EDUCATIONAL TEST I—SEPTEMBER, 1947.

The following ratings passed the Educational Test I held on 9th September, 1947:—

Name.	Rating.	Official Number.
H.M.A.S. <i>Arunta</i> —		
Brodigan, Kevin D. ..	Ordinary Seaman ..	31348
Coyle, William J. ..	Ordinary Seaman ..	32503
Jolley, Brian F. ..	Ordinary Seaman ..	31512
Lacy, Alexander J. ..	Leading Seaman ..	26354
Lowrie, Bernard R. ..	Ordinary Seaman ..	28614
Wilkie, Hector M. ..	Able Seaman ..	34619
Wright, Vernon H. ..	Able Seaman ..	30747
H.M.A.S. <i>Australia</i> —		
Bestman, Henry J. ..	Musician ..	31982
Boland, Robert J. ..	Steward ..	27409
Costa, Gordon F. ..	Steward ..	29089
Fletcher, Donald ..	Cook (O) ..	27485
Johnson, Albert E. ..	Leading Seaman ..	23420
Orpen, Henry ..	Ordinary Seaman ..	29319
Willder, Robert D. K. ..	Able Seaman ..	32336
H.M.A.S. <i>Barcoo</i> —		
Brenton, Eric ..	Leading Stoker Mechanic ..	34626
Coutts, Raymond E. ..	Able Seaman ..	27808
Drew, Kevin E. ..	Able Seaman ..	29122
Graham, Ewan L. ..	Leading Seaman ..	26335
McKay, Donald W. ..	Leading Stoker ..	25755
Nairn, John R. ..	Sick Berth Attendant ..	32313
Pearman, Frederick J. ..	Writer ..	28923
Rose, Kelvin D. ..	Cook (S) ..	29350
Sweeney, William J. ..	Able Seaman ..	34357
H.M.A.S. <i>Bataan</i> —		
Gray, Kevin J. ..	Ordinary Seaman ..	31452
Meakins, Leonard ..	Able Seaman ..	27630
Simmons, Albert ..	Ordinary Signalman ..	30653
Wiseby, Robert ..	Ordinary Seaman ..	32783
H.M.A.S. <i>Cerberus</i> —		
Abberton, Lawrence M. ..	Able Seaman ..	28084
Alford, Ronald J. ..	Recruit (Stoker) ..	34963
Anderson, Keith ..	Recruit (Stoker) ..	32451
Atkinson, Cecil F. ..	Recruit (Writer) ..	34967
Bain, Bruce J. ..	Ordinary Seaman ..	34395
Bannon, Roderick A. ..	Recruit (Radio Mechanic) ..	34968
Barrell, John K. ..	Recruit (Stoker) ..	34970
Barry, Leonard J. ..	Recruit (Seaman) ..	34971
Bastian, Ross ..	Recruit (Seaman) ..	34972
Berry, John E. ..	Recruit (Radio Mechanic) ..	34975
Birtles, William A. ..	Ordinary Seaman, 2nd Class ..	34393
Black, James ..	Able Seaman ..	34872
Bloy, John ..	Recruit (Stoker) ..	34978
Bolton, John A. ..	Recruit (Writer) ..	34981

## EDUCATIONAL TEST I—SEPTEMBER, 1947—continued.

Name.	Rating.	Official Number.
H.M.A.S. <i>Cerberus</i> —continued		
Bonser, Reginald J. ..	Recruit (Stoker) ..	34982
Bramich, Noel E. ..	Ordinary Seaman ..	33435
Brown, Raymond A. ..	Ordinary Seaman ..	34661
Brown, Robert J. ..	Recruit (Stoker) ..	34985
Bruggy, David H. ..	Ordinary Seaman ..	34666
Burgess, Laurence R. ..	Petty Officer ..	22541
Burke, Sebastian E. ..	Recruit (Radio Mechanic) ..	34986
Carey, Brian J. ..	Ordinary Seaman (W/T) ..	34674
Carson, Philip M. ..	Recruit (Stoker) ..	34993
Cherry, Brian F. ..	Recruit (Writer) ..	34995
Clune, Arthur ..	Petty Officer ..	21942
Condon, Patrick F. ..	Ordinary Seaman (C/B) 2nd Class ..	34011
Cook, Keith ..	Ordinary Seaman (W/T) ..	34680
Coonan, Phillip M. ..	Ordinary Seaman (V/S) ..	34681
Cornell, Ronald J. ..	Ordinary Seaman (W/T) ..	34823
Coulston, William C. ..	Ordinary Seaman ..	34675
Dee, Joseph M. ..	Recruit (C/B) ..	35000
Delbridge, Arnold F. ..	Ordinary Seaman (W/T) ..	34687
Dellamarta, Anthony W. ..	Recruit (Writer) ..	35001
Denny, Gordon J. ..	Ordinary Seaman ..	34827
Dimond, Arthur J. ..	Ordinary Seaman ..	34684
Duffner, Ian R. ..	Ordinary Seaman ..	34689
Dunn, John F. ..	Recruit (Seaman) ..	35003
Evans, Kenneth D. ..	Recruit (Seaman) ..	34695
Evans, Peter F. ..	Recruit (C/B) ..	35006
Everest, John L. ..	Ordinary Seaman ..	34830
Featherstone, Raymond K. ..	Recruit (Stores Assistant) ..	35009
Fleming, John H. ..	Ordinary Seaman (V/S) ..	34699
Flood, Stanley ..	Ordinary Seaman (V/S) ..	34700
French, Robert D. ..	Ordinary Seaman ..	34833
Gamble, Francis A. ..	Ordinary Seaman ..	34707
Gardiner, James L. ..	Recruit (Stoker) ..	35011
Griese, Albert E. ..	Probationary Sick Berth Attendant ..	34835
Green, Ronald W. ..	Recruit (Stoker) ..	35012
Griffiths, Walter H. ..	Ordinary Seaman ..	34705
Grigg, Wallace ..	Probationary Sick Berth Attendant ..	34836
Harcla, Eric ..	Ordinary Seaman ..	34710
Harms, Albert R. ..	Recruit (Seaman) ..	35013
Hastie, Ivan F. ..	Ordinary Seaman (C/B) ..	33716
Hill, Alan W. ..	Recruit (Stoker) ..	35017
Hill, John R. ..	Ordinary Seaman (C/B) ..	34841
Hoffman, Berol J. ..	Recruit (Stoker) ..	35019
Hosking, Alan B. ..	Recruit (C/B) ..	35020
Hurley, Henry J. ..	Ordinary Seaman ..	34840
Hynes, Brian J. ..	Recruit (Stoker) ..	35023
Innes-Ker, Byron ..	Recruit (Radio Mechanic) ..	35024
Innocend, Norman W. ..	Ordinary Seaman ..	34718
Jackson, William D. ..	Probationary Sick Berth Attendant ..	34465
John, Kenneth S. ..	Ordinary Seaman ..	34721
Johnston, Richard ..	Ordinary Seaman (C/B) ..	34108
Jones, Derrick S. ..	Recruit (Seaman) ..	35030
Jones, Kenneth C. ..	Ordinary Seaman (W/T) ..	34720
Jones, Richard E. ..	Recruit (Seaman) ..	35031
Joplin, William ..	Ordinary Seaman (V/S) ..	34725
Joyce, William W. ..	Ordinary Seaman (W/T) ..	34722
Keating, Douglas F. ..	Recruit (Stoker) ..	35202

EDUCATIONAL TEST I—SEPTEMBER, 1947—*continued.*

Name.	Rating.	Official Number.
H.M.A.S. <i>Cerberus</i> — <i>continued</i>		
Kemp, Peter T.	Recruit (Stoker)	35034
King, Gerratt E.	Ordinary Seaman	34730
Kirkmoe, Ralph	Stoker 2nd Class	34117
Lamb, John A.	Ordinary Seaman	34847
Lambert, Arnold W.	Butcher	29267
Lapham, Noel	Ordinary Seaman (C/B)	34129
Lean, Edward J.	Recruit (Stoker)	35036
Lee, James C.	Recruit (Stoker)	35037
Lethorn, Ronald T.	Recruit (Seaman)	35038
Leyden, Martin C.	Ordinary Seaman	34731
Logan, Cedric J.	Ordinary Seaman 2nd Class	34848
Luff, John E.	Recruit (Stoker)	35040
Luke, Ralph A.	Recruit (Stores Assistant)	35041
Lumby, William	Ordinary Seaman	34732
Manwaring, Robert D.	Stoker 2nd Class	27606
Marr, Ronald	Recruit (Radio Mechanic)	35042
Massara, Carmello J.	Ordinary Seaman 2nd Class	34744
Millock, John G.	Ordinary Seaman	33769
Mills, Kevin B.	Recruit (Radio Mechanic)	35046
Mitchell, Keith V.	Ordinary Seaman (C/B)	34146
Morrison, Norman McK.	Recruit (Radio Mechanic)	35050
Murphy, Walter F.	Ordinary Seaman (C/B)	31601
Macneill, Peter T.	Stoker 2nd Class	34497
McAree, John L.	Ordinary Seaman	29784
McColl, Kenneth J.	Ordinary Seaman (W/T)	33759
McCredlin, Vernon L.	Ordinary Seaman 2nd Class	34739
McDermott, Francis W.	Recruit (Stoker)	35045
McKean, Leonard H.	Ordinary Seaman	34738
McKenna, Keith	Ordinary Seaman	34740
Naish, Neville D.	Recruit (Radio Mechanic)	35052
Newson, Kevin J.	Recruit (C/B)	35054
Olsen, Bernard E.	Recruit (Seaman)	35211
Packenhams, Donald	Ordinary Seaman (C/B)	34189
Parker, James C.	Recruit (Stoker)	35058
Parker, Robert K.	Recruit (Stoker)	35059
Parremore, Desmond J.	Stoker 3rd Class	34200
Passant, Joseph E.	Recruit (C/B)	35062
Petersen, Christian M.	Ordinary Seaman (C/B)	33797
Rattle, Mervyn W.	Recruit (Stores Assistant)	35069
Reid, Ronald J.	Ordinary Seaman	34856
Reinhart, Gordon W.	Recruit (Writer)	35070
Renwick, Maxwell M.	Acting Plumber 5th Class	34857
Reynolds, Robert L.	Recruit (Joiner)	35071
Robinson, Raymond B.	Ordinary Seaman	34761
Robson, Robert W.	Ordinary Seaman (V/S)	34759
Russell, Vernon R.	Sick Berth Attendant	28380
Sait, George P.	Ordinary Seaman	34772
Sellwood, Carlisle S. N.	Ordinary Seaman (C/B)	34536
Sharp, Maxwell H.	Recruit (Seaman)	35077
Skuse, Nevill F.	Recruit (Radio Mechanic)	35080
Smith, Sidney W.	Recruit (Stoker)	35082
Sowter, Frank N.	Ordinary Seaman	34768
Stoodley, Allan G.	Ordinary Seaman	34770
Swain, Howard V.	Ordinary Seaman	34773
Sweeney, Brian W.	Recruit (Radio Mechanic)	35087
Symes, Douglas A.	Butcher	34931
Taggart, Leon B.	Recruit (Seaman)	35088
Taylor, Arthur F.	Ordinary Seaman (W/T)	33835
Thompson, Stewart	Recruit (Stoker)	35089
Thompson, William	Recruit (Stoker)	35090

EDUCATIONAL TEST I—SEPTEMBER, 1947—*continued.*

Name.	Rating.	Official Number.
H.M.A.S. <i>Cerberus</i> — <i>continued</i>		
Treasure, Brian S.	Ordinary Seaman (W/T)	34865
Wade, Brian R.	Recruit (Stoker)	35225
Wakely, Eric A.	Ordinary Seaman (C/B)	34257
Wall, Leonard	Recruit (Stoker)	35091
Watkins, Mervyn J.	Butcher	31762
Wells, Wallace E.	Ordinary Seaman	34785
West, Darrell J.	Recruit (Stoker)	35096
White, Ernest A.	Ordinary Seaman (W/T)	34870
Williams, Clarence	Ordinary Seaman	34782
Williams, Victor	Ordinary Seaman	34783
Wintle, Walter I.	Ordinary Seaman	34786
Wren, Brian D. S.	Recruit (Writer)	35099
H.M.A.S. <i>Condamine</i> —		
Benson, John D.	Able Seaman	28489
H.M.A.S. <i>Culgoa</i> —		
Hales, Selwyn U. F.	Able Seaman	28582
Hall, Keith T.	Able Seaman	29207
Rowan, Victor J.	Able Seaman	29357
H.M.A.S. <i>Deloraine</i> —		
Berry, Arthur T.	Stoker	31330
Digney, Lindsay G. R.	Leading Stoker (Mechanic)	26047
Green, Victor A.	Stoker	33697
Mort, Percival J.	Leading Seaman	F/3490
H.M.A.S. <i>Gladstone</i> —		
Morra, Frank T.	Leading Seaman	22110
H.M.A.S. <i>Harman</i> —		
Bower, George K.	Writer	34273
Jenetsky, Kevin R.	Able Seaman	33865
Roberts, Owen	Stores Assistant	29862
H.M.A.S. <i>Hobart</i> —		
Dartnell, Douglas A.	Stoker	27833
Gray, Hector D.	Leading Stoker (Mechanic)	34367
McEwen, Raymond T.	Leading Stoker (Mechanic)	24745
Woods, Rex	Stoker	29439
H.M.A.S. <i>Kanimbla</i> —		
Eddington, Keith T.	Telegraphist	34280
Edwards, Colin P.	Able Seaman	34359
Gadenne, Barry S.	Able Seaman	29163
Kelly, Bevan C.	Stoker	28595
Lyall, Sidney R.	Steward	29266
Pitchford, Jack	Stoker	28662
Roberts, Walter E.	Ordinary Seaman	33810
Ryall, Leonard C.	Able Seaman	32853
Stewart, Alfred W.	Leading Stoker Mechanic	26666
H.M.A.S. <i>Katoomba</i> —		
Clements, Kenneth V.	Ordinary Seaman	29569
Donohue, Kevin L.	Stoker	W/3016
Peacock, Alexander M.	Steward	29323
Rees, Derrick	Stores Assistant	34634
H.M.A.S. <i>Kuttabul</i> —		
Stark, Mervyn H.	Able Seaman	PA/5266
H.M.A.S. <i>Leeuwin</i> —		
Boulter, Ronald J.	Stoker	29977
Donnelly, James E.	Able Seaman	34909
Graham, John	Leading Seaman	F/3380
Heaven, Ernest J.	Leading Seaman	24578
Lancaster, Charles A.	Stoker	33013
Lunt, Eric R.	Leading Cook	22644
Trembath, James	Stores Assistant	33080

EDUCATIONAL TEST I—SEPTEMBER, 1947—*continued.*

Name.	Rating.	Official Number.
H.M.A.S. <i>Lonsdale</i> — Davies, William A. ..	Petty Officer ..	33407
Gray, Michael W. ..	Stoker ..	34799
H.M.A.S. <i>Lonsdale II</i> — Kelly, Norman S. ..	Writer ..	33724
H.M.A. <i>L.S.T.</i> 3014— Boulter, Francis L. ..	Able Seaman ..	29958
H.M.A. <i>L.S.T.</i> 3035— Boyce-Monaghan, Sydney C. ..	Petty Officer ..	20795
Joppich, Noel J. ..	Cook (S) ..	29708
H.M.A.S. <i>Manoora</i> — Cheeseman, Ronald P. ..	Steward ..	34651
Lewin, Colin C. ..	Writer ..	29724
Peach, Kenneth C. ..	Leading Seaman ..	21600
Walden, John B. ..	Able Seaman ..	28986
H.M.A.S. <i>Melville</i> — Bush, Frederick A. ..	Shipwright ..	34307
H.M.A.S. <i>Mildura</i> — Cox, Edward P. ..	Able Seaman ..	28176
Johnston, George R. ..	Telegraphist ..	28584
Peacock, Norman H. ..	Stoker ..	32694
Walker, Leslie A. ..	Leading Seaman ..	32405
H.M.A.S. <i>Moreton</i> — Caske, Arthur J. M. ..	Leading Seaman ..	F/2634
Evans, John M. ..	Stores Assistant ..	32536
H.M.A.S. <i>Murchison</i> — Maccallum, Donald R. ..	Stoker Mechanic ..	31575
H.M.A.S. <i>Platypus</i> — Jarvis, Colin A. ..	Stoker ..	33719
H.M.A.S. <i>Quiberon</i> — Powell, Frederick R. ..	Able Seaman ..	28660
H.M.A.S. <i>Rushcutter</i> — Brown, Geoffrey C. ..	Sick Berth Attendant ..	30386
Pedersen, Garnet J. ..	Able Seaman ..	28355
Paterson, Richard B. ..	Able Seaman ..	34320
Rowe, Leonard H. ..	Able Seaman ..	27671
Walkerden, Kenneth T. ..	Leading Writer ..	28097
Wright, Noel W. ..	Sick Berth Attendant ..	29929
H.M.A.S. <i>Shoalhaven</i> — Forslund, Arthur F. ..	Leading Seaman ..	22245
Gordon, John A. W. ..	Able Seaman ..	34366
Hunter, James R. ..	Able Seaman ..	30125
Larsen, Carl M. ..	Able Seaman ..	28863
Marsden, Kenneth L. ..	Leading Seaman ..	26733
Middlebrook, Philip M. ..	Leading Seaman ..	23561
Rice, David V. ..	Able Seaman ..	28669
Sargentson, John C. ..	Stoker ..	31186
H.M.A.S. <i>Shropshire</i> — Williams, David E. ..	Stoker ..	30299
H.M.A.S. <i>Swan</i> — Anastasi, Paul ..	Acting Able Seaman ..	30878
Cusick, Arthur J. ..	Acting Master-at-Arms ..	21603
Laird, John K. ..	Able Seaman ..	27577
Walsh, Bernard J. ..	Able Seaman ..	26500

EDUCATIONAL TEST I—SEPTEMBER, 1947—*continued.*

Name.	Rating.	Official Number.
H.M.A.S. <i>Tarangau</i> — Grimshaw, Ronald D. ..	Stoker ..	F/4612
Hart, Woolf ..	Stoker ..	30126
Leech, Michael J. ..	Steward ..	28862
Mapleson, James M. ..	Stores Assistant ..	30596
Mayes, Allan ..	Leading Stoker Mechanic ..	32316
Mulligan, Harold R. ..	Stoker ..	30808
Parker, Ernest J. ..	Leading Stoker Mechanic ..	25978
Patch, Leslie ..	Leading Stoker Mechanic ..	31951
Roy, Robert ..	Leading Stoker Mechanic ..	33926
Simmonds, William S. ..	Leading Stoker Mechanic ..	34311
Townsend, Raymond R. ..	Stoker ..	27722
Webster, Morris H. B. ..	Petty Officer Stoker Mech. ..	23278
H.M.A.S. <i>Torrens</i> — Phillips, Neill ..	Writer ..	30634
H.M.A.S. <i>Watson</i> — Billiet, Leonard F. ..	Writer ..	34668
DeGrano, Henry H. ..	Stores Assistant ..	33170
H.M.A.S. <i>Warramunga</i> — Donaldson, Neville L. ..	Stoker Mechanic ..	27830
Garner, Leslie R. ..	Able Seaman ..	29637
Hunter, Gregory C. ..	Able Seaman ..	27521
Knox, Edward ..	Ordinary Seaman ..	31530
Krebs, Raymond L. ..	Able Seaman ..	27566
Loveday, Evan R. ..	Able Seaman ..	29263
McAlpine, Ian ..	Stoker ..	27952
Stewart, Malcolm G. ..	Able Seaman ..	27718
Wedgwood, Lyle A. ..	Able Seaman ..	30309
Willcox, Francis J. ..	Able Seaman ..	PM/8046

2. The following ratings qualified educationally for Acting Leading Stoker:—

Name.	Rating.	Official Number.
H.M.A.S. <i>Barcoo</i> — Hansen, Sylvester J. ..	Leading Stoker Mechanic ..	24734
Jackson, Arthur L. ..	Stoker ..	W/3195
McMahon, Edward J. ..	Leading Stoker Mechanic ..	26109
H.M.A.S. <i>Cerberus</i> — Alston, Archibald L. ..	Recruit (Stoker) ..	34964
Boal, Thomas P. ..	Recruit (Stoker) ..	34979
Campling, Albert J. ..	Recruit (Stoker) ..	35182
Faulkner, George T. ..	Recruit (Stoker) ..	35008
Jackson, Leonard G. ..	Recruit (Stoker) ..	35026
Johnson, Laurence ..	Recruit (Stoker) ..	35028
Mundy, Thomas J. ..	Recruit (Stoker) ..	35051
Williams, Allan L. ..	Recruit (Stoker) ..	35097
H.M.A.S. <i>Condamine</i> — Rutherford, Robert F. ..	Stoker ..	31689
Wilson, Eric G. ..	Stoker ..	32283
H.M.A.S. <i>Culgoa</i> — Cudmore, Richard J. ..	Stoker ..	27822



EDUCATIONAL TEST I—SEPTEMBER, 1947—*continued.*

Name.	Rating.	Official Number.
H.M.A.S. <i>Deloraine</i> —		
Brindley, Ronald A. ..	Stoker .. ..	34334
Castles, Allen B. ..	Stoker .. ..	32933
Chester, Charles N. S. ..	Stoker .. ..	31373
Lupton, Arthur J. ..	Stoker .. ..	31915
Peach, Francis C. ..	Stoker .. ..	33785
Scully, Robert H. ..	Leading Stoker Mechanic	26200
Sorelle, Norman D. ..	Stoker .. ..	31700
H.M.A.S. <i>Hobart</i> —		
Annesley, Allan ..	Stoker .. ..	32902
Berry, James A. ..	Stoker .. ..	32002
Clark, Ivan W. ..	Stoker .. ..	32043
Dartnell, James W. ..	Stoker .. ..	31405
Jacobson, Allan W. L. ..	Stoker .. ..	30531
Jefferson, Frederick J. ..	Stoker .. ..	29235
McLaren, William J. ..	Stoker .. ..	31582
H.M.A.S. <i>Lonsdale II.</i> —		
Stevenson, Keith L. ..	Stoker .. ..	32729
H.M.A. <i>L.S.T.</i> 3014—		
Allard, Edward S. ..	Leading Stoker Mechanic	26295
H.M.A. <i>L.S.T.</i> 3035—		
Coombs, Leonard F. ..	Stoker .. ..	31367
H.M.A.S. <i>Manoora</i> —		
Cann, Geoffrey A. ..	Stoker Mechanic ..	28522
Oliver, Keith P. ..	Leading Stoker Mechanic	32318
H.M.A.S. <i>Melville</i> —		
French, Brian E. ..	Stoker .. ..	30089
French, Douglas J. ..	Stoker .. ..	30997
H.M.A.S. <i>Moreton</i> —		
Costello, Richard D. ..	Stoker Mechanic ..	31894
H.M.A.S. <i>Platypus</i> —		
Armour, David J. R. ..	Stoker .. ..	S/7864
Heap, Francis W. G. ..	Stoker .. ..	32592
Newland, Peter W. ..	Stoker .. ..	33033
H.M.A.S. <i>Shoalhaven</i> —		
Mackin, Thomas H. ..	Petty Officer Stoker Mech.	23903
H.M.A.S. <i>Tarangau</i> —		
Ervine, Douglas ..	Stoker .. ..	28198
Grant, James D. ..	Stoker .. ..	28218
Ogilvie, Gordon ..	Leading Stoker Mechanic	32358
Pettit, Kenneth J. ..	Stoker .. ..	27645
Sanders, Cyril J. ..	Stoker .. ..	31715
H.M.A.S. <i>Warramunga</i> —		
Coltman, Raymond C. ..	Leading Stoker Mechanic	26665

(This Order will be reprinted for posting on Notice Boards.)  
(465/205/681.)

402.

## REPORTING OF MOVEMENTS OF PERSONNEL.

Navy Order 275 of 1947, is to be amended as follows:—

*Paragraph 4, add—*

(e) The despatch of personnel appropriated to H.M.A.S. *Tarangau*, is to be reported by signal to that establishment and repeated to any other concerned—

- (i) by the ship or establishment from which the personnel are appropriated, indicating, where applicable, the establishment to which discharged for onward passage, together with details of leave due, and
- (ii) by the establishment arranging onward passage, indicating passage details.

(502/201/807.)

403.

## ACTING ABLE SEAMEN, SIGNALMEN, TELEGRAPHISTS, AND STOKERS—PROVISIONAL CONFIRMATION ON DEMOBILIZATION.

Navy Order 319 of 1946 is cancelled.

(568/202/1099.)

404.

## CHESTS LIGHT STEEL FOR CONFIDENTIAL BOOKS—PATT. 1477, &amp;c.

It is desired to ascertain the present whereabouts of the light steel chests, &c. shown in Appendix "A" of which keys and/or combinations are held at the Naval Store Depots indicated. It is also desired to ascertain the present disposition of the duplicate keys of the light steel chests shown in Appendix "B" hereunder.

2. All H.M.A. ships and establishments are accordingly to furnish a report by 31st January, 1948, through the appropriate administrative authority as to whether any of the chests and/or keys are at present held or whether any information is available as to their disposal.

3. Nil reports are required.

(544/201/420.)

## LIST "A."

## PARTICULARS OF LIGHT STEEL CHESTS, ETC., PRESENT WHEREABOUTS UNKNOWN, FOR WHICH KEYS AND/OR COMBINATIONS ARE HELD AT NAVAL STORE DEPOTS.

Registered No.	Pattern No.	Naval Store Depot Where Held.	Number of Keys Held.	Remarks.
14	1477	G.I., Sydney ..	1 No.	Chest issued to <i>Wongala</i> , 22nd July, 1940
65	1477	G.I., Sydney ..	1 No.	Chest issued to <i>Latrobe</i> , 29th October, 1942
72	1477	G.I., Sydney ..	1 No.	Chest issued to <i>Nambucca</i> , 8th January, 1940

## LIST "A"—continued.

Registered No.	Pattern No.	Naval Store Depot Where Held.	Number of Keys Held.	Remarks.
124	1477	G.I., Sydney ..	1 No.	Chest issued to <i>Yandra</i> , 21st August, 1940
147	1477	G.I., Sydney ..	1 No.	Chest issued to <i>Kybra</i> , 2nd October, 1940
154	1477	G.I., Sydney ..	1 No.	Chest issued to <i>Tolga</i> , 31st December, 1940
204	1477	G.I., Sydney ..	1 No.	Chest issued to <i>Terka</i> , 3rd February, 1941
208	1477	G.I., Sydney ..	1 No. Darwin	Chest issued to <i>Melville</i> , 10th January, 1942
213	1477	G.I., Sydney ..	1 No. G.I.	
243	1477	G.I., Sydney ..	2 No.	Chest issued to <i>Ile de France</i> , 13th March, 1943
271	1477	G.I., Sydney ..	1 No.	Chest issued to <i>N.L.O. Tulagi</i> , 7th July, 1941
272	1477	G.I., Sydney ..	1 No.	Chest issued to <i>Manuwak</i> , 22nd July, 1942
325	1477	G.I., Sydney ..	1 No.	Chest issued to <i>Warrawee</i> , 17th July, 1942
364	1477	Melbourne ..	1 No.	Chest issued to <i>Patricia Cam</i> , 4th March, 1942
368	1477	Melbourne ..	1 No.	Chest issued to <i>S.S. Andes</i> , 19th March, 1942
385	1477	Melbourne ..	1 No.	Chest issued to <i>A.S.O., Geelong</i> , 3rd February, 1943
386	1477	Melbourne ..	1 No.	Chest issued to <i>Horsham</i> , 16th November, 1942
388	1477	G.I., Sydney ..	1 No.	
401	1477	G.I., Sydney ..	1 No.	Chest issued to <i>Kuramia</i> , 6th July, 1942
469	1477	Melbourne ..	1 No.	Chest issued to <i>Yandra</i> , 4th July, 1942
475	1477	G.I., Sydney ..	1 No.	Chest issued to <i>Pirie</i> , 25th September, 1942
481	1477	Brisbane ..	1 No.	Chest issued to N.O.I.C., Cairns, 5th November, 1942
486	1477	G.I., Sydney ..	1 No.	Chest issued to <i>Watcher</i> (late <i>Lookout</i> ) (vessel lost)
499	1477	G.I., Sydney ..	1 No.	Chest issued to <i>Baralaba</i> , 5th November, 1942
512	1477	G.I., Sydney ..	1 No.	Chest issued to <i>Abraham Crynsen</i> , 21st November, 1942
516	1477	G.I., Sydney ..	1 No.	Chest issued to <i>Geo. Peat</i> , 15th December, 1942
521	1477	G.I., Sydney ..	1 No.	Chest issued to <i>Yandra</i> , 18th December, 1942
528	1477	G.I., Sydney ..	2 No.	Chest issued to <i>Koompartoo</i> , 1st January, 1943
531	1477	G.I., Sydney ..	1 No.	Chest issued to N.O.I.C., Pt. Moresby for <i>Waree</i> , 14th January, 1943
533	1477	Fremantle ..	1 No.	Chest issued to <i>Bingera</i> , 4th January, 1943
537	1477	G.I., Sydney ..	1 No.	Chest issued to N.O.I.C., Milne Bay, 19th January, 1943
539	1477	G.I., Sydney ..	1 No.	Chest issued to N.O.I.C., Milne Bay, 19th January, 1943
546	1477	G.I., Sydney ..	1 No.	Chest issued to N.O.I.C., Milne Bay, 28th January, 1943
557	1477	G.I., Sydney ..	1 No.	Chest issued to N.O.I.C., Milne Bay, 28th January, 1943
567	1477	G.I., Sydney ..	1 No.	Chest issued to N.S.O., Fremantle by M. G. Dyke and Sons on a/c. of O.N. 413
579	1477	Fremantle ..	1 No.	

## LIST "A"—continued.

Registered No.	Pattern No.	Naval Store Depot Where Held.	Number of Keys Held.	Remarks.
583	1477	Fremantle ..	1 No.	
585	1477	Fremantle ..	1 No.	
639	1477	G.I., Sydney ..	2 No.	Chest issued to N.I.O.C., Milne Bay, 1st July, 1943
676	1477	G.I., Sydney ..	1 No.	Chest issued to N.S.O., Brisbane, 16th September, 1943
704	1477	G.I., Sydney ..	2 No.	Chest issued to N.O.I.C., Milne Bay, 17th November, 1943
707	1477	G.I., Sydney ..	1 No.	Chest issued to N.O.I.C., Milne Bay, 17th November, 1943
726	1477	G.I., Sydney ..	1 No.	Chest issued to N.O.I.C., Milne Bay, 11th December, 1943
743	1477	Brisbane ..	1 No.	Chest issued to A.I.B., General Headquarters, S.W.P.A.
818	1477	Fremantle ..	1 No.	
821	1477	G.I., Sydney ..	1 No.	Chest issued to N.S.O., Fremantle by M. G. Dyke and Sons
823	1477	Fremantle ..	1 No.	
841	1477	G.I., Sydney ..	1 No.	Chest issued to <i>Westwind</i> (not by Sydney Yard)
935	1477	G.I., Sydney ..	1 No.	Chest issued to N.S.O., Brisbane, 28th March, 1944
948	1477	G.I., Sydney ..	2 No.	Chest issued to <i>Mulcra</i> , 28th June, 1945
952	1477	G.I., Sydney ..	1 No.	Chest issued to <i>Melville</i> , 13th April, 1944
958	1477	G.I., Sydney ..	2 No.	Chest issued to N.O.I.C., Milne Bay, 2nd May, 1944
959	1477	G.I., Sydney ..	2 No.	Chest issued to N.O.I.C., Milne Bay, 2nd May, 1944
960	1477	G.I., Sydney ..	2 No.	Chest issued to N.O.I.C., Milne Bay, 4th May, 1944
961	1477	G.I., Sydney ..	2 No.	Chest issued to N.O.I.C., Milne Bay, 4th May, 1944
1017	1477	G.I., Sydney ..	2 No.	Chest issued to <i>Koopa</i> , 7th June, 1944
2052	1477	G.I., Sydney ..	2 No.	Chest issued to <i>Goolgwai</i> , 5th October, 1939
Q5001	1477	G.I., Sydney ..	1 No.	Chest issued to <i>H.M.T. Queen Mary</i> , 23rd March, 1943
Q5012	1477	G.I., Sydney ..	1 No.	Chest issued to <i>H.M.T. Queen Mary</i> , 23rd March, 1943
Q5017	1477	G.I., Sydney ..	1 No.	Chest issued to <i>H.M.T. Queen Mary</i> , 23rd March, 1943
W396	1477	G.I., Sydney ..	1 No.	Chest issued to <i>Kookaburra</i> , 14th February, 1939
W666	1477	G.I., Sydney ..	2 No.	Chest issued to <i>Birchgrove Park</i> , 26th September, 1941
M19	1477	Melbourne ..	1 No.	Chest issued to <i>Doomba</i> , 20th December, 1944
F6	1477	Fremantle ..	1 No.	
F34	1477	Fremantle ..	1 No.	
F36	1477	Fremantle ..	1 No.	
F37	1477	Fremantle ..	1 No.	
189	1480	G.I., Sydney ..	1 No. and Combination	Chest issued to <i>Gawler</i> , 18th April, 1941
456	1464A	G.I., Sydney ..	1 No.	Chest issued to <i>H.M.T. Nestor</i> , 14th December, 42
757	1481	G.I., Sydney ..	Combination only	Chest issued to N.O.I.C., <i>Fairfax</i> , 27th September, 1943
No. Reg. No.	Believed to be Patt. 1481	G.I., Sydney ..	Combination only	Chest issued to Department of Navy, Port Moresby direct by M. G. Dyke and Sons

## LIST "B."

PARTICULARS OF LIGHT STEEL CHESTS HELD AT NAVAL STORE DEPOTS  
FOR WHICH 1 NO. KEY ONLY IS AVAILABLE.

Registered No.	Pattern No.	Naval Store Depot.
5	1477	Fremantle
13	1477	Fremantle
156	1477	Fremantle
219	1477	Fremantle
220	1477	Fremantle
597	1477	Fremantle
655	1477	Brisbane
956	1477	Fremantle
957	1477	Fremantle
969	1477	Fremantle
T47	1477	Fremantle

405.

## QUEENSLAND TURF CLUB.

The privilege of non-effective membership of the Queensland Turf Club has been extended to Naval officers of or above the rank of Lieutenant-Commander.

2. A non-effective member will not be required to pay an entrance fee, but a subscription of £5 5s. per annum will be necessary and he will be entitled to receive a non-effective member's ticket and two ladies' tickets.

3. Officers who desire to take advantage of this privilege should communicate with the Secretary, the Queensland Turf Club, 503 Queen-street, Brisbane.

(462/201/2517.)

406.

## GIRL GUIDES' HOLIDAY GIFT.

In 1943 the Girl Guides Association of Victoria presented the sum of £2,000 to the R.A.N. Patriotic Fund of Victoria, the interest of this sum to be used for the specific purpose of defraying the cost of yearly holidays in camp for the children of Naval personnel resident in Victoria.

2. The Girl Guides Association has now approved a variation of the original terms of the gift and the income from the fund may now be used for the care of young children of Naval personnel during or after an illness, or during the period of illness in the home.

3. Applications should be made to the R.A.N. Relief Fund Welfare Officer, 383 Flinders-lane, Melbourne, Telephone MU 3848, or the Chaplain, H.M.A.S. *Lonsdale*.

4. Navy Order 421 of 1945 is cancelled.

(552/201/1090.)

(This Order will be reprinted for posting on Notice Boards.)

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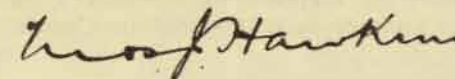
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## Commonwealth Navy Orders.

Navy Office, Melbourne,  
30th December, 1947.

The following Orders, having been approved, are hereby promulgated for information and guidance, and necessary action.

By direction of the Naval Board,



Secretary.

*The Flag Officer Commanding H.M.A. Squadron, and Commanding Officers of H.M.A. Ships, Officers in Charge of H.M.A. Naval Establishments, and others concerned.*

## TABLE OF CONTENTS.

No.	Subject.
407.	School of Air Support—Laverton.
408.	Harbour Defence Layer Ratings.
409.	Quarantine Control—Animals, Plants and Articles Subject to.
410.	Propellers, Shafting and Underwater Fittings—Photographs of.
411.	Spring Hooks—Patterns 2096a and 2097a.
412.	Table Linen.

C.13380/47.

407.

## SCHOOL OF AIR SUPPORT—LAVERTON.

With reference to Navy Order 87 of 1947, the following programme of proposed dates for the Senior Officers and Intermediate Courses at the School of Air Support, Laverton, is promulgated for information:—

	<i>Joining Date.</i>	<i>Course Comm.</i>	<i>Course End.</i>
No. 5 Int. Course ..	27/1/48 ..	28/1/48 ..	5/3/48.
No. 3 Senior Course ..	15/3/48 ..	16/3/48 ..	2/4/48.
No. 6 Int. Course ..	26/4/48 ..	27/4/48 ..	4/6/48.
No. 7 Int. Course ..	14/6/48 ..	15/6/48 ..	23/7/48.
No. 4 Senior Course ..	2/8/48 ..	3/8/48 ..	18/8/48.
No. 8 Int. Course ..	23/8/48 ..	24/8/48 ..	1/10/48.
No. 9 Int. Course ..	11/10/48 ..	12/10/48 ..	19/11/48.
No. 5 Senior Course ..	29/11/48 ..	30/11/48 ..	15/12/48.

NOTE.—(a) The commencing day for all courses subsequent to No. 5 Intermediate Course is a Monday.

(b) The duration of the Senior Course has been extended to twelve working days.

2. Paragraph 4 of Navy Order 87 of 1947, is cancelled and in future one officer of Lieutenant-Commander's rank or below will be appointed to undergo each Intermediate Course.

(614/230/30.)

408.

## HARBOUR DEFENCE LAYER RATINGS.

The Naval Board have had under consideration the question of Harbour Defence Layer ratings and have decided that, because of the limited numbers required and the provisions of the New Pay Code, the rating will be allowed to lapse.

2. Existing Harbour Defence Layer ratings may qualify in the equivalent T.A.S. rate. That is H.D.L.1 and H.D.L.2 will qualify as H.S.D. or T.D.2 and H.D.L.3 as T.D.3. Ratings who are not volunteers to thus qualify will complete their current engagement with the H.D.L. Part II qualification and will then be discharged.

3. A limited number of T.A.S. ratings will be qualified for loop laying duties and a special notation to this effect will be placed in their Service Certificates. This is to be an unpaid qualification and will not entitle the rating to any Part II qualification notation after his substantive rate. Whenever possible such courses will be limited to volunteers.

4. Navy Order 278 of 1942 is cancelled.

(348/215/20.)

409.

QUARANTINE CONTROL—ANIMALS, PLANTS AND ARTICLES  
SUBJECT TO.

The entry into Australia of animals or birds from places outside Australia is subject to strict regulation under the Quarantine Act, owing to the risk of the introduction of rabies, piroplasmiasis and other diseases.

2. Under no circumstances will permission be granted under the Quarantine Act for the conveyance by sea from places outside Australia to the Commonwealth of Australia proper (including islands adjacent to the coast) of—

- (a) living mascots, pets or other animals or birds, whether acquired before or after embarkation from Australia;
- (b) plants, fruit, seeds and any parts of plants including straw and grass;
- (c) fish, reptiles or living insects;
- (d) parts of animals such as skins, horns, hooves, wool, hair and feathers, unless such articles have been processed or manufactured.

3. (a) Commanding Officers of ships and establishments are to take action with local civil quarantine authorities to have destroyed forthwith living mascots, pets, animals or birds and other articles mentioned in paragraph 3 of this Order, which disembark at a port in Australia from outside the Commonwealth of Australia.

(b) Birds or animals in a ship proceeding from one port to another, may enter an Australian port en route, providing that such animals or birds are kept securely on the vessel and are not permitted to land. On arrival of the vessel the Commanding Officer is to advise the local civil Quarantine Officer, make necessary arrangements with him for inspection and security of the animals or birds and personally complete Quarantine Form Q.A.30.

4. Confidential Commonwealth Navy Order 20 of 1947 refers.  
(653/201/62.)

410.

PROPELLERS, SHAFTING AND UNDERWATER FITTINGS—  
PHOTOGRAPHS OF.

The provisions of Admiralty Fleet Order 3463/47 are to be observed in the Royal Australian Navy.

(653/201/453.)

411.

## SPRING HOOKS—PATTERNS 2096a AND 2097a.

A number of pattern 2096A spring hooks manufactured in 1943 failed to pass the proof-load test of 12 tons and were accepted as suitable for use as pattern 2097A 6 ton proof-load hooks owing to the difficulties in obtaining supplies at that time. These hooks were stamped "Like Pattern 2097A, 1943, MT, T6T, G.I. 6/6/44", although in size and conformation they are practically identical with pattern 2096A 12 ton hooks.

2. It has come to notice that some of the "Like Pattern 2097A 6 ton hooks" have been issued as pattern 2096A 12 ton hooks. Hooks in this category in stock or in use are therefore to be examined immediately to ensure that the substitute 6 ton hooks are recognized and used at their 6 ton limit.

3. These hooks should also be prominently stamped and any in store should be labelled as an additional precaution to ensure that they will not be used in error as 12 ton hooks.

(655/201/764.)

412.

## TABLE LINEN.

With reference to paragraph 1 of Navy Order 251 of 1947, the following sub-paragraph is to be added to the scale of table cloths and table mats for "Other Officers' Messes":—

(c) In addition to (b) above, a further cloth per table may be drawn by seagoing ships.

(530/209/10.)

